

THE Commercial & Financial CHRONICLE,

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

VOL. 9.

NEW YORK, AUGUST 21, 1869.

NO. 217.

Bankers and Brokers.

MONEY ADVANCED
AND
LOANS NEGOTIATED
UPON
SECOND MORTGAGES.

Those who desire to procure loans for NINETY DAYS or LESS upon the pledge or hypothecation of Second Mortgages, can be supplied with such loans, provided the prior mortgage is held by any New York Life or Fire Insurance Company or Savings Bank.

GEORGE W. CAMPBELL, Jr.

No. 71 Broadway, Room 23.

Marquand, Hill & Co.,

BANKERS AND BROKERS,
37 WALL STREET,
New York.

JOHN P. MARQUAND, GEORGE H. B. HILL,

Stocks, Bonds and Gold, bought and Sold on commission. Business Paper Negotiated.

Citizens Bank of Louisiana

Capital and Reserved Fund, \$2,500,000,
AGENCY,

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

DRAW ON

London Joint Stock Bank, Marcuard, Andre & Co.
Baring, Brothers & Co., Fould & Co.,
LONDON, PARIS,
in sums to points suiting buyers of Sterling or France.

HATCH, FOOTE & Co.,

BANKERS
AND DEALERS IN GOVERNMENT SECURITIES,
GOLD, &c.
No. 12 WALL STREET.

GEORGE OPDYKE, WM. A. STEPHENS
G. FRANCIS OPDYKE.

BANKING HOUSE OF

GEO. OPDYKE & Co.,

NO. 25 NASSAU STREET,
(Corner of Cedar street.)

DEPOSITS received from Individuals, Firms, Banks, Bankers and Corporations, subject to check at sight, and interest allowed at the rate of FOUR per cent per annum.

CERTIFICATES OF DEPOSIT issued, bearing FOUR per cent interest, payable on demand, or after fixed dates.

COLLECTIONS made on all accessible points in the United States, Canada and Europe. Dividends and Coupons also collected, and all most promptly accounted for.

ORDERS promptly executed, for the purchase and sale of Gold, also, Government and other Securities, on commission.

INFORMATION furnished, and purchases or exchanges of Securities made for Investors.

NEGOTIATIONS of Loans, and Foreign Exchange effected.

Bankers and Brokers.

WILLIAM ALEXANDER SMITH & CO.,
BANKERS,

No. 40 Wall Street, New York.

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

W. N. WORTHINGTON,

MEMBER N. Y. STOCK EXCHANGE,

BANKER AND BROKER,

14 WALL STREET, NEW YORK.

Particular attention paid to the purchase and sale of Stocks, Bonds, Gold and Exchange.
DEPOSITS RECEIVED SUBJECT TO SIGHT DRAFT And Four Per Cent interest allowed on Daily Balances.

Southern Securities have especial attention.

Collections made on all Southern Points.

McKim, Brothers & Co.,

No. 47 Wall Street, New York.

BANKERS AND BROKERS
DEALERS IN GOVERNMENT SECURITIES

Stocks, Bonds and Gold bought and Sold exclusively on Commission. Interest allowed on Deposit Accounts

Bowles Brothers & Co.,

[Successors to BOWLES, DREVET & Co.]

No. 12 Rue de la Paix, Paris.
76 State Street, Boston.
19 William Street, New York

Bills on Paris and the Union Bank of London.

CIRCULAR LETTERS OF CREDIT FOR TRAVEL LERS IN ALL PARTS OF EUROPE.
LANCASTER & Co., BROWN, LANCASTER & Co.,
Richmond, Baltimore.

SOUTHERN SECURITIES.

LANCASTER, BROWN & CO.,
23 Nassau Street,

OFFER FOR SALE:

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

BLAKE BROTHERS & Co.,

52 Wall Street, New York.

AND

28 STATE STREET, BOSTON,
EXCHANGE ON LONDON,
And Sterling Credits,

DEALERS IN COMMERCIAL PAPER.

Buy Sell Massachusetts and New York State Stocks.
Government Securities, Stocks Bonds, and Gold, bought and sold strictly on Commission.

Bankers and Brokers.

Edward C. Anderson, Jr.

BANKER, FACTOR AND

Commission Merchant,

Savannah, Ga.

Special attention given to consignments of Cotton, Gold, Stocks, Bonds and Foreign and Domestic Exchange, bought and sold.
Collections promptly remitted for.
Orders solicited for the purchase or sales of Produce and Securities. Prompt attention guaranteed.
New York Correspondents: LAWRENCE BROS. & Co.

Knauth, Nachod & Kuhne

BANKERS,

New York, AND Leipzig, Saxony,
BROAD ST. 85 BRUHL.

DRAW IN SUMS TO SUIT

the principal cities of Germany, Switzerland, England, France, Sweden, Norway, Holland, Belgium, Russia, Italy, Spain, Denmark, &c.
Issue Letters of Credit for Travelers, available in all parts of Europe.

Farmer, Hatch & Co.,

BANKERS & BROKERS,

78 BROADWAY AND 5 & 7 NEW STREET.

Stocks, Bonds and Gold bought and sold exclusively on commission.
Accounts of Banks and Bankers received. Collections made in the United States, British Provinces and Europe.
Bills of Exchange drawn on London, Paris, &c.
E. J. FARMER & Co., C. J. HATCH & Co.,
Cleveland, O. Milwaukee, Wis.

LEVY & BORG,

DEALERS IN

Southern and Miscellaneous Securities
No. 41 PINE STREET, NEW YORK.

In connection with the Manhattan Savings Bank Memphis, Tenn.

E. G. PEARL. D. F. JETT

PEARL & Co.,

BANKERS AND BROKERS,
64 BROADWAY & 19 NEW ST., NEW YORK.

Government Securities, Gold, Stocks and Bonds of every description bought and sold on Commission. Southern Securities a specialty.

WEST SIDE BANK,

NO. 464 EIGHTH AVENUE,

Near Thirty-Fourth Street.

The above Bank, being duly organized, will be opened for business on

MONDAY, AUGUST 2.

GEORGE MOORE, President.
JOHN G. FLAMMER, Vice-President.
JOHN W. B. DOBIER, Cashier,
Late Cashier of the Sixth National Bank.

STATE, CITY, COUNTY

AND

RAIL ROAD BONDS
BOUGHT AND SOLD.

Loa Negotiated for R.R. Companies

G. COPELAND,

PINE STREET, NEW YORK

Financial.

Banking House of

HENRY CLEWS & CO.

32 WALL STREET.

Interest allowed on all Daily Balances of Currency or Gold.

Persons depositing with us can check at sight in the same manner as with National Banks.

Certificates of Deposit issued, payable on demand or at fixed date, bearing interest at current rate, and available in all parts of the United States.

Advances made to our Dealers, at all times, on approved collaterals, at market rates of interest.

We buy, sell and exchange all issues of Government Bonds at current market prices, also Coin and Coupons, and execute orders for the purchase and sale of Gold and all first-class Securities, on commission.

Gold Banking Accounts may be opened with us upon the same conditions as Currency Accounts.

Railroad, State, City and other Corporate Loans negotiated.

Collections made everywhere in the United States, Canada and Europe.

Dividends and Coupons collected.

NORTH MISSOURI R.R.

FIRST MORTGAGE

7 Per Cent Bonds,

Interest Payable January and July, at the National Bank of Commerce in New York.

Cost of Road and Equipment in Cash - \$14,800,000
Amount of First Mortgage 6,000,000

The receipts of the road are steadily increasing, and will exceed two millions of dollars for present year. Receipts for month June \$151,000, against \$65,000 for same month in 1868.

We are authorized to offer for sale \$500,000 of these bonds at

85 and Accrued Interest.

JAMESON, SMITH AND COTTING,

No. 16 Wall Street, New York.

THE NATIONAL BANK OF THE REPUBLIC,
NEW YORK, July 30, 1869.A DIVIDEND OF FIVE (5) PER Cent, free of all taxes, has this day been declared, payable on MONDAY, August 9th, proximo.
H. W. FORD, Cashier.

Financial Notices

FIRST MORTGAGE

Land Grant Sinking Fund

SEVEN PER CENT BONDS OF THE

Houston & Texas Central Railway Comp'y.

Principal and Interest Payable in Gold in New York

The undersigned offer to persons desiring a safe and profitable investment, a limited amount of the above Bonds at 90 per cent and accrued interest in currency.

The Bonds are secured by a Sinking Fund of 2 per cent per annum, and the mortgage now covers ONE HUNDRED AND FIFTY-FIVE MILES OF A THOROUGHLY BUILT AND FULLY EQUIPPED RAILROAD IN ACTIVE OPERATION, extending from Houston, Texas, in a northerly direction towards the Red River, where it is intended to connect with the Railroads now building from Lawrence, Kansas City and St. Louis, with a branch road to Austin twenty-five miles of which is now in operation. It also covers valuable prairie and timber-lands, to the amount of 6,400 acres for each mile of road built. The Bonds issued and to be issued are limited to \$20,000 per mile. NO BONDS ARE ISSUED EXCEPT UPON ROAD COMPLETED, EQUIPPED AND IN OPERATION.

Sneppard Knapp, Esq., and William Walter Phelps, Esq., are Trustees under the mortgage.

The Railway as built and projected passes through the most fertile and thickly populated portion of the State of Texas, and during the past three years has earned more than double the amount necessary to pay the interest and Sinking Fund upon its Bonds.

For further information apply to

JAMES ROBB, KING & CO.,
56 Wall st., New York.J. S. KENNEDY & CO.,
41 Cedar st., New York.

A SEVEN PER CENT GOLD LOAN.

\$6,500,000.

The Kansas Pacific Railway now in successful operation from Kansas City to Sheridan, proposes to build an extension to Denver, Colorado. The Government has granted Three Millions of Acres of the finest lands in Kansas and Colorado, which are mortgaged for the security of a loan of

\$6,500,000.

This loan is secured in the most effectual manner. It represents a road in profitable operation, and will open the trade of the Rocky Mountain country, and connect it with the great markets of the East. It is considered to be one of the best loans in the market.

EVEN BETTER IN SOME RESPECTS THAN GOVERNMENT SECURITIES.

The loan has thirty years to run, principal and interest payable in gold semi-annually, seven per cent. The coupons will be payable semi-annually in either Frankfort, London, or New York, and will be free from Government taxation. The bonds for the present are sold in currency at 96, with accrued interest. Circulars, maps, and pamphlets sent on application.

DABNEY, MORGAN & CO.,
58 EXCHANGE PLACE, N. Y.M. K. JEUPE & CO.,
12 PINE STREET, N. Y.**Gibson, Beadleston & Co,**

BANKERS,

No. 50 EXCHANGE PLACE.

STOCKS, BONDS, GOVERNMENT SECURITIES, FOREIGN EXCHANGE and GOLD bought and sold on the most favorable terms.

INTEREST allowed on deposits either in Currency or Gold, subject to check at sight, the same as with the City Banks.

ADVANCES made on all marketable securities. CERTIFICATES of Deposit issued bearing interest. COLLECTIONS made at all points of the UNION and BRITISH PROVINCES.

LOANS negotiated on FOREIGN AND DOMESTIC PRODUCE, in store and afloat. We invite particular attention to this branch of our business, in which we have unusual facilities.

Financial Notices.

PROPOSALS FOR

\$300,000

City Lunatic Asylum Stock.

SEALED PROPOSALS WILL BE RECEIVED AT the Comptroller's office until TUESDAY, August 31, 1869, at 2 o'clock P. M., when the same will be publicly opened for the whole or any part of the sum of three hundred thousand dollars of "City Lunatic Asylum Stock," authorized by chapter 56, Laws of 1869, and by an ordinance of the Common Council, approved by the Mayor, July 23, 1869. Said stock is to be issued for the purpose of providing additional buildings for lunatics in the City of New York, and will bear interest at the rate of seven per cent per annum, payable half yearly, to wit: on the first day of May and November in each year, and the principal will be redeemed on the first day of August, 1879. The proposals will state the amount of stock desired and the price per one hundred dollars thereof, and the persons whose proposals are accepted will thereupon be required to deposit with the Chamberlain the sums awarded to them respectively, together with any premiums thereon. On presenting to the Comptroller the receipts of the Chamberlain for such deposits, the parties will be entitled to receive certificates for equal amounts of the par value of the sums awarded to them, bearing interest from the dates of payment. Each proposal shall be sealed and endorsed "Proposals for City Lunatic Asylum Stock," and inclosed in a second envelope, addressed to the Comptroller. The right is reserved on the part of the Comptroller to reject any or all of the bids, if, in his judgment, the interests of the Corporation require it.

RICHARD B. CONNOLLY,
COMPTROLLER.

City of New York, Department of Finance, Comptroller's Office, August 9, 1869.

PITTSBURGH,

FORT WAYNE AND CHICAGO

Railway Company.

OFFICE OF WINSLOW, LANIER & Co.,
TRANSFER AGENTS,
NEW-YORK, Aug. 6, 1869.

The books for the transfer of the stock of this Company will close on

TUESDAY,

THE 10TH DAY OF AUGUST, 1869, AT 2 P. M.,

for the purpose of enabling the persons holding stock at that time to convert the same into the guaranteed stock to be issued in exchange therefor.

The stock to be issued in exchange will be entitled to dividends at the rate of seven per centum per annum, payable quarterly on the Tuesday following the first Monday of January, April, July and October in each year, out of the rental reserved under the lease to the Pennsylvania Railroad Company, and such dividends will be payable free of the income tax of the United States Government, and of all taxes which may be collected in any manner through or by means of the corporation owning the road, or the corporation leasing the same—the payment of all such taxes being assumed by the lessee.

One hundred and seventy-one shares will be issued in exchange for each one hundred shares of the present stock. Persons entitled to receive the fractional part of a share will receive scrip not entitled to dividends until aggregated.

The fractional part of a share due in exchange being three sevenths of a share on every one hundred shares, will be converted, and the avails included in the cash dividend to be hereafter made out of the surplus assets of the Company when outstanding accounts shall be settled.

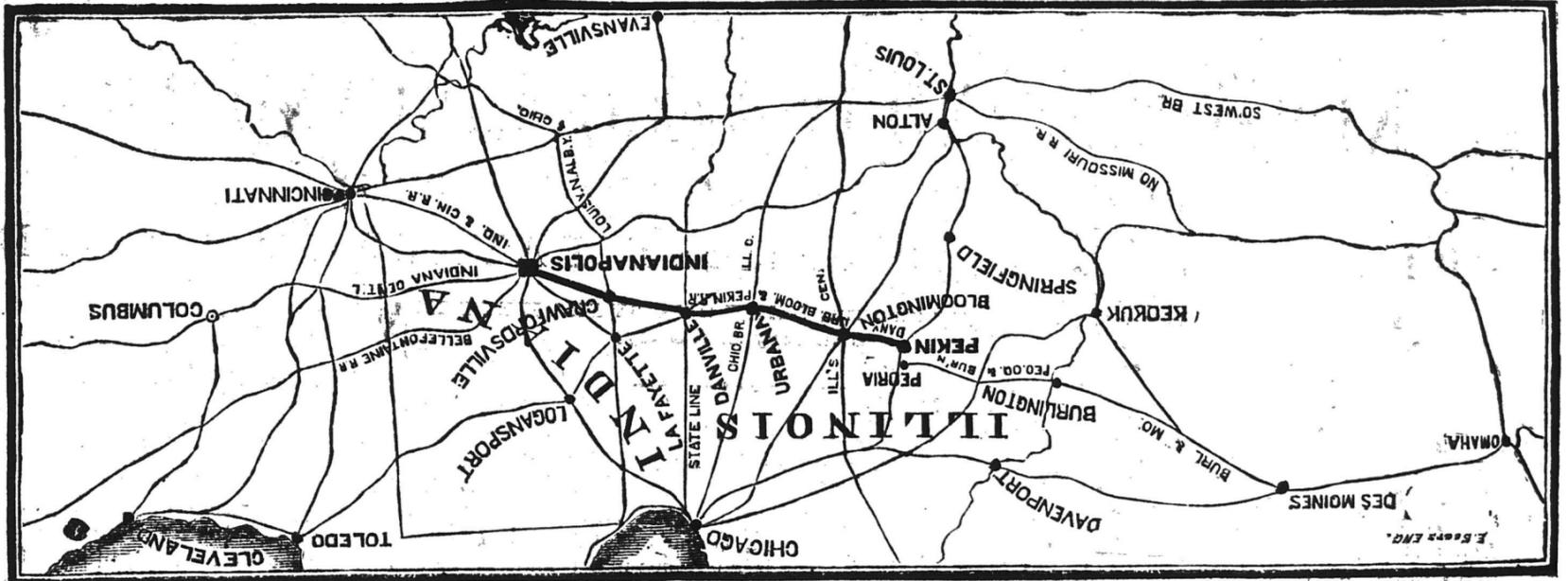
The books will be opened for the exchange of stocks on TUESDAY, the 24th day of August, 1869.

By order of the Executive Committee.

WINSLOW, LANIER & CO.,
TRANSFER AGENTS.

No. 27 Pine street

SEVEN PER CENT GOLD
FIRST MORTGAGE CONVERTIBLE BONDS OF THE
Danville, Urbana, Bloomington and Pekin Railroad Company of Illinois,
 Principal and Interest payable in Gold at the Farmers' Loan and Trust Company, New York. Coupons
 Payable April and October.
FREE OF GOVERNMENT TAX.



The Danville, Urbana, Bloomington and Pekin Railroad, upon which property these bonds are issued, is now in process of construction, its terminus being the cities of Danville and Pekin, both in Illinois. The length of the road is 117 1/2 miles: its capital stock \$3,000,000. The grading, bridging, and all the work necessary to perfect a complete roadway has been already done, and the whole line is ready for the rails. These are rapidly being put down, and a portion of the road is now in successful operation. It is expected that the whole road will be completed early the coming autumn.

These bonds are convertible into stock at par, at the option of the holder, and may be registered in the name of the owner, at any time, if desired. The total amount of bonds is limited to \$2,000,000. The security offered is, as we shall show, the best. Already sums, nearly equal to the total amount of bonds to be issued, have been expended on the road. The bonds, averaging less than \$18,000 per mile, are secured by a first mortgage on the whole road, and entire property of the company. The road runs East and West on the line of the principal and oldest emigrant wagon-road in the State, passing through several populous towns and cities, and the richest agricultural district in Illinois—in a word, through the garden of the Garden State. Its local business alone will suffice to make it a first-class paying road; while, with its connections with many principal lines, its through trade must be such as to make it one of the most profitable in the country.

The road will be consolidated with the line from Danville to Indianapolis, making a line of 210 miles. At Indianapolis, connection will be made with all the through lines to New York and Baltimore; at Danville with the Toledo, Wabash and Western. In fact the road will form a main link in the direct communication of the principal Atlantic cities with southern Illinois, with Keokuk and Burlington, Iowa, and thence with Omaha and the Pacific.

It will complete a direct line from Boston to Peoria, Keokuk, Burlington, Omaha and the far West, via Albany, Buffalo, Cleveland, and the Bellefontaine Railroad to Indianapolis and Danville, or via Toledo and Wabash and Western Road.

It will form the most direct line from New York to the same points West via the New York Central, Lake Shore and Bellefontaine Roads, to Indianapolis and Danville; or via the Erie, Atlantic and Great Western, to Dayton, Ohio, and via Indiana Central, to Indianapolis, Danville, Bloomington, &c.; as well as from Philadelphia, via the Pennsylvania Central, to Harrisburg, Pittsburg, Columbus, Dayton and Indianapolis.

It will form an important link in the communication of Baltimore and the South with the Great West, the North West and the Pacific, via Baltimore and Ohio Railroad, to Parkersburg, Cincinnati, Indianapolis, Danville and Peoria.

Thus, with the combined advantages of a certainty of a remunerative local business and a through business, which, as a connecting link to so many diverging and principal lines, it must necessarily have, it is reasonable to presume that the earnings of this road must exceed, in proportion to its length, those of any other

railroad in Illinois. The following table shows the earnings of some of the principal railroads in Illinois:

Railroads.	Gross Earn'gs.	Miles road.	Earn'gs per mile
Chicago, Alton and St. Louis.....	\$3,892,861	280	\$13,900
Chicago and Northwestern.....	11,712,248	1,152	11,670
Chicago, Rock Island and Pacific..	4,105,108	410	10,012
Toledo, Wabash and Western.....	3,783,820	521	7,261
Illinois Central.....	7,160,991	708	10,115

It is safe to estimate the receipts of the Danville, Urbana, Bloomington & Pekin R. R. for the first year, at \$12,000 per mile, or on 117.05 miles, \$1,404,600.

FIRST YEAR.

Receipts, as estimated.....	\$1,404,600
Estimated expenses as follows:	
Operating expenses, 50 per cent.....	\$702,300
Interest on \$2,000,000 gold bonds, 7 per cent.....	140,000
Premium, 40 per cent on \$140,000 gold.....	56,000
Set aside as Sinking Fund.....	10,000
	908,300

Leaving a net profit over interest and expenses..... \$496,300

or over 16 per cent for dividends on the capital stock the first year of its operation. Without doubt, a progressive increase thereafter, each year, would be the result. The geographical location of the road is alone sufficient to convince all of its great value and usefulness.

The stock of the Rock Island and the Illinois Central, the Chicago and Alton, Burlington and Quincy Roads, are all selling at from above par to nearly 200, while none of them are more favorably located, and the competition of them all is much greater than this can have. There is no reason why the stock of this road shall not sell as high as either of the above. Hence the privilege of converting these bonds into stock of this Company at par any time desired greatly increases their value.

After having personally and thoroughly examined this road, we accepted the agency for negotiating its bonds. We now offer them at 95 and accrued interest in currency. With the utmost confidence we recommend them as a reliable and safe security and profitable investment.

At the present price they pay 10 per cent currency,—over 45 per cent more than the same amount invested in Five-twenty Bonds—besides the advantage of being free from tax, and the prospect of a speedy advance in the stock of the road on completion, into which they may be converted.

Government Bonds and Gold received at their market value in exchange without commission. Bonds forwarded by Express free of charge.

Full particulars furnished by the undersigned, Financial Agents of the Company
TURNER BROTHERS, Bankers,
 14 Nassau Street, New York
 New York, July 23, 1869.

Insurance.

Mercantile Mutual
(MARINE)

INSURANCE COMPANY,
 NO. 85 WALL STREET, NEW YORK.

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

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

TRUSTEES:

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

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

Miscellaneous.

A SAUCE
BEYOND COMPARISON.
Thwaites & Bradshaw's.



No Breakfast or Dinner complete without it. The finest of all East Indian Condiments.—SOYER. For Hot or Cold meats, Fish, Soups, &c., No Sauce, Pickle or Ketchup can compare. Sold retail by most Grocers, Fruit Dealers, &c.

WHOLESALE BY

G. G. YVELIN, 206 and 208 Fulton street.
 E. C. HAZARD, 192 and 194 Chambers street.
 S. E. HUSTED & CO., 183 Greenwich street.

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 **HENDERSON BROTHERS,** No. 7 Bowling Green, New York.

Bankers and Brokers.

W. P. VAN DEURSEN, Chicago. SWAN & PAYSON, New York.

W.P. VanDeursen & Co.,
BANKERS and BROKERS,
 106 LASALLE ST UNION BANK BUILDING).
CHICAGO, ILLINOIS.

Buy and sell STOCKS, GOVERNMENT SECURITIES and GOLD, on Margins—or for live ors at **NEW YORK RATES.**

GOLD DRAFTS ON NEW YORK OR SALE.
 G. P. EMBICH, President. C. V. HARD, Cashier.

THE COMMERCIAL BANK
 OF
WOOSTER, OHIO.

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

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

G. WELD THOMAS,
 BROKER AND DEALER IN

Miscellaneous Stocks, Bonds, Real Estate, &c.

No. 21 NASSAU STREET (Room 8),
 NEW YORK.

Buys and Sells all classes Southern, Northern and Western Securities at a small commission.

Money advanced on Stocks, Bonds, and Real Estate.

A CHOICE SECURITY.

FIRST MORTGAGE BONDS

OF THE

NEW-YORK AND OSWEGO MIDLAND R.R.

COUPON AND REGISTERED.

PRINCIPAL AND INTEREST PAYABLE IN GOLD.

Interest SEVEN Per Cent GOLD per annum, FREE OF GOVERNMENT TAX, payable in New-York
January and July.

The road upon which these securities are based is one of first-class importance. It spans the State of New-York from its Metropolis to its northern borders. No public work of greater magnitude or of fairer promise for utility and profit has ever been undertaken in this State.

Its northern terminus is at the City of Oswego, on Lake Ontario. From this point it traverses, in the direction of New-York, the rich and populous counties of Oswego, Oneida, Madison, Cayuga, Onondago, Cortland, Chenango, Otsego, Delaware, Sullivan, Ulster and Orange, where it strikes the borders of New-Jersey, whence it continues under another name and a separate charter obtained from that State, to the City of New-York. The last-named division is now in course of construction. The entire length of the road is upwards of 400 miles.

The road is admirably located for securing a large and profitable business. The northern section of New-Jersey, through which it passes, is one of the most healthful and picturesque regions in the vicinity of New-York. It only needs the additional attraction of the railroad facilities which this line will afford to transform it into a wealthy and populous suburb of the Metropolis; thus securing to that division of the road a large and constantly increasing local business.

The other and main division traverses the entire-length of the great midland counties of New-York, which have been hitherto almost destitute of railroad facilities. These counties are as fertile and productive as any in the State; and as this road will furnish them their much-needed facilities for transportation and travel, it cannot fail to command, throughout its entire length, a large and remunerative local business.

Its advantages for through business, both Northern and Western, are also unsurpassed. It shortens the railroad connections of the City of New-York with Oswego and Canada forty-five miles; and, by means of a branch to Auburn, where it connects with the New York Central, it shortens that connection with Buffalo and the West seventy miles. These are important advantages. Taken in connection with its thorough construction, its easy grades, and its freedom from sharp curves, it cannot fail to compete successfully with any and all other roads for through business. Possessing such superior advantages for commanding both local and through business, and being one of the trunk lines of road starting from the great commercial centre of the Union, there would seem to be no room to doubt that the road will prove to be one of the most remunerative in the country.

Its construction has been undertaken under financial auspices equally favorable. The citizens of the Midland Counties, feeling the urgent need of railroad facilities, have made subscriptions to its capital stock to the amount of six millions of dollars. The larger share of these subscriptions have been made by towns and cities in their corporate capacity, and for which they paid in town and city bonds bearing 7 per cent interest. These bonds being made by law exempt from local and municipal taxation, when held in any county through which the road passes, the Company have found ready sale for them at par and interest whenever they had occasion to use the proceeds, thus rendering the subscriptions for which they were given in payment, equivalent to cash. The Company, therefore, commence its undertaking with a paid-up capital of \$6,000,000, which, it is believed, is a larger capital than any other railroad enterprise in this country has ever been started with.

By express provision of law the towns and cities which have thus subscribed for and now hold a majority of the capital stock of the Company, can never dispose of it, whatever the market price may be, without the consent of a majority of the tax-payers in the respective towns and cities. This virtually may be deemed a perpetual prohibition of sale, whereby the control of the road will remain forever with the farmers and business men residing on its line, who, of all others, are the parties most interested in its success, and thus save it from the hazards of being made a foot-ball of stock operators and speculators.

To provide the balance of the means that may be found requisite to complete and equip the road, the Company has adopted the usual method of issuing bonds secured by a first mortgage on its property. That mortgage has been executed. It conveys to A. A. Low, Geo. Opdyke and Delos De Wolf, in trust, to be held as security for the bondholders, the entire road and its branches, from Oswego to the State line of New-Jersey, together with its equipment, franchise, and all other property of the Company appertaining thereto. It also provides that the issue of bonds shall be strictly limited to \$20,000 per mile of road actually built and in running order.

