

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, NOVEMBER 13, 1869.

NO. 229.

Foreign Bills.

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.

DUNCAN, SHERMAN & Co.,

BANKERS,

CORNER OF PINE AND NASSAU STS.,

**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.

CIRCULAR

LETTERS OF CREDIT

FOR TRAVELLERS,

DRAW at Sight or Sixty Days on PARIS, Sterling
Bills at Sight or Sixty Days, on

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

Accounts received and interest allowed on same.
Stocks and Bonds bought and sold at the New York
Stock Exchange. RAILROAD LOANS NEGOTIATED

JAMES ROBB, KING & Co.,

No. 56 Wall Street.

S. G. & G. C. WARD,

AGENTS FOR

BARING BROTHERS & COMPANY.

52 WALL STREET, NEW YORK,
28 STATE STREET, BOSTON.

**LETTERS OF CREDIT FOR TRAV-
ELLERS.**

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.

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.

FRANK & GANS,

BANKERS AND DEALERS IN U. S.

GOVERNMENT SECURITIES,

14 WALL STREET.

Bankers and Brokers.

A. V. B. VAN DYCK,

STOCK, BOND AND GOLD BROKER,

NO. 30 BROAD STREET.

HATCH, FOOTE & Co.,

BANKERS

AND DEALERS IN GOVERNMENT SECURITIES
GOLD, &c.

No. 12 WALL STREET.

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

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

WM. & JNO. O'BRIEN,

BANKERS AND BROKERS,

58 WALL STREET,

Continue to give their attention to the

**Purchase and Sale of Stocks on Com-
mission,**

AND TO THE NEGOTIATION OF LOANS,

Also, continue to receive money on deposit, subject
to instant draft, and allow interest on daily balances.

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, Manufac-
turing and Bank Stocks, BOUGHT AND SOLD.

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

Bankers and Brokers.

OFFICE OF

E. S. MUNROE & Co.,

19 New Street.

New York, November 5, 1869.

E. S. MUNROE. JAS. H. JORDAN. WM. L. MONTAGUE

Dealers in Railway and other Shares current at the
New York Stock Exchange.

We furnish to, or purchase of, applicants in lots to
suit, on favorable terms.

E. S. MUNROE & CO.

GEO. F. PADDOCK & COMPANY'S BANK.

Watertown, N. Y.

G. F. PADDOCK, } Proprietors. ORIN C. FROST,
MERRITT ANDRUS, } Cashier.

CORRESPONDENTS:
Central Nat. Bank, New York; Jay Cooke & Co.;
N. Y. State Nat. Bank, Albany, N. Y.

Special attention paid to collections in New York
State and Canada.

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. BLAIR, Pres. Merchants' Nat. Bank Chicago.

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.

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.

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 & 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.**

WARREN KIDDER & Co.,

BANKERS,

NO. 4 WALL STREET, NEW YORK.

Orders for Stocks Bonds and Gold promptly exe-
cuted. FOUR PER CENT INTEREST ALLOWED
on deposits subject to check at sight.

Banker 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 pur-
chase and sale of

Stocks, Bonds and Gold.

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

JAY COOKE & CO.

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
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.

HENRY SANCTON,
STOCK & GOLD BROKER,

NO. 24 NEW STREET, NEW YORK,
ROOM 12.

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

R. H. MAURY & Co.,

BANKERS & BROKERS,

No. 1014 MAIN ST. RICHMOND, VA.

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

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

N. Y. Correspondent, VERMILY & CO.

Miscellaneous

TO THE WORKING CLASS.—We are now prepared
to furnish all classes with constant employment at
home, the whole of the time or for the spare moments.
Business easy, high and profitable. Persons of either
sex easily earn from 50c to \$5 per evening, and a pro-
portional sum by devoting their whole time to the
business. Boys and girls earn nearly as much as
men. That all who see this notice may send their
addresses and test the business, we make this unparal-
leled offer: To such as are not well satisfied, we will
send \$1 to pay for the trouble of writing. Full particu-
lars, a valuable sample, which will do to com-
mence work on, and a copy of *The Peoples Literary
Companion*—one of the largest and best family
newspapers published—free by mail. Read-
er, if you want permanent, profitable work, address
E. C. ALLEN & CO., Augusta, Maine.