The Company is prosecuting its work with great energy, and doing it in the most substantial manner. It expects to have one hundred and forty-seven miles of its road finished by the 1st October next, namely, that portion of its main line running from Oswego to Sidney Plains, the point of intersection with the Albany and Susquehanna Railroad, together with a branch to New-Berlin. Nearly the whole cost of this portion has been defrayed by the stock subscriptions raised along this part of the line. The grading, masonry and bridging of that portion of the line is already about completed, and not less than sixty miles of track laid. The work is also making good progress on other divisions of the road. It is the expectation of the Company, if not retarded by unforeseen obstacles, to have the entire road completed within the ensuing calendar year.

In offering these securities to the public, it is due to the Company to say that, in the preparation of their bonds and the mortgage under which they are issued, they have cheerfully adopted every suggestion that we have deemed essential to render them the most perfect and attractive railroad security on the market. The mortgage provides that, in case of default, for a period of four months, in the payment of interest, the bonds shall become due; and it empowers the trustees, in that event, to take possession of the road and all other property covered in the mortgage, and to use or sell the same for the benefit of the bondholders. This we deem a most important provision, as it avoids all the delays and dangers of litigation in case of default.

The bonds are issued with coupons; but they provide for registration and reconversion into coupon bonds at the option of the holders. Or, if any holder so elect, he may, by surrendering the coupons, convert them into permanent registered bonds.

The bonds are payable in twenty-five years from the 1st of July last. They are payable in gold coin of the United States. They bear gold interest at the rate of 7 per cent per annum, payable in New-York 1st January and 1st July, free of Government tax.

In view of the \$6,000,000 paid-up capital of the corporation issuing these bonds; the importance of the road and its admirable location for commanding profitable local and through business; its proximity to the City of New-York; its wise protection from the control of stock operators and speculators, the good judgment and energy displayed by those charged with its projection and construction; the valuable provisions contained in the mortgage; the right to convert the bonds from coupon into registered, and to reconvert them; the sound currency in which they are payable, and the high rate of interest they bear—in view of all these assuring facts, we feel amply warranted in commending these bonds as one of the safest and most inviting railroad securities ever offered to the public.

We are authorized for the present to sell them at par and accrued interest in currency. But the Company reserves to itself the right to enhance the price at any time it may elect. For sale by

GEORGE OPDYKE & CO.,

NO. 25 NASSAU STREET.

minute and less productive taxes should be swept from the statute-book altogether. There are not a few persons who believe that the income tax, the whiskey tax, and the tobacco tax, if faithfully collected, would yield almost all that can safely be levied in this country by internal taxes.

Leaving this vexed question of taxation, however, it is gratifying to glance at the other side of the balance sheet. Our navy has cost 20 millions against 25 millions in 1868, 31 millions in 1867, 43 millions in 1866, and 122 millions in 1865. The army cost last year 78 millions against 123 millions the previous year, and 95 millions in 1867. The civil service cost us 56 millions last year, and the pensions and Indians 35 millions. From the lack of detail, these items cannot be at present conveniently compared with those of previous years. We shall probably resume these considerations hereafter. The result of our analysis, so far as it has been pursued, is amply sufficient to confirm the opinion of those who see in the high prices of our government bonds a result of the improving fiscal strength of our National Treasury.

THE ERIE CANAL AND THE RAILROADS.

Some weeks ago in treating of land and water transportation for agricultural products, we urged the importance of a reduction of rates to the lowest possible limit and the abandonment of restrictions local or otherwise upon internal traffic. There then appeared to be an unusual interest on this subject among commercial men, shippers to the seaboard, all along the lakes and the canals to the Mississippi. Committees were sent out to consult with the merchants of the lake ports, and there seemed to be an understanding that the local rates should be uniformly reduced and then maintained at the reduced figure. We do not understand that this arrangement has been carried out. Had it been, the charge per ton on wheat from Chicago to this city would have been reduced from \$9 64 to \$6 98, and on corn from \$9 06 to \$6 51, leaving the State tolls unchanged. There was a strong hope that the canal tolls would also be reduced. The prominent canal men of the State favored the reduction. The Governor spoke encouragingly with regard to it. Still no change was made. Local charges for handling, shoveling, elevating, &c., were reduced at Buffalo, however, from some 2½ cents to about one-fourth of that amount. But the ports at the West, to whose charges exception had been taken, made no reduction, or if they did the change was temporary, or rather in the way of mutual competition, than for the sake of compliance with any uniform rule applicable alike to canal and lake ports. Of course so far as the Western cities were concerned, they had less interest in the reduction of charges than the canal ports of this State. With rates as high as they had been, the railroad was likely to come in as a successful competitor, but the lake ports would lose only such grain as would avoid the water routes entirely by taking the cars at interior ports directly for the East. These lake ports, with their great facilities for receiving and shipping grain, would continue to gather the crop largely to them, and once there, it was of little importance to them what route it would take in seeking the sea board; that would be determined by the rate of transportation. Their real interest in the reduction proposed along the line, was simply to govern the direction of the trade, and to bring to them such portions of the crop as oscillated between the solicitation of the lake ports and other interior shipping points.

The natural result of these continued high rates by water is seen in the successful competition of the railroad from Buffalo to the sea board, with the Erie Canal. Within the past two weeks the railroad managers placed their charges on grain from Buffalo to New York at 25c per 100 lbs., or, for wheat 15c a bushel, for corn 14c, for oats 8c, and for flour 60c per barrel. The canal charges were for wheat 14c a

bushel, for corn 12c, for oats 7½c, and for flour 48c per barrel. By railroad this produce would be brought in three days; by canal twenty days would be required. The shipper has his return in the first case so much quicker than in the last, that the minute difference in the rate would hardly be an object worthy of consideration. Now it is to be noticed here that of the canal charges about one-half are for tolls. Wheat pays about 6c a bushel. The other articles pay in like proportion. Is it not then easy to see that interest and profit alike demand a large reduction of these tolls? Experience must certainly soon teach that, and also the further lesson that the canal facilities of this State need enlargement. As we remarked a few weeks since, as little as possible should be taken from the producer and consumer for transportation charges for the whole country reaps the benefit of any reduction in these rates. Besides, the present canal tolls are actually a discrimination in favor of railroads, and at this very time they are taken advantage of by the shrewd men who control the railroad interests.

MARIETTA AND CINCINNATI RAILROAD (AS REORGANIZED.)

The original Marietta and Cincinnati Company became insolvent in 1857, and the property passed into the hands of a receiver. At that date about \$12,000,000 had been expended on the work, of which \$3,500,000 was share capital, \$6,000,000 mortgage bonds, about \$1,200,000 domestic bonds, and \$1,500,000 floating debt. On the 15th of August, 1860, the company was reorganized on a capital of \$8,000,000, all the mortgage bonds having been surrendered and cancelled, and the old stock and unsecured debts wiped out by virtue of foreclosure and sale. Thus the new company took the property free from all debts and incumbrances, except a loan of \$200,000 made by the trustees for the purpose of effecting the transfer.

What is now the Marietta and Cincinnati Railroad is made up of the old line, which extended from Blanchester to Harmer, and of several roads that were purchased by the company, chiefly with stock, soon after the reorganization of 1857. These were the Hillsboro' and Cincinnati, extending from Loveland, on the Little Miami Railroad, to Hillsboro', and which now constitutes a portion of the main line, and a branch from Blanchester to Hillsboro'; the Union Railroad, connecting the main line with the Parkersburg branch of the Baltimore and Ohio Railroad, which is to be more closely connected with that great line by a bridge over the Ohio river, now being built; also the Scioto and Hocking Valley Railroad, now called the Portsmouth Branch. The scheme of the work includes an extension into Cincinnati, of which about seven and a half miles still remain to be constructed. The improvements, when perfected, will make up a line of uniform gauge from Baltimore to Cincinnati, virtually under one direction, and if in the future the gauge of the Ohio and Mississippi Railroad be changed from the wide to the narrow gauge, a line from Baltimore to St. Louis and West, via the Pacific Railroad of Missouri and connections to the cities of the Pacific Slope and Coast. It is scarcely possible that those interested in this great project can fail to perfect the plan thus laid out, and furnish Baltimore with the means of developing its natural share in the overland commerce of the continent. The extension into Cincinnati will also give the road a valuable connection via Indianapolis west and north.

The lines of the present company may be described as follows:

	miles.
Main line: Harmer to Cincinnati, Hamilton and Dayton Railroad.....	190.8
Branches: { Blanchester to Hillsboro'	21.0
{ Hamden to Portsmouth.....	56.0
{ Scott's Landing to Belaire.....	9.0
Total road owned by company.....	276.8
Leased: Cin. Ham. and Dayton (Junction to Cincinnati).....	7.5

The length of sidings and other second tracks is about 22 miles. The iron ranges from 56 to 60 lbs. to the yard. Previous to the construction of that part of the road west from Loveland, the company's trains reached Cincinnati via the Little Miami Railroad, for which privilege they pay \$60,000 a year. They now pay to the Cincinnati, Hamilton and Dayton Company, for the use of seven and a half miles of road, \$25,000 a year, and to the Cincinnati and Indiana Company, for the use of depot, &c., in Cincinnati, \$5,000 a year.

The company have 52 locomotives and 580 cars, of which latter 24 are passenger, and ten baggage, mail and express, the remainder being freight cars.

The mileage made by engines hauling trains in 1868 was as follows: Passenger trains, 450,760; freight, 471,380; wood, &c., 180,760, and construction, 87,700—total, 1,190,600 miles. The number of passengers transported on the lines was 311,805, and the quantity of freight, 328,877 tons. It does not appear that the through business of the lines is extensive, the number of passengers between Cincinnati, Harmer and Belpre having been only 4,419, and the tons of freight only 12,652. The earnings in the same year amounted to \$1,295,367 55, of which \$32,206 43 was from through passengers, and \$196,586 01 from way passengers. This through business has increased yearly, and when the termini are completed, the prospects are favorable to a large development of this branch of the business of the line. The expenses of operating in the same year were \$1,117,617 35, leaving net earnings at \$177,750 20. This amount was not sufficient to pay even the interest on the company's first bonds, and hence the debt of the company was largely increased. In the following table we give the earnings of the road for five years:

	FREIGHT		PASSENGER		Mail Exp. &c.	Total Amount.
	Local.	Through.	Local.	Through.		
1864...	\$452,167 86	\$68,000 00	\$466,313 74	\$600 00	\$53,083 65	\$1,038,165 25
1865...	445,662 52	147,190 57	589,765 51	1,000 00	60,429 56	1,524,048 16
1866...	591,879 75	163,078 29	412,974 79	20,936 00	74,547 63	1,203,410 86
1867...	676,870 45	125,628 88	872,686 39	29,877 00	76,451 85	1,230,514 67
1868...	656,549 29	196,526 01	338,741 45	32,206 43	71,184 37	1,295,367 55

These figures are scarcely encouraging, but when the connections east and west are completed, there will, undoubtedly, be a large increase in the annual receipts. The balance to the loss of the company increased in 1868 from \$435,685 38 to \$874,373 65, or, by the large sum of \$438,688 27. The financial status of the company on January 1, 1864, and January 1, 1869 (five years apart), is shown in the following abstract of the general balance sheets of date:

	1864.	1869	Increase	Decrease
Shares, 1st preference.	\$5,445,442 21	\$8,130,719 44	\$2,685,277 23	...
" 2d "	3,483,871 97	4,460,368 23	976,496 26	...
" common.....	1,850,000 00	2,029,773 25	179,773 25	...
	\$10,779,014 18	\$14,620,865 92	\$3,841,851 74	.....
Bonds, 1st mort. sterl'g.	\$1,000,000 00	\$1,050,000 00	\$50,000 00	.....
" " curr'cy	609,977 84	2,454,342 51	1,844,364 67	.....
" 2d mortgage.....	.....	2,500,000 00	2,500,000 00	.....
" Scioto & H. Val.	.....	300,000 00	300,000 00	.....
Baltimore loan to Union Railroad Company...	20,000 00	20,000 00	.....	.....
	\$1,629,977 84	\$6,324,342 51	\$4,694,364 67	.....
Pay-rolls.....	\$23,461 16	\$131,408 87	\$107,947 71	\$.....
Bills payable and cash borrowed.....	26,508 95	241,263 13	214,754 18	.....
Cash dividend unpaid..	163,478 50	7,468 50	156,010 00	.....
Individual accounts....	.....	99,620 87	99,620 87	.....
Profit and loss.....	342,464 34	.....	.....	342,464 34
Total.....	\$12,963,904 97	\$21,424,969 80	\$8,461,064 83	.....

Per contra, the following assets, viz.:

Railway and equipment	\$9,433,432 19	\$11,585,896 19	\$2,152,464 00	.....
Union R.R. purchase...	153,603 58	177,916 50	24,307 92	.....
Hillsboro' and Cincinnati R.R. purchase...	1,553,317 57	1,888,796 93	335,479 36	.....
Scioto and Hocking Valley R.R. purchase....	.....	800,000 00	800,000 00	.....
Total.....	\$11,140,368 34	\$14,452,609 62	\$3,312,241 28	.....
Construct'n—Main line.	\$590,364 03	\$3,740,312 55	\$3,149,948 47	.....
" Cin ex ..	1,531 10	1,251,110 30	1,249,579 20	.....
Discount on mort. b'ds.	.....	1,134,861 20	1,134,861 20	.....
	\$592,195 18	\$5,126,281 05	\$4,534,068 87	.....
Suspense Account.....	\$.....	\$155,000 00	\$155,000 00	.....
Real estate.....	102,544 70	550,266 77	447,722 07	.....
Bonds and stocks.....	.....	52,965 92	52,965 92	.....
Materials and fuel....	10,307 08	105,529 89	95,222 81	.....
Bills receivable.....	.....	7,999 34	7,999 34	.....
Uncollected revenue...	.....	49,950 56	49,950 56	.....

C.J. and Heck Val. R.R. subscription.....	.....	10,000 00	50,000 00	.....
Profit and loss .....	.....	874,373 65	874,373 65	.....
Total.....	\$12,963,904 97	\$21,424,969 80	\$8,461,064 83	.....

The funded debt of the company, as shown in the statement of January 1, 1869, is described as follows:

	Rate.	Interest Payable.	Principal payable.	Amount outstanding.
1st mortgage, sterling.....	7	Feb. & Aug.	Aug. 1, 1891	\$1,050,000 00
1st mortgage, currency.....	7	Feb. & Aug.	Aug. 1, 1891	2,449,500 00
1st mortgage (scrip), currency..	7	Feb. & Aug.	.....	4,842 51
2d mortgage, currency.....	7	May & Nov.	May 1, 1896	2,500,000 00
1st mortgage (S. & H. Val R.R.)	7	May & Nov.	May 1, 1896	300,000 00
Balt. loan to Union R. E. Co....	6	.....	..... 1870	20,000 00

The stocks of this company are almost without market value. First preference shares have recently been sold at 20@23, and second preference at 6@8. The common stock is not quoted.

CHICAGO AND NORTHWESTERN RAILWAY.

The annual report of the Chicago and Northwestern Railway Company for the fiscal year ending May 31, 1869, has just been published, and, taken as a whole, must be considered the most favorable report yet issued. The gross earnings of the road, on a mileage nearly the same as in the previous year, show the important increase of \$1,326,496, while the percentage of operating expenses to earnings is only 56.84 per cent (taxes included), against 62.42 per cent in 1867-8. The result of the economy of operations will more fully appear by a comparison of the gross and net earnings for the last two years, as follows:

For the year ending May 31, 1868.....	Gross earnings.	\$12,614,846 46	Net earnings.	\$2,362,382 51
For the year ending May 31, 1869.....	.....	13,911,343 19	.....	3,566,070 16
Amount of increase.....	.....	\$1,326,496 73	.....	\$1,203,707 75
Percentage of increase.....	.....	10 52-103	.....	50 9-10

Liberal outlays have been made during the year for permanent improvements and equipment; the funded debt has been decreased \$783,000, part of which was by the payment of bonds in cash; two dividends of 5 per cent each in cash have been declared and paid (the latter June 30, 1869); and the balance of \$281,771 remains on hand to be carried to the income account of next year. Details of the new issues of stock, and the several changes which have taken place in the funded debt are given at length below. It is to be noticed that the Directors of the Northwestern Company have pursued the policy of giving full information to their stockholders of all its affairs—the weekly and monthly earnings of the road are promptly issued, as also its annual report at the close of the fiscal year, and inquiries made at the office of the Company are courteously answered. This policy has the natural effect of inspiring confidence among dealers in its stock, and makes the "Northwest" Common and Preferred especial favorites at the New York Stock Exchange. Since the close of the fiscal year the Company has been called upon to lament the death of its distinguished President, Mr. Henry Keep, to whose great energy and ability the success of the Northwestern Company is largely due. Mr. Keep was considered by many persons as, without exception, the ablest railroad man in this country, and by all, his extraordinary talents were fully acknowledged. The highest eulogy which can be pronounced upon him as a business man, is to say that he managed the properties committed to his care with great integrity and always for the benefit of the stockholders interested. Without taking a romantic view of the subject, it may truly be said, that there are hundreds of persons of limited means in this country, who bless the memory of Mr. Henry Keep, as the man to whom they are indebted for an income, out of property which was once considered almost worthless.

The lines of railroad owned, leased and operated by the Chicago and Northwestern Railway Company at the termination of its fiscal year, ending May 31, 1869, were as follows:

WISCONSIN DIVISION.....	314.6 miles.
Chicago, Ill., to Fort Howard, Wis.....	212.2
Kenosha, Wis. to Rockford, Ill.....	72.4
GALENA DIVISION.....	261.0 "
Chicago Ill., to E. bank of Mississippi (opp Clinton, Ia)	137.0
Junction (80 m. W. Chicago) to Freeport, Ill.....	91.0
Elgin (42 m. N. W. Chicago) to Richmond, Ill.....	33.0
IOWA DIVISION (leased lines).....	354.0 "
Bridge, E. bank of Mississippi, Ill. to Clinton, Ia.....	1.1
Chicago, Iowa and Nebraska RR.—Clinton to Cedar Rapids, Ia.....	81.3
Cedar Rapids and Missouri River RR.—Cedar Rapids to Missouri River.....	271.6

MADISON DIVISION.....	67.6	"
Belvidere, Ill., (78 m. W. Chicago) to Madison, Wis.....	67.6	"
PENINSULA DIVISION.....	73.8	"
Escanaba, Mich., to Cleveland Mines, Mich.....	67.9	"
Branches and Extensions to mines.....	5.9	"
MILWAUKEE DIVISION—Chicago, Ill., to Milwaukee, Wis.....	85.0	"

Total length of railway owned, leased and operated, 1,156 miles; second track, 30 miles, and sidings (in Chicago 37.6, and on lines 144.1) 181.7 miles; gauge, 4 feet 8½ inches.

The stock of locomotive and cars on hand at the date of consolidation, and at the termination (May 31) of each subsequent year are as follows:

	June 1, '64.	1865.	1866.	1867.	1868.	1869.
Locomotives { 1st class.....	94	123	139	203	204	206
{ 2d class & switchings..	28	31	33	44	44	49
{ Total number.....	122	154	172	247	248	255
Description and number of cars:						
Passenger { 1st class.....	71	79	103	112	118	125
{ 2d class.....	15	15	21	21	21	30
{ Total.....	86	94	124	133	139	155
Caboose and way.....	79	83	99	117	137	149
Baggage, mail and express.....	70	75	83	101	107	109
Boarding.....	..	..	2	4	4	4
Freight { Box.....	1,892	2,000	2,230	8,554	3,560	3,65
{ Platform.....	366	611	737	901	901	904
{ Cattle.....	109	109	207	37	307	311
{ Coal.....	53	53	53	53	53	53
{ Total.....	2,420	2,773	3,227	4,515	4,824	4,922
Iron ore.....	..	214	322	519	522	536
Total of all cars.....	2,655	3,239	3,857	5,689	5,733	5,875

REVENUE, EARNINGS, EXPENSES, ETC.

The following statement exhibits the sources and amount of revenue, and the objects of disbursement, in each of the four years ending May 31, 1869:

	1865-6.	1866-7.	1867-8.	1868-9.
Passenger earnings.....	\$2,510,727	\$2,915,016	\$3,593,031	\$3,990,998
Freight.....	5,393,191	6,649,589	8,266,809	9,291,478
Express.....	157,157	346,016	464,405	316,164
Mail.....	77,660	124,485	172,605	175,959
Miscellaneous.....	105,103	96,627	137,394	166,742
Total gross earnings.....	\$8,243,840	\$10,161,735	\$12,614,846	\$13,941,343
Operating expenses.....	\$5,072,959	\$6,724,265	\$7,438,484	\$7,507,540
U. S. taxes on earnings.....	200,169	107,611	89,245	99,711
U. S. revenue stamps.....	4,514	5,680	6,152	4,915
State and county taxes.....	249,439	266,426	289,764	312,352
Total operating expenses & taxes.....	\$5,527,083	\$7,103,993	\$7,973,646	\$7,924,519
Earnings less expenses.....	\$2,716,756	\$3,057,742	\$4,741,199	\$6,016,823
Expen. to earnings (excl'v of taxes) 61.54 p. c.	5.50	66.17 p. c.	59.35 p. c.	53.85 p. c.
Taxes to earnings.....	5.50	8.74	3.06	2.99
Expen. to earnings (incl'v of taxes) 67.04	69.91	62.42	56.34	

The following is a statement of the gross earnings monthly for the same years:

	1865-6.	1866-7.	1867-8.	1868-9.
June.....	\$747,942	\$925,983	\$883,658	\$1,180,932
July.....	702,091	708,523	888,214	1,076,673
August.....	767,508	797,474	1,063,236	1,251,940
September.....	946,707	1,000,085	1,448,912	1,507,479
October.....	932,682	1,201,215	1,541,056	1,570,066
November.....	754,671	1,010,892	1,211,530	1,107,083
December.....	547,842	712,358	879,900	1,001,986
January.....	523,565	696,146	724,489	892,092
February.....	309,917	574,664	807,477	830,266
March.....	523,844	765,398	850,192	1,142,165
April.....	587,518	774,279	1,094,597	1,112,190
May.....	858,948	895,711	1,211,143	1,263,444
Yearly earnings.....	\$8,243,840	\$10,161,735	\$12,614,846	\$13,941,343
Yearly earnings per mile operated.....	\$8,917 08	\$9,888 80	\$10,937 09	\$12,059 99
Yearly expenses per mile operated.....	5,978 45	6,913 19	6,228 47	6,855 12
Yearly profits per mile operated.....	2,938 63	2,975 61	4,110 62	5,204 87

The earnings and expenses by divisions for the years 1867-68 and 1868-69 was as follows:

Divisions.	1867-8.		1868-9.	
	Gross earnings.	Operating expenses.	Gross earnings.	Operating exp. nees.
Wisconsin.....	\$3,156,059	\$2,009,173	\$3,143, 69	\$1,876,094
Galena.....	4,293,657	2,482,706	4,622,395	2,353,006
Iowa.....	5,415,695	2,360,961	4,290,894	2,678,526
Madison.....	226,797	153,375	227,883	140,666
Peninsula.....	445,123	278,837	534,085	317,785
Milwaukee.....	1,077,617	588,592	1,122,114	558,440
Total.....	\$12,614,846	\$7,873,646	\$13,941,343	\$7,924,519

INCOME ACCOUNT—DISPOSITION OF REVENUE.

The following table exhibits the nett receipts from earnings, and the mode of their disbursement for the four fiscal years, as above:

	1865-66.	1866-67.	1867-68.	1868-69
Balance from previous year.....	\$157,603	\$483,988	\$468,224	\$20,476
Net earnings in year.....	2,716,766	3,057,742	4,741,199	6,016,823
Total resources.....	\$2,874,369	\$3,541,730	\$5,209,424	\$6,037,299
Disbursed on the following accounts:				
Interest and exchange (including interest and dividends on the Chic. and Milw. RR. and the Beloit and Mad. R.R. bonds and stocks.....	943,795	1,275,324	1,342,878	1,269,998
Sinking funds.....	65,120	59,120	53,120	45,120
Chic. Iowa & Nebr. RR. Rent.....	365,831	373,411	562,990	660,374
Cedar R. & Mo. Riv. RR. rent.....	152,690	265,819	419,848	475,300
Discount on securities sold.....	415,799	117,834	.....	.....
Dividends on preferred stock.....	447,135	952,000	*1,323,180	1,671,891
Dividends on common stock.....	.....	.....	*1,486,980	.....
Total disbursements.....	\$2,890,372	\$3,073,506	\$5,188,947	\$4,122,643
Balance to next year.....	\$493,983	\$468,224	\$30,476	\$1,914,656

* 10 per cent payable on stock. Out of which dividend 5 per cent (\$1,632,835) was paid June 30, 1869, leaving balance to income of \$281,771.

Since the beginning of the last fiscal year, on the 1st of June, 1868, the funded debt has been decreased to the extent of \$783,000, and this amount, added to the amount of \$275,000 of 10 per cent equipment bonds, paid off on the 1st of May, 1868, as stated in the last annual report, shows a total decrease of the funded debt, in the last two years, of \$1,058,000. Of this amount there has been paid off in cash—

10 per cent equipment bonds.....	\$825,070 00
1st mortgage, and Beloit and Madison 7 per cent bonds.....	10,000 00
	\$835,000 00

Amount retired by the conversion of consolidated sinking fund, and Peninsula bonds, and by exchange of 7 per cent equipment bonds..... 223,000 00

Total..... \$1,058,000 00

The share capital of the company has been increased during the year \$337,296, of which \$34,486 has been an increase of common stock, and \$302,810 an increase of preferred stock; all of which has been issued for the conversion of bonds, and in exchange for Beloit and Madison, and Chicago and Milwaukee Railway stocks.

The condition of the company on the 31st of May, 1869, in respect to its stock and bonds, it is as follows:

Amount of common stock.....	\$14,590,161 61
" " preferred stock.....	16,659,097 42
" " bonds as per schedule appended to report.....	17,290,400 00
Total of stock and bond.....	\$48,539,659 03

Three payments of the 10 per cent equipment bonds, issued September 1st, 1866, have already been made as they matured, in the respective amounts of \$275,000 every six months; and two more of such payments, amounting together to \$550,000, will accrue and be paid in November and May of the current fiscal year, ending with the 31st of May next.

No new issues of bonds have been made to replace the amount of these maturing bonds, nor for any other purpose; but in view of these payments, which will materially decrease the funded debt, and of the large expenditures during the year for additional equipment and permanent improvements before referred to, the Board of Directors authorized, on the 26th of May last, the issue and sale of fifteen thousand shares of the preferred stock of the Company—as an increase of its capital—to be consummated by the delivery of the stock on the 1st of July, 1869.

The stock was all disposed of, as of that date, at its par value, and its issue, which was subsequent to the close of the last fiscal year, will appear in the next annual report.

At the date of the last report there was outstanding of Chicago and Milwaukee Railway stock \$153,400, and of Beloit and Madison Railroad stock \$10,000, not owned by this company. These amounts have, during the year, been reduced to \$41,090, and to \$8,214 respectively, by exchanges for the preferred and common stocks of this company; the balance still outstanding of \$49,304, is mostly in small amounts, and may be exchanged on presentation, at the option of the company, at any time.

GENERAL BALANCE SHEET.

The financial condition of the Chicago and Northwestern Railway Company May 31, 1866-69, four years, is shown in the following abstract:

	1866.	1867.	1868.	1869.
Capital stock—common.....	\$13,147,901	\$13,232,495	\$14,755,675	\$14,590,161
" " preferred.....	13,019,055	14,789,125	16,356,287	*16,659,097
Funded debt.....	14,051,000	16,251,000	15,976,000	15,202,000
Bonds of leased roads guar.....	.....	.....	2,097,000	2,098,400
Net floating debt.....	277,150	1,123,476	226,264	317,065
Balance of income.....	483,983	468,224	20,076	1,914,656
Total.....	\$41,006,096	\$45,564,322	\$49,282,104	\$50,771,379

*15,000 shares of preferred stock since issued making the total \$18,159,097.

Per contra: the charges which follow—

Old construction.....	\$35,079,585	\$35,272,814	\$39,811,092	\$39,925,538
New construction.....	1,259,240	1,770,356	2,777,203	3,606,862
New Equipment.....	1,539,935	4,828,399	4,938,809	5,221,400
Securities on hand.....	1,953,709	2,629,598	629,179	848,000
Materials on hand.....	1,208,625	1,363,158	1,055,738	1,169,578
Total.....	\$41,006,096	\$45,864,322	\$49,282,104	\$50,771,379

STOCKS, BONDS, ETC., OWNED BY COMPANY.

The "securities on hand" given as an aggregate in the balance abstracts as above, are enumerated at large in the following summary:

	1866.	1867.	1868.	1869.
1st & 2d Mort. (Gal. & Chic. Union RR) bds.....	\$253,000	\$293,000	\$284,000	\$236,880
1st Mort. (Ced. Rpsds & Mo. Riv. RR) bds.....	27,500	.....	.....	.....
1st Mort. Bel. & Mad. RR) bds.....	.....	.....	.....	.....
Sterling Bridge Co's, stock.....	2,070	2,000	2,000	1,500
Dub. & Sioux City RR Co's pref. stock..	8,304	8,304	.....	.....
Dub. & Sioux City RR Co's 1st Mort. bds.....	6,000	6,000	.....	.....
Waupaca and Weyauwega town bonds...	2,100	2,100	2,100	2,100
Propeller "Favorite" stock.....	10,455	10,455	.....	.....
Chicago & Mil. R R Co's stock.....	1,274,350	2,018,200	.....	.....
Flag Trust bonds, C. & N. W. Co.....	45,000	.....	.....	.....
Consol. skg. rd bonds " ".....	50,000	.....	.....	.....

Peninsula RR 1st Mort. bonds	143,000	.....	.....	.....
Equipment bonds, C. & N. W.	83,000	.....	.....	.....
Dubuque Southwestern RR Co's bonds	4,000	4,000	4,000	4,000
Green Bay Transit Co's stock and loans	.....	274,200	.....	.....
Northern Pacific RR subscription	.....	11,333	20,000	24,000
St. Paul & Chicago RR 1st Mort. bonds	.....	.....	17,000	17,000
" " " loans	.....	.....	68,579	68,585
Chicago and Milwaukee RR bonds	.....	.....	1,500	4,000
Winona & St. Peter RR stock and bonds	.....	.....	330,000	330,000
Due for coupons of W. & St. P. RR 2d Mort. bonds	.....	.....	.....	77,700
Advanced W. & St. P. RR. on account of Missouri River Extension	.....	.....	.....	82,584
Total securities	1,908,709	2,629,593	629,179	848,000

The stock of the Chicago and Milwaukee Railroad Company, which figures largely in the returns for 1865, '66 and '67, has been carried to construction and so charged off. There is still a fraction in other hands amounting to \$41 090; the total amount was \$2,250,000. Of the Beloit and Madison Railroad Company's stock but \$8,214 remains in foreign hands. With these trifling exceptions the whole property of these companies has been absorbed by the Chicago and Northwestern Railroad Company.

FUNDED AND GUARANTEED DEBT.

The funded debt at the close of the years 1866-69, both inclusive, stood as follows :

	1866.	1867.	1868.	1869.
Flag Trust 8 p. c. bonds	\$245,000	\$200,000	\$.....	\$.....
Prof. skg. fund 7 p. c. bonds (C. & N. W., 193 m.) 1885	1,250,000	1,250,000	1,249,000	1,249,500
Funded coupon 7 p. c. bonds (C. & N. W., 193 m.) 1883	756,000	756,000	755,000	758,000
Gen. 1st mort. 7 p. c. bonds (C. & N. W., 193 m.) 1885	3,600,000	3,600,000	3,595,000	3,594,500
Appleton extension 7 p. c. bonds (C. & N. W., 23 m.) 1885	184,000	184,000	181,000	184,000
Green Bay extension 7 p. c. bonds (C. & N. W., 26 m.) 1865	300,000	300,000	3 0,000	300,000
Equipment 7 p. c. bonds (J. & N. W.) 1874	320,000	165,000	138,000	101,000
1st mort. 7 p. c. bonds (Gal. & Chic. U. RR., 249 m.) 1882	1,948,000	1,919,000	1,919,000	1,919,000
2d mort. 7 p. c. bonds (Gal. & Chic. U. RR., 249 m.) 1875	1,232,000	1,173,000	1,029,000	1,029,000
Miss'pi River Bridge 7 p. c. bonds (Gal. & Chic. U. RR., 249 m.) 1881	200,000	200,000	200,000	200,000
Elgin & State Line RR. purchase 6 p. c. (Gal. & Chic U. RR., 249 m.) 1878	189,000	189,000	189,000	189,000
Peninsula RR. 1st mort. 7 p. c. bonds, 712 m.) 1893	1,200,000	1,075,000	1,075,000	1,010,000
Consol. skg. fund 7 p. c. bonds (C. & N. W., 800 m.) 1915	2,627,100	3,040,000	3,422,000	3,236,000
Equipment 10 per cent bonds, 1868-71	.....	2,200,000	1,925,000	1,375,000
Total funded debt	\$14,051,000	\$16,251,000	\$15,976,000	\$15,302,000

The "bonds guaranteed" by the Company are as follows :

1st mortgage 7 per cent bonds (Catic. & Mil. RR., 45 m.) 1874	\$337,000
3d " " " (Catic. & Mil. RR., ") 1870	37,900
2d " " " (Mil. & Chic. RR., 40 m.) 1874	182,000
3d " " " (Mil. & Chic. RR., ") 1893	10,500
1st " " " (C. & M., Railway, 85 m.) 1898	1,098,000
1st " " " (Beloit & Mad. RR., 46 m.) 1888	363,000

Bonds of leased roads guaranteed by company..... \$2,088,400

MARKET PRICES OF COMPANY

Statement of the lowest and highest prices of the stocks of the Chicago and Northwestern Railroad Company at New York in each month from June, 1864, to the close of the fiscal year ending May 31, 1869.

Months.	1864-5.	1865-6.	1866-7.	1867-8.	1868-9.
June ..	50 @ 60	23 @ 27	28 1/2 @ 21 1/2	34 1/2 @ 44	65 1/2 @ 72
July ..	48 1/2 @ 58	26 @ 30 1/2	30 @ 31	43 @ 51 1/2	73 @ 84 1/2
August ..	52 1/2 @ 57 1/2	26 @ 30	35 1/2 @ 37 1/2	44 1/2 @ 50	80 @ 83 1/2
September ..	44 1/2 @ 54	27 1/2 @ 29 1/2	34 @ 37 1/2	38 1/2 @ 47	84 @ 90 1/2
October ..	34 @ 46	25 1/2 @ 34 1/2	33 @ 30 1/2	41 1/2 @ 48	88 1/2 @ 97 1/2
November ..	40 1/2 @ 47 1/2	31 @ 39 1/2	39 1/2 @ 62 1/2	47 @ 58 1/2	73 @ 90 1/2
December ..	38 @ 44 1/2	34 1/2 @ 37 1/2	43 @ 55 1/2	55 @ 65 1/2	74 1/2 @ 86 1/2
January ..	32 @ 40 1/2	28 @ 36 1/2	33 @ 46 1/2	58 1/2 @ 62 1/2	81 @ 81 1/2
February ..	32 1/2 @ 47	26 1/2 @ 39 1/2	34 1/2 @ 39 1/2	59 1/2 @ 61 1/2	82 @ 84 1/2
March ..	20 @ 34	25 1/2 @ 27 1/2	32 1/2 @ 36	63 @ 69 1/2	81 @ 85 1/2
April ..	21 1/2 @ 35 1/2	25 1/2 @ 29 1/2	29 1/2 @ 36	60 @ 64	83 @ 87 1/2
May ..	21 1/2 @ 33	27 @ 29 1/2	31 1/2 @ 36 1/2	63 @ 70	85 @ 94
Year ..	20 @ 60	23 @ 39 1/2	28 1/2 @ 52 1/2	34 1/2 @ 70	65 1/2 @ 97 1/2
June, 1869, 7 1/2 @ 93 1/2 ; July, 78 1/2 @ 83.					

Months.	1864-5.	1865-6.	1866-7.	1867-8.	1868-9.
June ..	85 @ 91 1/2	53 @ 57	58 @ 61 1/2	5 1/2 @ 64 1/2	77 1/2 @ 84 1/2
July ..	84 @ 83	56 1/2 @ 66	59 1/2 @ 66 1/2	65 @ 73 1/2	78 1/2 @ 84 1/2
August ..	85 1/2 @ 91 1/2	56 1/2 @ 64	66 @ 68 1/2	67 1/2 @ 71 1/2	79 1/2 @ 83 1/2
September ..	77 @ 83 1/2	60 1/2 @ 64	65 1/2 @ 72 1/2	63 @ 71 1/2	83 1/2 @ 91 1/2
October ..	67 1/2 @ 81	62 1/2 @ 69	72 1/2 @ 81	64 1/2 @ 70	88 @ 96 1/2
November ..	75 1/2 @ 85 1/2	64 1/2 @ 69	69 1/2 @ 82	62 1/2 @ 67 1/2	77 1/2 @ 91 1/2
December ..	69 1/2 @ 83 1/2	61 @ 65 1/2	68 1/2 @ 84 1/2	66 1/2 @ 71 1/2	75 1/2 @ 83 1/2
January ..	61 1/2 @ 71 1/2	53 1/2 @ 62 1/2	58 @ 83	70 1/2 @ 76	83 1/2 @ 92 1/2
February ..	61 1/2 @ 67 1/2	53 1/2 @ 56 1/2	63 1/2 @ 69 1/2	73 @ 75 1/2	90 @ 92 1/2
March ..	48 @ 64	53 1/2 @ 57	59 1/2 @ 65 1/2	72 1/2 @ 76 1/2	89 1/2 @ 92 1/2
April ..	48 @ 67	53 1/2 @ 9 1/2	56 1/2 @ 65 1/2	68 @ 76 1/2	91 1/2 @ 98 1/2
May ..	52 1/2 @ 68 1/2	56 @ 61 1/2	56 1/2 @ 63 1/2	75 @ 80 1/2	96 1/2 @ 106 1/2
Year ..	43 @ 94 1/2	52 1/2 @ 69	56 1/2 @ 94 1/2	58 1/2 @ 80 1/2	75 1/2 @ 106 1/2
June, 1869, 93 1/2 @ 105 1/2 ; July, 93 1/2 @ 96 1/2.					

Former notices of this Company will be found in the CHRONICLE, vol. 1, pp. 613, 646 and 711, vol. v, p. 264, and vol. vii, p. 487.

CHANGES IN THE REDEEMING AGENTS OF NATIONAL BANKS.

The following are the changes in the Redeeming Agents of National Banks for the week ending August 19, 1869. These weekly changes are furnished by, and published in accordance with an arrangement made with the Comptroller of the Currency.

LOCATION.	NAME OF BANK.	REDEEMING AGENT.
Vermont.	The National Bank	The First National Bank of Boston
Lyndon	of Lyndon	approved in place of The National Bank of Redemption, Boston.

Latest Monetary and Commercial English News

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

EXCHANGE AT LONDON— AUGUST 6.			EXCHANGE ON LONDON.		
ON—	TIME.	RATE.	LATEST DATE.	TIME.	RATE.
Amsterdam ...	short.	11.19 1/2 @ 12.0 1/2	Aug. 6.	short.	11 97 1/2 @ —
Antwerp	3 months.	25.40 @ 25.45	"	short.	25.22 1/2 @ —
Hamburg	"	13.11 1/2 @ 13.11 1/2	"	short.	13.9 1/2 @ —
Paris	"	25.82 1/2 @ 25.87 1/2	"	short.	25.16 1/2 @ —
Paris	short.	25.15 @ 25.20	"	"	"
Vienna	"	"	"	"	"
Berlin	3 months.	6.27 1/2 @ 6.28 1/2	"	3 mos	6.24 1/2
Frankfort ...	"	1.21 1/2 @ 1.21 1/2	"	short	120. 1/2
Cadiz	"	49 @ 49 1/2	July 31.	90 days.	50.
Lisbon	90 days.	52 @ 52 1/2	July 31.	90 days.	53 1/2
Milan	3 months.	25.30 @ 26.35	"	"	"
Genoa	"	" @ "	"	"	"
Naples	"	" @ "	"	"	"
New York	"	"	Aug. 6.	60 days.	110 1/2
Jamaica	"	"	July 16.	90 days.	1/2 p. c. pm.
Havana	"	"	Aug. 6.	60 days.	14 1/2 p. c. pm.
Rio de Janeiro	"	"	July 2.	"	19
Bahia	"	"	July 12.	"	18 1/2
Valparaiso	"	"	June 17.	"	46 1/2
Pernambuco	"	"	July 14.	"	18 1/2
Singapore	60 days.	4s 4d	July 1.	6 mos.	4s. 6 1/2 d. @ —
Hong Kong ...	"	4s 4d	July 16.	"	4s. 6d. @ —
Ceylon	"	1 p. c. dis.	June 26.	"	1/2 p. c. dis.
Bombay	"	1s 11 1/2 d @ ...	Aug. 3.	"	1s. 11 9-16d.
Madras	"	1s 11 1/2 d @ ...	"	"	"
Calcutta	"	1s 11 1/2 d @ ...	July 31.	"	1s. 11 9-16 d.
Sydney	30 days.	1/2 p. c. dis.	May 19.	30 days.	1 p. c. pm.

[From our own Correspondent.]

LONDON, Saturday, Aug. 7, 1869.

Once more the money market has assumed a firmer tone, and a change of opinion has taken place with regard to the probable future course of the Bank rate of discount. Only a few days since was the impression general that a decline in the official *minimum* to 2 1/2 per cent would have taken place that week ; but the directors of the Bank, at their meeting on Thursday, met and separated without announcing an alteration. The fact is, that the demand for money has considerably increased during the present week. The inland bills which matured on the "fourth" have been provided for, and this has necessarily been one cause of the improvement which has taken place. Again, numerous dividends are now being paid, and before long the half yearly dividends on about £500,000,000 of railway stocks will be in course of payment. These will temporarily absorb a large supply of money, and although it is only passing from hand to hand, and will soon find its way back to the quarter from whence it was taken, yet, while in this state of transition, it is lost to the discount market, and diminishes the facilities of borrowing money at easy rates. These causes, however, are of but a temporary character, and cannot effect the rates permanently. The impending loans will have a more lasting effect, and it is these, probably, that are now influencing the market to a considerable extent. As so favorable an opportunity is now presented, it is anticipated that the East Indian government loan of £8,000,000 of cash, or perhaps a moiety of it to commence with, will be brought forward before long, if not almost immediately. Many of the large financial houses are, no doubt, making the necessary preparations for that very safe speculation, and the loans that they may be calling in, and the negotiations they may be entering into, are in all probability producing some effect on the price of money. Again, some means will have to be adopted by the Government for the purchase of the telegraphs before the close of the year. It is remarked in many quarters that this will not necessitate the actual creation of stock ; that is to say, the consols which are created, or the Exchequer Bills or Bonds which are issued, will be simply the substitute of the shares and stocks of the companies which will necessarily cease to exist. There will, nevertheless, be an increased amount of stock, not indeed, compared with the last few months, but with the time when the subject of the purchase of the companies by the Government was unthought of, for the proposed purchase has had the effect of increasing their value to a very important extent. By some it is considered that the Government are paying an extravagant price, but as the Bill has now been passed, it is beyond the hope of recall. There are also the Turkish loans for £20,000,000 (nominal) for railways and other purposes, and the Portuguese, all of which are still threatening the market and, lastly, there will soon be the usual autumnal demand ; so that

there are grounds for the opinion which has found favor this week respecting the improbability of a reduction in the Bank rate to 2½ per cent. It may also be remarked that we shall certainly require more foreign wheat next season, for the weather is very unsettled, and but few are bold enough to assert that there will be an average crop. The following are the quotations for money :

1868.	1869.	1868.	1869.
Per cent.	Per cent.	Per cent.	Per cent.
Bank minimum..... 2	3	4 months, ba'k bills 2 @ 2½	2½ @ 2½
Open-market rates:		6 months' ba'k bills 2½ @ 2½	2½ @ 3
30 and 60 days' bills 1½ @ 1½	2½ @ 2½	4 and 6 trade bills.. 2½ @ 3	3 @ 3½
3 months, bills..... 1½ @ 2	2½ @ 2½		

The rates of interest allowed by the joint stock banks and discount houses are :

'68.	'69.	'68.	'69.
Joint stock banks..... 1	2	Disc't houses, 7 days notice . 1½	2½
Discount houses, at call..... 1	2	do 14 do . 1½	2½

On the continent the money market is quiet, and no tendency to increased firmness is apparent. Annexed are the quotations at the leading cities :

	B'k rate	Op. m'kt		B'k rate	Op. m'kt
	1868.	1869.		1868.	1869.
At Paris..... 2½	2½	1½-2	2½	2½	2½
Vienna..... 4	4	4	4	4	4
Berlin..... 4	4	2½-3	3½	3½	3½
Frankfort. 2½	3½	1½-2	3½	3½	3½
Amst'rd'm 2½	3½	2½	3	3	3
Turin..... 5	5				
Brussels.. 2½	2½	2½-3	2½-3	2½-3	2½-3
Madrid..... 5	5				
Hamburg.....		1½	3½	3½	3½
St. Pet'g. 7	4½	6½	4½	4½	4½

There is scarcely any demand for gold for export, and further large supplies have been sent into the Bank during the week. Silver is weaker, and is ½d per ounce cheaper. The following are the prices of bullion :

GOLD			
Bar Gold.....	per oz. standard.	s. d.	s. d.
do fine.....	do last price.	77 9	@ --
do Refinable.....	do last price.	77 11	@ --
Spanish Doubloons.....	per oz.	75 6	@ 76 0
South American Doubloons.....	do	73 9	@ 74 0
United States gold coin.....	do	76 2½	@ --

SILVER.			
Bar Silver Fine.....	per oz. standard nearest.	s. d.	s. d.
do do containing 5 grs. gold..	do	5 0	@ --
Fine Cake Silver.....	per oz.	5 5	@ --
Mexican Dollars.....	per oz.	4 11	@ --
Spanish Dollars (Carols).....	per oz.		none here.
Five franc pieces.....	do	4 11½	@ 4 11½

Quicksilver £6 17s. per bottle; discount 3 per cent.

No material change has taken place in the rates of foreign exchange. In the Stock Exchange business has been restricted, partly in consequence of the holiday-making now in progress. On Wednesday there was a sort of a panic in Turkish and Egyptian securities, owing to the rumor that the Sultan had taken offence at some real or imaginary breach of etiquette on the part of the Viceroy; but the market has since been firmer. Consols have been flat, owing to the unsettled weather, and to the impending new loans. The following figures show the highest and lowest prices of Consols and of the principal American securities on each day of the week :

	Ang. 7.	Monday.	Tuesday.	Wed'ay.	Thu'ay	Fri'ay.	Sat'day.
Consols.....	93 -93½	92½-93½	92½-93	92½-92	92½-92½	92½-93	92½-93
U. S. 5-20's, 1882.....	83½-83½	83½-83½	83½-83½	83½-83½	83½-83½	83½-83½	83½-83½
U. S. 5-20's, 1884.....	80 -82	80 -82	80 -82	80 -82	80 -82	80 -82	80 -82
U. S. 5-20's, 1885.....	82½-82½	82½-82½	82½-82½	82½-82½	82½-82½	82½-82½	82½-82½
U. S. 5-20's, 1887.....	81½-81½	81½-81½	81½-81½	81½-81½	81½-81½	81½-81½	81½-81½
U. S. 10-40's, 1904.....	75½-76½	76½-77½	76½-77	76½-77	76½-77	76½-76½	76½-76½
Atlantic & G't West.							
consol'd mort. b'd's	24 -25	24½-24½	24½-25½	24½-25½	24½-25	24½-25	24 -25
Erie Shares (\$100).....	19½-19½	19½-19½	19½-20	19½-19½	19½-20	19½-20	19½-19½
Illinois shares (\$100).....	94½-94½	94 -95	94½-.....	95 -.....	94 -95	94 -95	94 -95

The following statement shows the present position of the Bank of England, the Bank rate of discount, the price of Consols, the average price of English wheat, the price of Middling Upland cotton and of No. 40 mule yarn, fair second quality, compared with the four previous years :

	1865.	1866.	1867.	1868.	1869.
	£	£	£	£	£
Circulation, including—					
Bank p. st bills.....	22,575,657	25,615,018	24,832,169	25,514,672	24,271,705
Public deposits.....	5,264,739	3,160,456	5,189,654	3,379,081	3,740,685
Other deposits.....	14,688,181	17,660,244	19,856,932	20,667,439	18,103,655
Government securities.....	10,284,209	10,078,123	12,812,373	14,790,302	14,500,856
Other securities.....	21,341,857	26,156,555	16,763,303	16,292,387	14,391,659
Reserve.....	6,851,260	3,580,229	13,912,084	11,408,609	10,266,460
Coin and bullion.....	14,223,390	13,602,429	23,255,664	21,371,989	20,597,047
Bank rate.....	4 p. c.	10 p. c.	2 p. c.	2 p. c.	3 p. c.
Consols.....	59½	87½	94½	95½	92½
Price of wheat.....	42s. 6d.	51s. 1d.	67s. 5d.	61s. 1d.	51s. 9d.
Mid. Upland cotton.....	19d.	13½d.	10½d.	9½d.	12½d.
40 mule yarn, fair 2d quality.....	1s. 9½d.	1s. 9d.	1s. 3½d.	1s. 1½d.	1s. 4½d.

Trade is not active, but prices are firm, and in the cotton trade there is still great confidence in the maintenance of the present range of prices. The stock of cotton in Liverpool is now only 276,930 bales. The stocks in Liverpool and London, including the supplies of American and Indian produce ascertained to be affiat to those ports, is 1,109,421 bales, against 1,473,578 bales last year; so that there is a diminution of 364,157 bales. At Manchester the trade in cotton goods is very firm, but as buyers are averse to following the upward movement, business has been somewhat restricted.

Mr. Thomas Banks, the Secretary of the Operative Cotton Spinners and Winders' Association, has published a statement showing the producing power of Preston in the spinning department, to what extent that power is employed, and the quantity of machinery now lying absolutely idle. It shows that in those mills in which work is still being carried on, there are 80,224 spindles which are not at work while 372,830 spindles are idle in those mills which have quite stopped work. The following is the statement, and will be of interest at the present time :

Firm.	No. of mules.	Mules working.	Days work'g.	Mules stopped.	Spindles stopped.
Arkwright, D.....	27	27	4		
Birley Brothers.....	25	12	6	13	15,864
Catterall P & Co.....	17	17	6		
Cock-hult Messrs.....	14	14	6		
Copland M. B.....	10	10	6		
Calvert & sons, Walton.....	50	50	4		
Calvert W.....	18	18	4		
Crompton Mr.....	18	13	6		
Gardner Robert.....	29	25	6	4	3,200
Goodair J., Brookfield.....	28	19	5	9	10,500
Goodair J., Peel Hall.....	26	26	6		
Hink-man & son.....	24	24	6		
Humber J & son.....	21	21	6		
Horrocks, Jacson & Co.....	55	55	6		
Horrockses, Miller & Co.....	117	117	6		
Hawkins J & sons.....	30	24	6	6	6,804
Haslam brothers.....	24	24	6		
Leigh J & A.....	27	21	6	6	8,976
Lees, S. & J. F.....	26	12	6	14	24,728
Kennedy M.....	21	21	6		
Maynard M. S.....	11	11	6		
Napier G. W. & Co.....	26	26	6		
Paley & Co.....	24	19	6		
Paley, Rawsthorn & Co.....	23	23	6		
Ratray & Simpson.....	27	27	6		
Smith Joseph.....	22	22	6		
Smith G., Lord street.....	8	8	6		
Smith & Grime.....	16	14	6	2	3,600
Sharple & Co.....	18	18	6		
Swainson, Birley & Co.....	78	78	6		
Simpson J. A. & Co.....	33	33	6		
Threlfall J & son.....	35	34	6	1	840
Walker Mr.....	16	16	6		
Wilding Mr.....	18	18	6		
Total.....	962	902	60	80,224	

The following mills are wholly stopped :

	Mules.	Spind's		Mules.	Spind's
Allen W A & Co.....	19½	25,000	Rodgett Miles.....	14	14,713
Birley & Beaumont.....	15	27,200	Smith George (assign's) 12		21,200
Rawcliffe & Bibby.....	23	24,900	Swainson E, Cable st.. 9		14,480
Dawson William.....	14½	22,220	Seed William.....	10½	14,853
Naylor J (executors' as- signees).....	21	27,280	Humber William.....	24	32,720
Gardner E. T. (assign's) 15½		17,450	Walker & Co.....	19½	20,783
Clayton John.....	8	13,240	Threlfall R & R G.....	25	37,400
Dixon brothers.....	24	31,284	Total.....	272½	372,830
Eastham George (dec'd) 19		28,700			

The number of mules standing in mills partially working, and in those wholly stopped is thus shown to be 332½, which would give employment to about 1,000 spinners, piecers, and creelers, besides whom there would be employed about 200 other persons—spinning-masters, scavengers, oilers, &c—as well as about 200 hands employed in the preparatory processes of carding, &c., making about 1,400 persons who might be employed in the spinning department alone more than are now at work. In the weaving department, which employs the great bulk of cotton operatives, several weaving sheds, containing many thousands of looms, are shut up; and many of those that are open are either running short time or have only a portion of the looms at work.

The annual report of the cotton commissioner for the central Provinces of India has just been published. It shows that the exports from that part of the country to Bombay, from October 1 to June 18, were as follows: Full-pressed bales, 70,501; half-pressed do, 177,775; dokras, 74,595; altogether representing, it is estimated, 278,141 bales, or 136,000 Bombay candies. In 1866-67 the exports amounted to 276,000 bales, and in 1867-8, owing to an exceptional monsoon, to only 220,000 bales. The report states that the quality of the produce raised has much improved, in spite of the many drawbacks of the season. The Commissioner remarks that :

"In regard to the improvement of cotton cultivation, the result of the experiments, conducted again this year with great care, has not been such as to convince me that the American cotton seed is likely to prove a success in Central India; and I am still inclined to believe that the view expressed in my former report, and concurred in by the Chamber of Commerce, that more good is likely to be effected by the careful treatment of the indigenous plant than by the adoption of exotic seed, is correct." And he adds:—"The season, it is true, was particularly unfavorable. Still, the hardy little Berar plant suffered but slightly, whilst the fields sown with exotic seed presented a most withered appearance, and most of the crop was destroyed by the want of rain. And it is, I fear, sufficiently evident that a plant that cannot stand the caprices of the Deccan climate, is not likely to find general favor in the Berars."

And at the close of the report the following encouraging remarks are made with regard to communications :

The traffic arrangements of the Great Indian Peninsula Railway are pronounced "thoroughly satisfactory." "The delay, and loss, and expense, and trouble attending the transport of our cotton from the interior to Bombay are now legends of the past." A reference is made to the construction of a short railway, already begun, from the main line of the Great Indian Peninsula Railway to Khangaon, and the report concludes:—"It is not, then, too much to hope that next season the cotton grown around Khangaon, purchased at the market there, and pressed at the adjoining factories, may not have to leave the rails from the time that it is rolled from the presshouse into the wagon until its arrival on the wharf at Bombay; and it will not be difficult to calculate the time that will be necessary, with the assistance of the telegraph which joins Khangaon and Liverpool, the complete railway communication between the market and the port of shipment, and with, perhaps, the Suez Canal to assist still further in the transport of our cotton, to execute an order sent from Liverpool, and to land the required number of Khangaon bales on the wharf there."