ONE OF THE MOST EMINENT PHYSICIANS IN
the Northern States, distinguished for his learning,
character and skill desires to meet a capitalist,
who will purchase a Hotel at Aiken, S. C., to be kept
by him as a Resort for Northern Invalids. Dis. Wil-
lard Parker, Jared Indley, Alonzo Clark, J. M. Cuyler
and Dr. F. Dixon of Jefferson Med. College recom-
mend Aiken as the healthiest resort for consump-
tives on the Continent. The same eminent Practi-
tioners certify in the most flattering terms to the
CHARACTER, SAFETY and FITNESS of our Princi-
pal, as the manager of the Institution, as also does
the Governors of New York and New Jersey, and
the Hon. Secy of the Navy. The Hotel will be paid for the Hotel
and a bonus of \$1,000 paid upon purchase. Enquire im-
mediately of W. J. CALVERT & CO.,
15 Broadway, N. Y.

WE HAVE THIS DAY TRANSFERRED OUR
interest in the business heretofore conducted
in New York and the firm name of JAY COOKE & CO.
to Lewis Benjamin, whose interest in our Liver-
pool office will be from and after this date. Mr.
Benjamin will sign in liquidation, and hereafter
conduct the business in New York under his own firm
name for his account.

A. H. WOLF, } Liverpool.
ABRAHAM H. F. NU-G. }

I REPECTFULLY BEGICIT FROM THE FRIENDS
of the late firm a continuance of their favors and con-
fidence.—A. O. W. Broadway, New York, November 13, 1869.
LEWIS BENJAMIN.

Financial.

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. METZLERS SOHN & CO. Frankfort

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.

VERMILY & Co.,

BANKERS,

Nos. 16 & 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 Se-
curities promptly filled at usual rates. Foreign Ex-
change negotiated. Draw Bills on the

UNION BANK OF LONDON.

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

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 in-
terest, payable on demand or at fixed periods.
Negotiate Loans.

Execute promptly orders for the purchase and sale
of Gold, Government and other Securities on com-
mission.

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

J. 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 Invest-
ments in Southern State Bonds.

Tapscott, Bros. & Co.

36 SOUTH STREET, NEW YORK.

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

Credits on W. TAPSCOTT & CO., Liverpool. Ad-
vances made on consignments. Orders for Govern-
ment Stocks, Bonds and Merchandise executed.

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, pay-
able 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 cur-
rent market prices, also Coin and
Coupons, and execute orders for the
purchase and sale of Gold and all
first-class Securities, on commis-
sion.

Gold Banking Accounts may be
opened with us upon the same con-
ditions 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.

(7) SEVEN PER CENT CITY STOCKS.

INTEREST PAID

MAY AND NOVEMBER,

Transferable at City Comptroller's
Office.

For Sale

GEO. K. SISTARE,
24 Nassau-st.

Dry Goods.

Extremely Low Prices

AT

UNION ADAMS & Co.

FOR GENTLEMEN

Patent Merino Shirts.

Patent Merino Drawers.

Scarlet Cashmere Shirts.

Scarlet Cashmere Drawers.

Wool and Buck Gloves.

Scarfs and Ties.

FOR YOUTH.

Shirts and Collars.

Wool and Buck Gloves.

Patent Merino Shirts.

Patent Merino Drawers.

Cardigan Jackets.

Woolen Hosiery.

No. 637 Broadway.

Financial.

SEVEN PER CENT

FIRST MORTGAGE

Convertible Sinking Fund

Gold 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 First of April and October,

Free of Government Tax

Total Issue - - - - \$2,000,000
Capital Stock - - - - \$3,000,000

The Bonds are a first mortgage on the railway, its rolling stock, depots, machine shops, lands, and the entire property of the Company

Length and Topography.