The meeting held last week, and of which I gave you an account, seems to have already had some account, and although it is not very likely that the Indian Government will desire to be cotton planters, yet the promise has, I believe, been made that it will use its influence to accelerate the construction of railways in the cotton districts. The government has also promised to organize a system of agricultural instructors, who, in conjunction with the collectors of districts will, besides their duty in promoting the best methods of agriculture, obtain statistics relative to cereal and textile produce. A loan for £8,000,000 for works in India will, as stated above will soon be brought forward, and it is expected that there will be very little delay, as the state of the money market presents a fitting opportunity.

According to the official return the exports of cotton piece goods in the first six months of the current year were nearly 22,000,000 yards more than they were in 1868. This increase is chiefly due to the large shipments to the United States, Brazil and China. To the United States they have been 67,161,880 yards, against 45,469,860 yards; to Brazil, 108,454,926 yards, against 54,086,678 yards; and to China, 161,225,301 yards, against 143,258,368 yards.

Harvest work has commenced in the southern counties of England, but the weather of the present week having been unsettled, only slow progress has been made. The result has been that firmness has been the main feature of the trade and the tendency of prices has been upward. With regard to the present crop, there is probably but little prospect of a good dry sample being secured—a sample, in fact, which will, as soon as the harvest is completed, be immediately available for the use of the miller. This is an important consideration, for after the present protracted season it was certainly desirable to again secure a dry quality of wheat, so that this year's produce might pass freely into consumption. The hope, however, which was entertained a few days since, that there would not be so great a scarcity of good dry wheat as was at one time apprehended may not now be realized, unless indeed there should be a speedy return to dry and settled weather. The fine dry wheats of last year's growth will therefore become valuable, and will be much sought after by the millers.

It may, however, be observed that the rain which has fallen of late though not necessary for the wheat crop, will prove of great benefit to the crop of roots and grass, and probably the assertion which has been made that the present will be a season more favorable to the development and maturing of meat-making products than for wheat will prove to be correct when the actual result shall have been ascertained. The meat question has now become very important, and any causes which may have the effect of cheapening the price of beef and mutton, and also of dairy produce, will prove of great benefit to the community at large.

From the commencement of the season to the close of last week, the imports of wheat into the United Kingdom amounted to 24,833,641 cwt, against 33,701,117 cwt; and of flour to 3,360,337 cwt, against 3,019,180 cwt in the corresponding period in 1867-8. The exports of wheat were 146,935 cwt, against 678,658 cwt; and of flour 32,199 cwt against 47,681 cwt.

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

	1869.	1868.	1867.	1866.	1865.
Wheat.....	51 9	61 1	67 5	51 1	42 6
Barley.....	31 4	39 3	35 3	33 11	27 5
Oats.....	27 9	30 5	27 6	25 3	24 0

The trade in wool has been rather quiet, but a firm tone prevail and previous quotations are well supported. The London wool sale will be commenced next Thursday, when more than 200,000 bales of wool will be put up for competition.

With regard to the iron trade, it is stated that contracts for the home trade are being offered with a little more freedom; buyers being evidently impressed with the idea that unless engagements are speedily entered into higher prices will have to be paid. At the local ports considerable activity is being evinced in the shipment of rails to the Russian empire, makers being anxious to despatch all the orders they secured for delivery this year before the close of the navigation season to the northern ports. It is, however, pretty generally believed that several orders for rails for Russia will not be executed this year, and these, together with continental orders shortly expected to be given out, will afford employment to the hands engaged during the approaching winter months. Large quantities continue to be sent to the United States, but the American engagements lately entered are not so heavy as they have been.

The joint committee of the Anglo-American and Atlantic Telegraph Companies has just announced a reduction in their tariff for ten words to £1 10s, and to 3s for each additional word. This has been necessitated by the low tariff just published by the French cable, viz, £1 12s

for ten words, and 3s 3d for each additional word. Telegraphic communication with New York is now obtainable at a comparatively low charge, and a large increase in the number of messages passing between Europe and America is expected.

English Market Reports—Per Cable.

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

London Money and Stock Market.—Consols ruled steady early in the week, but later more firmness was manifested, and quotations have advanced to 9 1/4 for money, and 93 1/2 for the account, at which prices they close. United States bonds at both London and Frankfort have ruled generally quiet and steady, with but little variation. Railway shares have also ruled quiet though steady throughout the week.

	Sat.	Mon.	Tues.	Wed.	Thu.	Fri.
Consols for money.....	92 3/4	92 3/4	92 3/4	93	93	93 1/4
“ for account.....	92 3/4	93	93	93 1/4	93 1/4	93 1/4
U. S. 6's (5 20's) 1862..	83 1/4	83 1/4	83 1/4	83 1/4	83 1/4	84
Illinois Central shares..	94 1/4	94 1/4	94 1/4	94 1/4	94 1/4	94 1/4
Erie Railway shares ..	19 1/4	19 1/4	19 1/4	19 1/4	19 1/4	19 1/4
Atl. & G. W. (consols)..	24 1/4	24 1/4	24 1/4	24 1/4	24 1/4	24 1/4

The daily closing quotations for U. S. 6's (1862) at Frankfort were—

Frankfort	88 1/4	88 1/4	88 1/4	88 1/4	88 1/4	88 1/4
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Liverpool Cotton Market.—See special report of cotton.

Liverpool Breadstuffs Market.—The market for wheat has ruled lower, declining at the close to 9s 10d for Red Western, and 11s 1d for California White. Corn and Peas have been active, and further advanced 2s on the former and 6d on the latter. Flour and Oats retain last week's closing quotations.

	Sat.	Mon.	Tues.	Wed.	Thu.	Fri.
Flour, (Western).... p. bbl	25 6	25 6	25 6	25 6	25 0	25 6
Wheat (No. 2 Mil. Red) p. cbl	10 3	10 2	10 0	10 0	10 0	9 10
“ (California white) “	11 4	11 4	11 3	11 3	11 3	11 1
Coru (W. m. x' d' p. 480 lbs n' w	30 0	30 0	31 0	31 6	31 6	32 0
Barley (Canadian), per bush	3 6	3 6	3 6	3 6	3 6	3 6
Oats (Am. & Can.) per 45 lbs	43 0	43 0	43 0	43 0	43 0	43 6

Liverpool Provisions Market.—Lard has continued active throughout the week steadily advancing until at the close it is quoted at 78s per cwt. Pork has advanced again, being now quoted at 103s 6d per tierce of 304 lbs. Bacon also has further advanced 2s to 65s per cwt. Beef and Cheese remain at last week's closing figures.

	Sat.	Mon.	Tues.	Wed.	Thu.	Fri.
Beef (ex. pr. mess) p. 304 lbs	90 0	90 0	90 0	90 0	90 0	90 0
Pork (Etn. pr. mess) p. 200 lbs	102 6	102 6	102 6	102 6	103 6	103 6
Bacon (Cumb. cut) p. 112 lbs	64 0	64 0	64 0	64 0	65 6	65 0
Lard (American) “ “	75 6	76 0	77 0	77 6	77 6	78 0
Cheese (fine) “ “	62 0	62 0	62 0	62 0	62 0	62 0

Liverpool Produce Market.—Naval Stores have shown some firmness during the week, but without change of rates. Tallow advanced 3d at the close, which is the only change of quotation throughout the entire reported list.

	Sat.	Mon.	Tues.	Wed.	Thu.	Fri.
Rosin (com Wilm.) per 112 lbs	5 3	5 3	5 3	5 3	5 3	5 3
do Fine Pale.....	16 0	16 0	16 0	16 0	16 0	16 0
Sp turpentine.....	27 6	27 6	27 6	27 6	27 6	27 6
Petroleum (std white) p. 3 lbs.	1 8	1 8	1 8	1 8	1 8	1 8
“ spirits.... per 8 lbs	0 7 1/2	0 7 1/2	0 7 1/2	0 7 1/2	0 7 1/2	0 7 1/2
Tallow (American) p. 112 lbs.	47 0	47 0	47 0	47 0	47 0	47 3
Clover seed.....	33 0 0	33 0 0	33 0 0	33 0 0	33 0 0	33 0 0

London Produce and Oil Markets.—Linseed cakes opened the week at a decline of 2s, but at the close reacted 1s to £10 6s per ton for thin oblong for feeding. Calcutta Linseed has shown considerable firmness and advanced to 62s 6d. Sugar closes active for both afloat and on the spot, at 27s 9d@28s for afloat, and 39s 9d for spot. Oils are unchanged.

	Sat.	Mon.	Tues.	Wed.	Thu.	Fri.
Lins'd cake (obl) p. tn £10 05 0	£10 05 0	£10 05 0	£10 05 0	£10 05 0	£10 05 0	£10 06 0
Linseed (Calcutta) “ “	0 61 9	0 61 9	0 62 3	0 62 3	0 62 6	0 62 6
Sugar (No. 12 Dch std)	39 6	39 6	39 6	39 6	39 6	0 39 9
per 112 lb.....	91 0 0	91 0 0	91 0 0	91 0 0	91 0 0	91 0 0
Sperm oil.....	40 0 0	40 0 0	40 0 0	40 0 0	40 0 0	40 0 0
Whale oil.....	40 0 0	40 0 0	40 0 0	40 0 0	40 0 0	40 0 0

COMMERCIAL AND MISCELLANEOUS NEWS.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports this week show a decrease in dry goods, but show an increase in general merchandise, the total being \$4,798,614, against \$5,208,241 last week, and \$5,807,512 the previous week. The exports are \$4,568,552 this week, against \$3,727,514 last week, and \$3,934,358 the previous week. The exports of cotton the past week were 3,907 bales, against 2,577 bales last week. The following are the imports at New York for week ending (for dry goods) August 13, and for the week ending (for general merchandise) August 14:

FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.

	1866.	1867.	1868.	1869.
Dry goods.....	\$3,867,157	\$1,831,803	\$1,933,413	\$2,059,677
General merchandise..	3,490,415	2,841,311	2,379,486	2,738,937
Total for the week....	\$7,347,572	\$4,673,114	\$4,312,898	\$4,798,614
Previously reported....	186,962,801	155,865,760	151,219,627	139,607,392
Since Jan. 1.....	\$194,310,373	\$160,538,874	\$155,532,525	\$194,406,006

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

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports, for the week ending August 17 :

EXPORTS FROM NEW YORK FOR THE WEEK.

	1866.	1867.	1868.	1869.
For the week.....	\$2,492,421	\$2,962,501	\$2,772,663	\$4,568,552
Previously reported....	125,019,079	116,463,888	102,288,892	112,617,987
Since Jan. 1.....	\$127,501,500	\$119,425,889	\$105,061,555	\$117,186,539

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

To	Since Jan. 1, 1869.	Same time 1868.
Great Britain.....	\$62,433,478	\$52,234,457
France.....	4,349,157	4,958,590
Holland and Belgium..	3,488,621	3,275,086
Germany.....	12,608,633	10,094,713
Other North & Europe..	2,876,271	1,075,983
Spain.....	1,837,573	1,513,417
Other Southern Europe..	4,275,693	3,569,941
East Indies.....	49,163	73,953
China and Japan.....	1,983,921	2,118,864
Australia.....	1,473,917	1,766,530
British N A Colonies...	2,584,800	2,885,559
Cuba.....	3,064,115	4,276,093
Haiti.....	706,510	1,176,215
Other West Indies.....	4,994,002	5,350,606
Mexico.....	913,592	1,128,431
New Granada.....	1,749,372	2,203,324
Venezuela.....	390,856	424,133
British Guiana.....	910,309	905,652
Brazil.....	2,011,455	1,937,152
Other S. American ports..	2,781,781	2,495,158
All other ports.....	1,587,717	800,694

The following will show the exports of specie from the port of New York for the week ending August 14, 1869 :

Aug. 10—St. Cimbria, Hamburg, Gold coin.....	\$1,700	Aug. 12—St. Hermann, London, American gold.....	\$232,500
" 10—St. Cimbria, London, Mexican dollars.....	5,000	" 12—St. Hermann, Paris, American gold.....	80,000
" 10—St. Cimbria, Paris, Mexican doubloons.....	27,000	" 12—St. Missouri, Havana, Spanish doubloons.....	6,998
" 10—St. Cimbria, Paris, Silver coin.....	20,000	" 12—St. Missouri, Havana, American silver.....	3,500
" 11—St. Russia, Liverpool, American gold.....	50,000	" 14—St. City of Antwerp, Liverpool, British gold.....	14,640
" 11—St. Russia, Liverpool, Gold bars.....	210,000	" 14—St. City of Antwerp, Liverpool, Silver bars.....	27,923
" 11—St. Russia, Liverpool, Mexican dollars.....	5,000	" 14—St. City of Antwerp, Liverpool, Gold bars.....	60,500
" 11—St. Alaska, Aspinwall, American silver.....	25,053	" 14—Sch Rebecca C. Lane, Para, American Gold.....	1,000
" 12—Bg John Lewis, Turks Island, American Silver....	4,000		
Total for the week.....	\$784,116		
Previously reported.....	23,436,848		
Total since Jan. 1, 1869.....	\$24,220,964		

Same time in 1868.	Same time in 1869.
1868.....	\$63,238,187
1867.....	39,276,638
1866.....	52,095,136
1865.....	19,217,381
1864.....	31,579,453
1863.....	27,533,724
1862.....	37,835,951
1861.....	3,263,858
1860.....	3,432,153
1859.....	\$47,496,512
1858.....	17,061,229
1857.....	31,827,097
1856.....	22,633,616
1855.....	20,864,791
1854.....	22,281,889
1853.....	13,418,533
1852.....	16,755,072

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

Aug. 9—St. Cleopatra, Vera Cruz, Silver.....	\$29,500	Aug. 10—Sch. E. A. Conant, San Juan, Gold ore.....	\$308
" 9—St. Henry Chauncey, Aspinwall, Gold.....	850	" 12—St. Alaska, Aspinwall, Gold.....	234
Total for the week.....	\$30,350		
Previously reported.....	9,784,778		
Total since January 1, 1860.....	\$9,815,380		
Same time 1868.....	4,524,114		

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

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

June 5.....	342,891,200	28,786,359	371,677,559
" 12.....	342,891,200	28,316,350	371,207,550
" 19.....	342,892,200	27,538,850	370,431,050
" 26.....	342,892,600	26,144,350	369,036,950
July 3.....	342,918,600	24,907,350	367,825,950
" 10.....	342,871,100	23,764,500	366,635,600
" 17.....	342,873,100	22,709,500	365,582,600
" 24.....	342,915,700	22,244,500	365,160,200
" 31.....	343,307,200	21,504,500	364,811,700
Aug. 7.....	345,054,900	20,909,500	365,964,400
" 14.....	343,133,850	20,301,500	363,435,350

2.—National bank currency issued (weekly and aggregate), in return for bills destroyed and mutilated bills returned (weekly and aggregate) with the amount in circulation at date :

Week ending.	Notes issued for red.		Mutilated notes burned.		Notes in circulation.
	Current week.	Aggregate.	Current week.	Aggregate.	
June 5.....	199,820	13,662,038	123,000	13,870,327	299,842,182
" 12.....	97,190	13,861,858	160,200	14,153,527	299,743,034
" 19.....	260,950	13,859,048	137,350	14,290,577	299,858,694
" 26.....	124,000	14,342,948	176,250	14,467,127	299,791,445
July 3.....	120,410	14,464,358	177,250	14,644,377	299,749,605
" 10.....	132,592	14,396,948	101,700	14,746,077	299,730,495

" 17.....	128,460	14,596,948	75,530	14,746,077	299,809,295
" 24.....	75,440	14,800,848	204,537	15,026,144	299,679,048
" 31.....	219,640	15,020,488	115,200	15,141,394	299,782,810
Aug. 7.....	105,540	15,126,028	141,200	15,282,594	299,746,751
" 14.....	242,347	15,337,975	200,650	15,486,241	299,761,339

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

Week ending.	Received.	Distributed.	Destroyed.
June 5.....	None	117,576	390,400
" 12.....	None	220,669	252,421
" 19.....	None	95,100	291,000
" 26.....	None	.....	.....
July 3.....	None	183,990	305,380
" 10.....	None	144,110	318,600
" 17.....	None	108,146	298,886
" 24.....	126,000	198,270	201,200
" 31.....	190,000	92,626	343,816
Aug. 7.....	113,600	213,824	.....
" 14.....	213,300	136,808	301,500

THE MEMPHIS, EL PASO AND PACIFIC RAILROAD.—This important line of railway is now in progress in the State of Texas, and is destined to form a part of the great through line of road between Norfolk on the Atlantic coast and San Diego on the Pacific. In addition to the portion of the road from Norfolk to the Mississippi River which has long been in operation, 150 miles of the Memphis, El Paso and Pacific Road in Texas are nearly completed, and contracts are about to be made for the second section of 150 miles, with the requirement that it shall be completed by October 1, 1870.

A great injustice was lately done this company and General Fremont, its agent in Paris, by statements in the N. Y. Times to the effect that General Fremont had made false representations as to the condition and property of the company, in a prospectus issued in Paris, and had thus brought its bonds into disrepute. The real facts of the case, however, appear in a letter of Mr. Edward Gilbert, counsel for the company, which was published in the Times to correct the erroneous impressions given to the public by its previous article. Mr. Gilbert says:

Your editorial notice of the 3d inst., respecting General Fremont and the Memphis, El Paso and Pacific Railroad Company in Paris does both the General and Company injustice, by making them responsible, impliedly at least, for the publication of the prospectus referred to.

Neither the General nor the officers of the Company had anything to do with its publication.

The statements in that prospectus were doubtless attributable to a want of distinction in the minds of its authors in France between the action of our General Government and that of one of the States.

The Memphis, El Paso and Pacific Railroad Company was incorporated by the State of Texas to build a railroad through that State upon or near the thirty-second parallel, which road it is now engaged in constructing. It has a land grant from the State upon which its bonds are based. These bonds have been sold in Europe. They are in the ordinary form of coupon bonds, and show upon their face how they are secured, and what obligations the Company assumes. No construction bonds have ever been offered for sale.

The representations made by the Company, and by General Fremont in its behalf, are in writing, and are scrupulously and definitely correct in every particular.

The negotiations abroad were committed to persons versed in that kind of business, and residing there, and have been attended with such results that about one half of the entire issue of \$10,000,000 of land bonds have been sold.

The proceeds are being applied as needed in the construction and equipment of the road, which, from the methodical and economical organization and management of the Company, promises to be built and put in operation with more despatch and less waste than any other railroad in the United States.

The company is apparently sure to obtain the right of way to the Pacific at the next session of Congress, and may probably obtain a grant of government lands (in addition to the grant already made by the State of Texas) whenever application for such a grant is made. It is the clearest policy in the world for the government to grant lands on the line of a new railroad through its Territories.

THE TEHUANTEPEC RAILWAY.—On the 6th of October, 1867, a grant or concession for 70 years, to open and operate a railway between the Gulf of Mexico and the Pacific Ocean was made by the Mexican Government, and fully confirmed and approved in December, 1868, by the Mexican Congress, and in January, 1869, by the President. This grant, after due assignment according to law, is owned by the Tehuantepec Railway Company, of which Mr. Simon Stevens is the President. Messrs. D. Appleton & Co. have recently published a handsome little volume of some 250 pages, giving the history of the grant from the Mexican Government, and its possession by the present company; a full description of the characteristics of the proposed route; an estimate by Mr. Julius Adams, Civil Engineer, of the total cost of the road, &c ; a historical sketch of the country through which it passes; and the statistics of commerce and travel which show the traffic that may reasonably be expected on the railroad when completed. The proposed route is 162 miles long, and the entire cost of road, equipments, building, &c., is estimated at \$8,823,000. In our limited space it is impossible to give a full review of this interesting and important volume, and we recommend all our readers who may desire to obtain information, of what seems in all probability to be the next route across the Continent, to procure the book from Mr. Simon Stevens, President of the Company, 174 Chambers street.

PORT HURON AND CHICAGO RAILROAD LINE.—The work on this line is being pushed forward eastward from Battle Creek, and westward from Port Huron, and iron is constantly going forward—more than 2,500 tons having been shipped during the past month. Engines and cars are already on the line, and others are now being manufactured. At the present rate of progress the road will be complete from Port Huron to Flint (65 miles), and in operation in season for the fall business this year, and through to Battle Creek before January 1st.

Westward of this point the road is ready for the superstructure and track laying will follow in due course.

This line comprises four roads, viz., the Port Huron and Lake Michigan Railroad, the Peninsular Railway of Michigan, and the Peninsular

Railroads of Indiana and Illinois, running from Chicago to Port Huron, and there connecting with both the Grand Trunk and Great Western Railways of Canada, for Buffalo or Suspension Bridge; thence over the New York Central or Erie road, making the shortest of the through routes between New York and Chicago.

In addition to its through travel, the local business of the line must be very large. The western part of the route is through an agricultural district as rich as any in the West, and it passes many large and prosperous towns. The eastern portion will transport the lime, salt and gypsum from the Grand River and Saginaw, and it brings within reach of a market the vast forests of pine and hard wood timber which exist in this part of Central and Northeastern Michigan.

Better than all, the line is in the hands of shrewd and practical men, who know how to push through such an enterprise, and who, knowing how, are determined to do it.—*Railroad Journal*.

— Attention is called to the card of Mr. Geo. W. Campbell, Jr., 71 Broadway, Room 23. Mr. Campbell makes a special business of loaning money for 90 days, or shorter time, on a second mortgage, as collateral, when the first mortgage is held by an Insurance Company or Savings Bank. Thus a party owning real estate, already mortgaged to such a corporation, can obtain a temporary loan by executing a second mortgage to Mr. Campbell, to be held as collateral till the loan is due.

The Bankers' Gazette.

DIVIDENDS.

The following Dividends have been declared during the past week:

NAME OF COMPANY.	PER CENT.	WHEN PAY'BLE	BOOKS CLOSED.
Miscellaneous.			
Pacific Mail		Sept. 1.	Aug 20.

FRIDAY EVENING, August 20.

THE MONEY MARKET.—In the general features of the money market there is little change from last week. Call borrowers have found no difficulty in supplying their wants at 6@7 per cent. The ease in Wall street loans, however, arises to a large extent from the indisposition to employ money on discounts, and is in reality an indication of expected activity. The banks with Western connections are sending out moderate amounts of currency daily, and these remittances are to be regarded as the beginning of the usual efflux of money to the interior for moving the crops. In order to keep themselves prepared for this outflow, the banks very naturally prefer to employ their money where they can get it on demand, and consequently eschew discounting and other time engagements, except so far as may be necessary to accommodate their customers. At present the Westward remittances are made to some extent in the form of bank currency, and therefore do not represent so much loss of legal tenders. It is to be expected, however, that tomorrow's bank statement, partly from this cause and partly from a loss of gold from the market, will make an unfavorable showing. In anticipation of an active market during the fall months, some large holders of stock have made arrangements for having their securities carried in Europe; and others have borrowed gold on time, against stocks, and selling the gold have thereby procured currency.

The discount market, under these circumstances, is working with considerable cloeness. Sellers of paper are dependent, to a large extent, upon street buyers, and have to pay from 9@12 per cent discount on prime names.

Exchanges with the interior are not bringing any currency of moment in this direction. At New Orleans, exchange on New York is quoted $\frac{1}{2}$ premium, at which figure it would almost pay to remit currency; but as considerable gold is being sent here from that point, there will probably be no occasion for the remittance of currency.

The transactions of the Treasury have taken off the market \$1,330,000 currency through sales of gold, and have distributed \$2,400,000 in the purchase of bonds. At the latest accounts, the Treasury held in currency about \$20,500,000; which we understand to be exclusive of about \$15,000,000 appropriated for the payment of pensions in September. The future course of the money market must depend very much upon the policy of the Treasury relative to the sale of gold and the purchase of bonds; but upon this matter none pretend to any authoritative information, although it is very generally assumed that the programme for September will not vary materially from that of this month.

UNITED STATES SECURITIES.—The bond market has been irregular. The steady decline in the gold premium, without any advance in the price of bonds abroad, has necessitated a yielding in the price of bonds here; and, at one time, Sixty-Sevens declined to 119 $\frac{1}{2}$, other issues being correspondingly low. The downward

tendency was arrested on Wednesday by the refusal of all the leading dealers to offer bonds at the Government purchases, the consequence being that only \$1,130,000 bonds were offered, and the Assistant Treasurer had to issue proposals for the purchase of the remainder of the \$2,000,000 on the succeeding day. This refusal to sell at the reduced quotations produced a reaction of 1@1 $\frac{1}{2}$ per cent in the market, which has since been maintained. To-day, notwithstanding a lower premium for gold, and reports of the return of bonds from Europe, the market has been decidedly strong, and closed with an improvement of $\frac{1}{2}$ @ $\frac{3}{8}$ on the morning figures. The firmer tone at the close is due to the advance of Sixty-Twos at London to 84 and reports that orders have been received for the purchase of a considerable amount of bonds on London account; the prospect of the Government being a purchaser of \$3,000,000 next week—\$2,000,000 on Wednesday and \$1,000,000 on Thursday—also has its influence in strengthening the market, and the more so as no very considerable amounts are coming upon the market. It appears there has been an effort on the London and Frankfurt markets to depress the price of bonds; and this attempt has induced a scarcity of bonds, which may account for the firmness of the market. It is also reported that the house of Rothschilds has recently taken an interest in the bonds of our Government; and this fact becoming apparent from the large purchases of the firm, a strong impetus to the demand was a natural result. It is understood that large orders on their account have also been received on this side. This important fact amounts to the indorsement of the credit of the United States Government by the greatest banking house in the world, and must have an important bearing on the future value of our securities. The Currency Sixes are in more active demand, partly from private investors who desire a long investment and partly from financial institutions, who, regarding a decline in gold as probable, view them as destined to improve in intrinsic value. Some also are buying on the hope that the Secretary of the Treasury may be induced to revoke his refusal to allow their being used by the banks as a deposit on the Banking Department against circulation.

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

	July 16.	July 23.	July 30.	Aug. 6.	Aug. 13.	Aug 20.
U. S. 6's, 1881 coup.....	120 $\frac{1}{2}$	120 $\frac{1}{2}$	124 $\frac{1}{2}$	124 $\frac{1}{2}$	123	123 $\frac{1}{2}$
U. S. 5-20's, 1862 comp....	123 $\frac{1}{2}$	123 $\frac{1}{2}$	125 $\frac{1}{2}$	125	123 $\frac{1}{2}$	122 $\frac{1}{2}$
U. S. 5-20's, 1864 ".....	121 $\frac{1}{2}$	121 $\frac{1}{2}$	123 $\frac{1}{2}$	123 $\frac{1}{2}$	122	121 $\frac{1}{2}$
U. S. 5-20's, 1865 ".....	121 $\frac{1}{2}$	121 $\frac{1}{2}$	123 $\frac{1}{2}$	123 $\frac{1}{2}$	122	12 $\frac{1}{2}$
U. S. 5-20's, 1865, July coupon	120 $\frac{1}{2}$	120 $\frac{1}{2}$	122 $\frac{1}{2}$	122 $\frac{1}{2}$	120 $\frac{1}{2}$	120 $\frac{1}{2}$
U. S. 5-20's, 1867, coup....	120 $\frac{1}{2}$	120 $\frac{1}{2}$	122 $\frac{1}{2}$	122 $\frac{1}{2}$	121	120 $\frac{1}{2}$
U. S. 5-20's, 1868, ".....	120 $\frac{1}{2}$	120 $\frac{1}{2}$	122 $\frac{1}{2}$	122 $\frac{1}{2}$	120 $\frac{1}{2}$	120 $\frac{1}{2}$
U. S. 10-40's, ".....	110 $\frac{1}{2}$	110 $\frac{1}{2}$	114 $\frac{1}{2}$	115 $\frac{1}{2}$	114 $\frac{1}{2}$	114 $\frac{1}{2}$

STATE BONDS.—In this class of securities the leading features of speculation have been the Tennessee and new North Carolina bond. Although there has been wide fluctuations in these specialities, yet the first named were strong on a more settled feeling relative to the prospective repudiation of the State debt. The new Tennessees close strong at 52 $\frac{1}{2}$, and the old at 62. In new North Carolina the special tax bond have risen from 51 to 56, the common bonds being firm at 50. The Southern securities were all strong and devoid of particular interest.

The following are the closing quotations compared with last week:

	Aug 13.	Aug. 20		Aug. 13.	Aug. 20
Tennessee Sixes, x c.....	61 $\frac{1}{2}$	61	Louisiana Eigh's, levee....	86	.....
Tennessee Sixes, new.....	51	52 $\frac{1}{2}$	Alabama Fives.....	.....	.....
North Carolina Sixes, old. 56	56 $\frac{1}{2}$	56 $\frac{1}{2}$	Alabama Eights.....	93	92 $\frac{1}{2}$
North Carolina Sixes, x. c. 48 $\frac{1}{2}$	48 $\frac{1}{2}$	49	Georgia Sixes.....	.....	.....
Virginia Sixes, old.....	51	51	Georgia Sevens.....	94	91
Virginia Sixes, new.....	60	60	Missouri Sixes.....	88	86 $\frac{1}{2}$
Louisiana Sixes.....	71 $\frac{1}{2}$	70	South Carolina Sixes, n'w. 62 $\frac{1}{2}$	.....	.....
Louisiana Sixes, levee.....	67 $\frac{1}{2}$	64 $\frac{1}{2}$			

RAILROAD AND MISCELLANEOUS STOCKS.—The stock market has been dull and prices irregular. The prospects of the money market discourage operations for a rise extending into the future, and yet, while money remains comparatively easy, there is an indisposition to sell for future delivery; so that, for the moment, the larger holders find little difficulty in keeping the market comparatively steady, and are probably succeeding in partly unloading. The chief interest has been in Lake Shore and Toledo and Wabash. At a joint meeting of representatives of the two companies, held in this city yesterday, arrangements were formally determined upon for the consolidation of the two roads on January 1, 1870. The terms provide that Lake Shore shall go into the consolidation with 20 per cent additional stock (viz, \$42,000,000), against the present capital of \$35,000,000), and Wabash with \$10,800,000 (including \$7,000,000 of common stock, \$1,000,000 of preferred and \$2,800,000 of

convertible bonds). On this action becoming known, this morning, Wabash advanced to 18, and Lake Shore to 109½; but from these figures there was a decline at the close of the day, Wabash being 83½ and Lake Shore 107½, 107½. The Pacific Mail Company have declared a quarterly dividend of 3 per cent, and the stock is now quoted ex dividend. New York Central was attacked sharply after regular business to day, and fell off to 198½, but at the close was 201½; the stock is now quoted ex interest of \$3.20 on the dividend certificates. This afternoon there was considerable realizing, and selling short, upon the expectation of an unfavorable showing in the bank statement of to-morrow. The highest and lowest prices of some of the leading stocks during the week have been as follows: New York Central 198½ (x. int. on cert.), 211, Reading 95½@97, Lake Shore 104½@109½, Rock Island 115½@117½, Wabash 73½@88, Northwest 87½@89, Pacific Mail 82@85½.

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

	July 9.	July 16.	July 23.	July 30.	Aug 6.	Aug 13.	Aug 20
Cumberland Coal	31½	30½	30	33½	34½	35½	35½
Quicksilver.....	15	15	15	16	15½	15½	15
Canton Co.....	62	61½	64	58	59½	58½	60
Mariposa pref....	15	14½	15	16	15	15	10
Pacific Mail.....	89½	81½	83½	84½	81½	83½	*81½
New York Central	196½	211	213½	214½	209½	211	†201½
Erie.....	29	29	29	29½	29	29	28½
Hudson River....	164½	180½	187½	187	184½	187½	181½
Reading..... x.d.	93	93½	95	95½	97½	96	96½
Mich. Southern..	109½	106½	105½	105½	109½	105½	107½
Michigan Central	128	131	132½	130	131	130	130
Clev. and Pittso.	108	107½	107½	107½	107½	105½	105
Northwestern....	80½	80½	79½	81½	79½	88½	88
" " referred	95	94½	93½	95½	97½	97½	97
Rock Island.....	116½	116½	114	114½	116½	117½	116
Fort Wayne.....	151	153½	152½	151½	153½	153½	151½
Illinois Central..	143	144	141	141	141½	141½	141
Ohio & Miss.....	32½	32	31½	32½	32½	32½	32½
Milw & St. Paul.	76½	77	77	77½	83½	82	80½
" " prf	86½	87	87	88	90½	89	88½
Tol., Wab. & W'n	78	74	74½	74	75	74	85½

* Ex-dividend 3 per cent. † Ex-dividend, 3-20 per cent.

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

Week ending—	Bank.	Rail-road.	Coal.	Mining.	Im-pro't.	Tele-graph.	Steam-ship.	Exp'ss. &c.	Total.
June 3....	413	198,605	2,425	10,106	2,800	3,865	6,615	10,665	235,472
" 10....	530	231,882	1,686	11,505	3,150	4,499	16,550	7,031	276,560
" 17....	461	134,323	310	8,490	1,000	5,260	12,740	8,270	170,311
" 24....	337	121,809	255	1,900	800	1,261	1,762	4,147	132,285
July 1....	75	123,416	115	1,200	400	3,360	5,055	9,906	146,228
" 8....	225	110,800	10	900	100	4,585	6,460	7,222	130,756
" 15....	627	118,195	110	1,000	1,000	3,400	5,770	9,564	139,816
" 22....	576	86,569	200	1,700	200	2,600	9,610	6,940	107,973
" 29....	474	116,294	422	1,400	...	4,045	1,455	4,470	128,569
Aug. 5....	647	90,932	436	800	500	2,200	1,525	8,359	105,349
" 12....	613	113,927	1,260	650	600	1,210	3,210	5,195	126,669
" 19....	487	74,344	189	500	300	2,600	5,695	4,565	88,678

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

Week ending	Government Bonds.	State & City Bonds.	Company Bonds.	Total amount.
Friday				
June 3.....	5,395,000	1,337,500	465,500	7,198,000
" 10.....	4,132,500	1,261,750	491,500	5,885,750
" 17.....	2,246,100	1,522,000	429,000	4,197,000
" 24.....	2,653,600	1,102,500	297,500	4,053,600
July 1.....	3,321,000	1,888,000	251,000	5,460,000
" 8.....	5,351,200	1,311,000	225,000	6,887,200
" 15.....	9,243,250	1,725,500	349,000	11,317,750
" 22.....	6,691,400	1,209,000	317,000	8,217,400
" 29.....	8,813,650	1,761,500	205,000	10,810,150
Aug. 5.....	6,966,000	925,500	200,000	8,161,500
" 12.....	8,751,400	1,035,500	177,500	4,964,400
" 19.....	3,224,850	1,343,000	332,000	4,899,850

THE GOLD MARKET.—The tendency of the premium is still downward, the predominant cause of speculation being toward a lower figure, to which there is no effective opposition. The disappointment of the expectation of large shipments of specie still depresses the premium, and the more so as foreign exchange has now declined to figures which render the renewal of coin exports apparently improbable. During the week, a considerable amount of coin has been taken off the market. Applications have been made to the Treasury for the transfer of coin from this market to San Francisco, through payments made by bankers into the Sub-Treasury here, for which they receive from the Treasury a telegraphic order on the Assistant Treasurer at San Francisco to pay the amount to their correspondents in that city. In this way, the coin is transferred from the New York market to the San Francisco market and from the Sub-Treasury at San Francisco to the Sub-Treasury at New York. The transfer is a very unusual operation and appears to have been induced by the extreme scarcity of money at San Francisco. The United States Treasurer has authorized these transfers to the amount of \$4,000,000, but the limit has not yet been filled, the total amount transferred being about \$3,000,000. At the same time, the customs payments, being heavy, have also taken a liberal amount off the market. But, on the other hand,

some liberal receipts from New Orleans are reported, which are regarded as an indication that the Southern population are beginning to exchange gold, long hoarded, for greenbacks. The exports of gold, for the week, have been quite nominal. The decline in the price has induced the purchase of considerable gold by merchants, many of whom had sold "short" some weeks ago. The leading rate has ranged at 3½@7 per cent, "for carrying." The increase of new exports of produce, the favorable prospects of the grain and cotton crops, and the reduction of the Bank of England rate of discount to 2½ per cent, together with the advance in Five-Twenties, at London, to 84, have combined to encourage speculation in favor of a lower premium.

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

	Quotations.				Total clearings.	Balances.	
	Open- ing.	Low- est.	High- est.	Clos- ing.		Gold.	Currency.
Saturday, Aug. 14	134½	136½	134½	134½	71,141,000	\$2,474,494	\$3,406,188
Monday, " 16	134	133½	134	133½	67,775,000	1,597,894	2,207,898
Tuesday, " 17	133½	133	133½	133½	81,529,000	2,767,497	2,750,963
Wed'n'day, " 19	133	132½	133½	133½	85,221,000	2,413,599	3,248,754
Thursday, " 19	133½	132½	133½	132½	100,039,000	1,869,043	2,608,811
Friday, " 20	132½	132½	133	132½	52,495,000	1,532,054	2,056,581
Current week	134½	133	134½	132½	401,200,000	12,654,581	16,178,695
Previous week	136½	134½	136½	134½	335,111,000	11,572,392	15,943,460
Jan. 1 '69. to date	134½	130½	144½	132½	.....	.....	.....

FOREIGN EXCHANGE.—The supply of bills appears to have exceeded the demand, and sterling has consequently declined ½ per cent; to-day, however, the fall in gold produced a freer demand, and rates were about ½ better than yesterday.

The following are the closing quotations of the different classes of foreign bills, compared with preceding weeks:

	July 30.	August 6.	August 13.	August 20.
London Comm'l.	109½@109½	109½@109½	109½@109½	109½@109½
do bkrs' ing	110½@110½	110 @ 110½	110 @ 110½	109½@109½
do do shrt.	110½@110½	110½@110½	110½@110½	110½@110½
Paris, long.....	5.13½@5.13½	5.15 @ 5.13½	5.15 @ 5.13½	5.16½@5.15
do short.....	5.11½@5.10	5.12½@5.11½	5.12½@5.11½	5.13½@5.12½
Antwerp.....	5.15 @ 5.13½	5.16½@5.15	5.16½@5.15	5.16½@5.15½
Swiss.....	5.15 @ 5.13½	5.16½@5.15	5.15½@5.15	5.16½@5.15½
Hamburg.....	26 @ 36	35½@36	35½@35½	35½@36
Amsterdam.....	40½@40	40½@40	40½@40	40½@40
Frankfort.....	40½@41	40½@40	40½@40	40½@40
Bremen.....	79 @ 79½	79 @ 79½	79 @ 79½	78½@79
Berlin.....	71½@71½	71 @ 71½	71 @ 71½	71 @ 71½

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

	Custom House.		Sub-Treasury.	
	Receipts.	Payments.	Receipts.	Payments.
Aug. 14.	\$301,000 00	\$625,490 96	\$411,648 48	\$2,050,918 66
" 16.	501,000 00	577,630 00	607,764 94	76,672 77
" 17.	482,000 00	890,554 00	200,696 52	63,746 80
" 18.	598,000 00	1,642,280 00	393,378 31	151,912 40
" 19.	771,000 00	1,017,033 77	250,372 21	96,225 17
" 20.	635,000 00	1,075,340 00	1,871,445 30	1,033,564 77
Total.	\$3,274,000 00	\$5,878,323 73	\$3,740,240 76	\$3,473,040 57
Balance, August 13....	80,610,741 41	11,232,843 87		
		\$66,489,070 14	14,973,084 63	
Payments during week		3,473,040 57	4,256,455 68	
Balance August 20....	\$83,160,019 57	\$10,716,628 95		
Increase.....	2,405,288 16			
Decrease.....		514,214 92		

NEW YORK CITY BANKS.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on August 14, 1869:

BANKS.	AVERAGE AMOUNT OF				Net Deposits.	Legal Tenders.
	Capital.	Loans and Discounts.	Specie.	Circulation.		
New York.....	\$3,000,000	\$9,007,540	\$4,693,156	\$895,364	\$6,712,750	\$1,673,465
Manhattan.....	2,050,000	5,256,548	491,789	10,257	3,866,254	1,495,413
Merchants'.....	3,000,000	6,745,790	1,959,372	864,012	7,085,103	2,664,806
Mechanics.....	2,000,000	5,694,342	527,890	556,403	4,295,919	915,667
Union.....	1,500,000	4,047,658	342,377	482,690	2,446,102	537,274
America.....	3,000,000	6,766,054	2,070,307	1,680	6,462,740	2,062,859
Phoenix.....	1,800,000	4,143,252	705,720	523,615	3,159,879	539,557
City.....	1,000,000	5,689,113	1,080,832	201,913	4,552,422	651,667
Tradesmen's.....	1,000,000	3,050,724	41,421	770,267	1,516,612	508,896
Fulton.....	600,000	2,162,248	201,913	.....	1,687,109	617,959
Chemical.....	800,000	6,475,044	698,861	.....	5,010,987	1,218,963
Merchants' Exchange.....	1,235,000	3,835,322	22,275	450,332	2,546,314	807,837
National.....	1,500,000	3,326,729	336,378	488,114	1,432,682	304,935
Butchers'.....	800,000	2,450,600	53,900	261,900	1,814,200	515,400
Mechanics and Traders'.	600,000	2,033,823	35,581	195,720	1,495,596	467,286
Greenwich.....	200,000	1,066,782	.....	3,132	753,832	144,777
Leather Manuf. National	600,000	3,161,406	406,517	266,918	2,125,563	600,500
Seventh Ward, National.	500,000	1,347,061	174,516	178,211	876,985	162,615
State of New York.....	2,000,000	4,572,093	465,868	413,000	3,433,986	1,106,910
American Exchange.....	5,000,000	10,183,976	848,298	980,478	5,449,979	1,178,488
Commerce.....	10,000,000	22,936,436	630,534	5,857,375	6,177,133	4,610,683
Broadway.....	1,000,000	7,457,959	56,815	900,000	5,956,233	1,392,921
Ocean.....	1,000,000	2,897,654	80,607	793,440	1,408,719	512,691
Mercantile.....	1,000,000	3,683,772	152,351	480,568	3,151,803	779,962
Pacific.....	422,700	1,887,944	10,276	129,364	1,458,208	386,515
Republic.....	2,000,000	4,849,753	1,555,625	848,362	3,466,680	413,157
Chatham.....	450,000	2,318,191	118,268	130,561	2,520,374	551,775
People's.....	412,500	1,422,063	40,476	5,996	1,256,562	238,538
North American.....	1,000,000	2,137,957	122,023	4,178	1,831,838	410,500
Hanover.....	1,000,000	2,327,673	202,084	293,378	1,819,550	278,632
Irving.....	500,000	1,718,000	13,000	190,257	1,536,000	448,000
Metropolitan.....	4,000,000	10,839,012	688,438	2,163,000	5,564,678	1,484,143
Citizens.....	400,000	1,51				

Table listing various banks and their financial details, including Park, Mechanics' Banking Ass., Grocers', North River, East River, etc.

Table listing various banks and their financial details, including Western, Manufacturers', B'k of Commerce, Girard, Tradesmen's, Consolidation, etc.

The deviations from the returns of previous week are as follows
Loans..... Inc \$1,626,008 Deposits..... Dec. \$1,267, 97
Specie..... Dec. 1,849,426 Legal Tenders..... Dec 1,326,745
Circulation..... Inc. 44,272

The deviations from last week's returns are as follows:
Capital..... Legal Tenders... Decrease. \$482,426
Loans..... Decrease. \$9,839 Deposits..... Increase. 365,209
Specie..... Decrease. 59,127 Circulation..... Increase. 2,484

The following are the totals for a series of weeks past:
Table with columns: Date, Loans, Specie, Circulation, Deposits, Legal Tenders, Aggregate Clearings.

Banks for a series of weeks:
Table with columns: Date, Loans, Specie, Legal Tend., Deposits, Circulation.

BOSTON BANKS.—Below we give a statement of the Boston National Banks, as returned to the Clearing House, Monday, Aug 16, 1869.

Table listing Boston National Banks and their financial details, including Atlantic, Atlas, Blackstone, Boston, Boylston, etc.

The deviations from last weeks returns are as follows:
Capital..... Legaltender notes.....Dec. 280,979
Loans.....Inc. \$6,717 Deposits..... Dec. 731,476
Specie.....Dec. 211,304 Circulation.....Inc.. 7,654

The following are comparative totals for a series of weeks past:
Table with columns: Date, Loans, Specie, Legal Tenders, Deposits, Circulation.

PHILADELPHIA BANKS.—The following is the average condition of the Philadelphia Banks for the week preceding Monday, August 16, 1869:

Table listing Philadelphia Banks and their financial details, including Philadelphia, North America, Farmers' & Mech., etc.

SOUTHERN SECURITIES.
Quotations by J. M. Welth & Arents, 9 New Street.

Table listing various securities and their market prices, including Alabama 8s, Georgia 6s, Louisiana 6s, etc.

SALE-PRICES AT THE NEW YORK STOCK EXCHANGE, REPRESENTED BY THE LAST SALE REPORTED OFFICIALLY ON EACH DAY OF THE WEEK ENDING FRIDAY, AUGUST 20, TOGETHER WITH THE AMOUNT OF BONDS AND NUMBER OF SHARES SOLD AT BOTH BOARDS IN THE SAME WEEK.

Table with columns for 'STOCKS AND SECURITIES', 'SATUR.', 'MON.', 'TUES.', 'WED.', 'THURS.', 'FRI.', 'WEEK'S SALES', and 'No.'. It lists various financial instruments including American Gold Coin, National and State bonds, Railroad Stocks, and Railroad Bonds.

The Railway Monitor.

EXPLANATION OF THE STOCK AND BOND TABLES.

- 1. The Table of Railroad, Canal and Miscellaneous Stocks, on the next page, comprises all Companies of which the stock is sold in any of the principal cities...
2. The Tables of Railroad, Canal and Miscellaneous Bonds occupy, in all, four pages...
3. The quotations of Southern Securities are given in a separate Table.
4. No reliable prices of Insurance Stocks can possibly be made.

LEASE OF THE PITTSBURG, FORT WAYNE AND CHICAGO RAILWAY.—This important line of road has been leased, in perpetuity, to the Pennsylvania Railroad Company at an annual rental of \$1,380,000, to be paid to the stockholders of the former, over and above all other claims or charges, including the government dividend tax on the rental to be paid.

LAKE SHORE AND MICHIGAN SOUTHERN.—The consolidation is now complete, and one company, the Lake Shore and Michigan Southern Railway Company, owns a line of railroad extending from Chicago to Buffalo.

Table listing distances in miles for various routes: Chicago to Buffalo, Toledo to Elkhart, Jackson Branch, Adrian to Monroe, Toledo to Detroit, White Pigeon to Constantine, Branch to Graytown, Elkhart to Sandusky.

CENTRAL BRANCH OF THE UNION PACIFIC.—This road is completed to Waterville, one hundred miles west. There it was to connect with the Kansas Pacific, but that road, instead of turning northward to Fort Kearney, as originally contemplated, continues due west to Denver, leaving the Atchison line with no outlet.

The local business is already very large, and will ultimately become very heavy. The company has just put 250,000 acres of land into the market, at from \$2 50 to \$10 00 an acre, payable in instalments running through ten years.

PENNSYLVANIA.—The Allegheny Valley Railroad is said to traverse one of the most picturesque regions of Pennsylvania. The railroad bridge, now in process of erection at Venango City, connecting the Oil Creek and Allegheny with the Valley line, will be finished toward the close of the fall months.

Messrs. S. W. Hopkins & Co., dealers in railway iron, 53 Old Broad street, London, and 69 Broadway, New York, furnish the following statement of the export of rails from Great Britain for the month of June:

Table showing export of rails from Great Britain for the month of June, categorized by country (America, Europe, Africa) and tonnage for the years 1867, 1868, and 1869.

For other Railroad Items, see COMMERCIAL AND MISCELLANEOUS NEWS, on a previous page.

MONTHLY EARNINGS OF PRINCIPAL RAILROADS.

Large table showing monthly earnings for various railroads including Chicago and Alton, Chicago & Northwestern, Chic., Rock Is. and Pacific, Illinois Central, Marietta and Cincinnati, Michigan Central, Mich. So. & N. Indiana, Milwaukee & St. Paul, Ohio & Mississippi, St. L. Alton & T. Haute., Toledo, W. b. & Western, and Western Union, with columns for months and years 1867-1869.

RAILROAD, CANAL, AND MISCELLANEOUS STOCK LIST.

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

Main table containing stock lists for Railroads, Canals, and Miscellaneous. Columns include Company Name, Stock Outstanding, Dividend (Last paid, Date, Rate), Friday (Bid, Ask), and various financial details. The table is organized into three main sections: Railroads, Canals, and Miscellaneous.

N. Y. & BROOKLYN CITY PASSENGER RAILROADS.

Table listing passenger railroads in New York and Brooklyn. Columns include Name of Road, Par, Stock, Dividends Paid, Per Cent, Bid, and Ask. Lists various lines like Bleeker street and Fulton Ferry, Broadway (Brooklyn), etc.

RAILROAD, CANAL AND MISCELLANEOUS BOND LIST.

Subscribers will confer a great favor by giving us immediate notice of any error discovered in our Tables. Pages 3 and 4 of Bonds will be published next week.

Table with columns: COMPANIES, AND CHARACTER OF SECURITIES ISSUED., Amount Outstanding, INTEREST. (Rate, When paid, Where paid), Principal payable, FRIDAY. (Bid, Askd), and a second set of columns for the same information on the right side. The table lists various bonds from railroads, canals, and other companies, including details like interest rates, maturity dates, and principal amounts.

RAILROAD, CANAL AND MISCELLANEOUS BOND LIST.

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Table with columns: COMPANIES, AND CHARACTER OF SECURITIES ISSUED, Amount Outstanding, INTEREST (Rate, When paid, Where paid), Principal payable, FRIDAY (Bid, Asked), and similar columns for the right side. Includes sections for Railroads and other securities.

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

	Total sales.	Upland & Florida.	Mobile.	New Orleans.	Texas
Saturday	1,033	33 1/2 @	33 1/2 @	34 @	34 1/2 @
Monday	487	33 1/2 @	33 1/2 @	34 @	34 1/2 @
Tuesday	2,951	33 1/2 @	34 @	34 1/2 @	34 1/2 @
Wednesday	2,778	34 @	34 1/2 @	34 1/2 @	34 1/2 @
Thursday	2,543	35 @	34 1/2 @	35 @	35 1/2 @
Friday	1,724	35 @	35 1/2 @	35 1/2 @	35 1/2 @

THE GROWING CROP.—We have received reports the past week from almost every section of the cotton-growing States. Taken together they may be said to fully confirm the favorable accounts we have heretofore published, furnishing as they do excellent promise of a yield considerably in excess of the season just closing. At the same time there are increasing evidences of the appearance of the caterpillar throughout a large portion of the South; but we have been unable to learn that any decided damage has as yet been done by them. The strong, healthy, woody condition of the plant has thus far held them in check, and, as we have frequently explained in this report, unless we have wet weather little injury from them need be feared. In some sections, also, where the land has been highly manured, we continue to receive reports of blight, the result of long-continued drought. The districts so affected are, however, limited in extent, and in the principal ones further injury has been prevented by timely showers.

Much has been said with regard to the picking capacity of the South. We took occasion early in the season (May 1) to show that its extent depended as much upon the development of the plant as upon the number of laborers. We then stated that probably four million bales could be as easily and quickly picked, if it opened evenly, as three million bales if it opened "scattering." The present healthy development of the plant is therefore of very great importance as affecting the total yield. So, too, the high prices ruling will increase the picking power of the South, as they will enable the planter to give fabulous wages during that period, thus tempting even the laziest man, woman or child into the fields, although during the previous portion of the season they may have refused to work. One other consideration on this point is also important, and that is that picking has begun as early as last summer, the time lost through wet cold weather in the fore part of the year having been made good. We thus see that the season for the ingathering of the crop begins under circumstances of great promise: the plant is well developed and healthy; it is as early as last year; and prices are so high that without doubt all the labor of the South will be drawn into the fields. If we also have a late autumn the result, in case no disaster in the meantime betfalls the plant, cannot fail to be satisfactory.

RECEIPTS AND EXPORTS.—The receipts this week reach a total of 1,600 bales. Probably there will be something of an increase next week, and after that we expect to see them grow larger rapidly. If the reports with regard to the plant continue favorable the arrivals during September and October should be considerably in excess of last year and as our mills are, for the season, well stocked, and goods are not selling at remunerative prices, the balance for export will be larger than at that period. Last year the receipts and exports up to the first of December were about as follows:

1868.	Recp's.	Exp's.	1868.	Recp's.	Exp's.
Week ending Sept. 4..	4,200	2,500	Week ending Oct. 23..	57,600	14,660
" " 11..	11,400	1,400	" " 30..	66,600	30,121
" " 18..	19,700	2,079	" " Nov. 6..	74,000	36,600
" " 25..	29,300	4,700	" " 13..	73,000	45,300
" " Oct. 2..	34,600	8,655	" " 20..	73,100	50,000
" " 9..	44,100	8,900	" " 27..	77,000	51,000
" " 16..	52,200	10,700			

On the first of December stocks reached 215,000 bales. This year the receipts for the three months must be, if the crop turns out satisfactorily, at least twenty-five per cent more than the above.

The exports of cotton this week from New York show an increase from last week, the total reaching 3,907 bales, against 2,577 bales last week. Below we give our table showing the exports of cotton from New York, and their direction for each of the last four weeks; also the total exports and direction since September 1, 1868; and in the last column the total for the same period of the previous year:

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

EXPORTED TO	WEEK ENDING				Total to date	Same time prev. year.
	July 27.	Aug. 3.	Aug. 10.	Aug. 17.		
Liverpool.....	143	1,169	1,879	3,725	239,239	281,262
Other British Ports.....	.....	.....	.....	.....	3,070	7,359
Total to Gt. Britain.	143	.....	1,879	3,725	242,309	288,621
Havre.....	7	.....	524	182	20,681	25,913
Other French ports.....	.....	.....	.....	.....	.....	203
Total French.....	7	.....	524	182	20,681	26,116
Bremen and Hanover.....	.....	.....	6	.....	33,399	32,488
Hamburg.....	.....	.....	168	.....	21,308	11,614
Other ports.....	.....	.....	.....	.....	1,375	6,832
Total to N. Europe.	.....	.....	174	.....	55,082	50,934
Spain, Oporto and Gibraltar &c.....	.....	.....	.....	.....	2,498	2,172
All others.....	.....	.....	.....	.....	2,511	3,266
Total Spain, etc.....	.....	.....	.....	.....	5,009	5,438
Grand Total.....	150	1,169	2,577	3,907	323,111	371,109

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

RECEIPTS FROM—	NEW YORK.		BOSTON.		PHILADELPHIA		BALTIMORE.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
New Orleans.....	681	123,297	955	72,335	.....	6,799	.....	1,587
Texas.....	25	41,063	1,856	19,669	.....	.....	.....	298
Savannah.....	123	144,933	.....	2,656	43	16,781	30	15,716
Mobile.....	.....	17,599	.....	6,751	.....	333	.....	50
Florida.....	.....	7,465	.....	.....	.....	.....	.....	.....
South Carolina.....	286	106,211	.....	6,089	.....	10,202	.....	19,075
North Carolina.....	14	27,789	.....	152	.....	1,313	.....	42
Virginia.....	15	70,763	8	25,701	.....	.....	28	23,381
North'n Ports.....	15	12,640	311	75,455	.....	.....	.....	119
Tennessee, &c.....	235	102,810	18	36,105	69	22,077	268	28,700
Foreign.....	.....	1,031	.....	913	.....	.....	.....	22
Total this year	1,394	655,701	3,198	245,879	112	57,505	368	81,376
Total last year.	1,510	633,633	618,228	101	48	53,750	358	80,738

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 5,828 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday, except Galveston, and the figures for that port are the exports for two weeks back. With regard to New York, we include the manifests only up to Tuesday night, to make the figures correspond with the official week. Below we give a list of the vessels in which these shipments from all ports, both North and South, have been made:

Exported this week from—	Total bales.
NEW YORK—To Liverpool, per steamers Russia, 6..... Nevada, 1,746.....	.....
Antartic, 401..... Palmyra, 125..... Erin, 624..... City of Antwerp 334	.....
..... per ship Cynosure, 436.....	3,725
To Havre, per bark Village Queen, 182.....	182
NEW ORLEANS—To Havre, per ship Forest Eagle, 1,921.....	1,921

Total exports of cotton from the United States this week bales. 5,828
The particulars of these shipments arranged in our usual form, are as follows:

	Liverpool.	Havre.	Total.
New York.....	3,725	182	3,907
New Orleans.....	.....	1,921	1,921
Total.....	3,725	2,103	5,828

BY TELEGRAPH FROM LIVERPOOL.—

LIVERPOOL, August 20—4:30 P. M.—The market has ruled active, with sales reaching 18,000 bales, including 8,000 bales for speculation and export. The sales of the week have been 111,000 bales, of which 18,000 were taken for export and 30,000 for speculation. The stock in port and on shipboard is estimated at 228,000 bales, of which 105,000 are American. The stock of cotton at sea bound to this port is estimated at 680,000 bales, of which 20,000 are American.

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

	Aug. 20.	Aug. 13.	Aug. 6.	July 30.
Total sales.....	111,000	75,000	87,000	101,000
Sales for export.....	18,000	16,000	16,000	15,000
Sales on speculation.....	30,000	10,000	15,000	18,000
Total stock.....	228,000	250,000	277,000	315,000
Stock of American.....	105,000	123,000	150,000	167,000
Total afloat.....	680,000	676,000	667,000	650,000
American afloat.....	28,000	19,000	20,000	23,000

Trade Report—Yarns and fabrics at Manchester are firmer at better prices. The following table will show the daily closing prices of the week:

	Sat.	Mon.	Tues.	Wed.	Thu.	Fr.
Price Midd. Uplds.....	12 1/2 @	13 @	13 1/2 @	13 1/2 @	14 @	14 @
" " Orleans.....	13 1/2 @	13 1/2 @	13 1/2 @	13 1/2 @	14 @	14 @
" " Up. to arrive.....	.....	.....	.....	.....	.....	.....

GOLD, EXCHANGE AND FREIGHTS.—Gold has fluctuated the past week between 132 1/2 and 134 1/2, and the close to-night was 132 1/2. Foreign Exchange closed active and firmer, the decline in gold having induced importers to enter the market leading drawers have advanced their rates 1/2 per cent. The closing figures are: 109 1/2 @ 109 1/2 for London prime bankers' 60 days, 110 1/2 @ 110 1/2 for prime bankers' 3 days, and 109 1/2 @ 109 1/2 for London prime commercial. Freights closed at 1/2d by steam, and 3-16d by sail to Liverpool.

EUROPEAN AND INDIAN COTTON MARKETS.—In reference to these markets, our correspondent in London, writing under the date of Aug. 7, states:

LIVERPOOL, August 7.—Cotton has been in good demand during the week, and the upward movement in prices has made further progress. Sea Island cotton has risen 1d; American 1/2; Brazilian 1/2; Egyptian, 1/2d to 1d, and East Indian 1/2d to 3/4d per lb. The total sales of the week amount to 36,860 bales, of which 14,680 bales are on speculation, 16,380 bales are declared for export, leaving 55,800 bales to the trade. The transactions "to arrive" have again been large. The latest quotations are—New Orleans, basis of middling, at sea 13 1/2d; Parabia, basis of fair, ship named, 13d; Santos, basis of fair, at sea, 13d; Broach, fair new Merchants, March and early April sailing, 10 1/2d; Dhollerah, fair new merchants, May sailing, 10 1/2d; April, May and June sailing, 10 11-16d; May and June, 10 1/2d; Oomrawuttee, fair new merchants, April sailing, 10 1/2d; March and April sailing, 10 11-16d; May and June sailing, 10 1/2d; Comptah, fair new, June sailing, 9 1/2d; April, 10d; good fair merchants, June sailing, 10 1/2d; fair and good fair new, May sailing, 10 1/2d; Hingenghaut, good fair, June sailing, 11 1/2; good fair merchants, April, 11 1/2d; Bengal, fair new merchants, April sailing 9 1/2d; fully fair, April sailing, 9 1/2d per lb.

The following are the prices of American cotton:

Description.	—Ord. & Mid—		—Fair &—		—G'd &—		—Same date 1868—		
	Ord.	Mid.	g'd fair	fine.	Mid.	Fair.	Good.		
Sea Island.....	23	26	28	30	33	50	22	24	30
Stained.....	9	11	12	14	16	18	12	13	17
	Ord. G. Ord.	L. Mid.	Mid.						
Upland.....	10 1/2	11 1/2	12 1/2	13 1/2	.....	.....	9 1/2	11	.....
Mobile.....	1 1/2	12	12 1/2	13 1/2	.....	.....	9 1/2	11	.....
New Orleans.....	10 1/2	12 1/2	12 1/2	13 1-16	.....	.....	9 1/2	11 1/2	.....
Texas.....	10 1/2	12 1/2	12 1/2	13 1-15	.....	.....	9 1/2	11 1/2	.....

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

Imports of Leading Articles.

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

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

	For the week.	Since Jan. 1, 1869.	Same time 1868.		For the week.	Since Jan. 1, 1869.	Same time 1868.
China, Glass and Earthenware—				Metals, &c—			
China	310	7,559	5,112	Cutlery	48	2,620	2,231
Earthenware	547	37,795	30,449	Hardware	87	8,058	8,640
Glass	292	345,907	217,983	Iron, RR bars	13,914	560,788	422,540
Glassware	667	11,093	18,580	Lead, pigs	4,701	848,547	266,094
Glass plate	8	5,978	4,267	Spelter, lbs.	1,295	8,427,673	3,925,574
Buttons	1,574	8,869	4,722	Steel	10,787	101,172	152,597
Coal, tons	1,443	71,669	41,482	Tin, boxes	10,787	820,319	554,881
Cocoa, bags	675	14,922	13,000	Tin slabs, lbs.	17,422	2,494,579	3,535,921
Coffee, bags	20,882	727,938	710,654	Rags	3,280	72,870	80,189
Cotton bales	90	2,014	619	Sugar, hhd's, tcs & bbl's	5,729	311,789	342,233
Drugs, &c—				Sugars, boxes & bags	1,845	557,866	384,798
Bark, Peruvian	455	13,177	8,043	Tea	12,241	700,195	657,616
Blea powders	150	19,379	19,179	Tobacco	312	23,351	22,254
Brimstone, tons	455	11,069	5,220	Waste	59	1,623	667
Cochineal	33	4,178	3,892	Wines, &c—			
Cream Tartar	40	1,383	981	Champagne, bks	769	74,577	51,063
Gambier	23,311	12,403	411	Wines	944	132,833	66,374
Gums, crude	51	555	411	Wool, bales	867	57,076	16,812
Gum, Arabic	22	1,404	1,922	Articles reported by value—			
Indigo	391	4,524	2,918	Cigars	\$6,871	\$526,465	\$346,706
Madder	90	8,185	7,481	Corks	875	92,917	137,002
Oils, essence	15	185	466	Fancy goods	60,431	1,235,572	763,840
Oil, Olive	641	88,972	31,829	Fish	5,532	455,597	226,225
Opium	500	58,443	79,689	Fruits, &c—			
Soda, bi-carb.	167	24,064	31,794	Lemons	14,987	362,501	294,730
Soda, sal.	478	25,036	28,764	Oranges	5,164	686,869	517,175
Soda, ash	120	1,367	1,078	Nuts	720	541,634	412,525
Flax	23	4,101	8,934	Raisins	666,527	832,585	832,585
Furs	129	8,344	8,193	Hides undressed	123,426	6,904,746	4,189,473
Gunny cloth	710	6,210	85,053	Rice	208,624	676,317	676,317
Hair	50	62,274	85,053	Spices, &c—			
Hemp, bales	67	1,094	688	Cassia	2,252	177,950	86,889
Hides, &c—				Ginger	27,340	21,309	21,309
Bristles	62	12,374	5,494	Pepper	199,555	144,846	144,846
Hides, dressed	533	25,609	20,428	Salt petre	138,234	6,260	6,260
India rubber	559	1,856	1,044	Woods—			
Ivory	1,856	1,530	1,478	Cork	7,196	140,783	140,783
Jewelry, &c—				Fustic	61,198	98,384	98,384
Jewelry	56	681	709	Logwood	310,224	173,287	173,287
Watches	14	891,126	270,751	Mahogany	73,544	63,689	63,689
Linseed	22,911	137,510	155,818				
Molasses	1,368						

COTTON.

FRIDAY, P. M., August 20, 1869.

By special telegrams received by us to-night from each of the Southern ports we are in possession of the returns showing the receipts, exports, &c., of cotton for the week ending this evening, August 20. From the figures thus obtained it appears that the total receipts for the seven days have reached 1,361 bales, (against 1,753 bales last week, 1,441 bales the previous week, and 1,691 bales three weeks since,) making the aggregate receipts since September 1, 1868, up to this date, 2,336,168 bales (of which 241,000 bales are overland shipments direct to the mills), against 2,444,837 bales (of which 260,000 bales are overland shipments), for the same period in 1867, being an excess last season over this season of 108,669 bales. The details of the receipts for this week (as per telegraph) and the corresponding week of 1868 are as follows:

Received this week at—	Receipts—	Received this week at—	Receipts—
1869.	1868.	1869.	1868.
New Orleans	229	149	186
Mobile	40	43	11
Charleston	128	170	26
Savannah	89	353	18
Texas	86	117	151
Tennessee, &c	640	133	26
		Total receipts	1,361
		Increase this year	1,002
			359

The exports for the week ending this evening reach a total of 3,632 bales, of which 2,882 bales were to Great Britain, and 750 bales to the Continent, while the stocks at all the ports as made up this evening, are now 17,753 bales. Below we give the exports and stocks for the week, and also for the corresponding week of last season, as telegraphed to us by our own correspondents at the various ports to-night:

Week ending	Exported to—		Total	Same week	Stock	
	Great Britain.	Continent.			1869.	1868.
August 20.						
New Orleans	2,882	750	3,632	31	17,758	47,180
Mobile						
Charleston						
Savannah						
Texas						
New York						
Other ports						
Total	2,882	750	3,632	31	17,758	47,180

From the foregoing statement it will be seen that, compared with the corresponding week of last season, there is an increase in the exports this week of 3,601 bales, while the stocks to-night are 29,422 bales less than they were at this time a year ago. The following is our usual table showing the movement of cotton at all the ports since Sept. 1, according to the latest mail returns. We do not include our telegrams to-night, as

we cannot insure the accuracy or obtain the detail necessary by telegraph.

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

PORTS.	RECEIPTS SINCE SEPT. 1.		EXPORTED SINCE SEPT. 1 TO—			Shipments to Nor. Ports.	Stock.
	1868.	1867.	Great Britain	France	Other Foreign		
New Orleans	794,972	587,121	342,736	165,282	112,008	620,021	219,516
Mobile	236,520	357,191	137,850	16,133	9,537	163,021	61,415
Charleston	199,937	240,416	53,753	3,056	56,809	144,538	505
Savannah	357,268	491,257	132,794	20,129	12,250	165,173	194,072
Texas	144,587	109,732	57,562	22,629	80,211	63,259	212
New York	104,443	106,822	242,309	20,681	60,121	323,111	7,604
Florida	15,805	30,594	229	229	229	7,783	7,783
North Carolina	85,899	38,581	229	229	229	35,899	35,899
Virginia	158,205	166,184	6,232	6,232	6,232	151,991	79
Other ports*	298,815	521,154	12,556	10,844	23,400	7,000	7,000
Total this year	2,336,451	2,448,976	985,312	222,454	230,440	1,438,206	878,426
Total last year	2,448,976	1,223,754	198,133	224,599	1,645,986	783,010	49,756

*Under this head we have added the overland shipments direct to manufacturers to April 24, as follows: for the present year 241,000 bales, and for last year 260,000 bales.

The course of foreign spinners in entering the Liverpool market and buying largely in excess of immediate wants has resulted the past week in a decided advance in prices here, culminating yesterday in considerable excitement and a withdrawal of much of the very small stock previously offered. Private advices by cable to-night, however, indicate that the fever has probably turned, and when the moment of reflection really comes, we anticipate dull times at Liverpool, while Manchester takings will be small, supplying a large part of their diminished consumption from their stock, which is now large. Shippers have been able during the week to do very little here (notwithstanding the higher prices and excitement at Liverpool) on account of the decided fall in gold, the difficulty of negotiating exchange, and the upward turn in our market, low grades having advanced fully 2½c since our last report. Spinners have bought of the high grades, which are more freely offered, to supply immediate necessities. On Saturday and Monday the market was quiet. The former day ordinary and good ordinary advanced ¼c, but for the better grades there was no change in price. Tuesday the market was more active, spinners being the main purchasers, and all grades advanced ¼c. Wednesday there was a further advance of ½c on the low grades and ¼c on middling, and the market was excited. Thursday ordinary and good ordinary advanced 1c, and the better grades ½c, and many of the samples were withdrawn by holders so that it was impossible to fill orders. To-day the market is quiet and so closes with an advance of ½ cent on all grades. For forward delivery there has been an active demand and prices have advanced, but the close is heavy. Sales have reached about 11,675 bales (all low middling, or on the basis of low middling), of which 100 bales were for July, at 32½c; 200 bales for September on private terms; 200 bales for September at 31c; 100 bales for September at 32½c; 550 bales for October on private terms; 100 bales for October at 29c; 50 bales for October at 29½c; 100 bales for October at 29½c; 125 bales for October at 29½c; 200 bales for October at 30c; 50 bales for November at 28c; 100 bales for November at 28½c; 1,000 bales for December on private terms; 500 bales for December at 27½c; 900 bales for December at 27½c; 400 bales for December at 27½c; 1,550 bales for December at 28c; 300 bales for December at 28½c; 100 bales for December and January on private terms; 100 bales same months at 27½c; 350 bales for January on private terms; 150 bales for January at 26½c; 250 bales for January at 26½c; 1,100 bales for January at 27c; 50 bales for January at 27½c; 400 bales for February at 27c; 100 bales for February at 27½c; 400 bales for December free on board at Savannah at 26½c; 200 bales same at 27c; 100 bales free on board at New Orleans at 27½c; 1,100 bales November and December free on board at Savannah and New Orleans on private terms; 200 bales December and January free on board at Savannah at 27½c; 200 bales December and January (half each month) free on board at Mobile at 27½c; 200 bales same for December at 27½c; 75 bales for October and same for November deliverable in Baltimore on private terms. The total sales for immediate delivery this week foot up 11,456 bales (including 347 bales to arrive), of which 7,281 bales were taken by spinners, 2,552 bales on speculation, 1,623 bales for export, and the following are the closing quotations:

	Upland & Florida.	Mobile.	New Orleans	Texas.
Ordinary	30½c	30½c	31c	31½c
Good Ordinary	32½c	32½c	33c	33½c
Low Middling	34c	34½c	34½c	34½c
Middling	35c	35½c	35½c	35½c

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, August 20.

The season has arrived when business should improve, and there has been generally more doing, but complaints of dulness are still frequent, and, in the aggregate, the state of trade is far from satisfactory.

Cotton has advanced on favorable foreign news. Breadstuffs have declined, except for Corn. Groceries have been fairly active and steady; the business in Coffee being quite large. Tobacco has been in good demand.

Hides have been doing better for foreign in gold, but domestic have sold at lower currency prices. Leather about steady, and more active.

Naval Stores, after some depression, close rather better on the decline in ocean freights.

Oils have not been active, but in some cases have done a shade better.

Petroleum has been depressed, notwithstanding the advance abroad, but the close is rather more active.

Whiskey has materially advanced. Tallow has declined, leading to more business. Hops are decidedly lower, under dull advices from abroad and favorable reports from the crop; 12c is a top price for the growth of 1868. Hay is dull and unsettled.

Provisions have been dull but generally firm, though the close is rather weak. Purchases of Lard were made at the first of the week for early future delivery, at 20c for prime steam, but at the close there were free sellers at this price. Bacon held firmer, but quiet; City ice-cured, 17@17 1/2c. Beef is dull. Butter somewhat irregular, closing heavy. Cheese in reduced supply and held firmer, which checks business.

Metals show a fair business, with prices tending slightly upward, except for Spelter.

East India goods are firm, with Manila Hemp advanced to 13c, gold.

Wool is in moderate demand, and with receipts materially reduced, holders show more firmness.

Freights have been less active and rates show some decline. The Liverpool steamers took wheat to-day at 9 1/4d, against 10 1/4d early in the week; but sailing vessels are still not plenty.

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

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

Table with 3 columns: This week, Since Jan. 1, Same time '68. Rows include various commodities like Ashes, Flour, Wheat, Corn, etc.

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

Large table with multiple columns: Other W. Indies, Mex.ico, New Granada, Vene. zuela, British Guiana, Brazil, Amer'n. Ports, Others, All other, Total since same time Jan. 1, 1869. Rows include various export categories like Breadstuffs, Cotton, etc.

	1866.	1867.	1868.	1869.		1866.	1867.	1868.	1869.
Mid. Sea Island	28d.	17d.	22d.	26d.	Mid. Pernamb	16½d.	16½d.	9½d.	12½
Upland...	13½	10½	9½	12½	Egyptian...	7½	6½	7½	10½
Mobile....	13½	10½	9½	12½	Broach...	7½	6½	6½	9½
Orleans....	14½	10½	9½	13½	Dhollerah	7½	6½	6½	9½

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

	Bales	1868.	1869.
Stock in Liverpool	580,630	276,980	39,830
London	44,398	8,000	20,000
American cotton afloat	8,000	840,550	773,661
Indian	840,550	773,661	
Total	1,473,578	1,109,421	

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

	-Taken on spec. to this date-			-Actual export from Liverpool, Hull and other outports to this date-		Actual exp't from U. K. in 1868.
	1869.	1868.	1867.	1869.	1868.	1868.
American	140,240	227,490	61,760	75,377	100,329	177,970
Brazilian	28,910	47,180	6,070	31,783	42,793	89,840
Egyptian &c.	15,770	7,390	6,530	7,227	6,388	10,160
West Indian	1,220	3,530	1,300	5,517	8,357	21,580
East Indian	202,450	88,570	42,440	149,493	181,535	615,570
Total	388,590	404,150	118,100	269,397	342,402	915,120

ALEXANDRIA, July 23.—The holders of cotton are very firm, and no tendency to lower prices is apparent. Fair is quoted at 13½d to 13¾d, and good fair 13¾d to 14d per lb, cost and freight. Annexed are the particulars of shipments:

From--	G. Britain,	Continent,	Total.
Nov. 1, 1868, to July 23, 1869	153,541	45,460	199,001
Same period 1867-8	163,471	43,229	208,730
" " 1866-7	158,179	33,203	191,387
" " 1865-6	136,883	28,098	164,981
" " 1864-5	249,544	51,172	300,716

TOBACCO.

FRIDAY, P. M., August 20, 1869.

There is an increase in the exports of crude Tobacco this week, the total from all the ports reaching 5,886 hhds., 290 cases, 247 bales, and 18 tierces, against 3,351 hhds, 264 cases, 1,083 bales, and 12 tierces for the previous seven days. Of these exports for this week, 3,670 hhds., 133 cases, 160 bales and 8 tcs. were from New York, 1,363 hhds. and 135 cases from Baltimore, 4 hhds., 16 cases, 35 bales and 10 tcs. from Boston, 848 hhds. and 52 cases from New Orleans, and 6 cases from San Francisco. The direction of the shipments of hhds. was as follows: To Bremen, 1,610 hhds.; to Alicante, 738; to Liverpool, 607; to Leghorn, 1,404; to London, 265; to Glasgow, 74; to Cadiz, 476; to Antwerp, 130; to Havre, 260, and the balance to different ports. During the same period the exports of manufactured tobacco reached 129,193 lbs., of which 15,600 lbs were to Liverpool. The full particulars of the week's shipments from all the ports were as follows:

Exp'd this week from	Hhds.	Cases.	Bales.	Tcs.	Hhds.	Man'd lbs.
New York	3,670	133	160	8	10	122,435
Baltimore	1,363	135				
Boston	4	16	35	10		110
Philadelphia	1					6,754
New Orleans	848		52			
Portland						
San Francisco		6			2	
Total	5,886	290	247	18	133	129,193
Total last week	3,351	264	1,083	12	211	30,951
Total previous week	6,367	694	1,205	8	64	238,409

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

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

To	Hhds.	Cases.	Bales.	Cer's & tcs.	Stems.	Pkgs.	Man'd lbs.
Great Britain	19,406	1,815	668	523		1,943	1,752,448
Germany	28,808	15,432	12,799	762	2,035	494	107,826
Belgium	4,305	243	109	143			44,696
Holland	8,027	600	100	1	729	104	12,285
Denmark	488	277	151				
Italy	8,085	122				12	6,316
France	12,822	316					5,955
Spain, Gibralt. &c	17,180	1,184	355		14	198	148,379
Mediterranean							
Austria	90						
Africa, &c.	1,043	300	89			85	16,318
China, India, &c.	23	816				46	35,385
Australia, &c.	1	203	2	34		48	1,503,638
B. N. Am. Prov.	125	490	899			2,147	337,908
South America	314	1,624	3,292			2,422	117,890
West Indies	940	578	3,275	17		2,024	420,053
East Indies		261				1	2,900
Mexico		73	125			43	6,944
Honolulu, &c.		235				43	
All others	401	417	1,813	13		1,018	739
Total since Nov 1	105,446	22,659	23,751	1,449	2,778	10,827	4,614,571

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

From	Hhds.	Cases.	Bales.	Tes. & cer's.	Stems.	Bxs. & pkgs.	Lbs.
New York	52,014	20,403	20,183	1,259	53	5,743	4,353,493
Baltimore	33,938	251	626	93	2,720	364	21,587
Boston	1,016	1,123	2,401	50		4,371	145,870
Philadelphia	11	5					87,745
New Orleans	18,035	2	531			370	
San Francisco		825	60			12	
Virginia	382			47			2,020
Portland		15				89	3,850
Total since Nov 1	105,446	22,659	23,751	1,449	2,778	10,827	4,614,571

The market for Tobacco the past week has been fairly active, with prices a shade easier.

Kentucky Leaf is held by manufacturers for an advance, owing to the drought in Virginia, and the prevalence of heavy rains following a period of dry weather in the West, both extremes being quite unfavorable for the crop. But the firmer views checked the business for export, and of the 1,400 hhds sold during the past week fully one-half was for home consumption. Prices ranged from 7½c to 15c for lugs to prime leaf. Shippers assert that as yet no serious damage has been done to the new crop; that the prospect for the balance of the season is good and that present prices are very high.

Seed Leaf is very dull; buyers resolutely refuse to meet the views of sellers, and the transactions of the week were: 150 cases new State, 50 do new Connecticut wrappers, and about 200 bales of various growths in small lots to the trade, all on private terms.

Spanish Tobacco continues to move freely; the sales for the week amount to 800 bales Havana at 24½@45c, gold, in bond, and \$1 00@1 10, currency, duty paid.

Manufactured Tobacco is in brisk demand and buoyant.

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

From	-This week-		-Previously-		-Total since Nov. 1-	
	hhd.	pkgs.	hhd.	pkgs.	hhd.	pkgs.
Virginia	199	2,841	6,931	54,019	7,130	56,860
Baltimore		29	1,333	3,116	1,333	3,145
New Orleans			336	461	336	461
Ohio, &c.	896	289	58,982	25,867	59,878	26,156
Other			351	556	351	556
Total	1,095	3,179	67,930	84,019	69,025	87,198

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

	Hhds.	Cases.	Bales.	Tierces.	Pkgs.	Man'd lbs.
Liverpool	58			8		115,600
London	265					
Glasgow	74					
Antwerp	130					
Bremen	351	113	140			
Cadiz	476					
Leghorn	816					
Alicante	738					
Valencia	302					
Danish West Indies	1					
British N. A. Colonies						4,769
British West Indies	2	15				2,126
British Guiana	4					
French West Indies	3					
Venezuela		5	20			
Argentine Republic					10	
Total	3,670	133	160	8	10	122,435

* 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 99 hhds... To Bremen 1,259 hhds... To Montevideo and Buenos 135 cases... To Demerara 5 hhds.
 From Boston—To other foreign 4 hhds, 16 cases, 35 bales, 10 tierces and 110 boxes.
 From Philadelphia—To Barbadoes 4,800 lbs manuf'd... To Demerara 1,958 lbs do... To Kingston 2,290 lbs leaf.
 From New Orleans—To Leghorn 588 hhds... To Havre 260 hhds... To Matamoros 52 bale.
 From San Francisco—To Mexican ports 2 pkgs... To Victoria 6 cases.

BREADSTUFFS.

FRIDAY, August 20, 1869, P. M.

The market the past week has been dull and depressed for flour and wheat; firmer for corn; with much irregularity and activity in oats.

Flour had come forward more freely and been strongly pressed for sale, under which prime brands of shipping extra State have declined from \$7 30@7 50 to \$7@7 10, and the common grades of Western from Winter wheat are fully 25c lower. The demand from the trade is materially reduced, while the shipping demand has not been more than half as large as last week. Receivers, however, are not willing to store, it being obviously for the interest of all concerned to sell on arrival from wharf.

Wheat has been but moderately active, and, under a marked decline in Liverpool, prices are fully 10c lower on the week, although shippers have been favored by a decline in

ocean freights. The offerings the past week have been smaller than for some time past. The receipts by canal have been small, and the stock of desirable qualities in store had been previously exhausted. The receipts by rail have been mainly composed of new Amber Ohio, which, from its excellent quality and condition has sold at daily declining prices. The supply of White wheat of all kinds is as yet very meagre. At to-day's market prices were further depressed by the foreign advices. Sales of good No. 2 Spring at \$1 55; prime No. 1 Toledo (Winter) \$1 60.

Corn, with a stock nearly exhausted and receipts hardly equal to the daily wants of the local trade, and some distilling demand having sprung up, prices have materially advanced and close firm. The receipts at the Western markets have materially increased in the past few days; and there appears to be a good supply of old corn in the country; the new crop promises better in some parts, though by no means out of danger in the most important districts, but prices are sustained at the moment by the inadequate supplies all along the seaboard.

Oats were forced down by liberal receipts of new, until prices touched 60@63c for good Southern and Western; at these prices a large demand set in for both speculation and the trade, followed by a recovery of 3@5c per bushel. The stock of old oats is pretty well exhausted, but the new oats are very fine and arrive in good condition, so that the absence of old from the market is not felt. Rye has sold more freely at steady prices. Barley is still nominal. Barley Malt is unsettled, and Canada Peas are nearly out of market.

The following are closing quotations :

Flour— Superfine..... 6 bbl. \$6 00@ 6 50 Extra State..... 6 80@ 7 10 Extra Western, com- mon to good..... 6 75@ 7 00 Double Extra Western and St. Louis..... 7 00@10 00 Southern supers..... 6 70@ 7 10 Southern, extra and family..... 7 40@11 00 California..... 7 00@ 9 35 Rye Flour, fine and super fine..... 4 50@ 6 75 Corn Meal..... 5 25@ 6 25	Wheat, Spring, per bush. \$1 40@ 1 65 Red Winter..... 1 55@ 1 60 Amberdo..... 1 62@ 1 65 White..... 1 65@ 1 80 White California..... 1 75@ 1 80 Corn, Western Mix'd, new Yellow new..... @ 1 22 White new..... @ 1 19 Rye..... 1 28@ 1 37 Oats..... 62@ 66 Barley..... @ Malt..... 1 60@ 1 65 Peas Canada..... @
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The movement in breadstuffs at this market has been as follows:

RECEIPTS AT NEW YORK.

	1869.		1868.	
	For the week.	Since Jan. 1.	For the week.	Since Jan. 1.
Flour, bbls.....	73,480	1,662,535	58,645	1,269,535
Corn meal, bbls.....	2,720	156,235	4,510	207,400
Wheat, bush.....	412,790	10,099,301	11,765	4,973,540
Corn, bush.....	47,515	5,820,035	603,435	12,216,500
Rye, bush.....	16,135	250,350	4,320	221,975
Barley, &c., bush.....	3,385	760,780	13,145	810,695
Oats, bush.....	232,275	3,401,845	109,440	3,880,615

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

To	Flour, C. meal, bbls.	Wheat, bush.	Rye, bush.	Barley, bush.	Oats, bush.	Corn, bush.
Gt. Brit. week.....	27,616	681,943	.....	.....	.....	.....
Since Jan. 1.....	366,921	10,560,645	.....	.....	17,000	1,337,802
N. A. Col. week.....	4,373	65	.....	.....	.....	25,019
Since Jan. 1.....	107,441	23,027	.....	.....	.....	900
West Ind. week.....	1,689	754	.....	.....	.....	24,338
Since Jan. 1.....	211,015	86,019	225	.....	.....	119,064
Total exp't, week.....	36,837	994	681,913	23,003	.....	400
Since Jan. 1, 1869.....	840,088	95,771	9,835,816	194,742	75	43,600
Same time, 1868.....	556,958	187,072	3,140,716	152,993	.....	40,588
Since Jan. 1 from—						
Boston.....	107,113	23,842	.....	.....	61,856	9,996
Philadelphia.....	70,654	24,409	120,277	.....	6,452	73,443
Baltimore.....	174,151	21,038	34,067	.....	10	3,202

RECEIPTS OF BREADSTUFFS AT LAKE PORTS for the week ending August 14th, viz.:

At	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Chicago.....	28,928	313,646	674,449	234,066	10,832	14,714
Milwaukee.....	20,894	166,791	630	530	2,291	.....
Toledo.....	16,037	478,768	102,011	36,166	.....	3,530
Detroit.....	6,811	24,611	3,276	1,601	310	.....
Cleveland.....	3,300	208,300	20,400	8,300	500	700
Totals.....	75,970	1,192,116	800,766	287,663	13,933	17,004
Previous week.....	49,857	776,921	643,817	215,463	9,651	15,860
Correspond'g week, '68.....	75,104	850,873	1,202,041	928,500	17,485	31,270
" '67.....	77,324	803,437	773,197	458,508	9,095	30,388
" '66.....	35,024	176,984	1,416,463	112,527	8,533	11,161

COMPARATIVE RECEIPTS OF BREADSTUFFS at Lake ports from opening of navigation to August 14th :

	1869.	1868.	1867.	1866.
Flour, bbls.....	2,968,899	1,844,266	1,541,071	1,907,875
Wheat, bush.....	20,532,559	9,687,676	6,813,398	10,993,431
Corn, bush.....	18,149,258	21,893,586	19,682,119	25,375,960
Oats, bush.....	6,557,325	6,720,374	4,219,894	8,011,908
Barley, bush.....	430,433	433,510	555,587	389,296
Rye, bush.....	588,060	310,645	638,230	1,123,824
Total grain, bush.....	46,257,535	39,045,791	31,908,778	45,894,459

EASTWARD SHIPMENTS OF BREADSTUFFS from Chicago, Milwaukee, Toledo and Cleveland :

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Week ending August 14.....	67,753	993,137	702,216	76,334	1,701	6.0
Previous week.....	76,828	501,361	483,591	126,996	.....	.....

Cor. week, 1868.....	43,542	346,332	769,777	568,448	713	34,893
" 1867.....	40,784	363,164	832,310	218,747	.....	41,568
" 1866.....	22,453	179,503	959,946	202,864	.....	3,150

EASTWARD SHIPMENTS FROM SAME PORTS from the opening of navigation to Aug. 14:

	1869.	1868.	1867.	1866.
Flour..... bbls.	1,056,108	789,976	421,707	677,794
Wheat..... bush.	14,703,035	5,766,379	2,462,396	6,428,433
Corn.....	10,136,942	17,610,048	12,533,487	21,670,703
Oats.....	3,030,966	4,576,875	1,849,970	6,507,351
Barley.....	16,041	1,489	29,815	183,926
Rye.....	76,448	73,007	193,687	574,711
Total.....	27,963,532	27,421,698	17,114,255	35,564,023

—Buffalo Com. Advertiser.

QUANTITY OF GRAIN "IN SIGHT" AUGUST 14.

	Wheat, bush.	Corn, bush.	Oats, bush.
In store at New York.....	473,463	208,200	30,661
In store at Buffalo.....	442,523	296,669	191,097
In store at Chicago.....	291,776	538,804	145,174
In store at Milwaukee.....	148,000	.....	.....
Afloat on lakes.....	647,162	460,832	36,875
Afloat on State canals.....	843,577	187,404	39,066
Rail shipments.....	114,480	111,023	123,849
Total.....	2,960,931	2,003,931	572,723
" Aug. 7th.....	2,705,520	1,899,353	532,994
" July 31st.....	3,549,462	1,843,652	911,122

GROCERIES.

FRIDAY EVENING, August 20, 1869.

Since the date of our last report the market for Groceries have been without exception active, and prices firm and improving. The low tariff of freights inland remains in force, and it is probable a good portion of the sustained activity is owing to this origin. The course of the price of gold has been steadily downward, but no unfavorable effect seems to have resulted to any of the markets under review, and they close with uniformly steady, and in one or two instances, firmer prices. Raw Sugars have been active in meeting a good demand from both refiners and the trade, closing with better prices in one or two grades. Molasses has been firmly held at our quoted prices, and with a light stock of the qualities which are at the moment especially sought for, transactions have been limited. In Rio Coffee the sales have been large and effected at full prices, and in other descriptions, both East and West India kinds have been unusually active. In Teas, while Blacks have engrossed the greater share of the attention of buyers, there has been a very fair trade in Greens, and at the close both lines and invoices are steady and active.

Imports of the week have been rather small. Two cargoes of Japan Tea, one of Rio Coffee and one of Ceylon, are the principal receipts.

	At N. York, this Week.	Total at all ports - From Jan 1 to date - 1869.	1868.
Tea..... lbs.	827,605	36,913,442	30,517,132
Tea (indirect import)..... pkgs.	.....	17,961	15,383
Coffee, Rio..... bags.	6,844	786,910	690,354
Coffee, other..... bags.	8,140	263,743	271,291
Sugar..... boxes.	592	462,381	399,534
Sugar..... hhds.	4,700	471,027	497,444
Sugar..... bags.	25,359	473,984	273,236
Molasses..... hhds.	2,173	301,968	371,174
Molasses, New Orleans..... bbls.	.....	17,648	10,925

TEA.

There has been a fair trade in invoices throughout the week. Black Teas have met with the most favor from purchasers, while Japans have been altogether overlooked. Prices have been fully supported both in invoices and the line trade, but the latter has been rather light. At the close we note, however, more activity in both departments of the business. The sales include 6,700 hf c. of Oolongs, and 2,700 do of Souchong, with 4,700 do of Greens.

Imports of tea for the week includes two cargoes, viz : John Norman from Yokohama with 488,318 lbs of Japans, and Jonathan Godfrey from the same port with 339,287 lbs of Japans. Our usual table being little changed is omitted this week.

Messrs. Olyphant & Co.'s Hong Kong Circular of June 23d reports of tea : "Operations are still confined to Northern ports, and at Hankow a steady business has been done, while at Shanghai moderate purchases of Congous have been made. Four clippers and two steamers have been despatched for London, taking about eight millions pounds of Tea. Though, up to the time of writing, our regular mail advices have not come to hand, we have news from Foochow to the 19th instant, to which date nothing had been done by foreign buyers, though stocks had been considerably increased. The export thus far for the season, may then be seen to foot up about eight millions pounds against twenty-nine and a half millions for the corresponding period last year; showing the large total in favor of this season's early export of twenty-one and a half millions pounds. In remarking this, it is hoped, and but fair to be supposed, that the resistance thus far shown to the demands of tea men will be maintained, until a basis of rates that ought to show some good to buyers is established.

COFFEE.

The telegram of Messrs Wright & Co was received early in the present week, and though the reported shipments to, and amount loading for the United States are larger, the dispatch is on the whole interpreted favorably to holders. The business in Rio has been unusually active, and we note a more extensive and general movement in other kinds of coffee than we have recorded for some time previous. The improved demand has strengthened the tone of the market for all descriptions, and our quotations, though unchanged, are very firmly held. Sales include 32,248 bags of Rio; 1,520 bags of Laguayra; 1,996 do Savanilla; 2,000 mats of Java; 1,184 bags of Ceylon; 794 do Costa Rica, and 200 do Maracaibo.

Imports of the week have been small, including only 4,100 bags of Rio per "Natalie," and 2,744 do from wreck of steamer "Mississippi," and 6,743 bags of Ceylon per "Lady Turner."

The stock of Rio Aug. 19, and imports since Jan. 1, are as follows:

In Bags.	New York.	Philadel.	Balti- more.	New Orleans.	Savan. & Mobile.	Gal- veston.	Total.
Stock..	104,899	23,000	12,500	2,000	.....	.....	*114,899
Same date 1868.	163,003	10,000	51,000	9,000	1,000	.....	235,003
Imports.....	492,361	8,200	189,815	74,068	19,666	2,800	786,910
" in 1868.	453,287	9,536	148,249	56,071	9,711	2,800	690,354

* Including Boston, 2,500.

Of other sorts the stock at New York Aug. 19 and the imports at the several ports since Jan. 1 were as follows:

In bags.	New York— Stock.	Boston— Import.	Philadel. import.	Balt. import.	N. Orle's import.	Total imports at all the ports.
Java.....	1,920	42,012	17,375	.....	.....	.....
Singapore.....	.....	4,834	13,366	.....	.....	.....
Ceylon.....	13,573	17,009	943	.....	.....	.....
Maracaibo.....	8,533	48,172	.....	.....	.....	.....
Laguayra.....	4,783	19,542	.....	17,246	.....	.....
St. Domingo.....	.....	53,005	7,363	.....	.....	.....
Other.....	8,441	13,537	1,163	1,254	550	1,246
Total.....	36,241	203,212	40,235	18,500	550	1,246
Same '68.....	30,359	209,218	41,361	19,233	1,267	271,291

* Includes mats, &c., reduced to bags. † Also 68,269 mats.

SUGAR.

The market for raw sugar has been uniformly active throughout the week, and has strengthened somewhat in tone, some grades have improved $\frac{1}{2}$, at which they are steadily held at the close. Both refiners and the trade have purchased with considerable liberality, and the gradual decrease of the stock which is taking place, has been an element of firmness in the position of affairs; while the lower sales of gold have apparently exerted no unfavorable influence. In refined sugars the market has been firmer, though not noticeably active. Prices are $\frac{1}{2}$ better. The sales comprise 6,490 hds of Cuba; 294 do Porto Rico; 175 do St. Croix; 296 do Demerara; 53 do Barbadoes, 100 do Maracaibo.

Imports for the week at New York, and stock on hand August 19, were as follows:

	Cuba, bxs.	Cuba, *hhds.	P. Rico, *hhds.	Other, *hhds.	Brazil, bgs.	Manila, bgs.
Imports this week ..	892	2,845	1,346	1,216	.....	7,586
Stock on hand.....	138,836	.....	122,988	.....	156,990	.....
Same time 1868.....	58,139	.....	107,686	.....	71,927	.....
" " 1867.....	65,471	.....	70,712	.....	27,962	.....

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

Imp's since Jan 1, at New York	Boxes		*Hhds		Brazil, Manila	
	1869.	1868.	1869.	1868.	1869.	1868.
Portland.....	304,394	194,687	286,023	297,150	132,886	181,408
Boston.....	26,685	58,958	55,682	62,840	12,600	44,976
Philadel.....	31,106	48,828	60,978	65,819	48,149	.....
Baltimore.....	25,462	23,472	51,785	50,638	10,955	.....
N. Orleans.....	66,544	55,297	8,840	11,761	.....	.....
Total.....	462,361	399,534	471,027	497,444	204,590	229,344

* Including tierces and barrels reduced to hhds.

MOLASSES.

But little activity has existed in this market. The distilling grades have been neglected as for some time past. For grades suitable for refining purposes there has been a good demand, but transactions are checked by the small amount of stock of this description which is offered for sale and the firmness of holders. The sales comprise 760 hds Porto Rico, 176 do Cuba, 349 do of Barbadoes, 222 do of French Islands, and 35 bbs of New Orleans.

The receipts of the week at New York, and the stock on hand August 19, were as follows:

	Cuba, *Hhds.	P. Rico, *Hhds.	Demerara, *Hhds.	Other, *Hhds.	N. O. Bbls.
Imports this week.....	775	836	.....	562	.....
Stock on hand.....	8,897	5,499	2,605	.....	.....
" " same time 1868.....	25,144	5,892	5,460	.....	.....

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

Total imports since Jan. 1 at New York	*Hhds		N. O. bbls.
	1869.	1868.	
Portland.....	125,660	150,476	13,719
Boston.....	22,288	54,409	.....
Baltimore.....	40,079	51,047	762
Philadelphia.....	82,826	74,720	2,732
Baltimore.....	.....	22,507	434
New Orleans.....	11,453	18,015	.....
Total at all ports.....	301,968	371,174	17,637

* Including tierces and barrels reduced to hhds.

SPICES.

A legitimate jobbing trade has prevailed since our last report, with no unusual features to notice in the way of sales. In Cassia the market has become firmer, and we advance our quotations $\frac{1}{2}$ ¢, as also in ginger, for which there has been an improved demand. For other spices our figures require no alteration.

FRUITS.

For all kinds of foreign dried fruit there has been an active market, and some speculative feeling has been apparent. The previous reports of a short crop of Almonds are fully confirmed by later advices, and the fruit is in consequence held at firm prices, and tending towards an advance. There is rather an easier market for raisins, which are selling freely. Sardines are very firm, and from accounts of a light catch the present season, the demand has considerably increased. The stock of Currants is small and moving quite freely. With the abundant Peach harvest now at its height domestic and dried are dull, and very little movement in any kind has transpired. New crop of Blackberries, Cherries and Southern Apples are coming in slowly, meeting with but little encouragement from the state of the market; the latter are nominally 8@9¢. In foreign green a cargo of Menton Lemons sold at auction on Monday last constitute the only movement from first hands with the light supply, prices have been very firm, and some of the above realized \$13 per box. In West Indian a few barrels of Barracoa Oranges sold from ship at \$8, now held at \$10, and 2,000 bunches of Barracoa Bananas in poor order brought at auction \$1 00 for the lot. When in good order, foreign green has brought unusually good prices for the season.

We annex ruling quotations in first hands:

Tea.		Coffee.	
	(Duty paid)		(Duty paid)
Hyson, Common to fair...	85 @ 95	Rio, Prime, duty paid...	gold 11 @ 12
do Superior to fine....	1 00 @ 1 15	do good.....	gold 10 @ 11
do Ex fine to finest... 1	20 @ 1 50	do fair.....	gold 9 @ 10
Y'g Hyson, Com. to fair...	75 @ 85	do ordinary.....	gold 8 @ 9
do Super. to fine..	95 @ 1 20	Java, mats and bags...	gold 21 @ 25
do Ex fine to finest. 1	35 @ 1 60		
Gamp. & Imp., Com. to fair	90 @ 1 10		
do Sup. to fine 1	15 @ 1 30		
do do Ex. f. to finest. 1	35 @ 1 70		
H. Sk. & Tw'kay, C. to fair	72 @ 78		
do do Sup. to fine	80 @ 85		

Sugar.	
Cuba, inf. to com refining..	10 @ 11
do fair to good do ..	11 @ 11
do pr. me.....	11 @ ..
do fair to good grocery..	11 @ 12
do pr. to choice do ..	12 @ 13
do centrifugal hds & bxs	10 @ 13
do Melado.....	6 @ 8
do molasses.....	10 @ 11
Hav'a, Box, D.S. Nos. 7 to 9.	11 @ 11
do do do 10 to 12	11 @ 12
do do do 13 to 15	12 @ 13
do do do 16 to 18	13 @ 14

Molasses.	
New Orleans.....	gal. 80 @ 95
Porto Rico.....	50 @ 75
Cuba Muscovado.....	48 @ 52

Spices.	
Cassia, in mats gold	43 @ 44
Ginger, race and Af(gold)	11 @ 12
Mace.....(gold)	1 15 @ ..
Nutmegs.....(gold)	90 @ 97
Pepper.....(gold)	7 @ 8
Pimento, Jamaica.(gold)	19 @ ..
Cloves.....(gold)	25 @ 26

Fruit.	
Raisins, Seedless..	mat. 6 00 @ 6 25
do Layer.....	3 10 @ 3 25
do Valencia.....	13 @ ..
Currants.....	10 @ 10
Citron, Leghorn.....	31 @ 32
Prunes, Turkish.....	11 @ 11
Dates.....	12 @ 12
Almonds, Languedoc.....	26 @ 27
do Provence.....	22 @ 22
do Sicily, Soft Shell	14 @ 14
do Shelled.....	35 @ 38
Sardines.....	27 @ 28
Sardines.....	qr. box 17 @ 17
Figs, Smyrna.....	16 @ 16
Brazil Nuts.....	11 @ 11
Filberts, Sicily.....	13 @ 14
Walnuts, Bordeaux.....	14 @ 10
Macaroni, Italian.....	18 @ 19
DRIED FRUIT—	
Apples, State.....	9 @ ..
Blackberries.....	9 @ 10
Peaches, parcd new.....	24 @ 24
Peaches, unpared.....	8 @ 12

THE DRY GOODS TRADE.

FRIDAY, P. M., August 20, 1869.

The leading point of interest in the market this week has been a demand for dress goods and various others, where the demand last week was confined almost exclusively to heavy staple goods, both cotton and woolen. This more general inquiry has still been stimulated by the sharp competition in railroad freights to the West, which offers great inducements to ship goods immediately, as the low tariff cannot possibly be continued much longer. A second point of importance also, is the fact that cotton closes one cent higher than last Friday.

The character of the business done, however, is not particularly satisfactory to the trade, as it is thus far rather

occasional and irregular, than a settled and healthy opening of fall business.

Western and Southern merchants have been the principal purchasers, and from their sections of the country there should apparently be a good demand throughout the season, as the crops of grain and cotton will be large, and there can hardly be any excess of stock in the hands of jobbers or retailers in the West and South.

As above stated, there has been more demand for prints and dress goods this week than for some time previously, and jobbers expect to dispose of their stocks without concessions. Prices are firm and without material change.

The exports of dry goods for the past week, and since January 1, 1868, and the total for the same time in 1867 and 1860 are shown in the following table:

Exports to	FROM NEW YORK.		FROM BOSTON.	
	Domestics. pkgs.	Val.	Dry Goods. packages.	Domestics. pkgs.
Venezuela.....	2	\$147	.....	.....
Brazil.....	3	491	.....	.....
Liverpool.....	.....	.....	4	3,620
Havre.....	.....	.....	2	553
New Granada.....	.....	.....	92	27,300
Br. Provinces.....	.....	.....	.....	.....
Total this week.	5	\$633	98	\$31,473
Since Jan. 1, 1869..	15,570	1,705,197	3,248	603,606
Same time 1868....	14,940	495,057	3,159	1,061,093
" " 1860....	70,661	.....	.....	25,570

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

BROWN SHEETINGS AND SHIRTINGS have been in good demand with the buyers of heavy goods for the West and South. Prices are firm, and in wide goods have advanced; but the balance of the list remains nearly unchanged. Agawam F 36 inches 13, Albion A 36 12½, Amoskeag A 36 16½, do B 36 16, do Z 36 12, Atlantic A 36 17, do H 36 16½, do P 36 13½, do L 36 14½, do V 33 13½, Appleton A 33 16½, Augusta 36 15½, do 30 13, Broadway 36 14, Bedford R 30 10½, Boott H 27 11½, do O 34 13, do S 40 14½, do W 45 19, Commonwealth O 27 8, Grafton A 27 10, Graniteville AA 36 16, do EE 36 15½, Great Falls M 36 13½, do S 33 13, Indian Head 36 17, do 30 14, Indian Orchard A 40 15½, do O 36 14, do BB 36 13, do W 34 12, do NN 36 15, Laconia O 39 14½, do B 37 14½, do E 36 14, Lawrence A 36 14½, do E 36 15, do F 36 14½, do G 34 12½, do H 27 11½, do LL 36 14, Lyman O 36 14½, do E 36 16½, Massachusetts BB 36 14½, do J 30 12½, Medford 36 16, Nashua fine 33 14, do 36 16, do E 40 18, Newmarket A 14, Pacific extra 36 16½, do H 36 16½, do L 36 14½, Pepperell 6-4 —, do 7-4 : 5, do 8-4 40, do 9-4 45, do 10-4 50, do 11-4 55, Pepperell E fine 39 15½, do R 36 14½, do O 33 13½, do N 30 12½, do G 30 13, Pocasset F 30 10½, do K 36 13½, do Canoe 40 16½, Saranac fine O 33 14, do R 36 15½, do E 39 18, Sigourney 36 10½, Stark A 36 16½, Swift River 36 12½, Tiger 27 9, Tremont M 33 11.

BLEACHED SHEETINGS AND SHIRTINGS have been mostly in demand for the medium grades. The principal inquiry is from the same class of buyers as Brown Sheetings, and is mostly limited to them. Prices have advanced in a few instances ½ cent, and are held firmly. Amoskeag 46 20, do 42 18, do 54 25, do A 36 17, Androscoggin L 36 18½, Appleton 36 —, Attawaugan XX 36 14, Atlantic Cambric 36 26, Ballou & Son 36 15½, do 31 13, Bartlett's 36 16, do 33 14½, do 31 13½, Bates XX 36 18½, do B 33 14½, Blackstone 36 15½, do D 36 13½, Boott B 36 16, do O 34 14, do E 36 13½, do H 28 11½, do O 30 13½, do R 23 10½, do W 45 19, Dwight 40 21, Ellerton E 42 18½, Forrest Mills —, Forestdale 36 17, Fruit of the Loom 36 18½, Globe 27 8½, Gold Medal 36 15½, Green Mfg Co 36 12½, do 31 11, Great Falls K 36 15, do J 33 13½, do S 31 13, do A 31 15, Hill's Semp. Idem 36 18, do 33 16½, Hope 36 15½, James 36 15½, do 33 14, do 31 13, Lawrence B 36 15½, Lonsdale 36 13, Masonville 36 19, Newmarket O 36 15, New York Mills 36 25, Pepperell 6-4 35, do 8-4 45, do 9-4 52½, do 10-4 57½, Rosebuds 36 17, Red Bank 36 12½, do 33 11, Slater J. & W. 36 15, Tuscarora 36 20, Utica 5-4 : 2½, do 6-4 37½, do 9-4 65, do 10-4 70, Waltham X 33 14, do 42 18, do 6-4 32½, do 8-4 42½, do 9-4 50, do 10-4 57½, Wamsutta 45 30, do 40½ 27½, do 36 22½, Washington 33 10½.

BROWN DRILLS are not as active, as there is but little export demand. Amoskeag 17½, Boott 17½, Graniteville O 16, Laconia 17½, Pepperell 17½, Stark A 17½, do H 15½.

PRINTS have been in much better demand, and with the opening of dark styles buyers have taken hold quite freely. The work now opened is much better than that put upon the market a few weeks ago, and holders feel much more encouraged that a fair business will be done without ruinous concessions. Albion solid 12½, do ruby 13½, Allens 12½-13, American 12½-13, Amoskeag 12½, Arnolds 10-11, Cocheco 14, Conestoga 12½, Dunnell's 13½, Freeman 10½, Gloucester 12½-13, Hamilton 13½, Home 8, Lancaster 12½, London mourning 12, Mallory 13, Manchester 12 12½, Merrimac D 12½-13½, do pink and purple 15½, do W 15, Oriental 12½, Pacific 3½, Richmond's 12½-13, Simpson Mourning 12½, Sprague's purple and pink 14, do blue 14½, do shirtings 14½, Wamsutta 9½.

PRINT CLOTHS have been rather dull but firm. Of the Providence market, last week, the *Journal* says that some mills have worked up their stock of raw material, and have suspended operations until the incoming of the new crop of cotton. Most of the large mills at Fall River, whose productions are mostly printing cloths, have been consulting about putting their mills on short time, until the market shall work more propitiously either by an advance in goods or a decline in cotton. The sales of print cloths at Providence for the week were 71,000 pieces, usual time, of which 8,000 pieces, 56x60, at 7½c; 9,000 do, seconds, 64x64, 8½c; 38,000 do, extras, 64x64, 8½c; and 16,000 do, extras, 64x64, 8½c.

MUSLIN DELAINES are in good request, and the new styles offered

seem to be very satisfactory. An advance is talked of, though prices yet remain unchanged. Hamilton 20, Tycoon Repts 27½, Lowell 20, Pacific Armures 21, do Robe de C 22½, do Alpacas 8-4 25, do do 6-4 27½-35, Pekins 22½, Oriental Lustres 18, Piques 22.

GINGHAMS are well sold up, and prices firm. Allamance plaid 18, Caledonia 14, Earleton 22½-25, Glasgow 16, Hampden 16, Lancaster 17, Manchester 13½.

CHECKS are without special feature of interest. Caledonia 70 27½, do 50 24, do 12 26½, do 11 22½, Kennebeck 25, Lanark 12½-13, Medford 13, Park No. 60 19, do 70 21, do 80 24, do 90 27½, do 100 30, Pequa No. 1,200 13½, do 2,000 25, do 2,800 27½, Star Mills 12 18, do 20 22, Union No. 20 25, do 50 27½, Watte No. 80 16.

TICKINGS are fairly active for the Western trade. Albany 11, American 14½, Amoskeag A C A 36, do A 30, do B 25, do C 23, do D 21, Blackstone River 16½, Conestoga 26, do extra 31, Cordis AAA 8½, do BB 17½, Hamilton 27, do D 21, Lewiston 26 35, do 32 30, do 30 25, Mece. and W'km's 29, Pearl River 33, Pemberton A A 27, do E 18, Swift River 17, Thorndike 18, Whittenden A 22½, Willow Brook 28, York 30 27, do 32 33.

STRIPES are in tolerably good request, as other staple cottons. Albany 11, Algodon 16½, American 14-15½, Amoskeag 22-23, Boston 15, Hamilton 22, Haymaker 16, Sheridan A 14½, do G 15½, Uncasville A 16, do B 15, Whittenton AA 22½, do A 20, do BB 17, do C 15, York 23.

DRINMS.—The prices quoted below are the only point to notice in this line. Amoskeag 31, Blue Hill 14½, Beaver Cr. blue 26½, do CC 18½, Columbian heavy 31, Haymaker Bro 18½, Manchester 20, Otis AXA 28½, do BB 26, do CC 21, Pearl River 30, Thorndike 19, Tremont 19.

CORSET JEANS continue to be in good demand, as previously throughout the season. Amoskeag 15, Androscoggin 13, Bates 12½, Everette 15½, Indian Orch. Imp 13½, Laconia 15½, Naumkeag 15½, Newmarket 14, Washington satteen 17½.

CAMBRICS are in better request. Amoskeag 10½, Portland 7½, Pequot 10½, Victory H 10, do A 11½, Washington 10½.

COTTON BAGS are pretty active at our quotations. American \$45, Androscoggin \$45, Arkwright A \$45, Great Falls A \$47, Lewiston \$47, Ludlow AA \$47, Ontario \$47 50, Stark A \$47 50, do C 3 bush \$65, Union A \$32.

COTTON YARNS AND BATTS are firmly maintained, in sympathy with the continued firm rates for cotton. Best Georgia Cotton Yarns Nos. 6 to 12 40, Best South Carolina small skeins 41.

SCOTL COTTON is not materially changed. Brook's per doz. 300 yards 90, J. & P. Coat's 90, Clark, John, Jr. & Co. 90, Clark's Geo. A. 90, Willimantic 3 cord 52, do 6 cord 80, Stafford Brothers 45, Green & Daniels 47½, Parker Bros 3 cord 42½, Glasgow 45, Hadley 80, Holyoke 47½, Orr & McNaught 85, Pitchers 42½.

WOOLEN GOODS are moving freely, and rates are improved considerably. Dealers are evincing more spirit in this line, and the gloomy feeling, induced by the large failure, has worn off to a considerable extent. Heavy overcoatings are in demand, and rates obtained in comparison to the previous season are excellent. Imported woollens are also in good demand. Plaids appear to be the prevailing fashion for the ensuing season, and they are offered in a diversity of styles. Shawls are still very active, and the demand gives no indications of a decline. The assortments offered are varied and of meritorious designs. Buyers cannot fail of being suited in the choice grades exhibited.

FOREIGN DRESS GOODS are becoming more active, but trade is not satisfactory in this line even yet. Importers are exhibiting fine styles, both in design and fabric, and in desirable goods also. A noticeable feature of the trade so far is the entire absence of those lines of cheap and trashy goods which last season's opening produced in such quantities on the market. Dealers have evidently learned that the day for such fabrics is past, and that the goods offered now must be in attractive grades, and of some intrinsic value. Jobbers are doing very little in this line as yet, although a good business is anticipated as soon as the season is opened. Black alpacas are destined to have quite a run the ensuing fall, judging from the many new styles and quantity imported. There are at least seven or eight entirely new brands being offered at present, some of them very desirable.

IMPORTATIONS OF DRY GOODS AT THE PORT OF NEW YORK.

The importations of dry goods at this port for the week ending Aug. 19, 1869, and the corresponding weeks of 1867 and 1868, have been as follows:

	1867.		1868.		1869.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of wool...	2,010	\$896,909	1,197	\$517,491	1,704	\$724,148
do cotton...	1,129	345,935	1,014	302,525	1,107	323,235
do silk....	657	524,797	636	561,853	631	575,291
do flax....	1,136	267,860	941	198,042	1,579	278,641
Miscellaneous dry goods.	601	206,040	584	2,0713	618	204,804
Total.....	5,533	\$2,241,541	4,372	\$1,780,624	5,639	\$2,106,119
WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET DURING THE SAME PERIOD.						
Manufactures of wool...	2,027	\$886,065	1,370	\$545,866	1,953	\$678,451
do cotton..	441	126,742	297	82,782	551	139,217
do silk.....	257	247,319	133	175,544	151	173,946
do flax.....	809	193,869	363	92,082	746	165,427
Miscellaneous dry goods	863	50,435	852	25,403	81	21,586
Total.....	4,402	\$1,504,430	3,015	\$921,676	3,482	\$1,189,627
Add ent'd for consu'pt'n.	5,533	2,241,541	4,372	1,780,624	5,639	2,106,119
Total th'wn upon make	9,935	\$3,745,971	7,387	\$2,702,300	9,121	\$3,295,146
ENTERED FOR WAREHOUSING DURING THE SAME PERIOD.						
Manufactures of wool...	145	\$52,481	1,779	\$615,846	426	\$169,551
do cotton..	25	5,259	456	116,664	165	43,635
do silk.....	8	5,925	171	232,253	48	51,326
do flax.....	19	6,952	594	117,523	146	36,373
Miscellaneous dry goods.	4	534	1,721	84,236	22	4,540
Total.....	201	\$77,151	4,631	\$1,116,507	807	\$305,425
Add ent'd for consu'pt'n.	5,533	2,241,541	4,372	1,780,624	5,639	2,106,119
Total entered at the port	5,734	\$2,318,692	9,003	\$2,897,131	6,446	\$2,411,544

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PACIFIC MAIL STEAMSHIP COMPANY'S
THROUGH LINE

To CALIFORNIA & CHINA,

Touching at Mexican Ports

AND

CARRYING THE UNITED STATES MAILS.

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

Leave PIER 42 NORTH RIVER, foot of Canal street
at 12 o'clock noon, as above (except when those dates
fall on Sunday, and then on the preceding Saturday)
for ASPINWALL, connecting via Panama Railway
with one of the Company's Steamships from Panama
for SAN FRANCISCO, touching at ACAPI LCO.

Departure of 1st connect at Panama with steamers
for SOUTH PACIFIC and CENTRAL AMERICAN
PORTS. Those of the 1st touch at MANZANILLO.

One hundred pounds baggage allowed each adult
Baggage-masters accompany baggage through, and
attend to ladies and children without male protec-
tors. Baggage received on the dock the day before
sailing, from steamboats, railroads, and passengers
who prefer to send them down early. An experienced
surgeon on board. Medicine and attendance free.

For passage tickets or further information apply
the Company's ticket office, on the wharf, foot
Canal street, North River, New York.

F. B. BABY, Agent.

Boston Bankers.

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

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

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

EVERETT & Co.,

28 State Street, Boston,
 AGENTS FOR
AUGUSTINE HEARD & CO.,
 OF CHINA AND JAPAN.
 Advances made on consignments of approved merchandise.

Philadelphia Bankers.

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

PHILADELPHIA NOTES, DRAFTS, &C., &C.

COLLECTED AND REMITTED FOR ON DAY OF PAYMENT, BY THE
Union Banking Company
 N. E. Cor. 4th & Chestnut Sts.,
PHILADELPHIA.
 N. C. MUSSELMAN, President.
 E. F. MOODY, Cashier.

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

Southern Bankers.

WASHINGTON.
FIRST NATIONAL BANK OF WASHINGTON.
 H. D. COOKE (of Jay Cooke & Co.) President.
 WM. S. HUNTINGTON, Cashier.
Government Depository and Financial Agent of the United States.
 We buy and Sell all classes of
Government Securities
 on the most favorable terms, and give especial attention to
Business connected with the several Department of the Government.
 Full information with regard to Government Loans at all times cheerfully furnished.

LANCASTER & Co.,
BANKERS AND STOCK AND EXCHANGE BROKERS,
 No. 1113 Main Street, Richmond, Va.
BROWN, LANCASTER & CO.,
 No. 30 SOUTH STREET, BALTIMORE, MARYLAND.
LANCASTER, BROWN & CO.,
 No. 23 NASSAU STREET, NEW YORK.

ROBT H. MAURY JAS. L. MAURY. ROBT T. BROOKS.
R. H. MAURY & Co.,
BANKERS & BROKERS,
 No. 1014 MAIN ST. RICHMOND, VA.
 Sterling Exchange, Gold and Silver, Bank Notes, State, City and Railroad Bonds and Stocks, &c., bought and sold on commission.
 Deposits received and Collections made on all accessible points in the United States.
 N. Y. Correspondent, VERMILYE & CO.

J. L. LEVY,
STOCK BROKER
 AND
Exchange Dealer,
 23 CARONDELET STREET,
 NEW ORLEANS.
 General Partner.....J. L. LEVY.
 Partner in Commendum.....E. J. HART.
 Collections made on all points.

Western Bankers.

GILMORE, DUNLAP & Co.,
 108 & 110 West Fourth Street,
CINCINNATI, OHIO.

Dealers in **GOLD, SILVER** and all kinds of
GOVERNMENT BONDS.
COLLECTIONS MADE at all accessible points and remitted for on day of payment.
CHECKS ON LONDON AND PARIS FOR SALE

P. HAYDEN. JOS. HUTCHESON. W. B. HAYDEN.
Hayden, Hutcheson & Co
BANKERS,
 NO. 13 S. HIGH STREET,
COLUMBUS, OHIO.
 Do General Bank'g, Collection, and Exchange Business.

ISAAC HARTER. G. D. HARTER. M. D. HARTER.
 BANKING HOUSE OF
Isaac Harter & Sons,
CANTON, OHIO.
 (ESTABLISHED 1854.)
 Special Attention given to the collections of Banks, Bankers and Merchants.

L. A. BENOIST & Co.,
BANKERS,
ST. LOUIS, MISSOURI.

Buy and Sell Exchange on all the principal cities of the United States and Canadas. Also
Drafts on London and Paris for Sale.
NATIONAL BANK OF THE STATE OF MISSOURI.
in St. Louis.
 ESTABLISHED 1837.

Capital paid in\$3,410,300
 This Bank, having reorganized as a National Bank, is now prepared to do a general banking business. Government Securities, Coin, Gold Dust and Bullion bought and sold at current rates. Special attention given to collections throughout the West
 JAMES H. BRITTON, Pres. CHAS. K. DICKSON
 EDWARD P. CURTIS Cashier

W. M. F. HEWSON,
STOCK BROKER,
 Office No. 21 West Third Street, Cincinnati, Ohio. Refer to: All Cincinnati Banks, and Messrs. LOCKWOOD & Co., New York.

MORTON, GALT & Co.,
BANKERS,
 150 West Main Street, Louisville, Ky., dealers in Foreign and Domestic Exchange, Government Bonds and all Local Securities. Give prompt attention to collections and orders for investment of funds.

S. McCLEAN & Co.,
BANKERS,
 PITTSBURGH PA.

SECOND NATIONAL BANK,
TITUSVILLE, PENN.,
 Capital - - - - - \$200,000
 Deposited with U. S. Treasurer for secure Circulation and Deposits 500,000.
 G. C. HYDE, Cashier. CHAS. HYDE, Pres't.

NATIONAL
Freedman's Savings Bank
 CHARTERED BY CONGRESS IN 1865,
 Central Office at Washington, D. C.,
 BRANCHES AT
 Baltimore, Norfolk, Richmond, New Berne, Wilmington, Raleigh, Charleston, Beaufort, Augusta, (Ga.), Savannah, Macon, Jacksonville, Tallahassee, Mobile, Huntsville, New Orleans, Vicksburg, Memphis, Nashville, Chattanooga, Louisville, St. Louis, Martinsburg, New York and Washington.
 Collections promptly made.
 These Banks are for the Colored people.
The Deposits are now \$1,250,000.
 D. L. EATON, Actuary. J. W. ALVORD, Pres't.
 JAY COOKE & CO., New York Correspondent.

Miscellaneous.

TO RAILROAD CONTRACTORS
Memphis, El Paso and Pacific Railway Co.

Office of the Chief Engineer Memphis, El Paso and Pacific Railroad Company,
66 EXCHANGE PLACE.

NEW YORK, June 8, 1869.

SEALED PROPOSALS will be received at the above office until **October 1st, 1869**, when contracts will be awarded for the GRUBBING and CLEARING, GRADING, MASONRY, BRIDGING, BALLASTING, CROSS TIES and TRACKLAYING of the following portions of said railroad;

FIRST The last fifteen miles on the first division of one hundred and fifty miles, between Jefferson and Paris, Texas, commencing eight miles east and extending seven miles west of the town of Clarksville in Red River County.

SECOND—One Hundred and Fifty miles, embracing the second division, commencing at Paris and extending westward to Palo Pinto County.

Specifications, profiles, maps and plans can be examined after the **FIFTEENTH OF AUGUST, 1869**, at the **ENGINEER'S OFFICE**, in **NEW YORK** or **JEFFERSON**.

Proposals must conform to the specification, which will be furnished upon application at either of the above places after August 1, 1869.

Evidence of ability to complete contracts will be required and a per centage retained of estimates until each section of five miles is finished.

Work upon the **First Division** must be completed by **March 1st, 1870.**

The **Second Division** must be finished by **October 1st, 1870.**

Every facility will be furnished those wishing to inspect the ground on the line of the road, by application in person at the Engineers office in Jefferson.

J. . DANIEL, Engineer-in-Chief.
Memphis, El Paso and Pacific R.R. Co.

ORIGINAL CHARTER 1798.

OF ICE OF THE
New York Mutual
INSURANCE COMPANY.
 NO. 61 WILLIAM STREET.

NEW YORK, January 19, 1869.

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

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

Outstanding Premiums to December 31, 1867..\$75,582 48
 Premiums received since.....279,232 62
 Total\$354,815 45

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

Losses and Expenses.....\$151,919 03
 Return Premiums.....19,387 85

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

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

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

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

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

W. P. HANSFORD, Secretary.

TRUSTEES:

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

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

Financial.

JOHN J. CISCO & SON,

BANKERS,

NO. 59 WALL STREET, NEW YORK,
(Brown Brothers & Co.'s Building.)

Receive money on deposit, subject to check at sight, allowing interest on daily balances at the rate of four per cent per annum, credited monthly.

Issue Certificates of Deposit bearing four cent interest, payable on demand or at fixed periods.

Negotiate Loans.
Execute promptly orders for the purchase and sale of Gold, Government and other Securities on commission.

Make collections on all parts of the United States and Canada.

WILLIAMS & GUION,

71 Wall Street, New York.

Gulon & Co., Alex. S. Petrie & Co.,
Liverpool. London.Advances made on consignments to our Correspondents, and orders for the purchase of Merchandise, Stocks and Bonds, executed by Cable or Mail.
Travelers' and Commercial Credits issued, available in all parts of Europe, &c.

SOUTTER & Co.,

BANKERS,

No. 53 WILLIAM STREET, NEW YORK.

Dealers in Bills of Exchange, Governments, Bonds, Stocks, Gold, Commercial Paper, and all Negotiable Securities.

Interest allowed on Deposits subject to Sight Draft or Check.

Advances made on approved securities.
Special facilities for negotiating Commercial Paper.
Collect on both inland and foreign promptly made.
Foreign and Domestic Loans Negotiated.

DUNCAN, SHERMAN & Co.,

BANKERS,

CORNER OF PINE AND NASSAU STS.,

ISSUE
CIRCULAR NOTES AND CIRCULAR LETTERS
OF CREDIT,

For the use of Travelers abroad and in the United States, available in all the principal cities of the world; also,

COMMERCIAL CREDITS,
For use in Europe, east of the Cape of Good Hope, West Indies, South America, and the United States.

LETTERS OF CREDIT FOR TRAVELERS.

EXCHANGE ON LONDON AND PARIS.
SIGHT DRAFTS ON EDINBURGH & GLASGOW
STOCKS AND BONDS BOUGHT AND SOLD.
AT THE NEW YORK STOCK EXCHANGE.

James G. King's Sons,

54 William Street.

LETTERS OF CREDIT FOR TRAVELERS.

Government and other Securities
Bought and sold at the Stock Exchange on usual Commission.Interest Allowed on Deposits.
Draw Bills on City Bank of London.

Winslow, Lanier & Co.,

BANKERS,

PINE STREET, NEW YORK.

M. K. JESUP & COMPANY,

BANKERS AND MERCHANTS,

12 PINE STREET,

Negotiate
Bonds and Loans for Railroad Cos.,
Contract for
Iron or Steel Rails, Locomotives,
Cars, etc.
and undertake
all business connected with Railways

JAMES ROBB, KING & Co.,

No. 56 Wall Street.

LETTERS OF CREDIT FOR TRAVELERS,

DRAW Short-sight Exchange on PARIS, Sterling Bills at Sight or Sixty Days, on

THE CITY BANK, LONDON.
Messrs. ROBERT BENSON & CO.

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

Financial.

SMITH, RANDOLPH & Co.
BANKERS PHILA & N.YORK

Dealers in U.S. Bonds and Members of Stock and Gold Exchanges in both Cities.

Receive Accounts of Banks and Bankers on liberal terms.

ISSUE BILLS OF EXCHANGE ON
C. J. HAMBRO & SON, London.B. METZLER S. SOHN & CO. Frankfurt
JAMES W. TUCKER & CO., Paris.AND OTHER PRINCIPAL CITIES;
And Letters of Credit available throughout Europe.

CIRCULAR NOTES

AND

CIRCULAR LETTERS OF CREDIT

FOR

TRAVELERS,

AVAILABLE IN ALL PARTS OF EUROPE

ALSO,

COMMERCIAL CREDITS,

ISSUED BY

MORTON, BLISS & Co.

VERMILYE & Co.,

BANKERS,

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

DEALERS IN ALL ISSUES OF

GOVERNMENT SECURITIES

AND IN

GOLD AND GOLD COUPONS,

BUY AND SELL ON COMMISSION

RAILWAY STOCKS, BONDS AND

GOLD,

MAKING LIBERAL ADVANCES.

Interest on Deposits.

HENRY H. WARD. WM. G. WARD. CHAS. H. WARD.

WARD & Co.,

BANKERS,

54 WALL STREET, NEW YORK.

Established 1820.
Orders in Stocks, Bonds, Gold and Government Securities promptly filled at usual rates. Foreign Exchange negotiated. Draw Bills on the

UNION BANK OF LONDON.

Deposits in Gold and Currency received and interest allowed on balances exceeding \$1,000.

S. G. & G. C. WARD,

AGENTS FOR

BARING BROTHERS & COMPANY.

52 WALL STREET, NEW YORK.

28 STATE STREET, BOSTON.

C. J. OSBORN. ADDISON CAMMACK

OSBORN & CAMMACK,

BANKERS,

34 BROAD STREET.

Stocks, State Bonds, Gold and Federal Securities,

BOUGHT AND SOLD ON COMMISSION.

Particular Attention paid to investments in Southern State Bonds.

Tapscott, Bros. & Co.

86 SOUTH STREET & 23 BROADWAY, NEW YORK

Issue Sight Drafts and Exchange payable in all parts of Great Britain and Ireland.

Credits on W. TAPSCOTT & CO., Liverpool. Advances made on consignments. Orders for Government Stocks, Bonds and Merchandise executed.

WARREN KIDDER & Co.,

BANKERS,

NO. 4 WALL STREET, NEW YORK.
Orders for Stocks, Bonds and Gold promptly executed. FOUR PER CENT INTEREST ALLOWED on deposits subject to check at sight.

Bankers and Brokers.

BANKING HOUSE

OF

JAY COOKE & Co.,

New York, Philadelphia and
Washington.

No. 20 WALL STREET, NEW YORK.

We Buy, Sell and Exchange at most liberal rates, all issues of

GOVERNMENT BONDS,

and Bonds of LAKE SUPERIOR AND MISSISSIPPI RAILROAD COMPANY, and execute orders for purchase and sale of

Stocks, Bonds and Gold.

WE NEGOTIATE RAILROAD AND MUNICIPAL LOANS, receive Deposits, subject to Check, allowing interest, and transact a general Banking Business.

JAY COOKE & CO.

THE

National Trust Company

OF THE CITY OF NEW YORK,

NO. 336 BROADWAY

CAPITAL PAID IN

ONE MILLION DOLLARS.

CHARTERED BY THE STATE.

DARIUS R. MANGAM, Pres. JAMES MERRELL, Sec

RECEIVES DEPOSITS AND ALLOWS

FOUR PER CENT INTEREST,

ON DAILY BALANCES

SUBJECT TO CHECK AT SIGHT.

SPECIAL DEPOSIT for Six Months or more, may be made at five per cent.

The Capital of ONE MILLION DOLLARS is invested entirely in Government Securities, and is divided among over 500 Shareholders, comprising many gentlemen of large wealth and financial experience, who are also personally liable to depositors for all obligations of the Company to double the amount of their capital stock. As THE NATIONAL TRUST COMPANY receives deposits in large or small amounts, and permits them to be drawn as a whole or in part by CHECK AT SIGHT AND WITHOUT NOTICE, allowing interest on ALL DAILY BALANCES, parties can keep accounts in this institution with special advantages of security, convenience and profit.

Wm. R. Utley & Geo.

W. Dougherty,

BANKERS AND BROKERS

NO. 11 WALL STREET, NEW YORK.

Government Securities, Stocks, Gold and Specie Southern Securities and Bank Notes; Central and Union Pacific Railroad Sixes; State, City, Town, County and Corporation Bonds; Insurance, Manufacturing and Bank Stocks, BOUGHT AND SOLD.

HENRY MEIGS,

Banker and Broker, No. 27 Wall St.,

Member of New York Stock Exchange, (Formerly cashier of the Metropolitan Bank, and late of the firm of H. Meigs, Jr., & Smith).

Offers his services for the purchase and sale of Government and all other Stocks, Bonds and Gold, Interest allowed on deposits
Investments carefully attended to.

The Tradesmen

NATIONAL BANK.

291 BROADWAY, NEW YORK.

CAPITAL.....\$1,000,000
SURPLUS.....470,000

RICHARD BERRY, President.

ANTHONY HALSEY Cashier

TAUSSIG, FISHER & Co.,

BANKERS AND BROKERS

No. 32 Broad Street, New York.

Buy and Sell at Market Rates

ALL UNITED STATES SECURITIES,

Solicit accounts from MERCHANTS, BANKERS and others, and allow interest on daily balances, subject to Sight Draft.

Make collections on favorable terms, and promptly execute orders for the purchase or sale of

Gold, State, Federal, and Railroad Securities.

Miscellaneous.

Queen Fire Insurance Co

OF LIVERPOOL AND LONDON. AUTHORIZED CAPITAL £2,000,000 Stg. SUBSCRIBED CAPITAL 1,893,226 PAID UP CAPITAL AND SURPLUS \$1,432,840 Special Fund of \$200,000 Deposited in the Insurance Department at Albany. UNITED STATES BRANCH, No. 117 BROADWAY, N. Y. GEORGE ADLARD, M. nager WILLIAM H. ROSS, Secretary.

THE NORTH BRITISH AND Mercantile Insurance Co

OF LONDON AND EDINBURGH. PAID UP CAPITAL AND ACCUMULATED FUND \$14,044,635 31 IN GOLD. UNITED STATES BRANCH OFFICE, 50 WILLIAM STREET, NEW YORK. EZRA WHITE, Associate Manager; T. C. ALLYN, Associate Manager; CHAS. E. WHITE, Assistant Manager.

HARTFORD

FIRE INSURANCE COMPANY OF HARTFORD, CONN. Capital and Surplus \$2,000,000. GEO. M. COIT, Sec'y. GEO. L. CHASE, Pres't PHOENIX FIRE INSURANCE CO., OF HARTFORD, CONN. Capital and surplus \$1,400,000. D. W. C. SKILTON, Sec'y. H. KELLOGG, Pres Losses promptly adjusted by the Agents here, and paid in current money. WHITE ALLYN & CO., Agents, NO. 50 WILLIAM STREET.

BANKING HOUSE OF LUTHER KOUNTZE,

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

H. C. HARDY & SON,

No. 4 Wall Street, New York. Execute orders at the New York Stock, Government and Gold Exchanges, in person, and transact a General Banking, Exchange, and Brokerage Business.

MUNROE & Co.,

AMERICAN BANKERS. NO. 7 RUE SCRIBE, PARIS, JOHN MUNROE & Co., NO. 8 WALL STREET, NEW YORK. Issue Circular Letters of Credit for Travellers in all parts of Europe, etc., etc. Exchange on Paris.

RIDER & CORTIS,

73 BROADWAY, NEW YORK Successors to SAML. THOMPSON'S NEPHEW, AND ABM. BELI SONS. Sterling Exchange business. Drafts on England Ireland and Scotland. Bankers furnished with Sterling Bills of Exchange, and through passage tickets from Europe to all parts of the United States

STOKER, TAYLOR & Co.,

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

White, DeFreitas & Rathborne,

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

Bankers and Brokers

HARVEY FISK, A. S. HATCH.

Office of FISK & HATCH,

Bankers & Dealers in Gov't Securities, No. 5 Nassau Street, New York. Opposite U. S. Sub Treasury.

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

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

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

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

Communications and inquiries by Mail or Telegraph will receive attention.

FISK & HATCH.

J. L. Brownell & Bro.,

BANKERS & BROKERS, 28 BROAD STREET, NEW YORK, Stocks, Bonds, Government Securities and Gold Bought and Sold exclusively on commission. Accounts of Banks, Bankers and Individuals received on favorable terms. REFERENCES: J. H. FONDA, Pres. National Mech. Banking Ass. N Y. C. B. BLAIF, Pres. Merchants' Nat. Bank Chicago.

LOCKWOOD & Co.,

BANKERS, No. 94 BROADWAY & No. 6 WALL STREET. DEALERS IN GOVERNMENT AND OTHER SECURITIES. Interest allowed upon deposits of Gold and Currency, subject to Check at Sight. Gold loaned to Merchants and Bankers upon favorable terms.

FRANK & GANS,

BANKERS AND DEALERS IN U. S GOVERNMENT SECURITIES. No. 14 WALL STREET

J. M. WEITH, GEO. ARENTS

J. M. Weith & Arents,

Late J. M. Weith & Co., DEALERS IN SOUTHERN AND MISCELLANEOUS SECURITIES, NO. 9 NEW STREET. Loans Negotiated.

Lounsbury & Fanshawe,

BANKERS AND BROKERS, NO. 8 WALL STREET, NEW YORK Government Securities, Gold and Foreign Exchange. RICHARD P. LOUNSBURY. WILLIAM S. FANSHAW

R. T. WILSON & Co.,

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

Insurance

OFFICE OF THE ATLANTIC

Mutual Insurance Co.,

NEW YORK, JANUARY 26, 1869.

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

Premiums received on Marine Risks, from 1st January, 1868, to 31st Dec., 1868. \$6,783,969 82 Premiums on Policies not marked off 1st January, 1868. 2,563,002 34 Total amount of marine premiums. \$9,346,972 16

No policies have been issued upon life risks; nor upon fire risks disconnected with marine risks. Premiums marked off from 1st January, 1868, to 31st December, 1868. \$6,807,970 84 Losses paid during the same period. \$3,081,080 49

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

The Company has the following assets, viz.:

United States and State of New York stock, city bank and other stocks. \$7,887,446 30 Loans secured by stocks and otherwise. 2,214,100 00 Real estate and bonds and mortgages 210,000 00 Interest, and sundry notes and claims due the Company, estimated at. 297,530 03 Premium notes and bills receivable. 2,953,207 53 Cash in bank. 405,548 86 Total amount of assets. \$13,660,831 30

Six per cent interest on the outstanding certificates of profits will be paid to the holders thereof or their legal representative, on and after Tuesday the Second of February next.

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

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

By order of the Board, J. H. CHAPMAN, Secretary.

TRUSTEES:

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

JOHN D. JONES, President. CHARLES DENNIS, Vice-President. W. H. H. MOORE, 2d Vice-Prest. J. D. HEWLETT, 3d Vice-Prest.

Dry Goods.

N.B. FALCONER & CO

IMPORTERS OF
STAPLE AND FANCY

British Dress Goods,

VELVETS, VELVETEENS,
Umbrella Alpacas and Gingham, &c.,
NO. 217 CHURCH STREET.
Between Walker and Lispenard.

Miscellaneous.

FOR BOSTON DAILY.

METROPOLITAN STEAMSHIP CO'S
OUTSIDE LINE OF

Neptune Steamers,

COMPRISING

NEPTUNE, NEREUS and GLAUCUS,
2,000 Tons Each,
SAILING TUESDAY, THURSDAYS & SATURDAYS
ANDAsland, Wm. P. Clyde and P. Sandford
1,000 Tons Each,

SAILING ON INTERMEDIATE DAYS.

From PIER 11 N. R., at 5 P. M.

Connecting at Boston with Fitchburg, Boston and
Lowell, Boston and Maine and Eastern Railroad, and
in New York with the Erie Railway. Freights taken
and through rates given to and from all points on the
above Roads and their connections. No charge for
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