The road is 117 1/2-100 miles in length, the only East and West line connecting the Cities of Danville, Urbana, Bloomington and Pekin on the line of the old Emigrant Road. This section has been justly named the Garden of the West, and is noted for its large agricultural and manufacturing products, also for its valuable mines of coal. The local business will make the line a FIRST CLASS PAYING ROAD.

Valuable Connections.

In addition the Company provide for a large through business, having as MANY VALUABLE CONNECTIONS EAST AND WEST AS ANY ROAD now in operation. The line has lately been consolidated with the Indianapolis and Danville Road, making over 200 miles under one management.

At Indianapolis it connects with the Pennsylvania Central, Baltimore and Ohio, also with several other lines at Danville, with the Toledo, Wabash and Western, and at Pekin with Peoria, making a new through direct route to Illinois, connecting Philadelphia, New York, Boston and Baltimore with Peoria, Keokuk, Burlington, Omaha and the far West.

Completion of the Road.

The road is being rapidly constructed, all graded and bridged, the track laying at the rate of one mile per day, all the iron and a large amount of rolling stock provided. The whole road WILL BE COMPLETED BEFORE THE 1ST OF JANUARY NEXT.

Profit of the Investment.

The bonds average LESS THAN EIGHTEEN THOUSAND DOLLARS PER MILE, are CONVERTIBLE INTO STOCK AT PAR, at the option of the holder, at any time, and may be registered in the name of the owner if desired.

The stocks of several of the principal lines of Illinois are selling at from above par to nearly 200. There is a reasonable prospect of the stock of this road, at no distant day, selling as high as either of them, which makes the convertible clause a valuable option.

We have PERSONALLY EXAMINED THE ROAD, and consider the bonds a CHOICE SECURITY; we therefore take pleasure in recommending them to investors as SAFE, PROFITABLE AND RELIABLE. A large portion of the loan has already been sold.

We are authorized to offer them for the present at 105 and accrued interest in currency, the Company reserving the right to advance the price without notice. At this price THEY PAY THE PARTICIPANT in currency - nearly FIFTY PER CENT MORE THAN THE SAME AMOUNT INVESTED IN GOVERNMENT Gold and all marketable securities received in exchange at highest market rates. Bonds forwarded by express free of charge.

TURNER BROTHERS,

BANKERS,

No. 11 Nassau-st., New York

Financial.

A CHOICE SECURITY.

SEVEN PER CENT GOLD,
FREE OF GOVERNMENT TAX.

Nearly 10 Per Cent Currency.

FIRST MORTGAGE BONDS

OF

N. Y. & OSWEGO MIDLAND R.R.

THESE BONDS CAN BE REGISTERED.

SIX MILLIONS OF DOLLARS PAID-UP STOCK SUBSCRIPTIONS.

No bonds issued on road under construction; issue limited to \$20,000 per mile of road built and in running order, BEING ONLY ABOUT HALF THE ACTUAL CASH COST. The road is being built with great economy for cash; 100 miles are done, and in the most thorough manner; 50 miles additional will be finished in November; and the whole line (over 400 miles) it is expected will be completed within the ensuing year. It is one of the most important roads in the State of New York. It shortens the route from New York City to Buffalo 70 miles, and to Oswego 45 miles; it traverses a populous district destitute of other railroad facilities, which must furnish it a large and profitable local business; and it will be completed at an aggregate cost far below that of any competing line. These advantages cannot fail to make it one of the best paying roads leading from the metropolis, and its First Mortgage Bonds one of the safest securities ever issued. All mortgage bonds issued on railroads running from the City of New York are good, and the interest promptly paid although some of them are mortgaged far more than double the amount per mile that the Midland is. Among the bonds now offering we know of none equal to these. For the investment of trust or other funds there is nothing better; and in exchange for Government Bonds they give a large increase of income, besides capitalizing the premium. They are meeting with rapid sale, and we have been gratified to find that they are taken chiefly by the most conservative and sagacious capitalists in exchange for Government Securities. Price par and accrued interest in currency. Circulars, pamphlets, &c., on hand for distribution.

GEORGE OPDYKE & CO.,

BANKERS, 25 NASSAU ST.

Financial.

STATE, CITY, COUNTY

AND
RAIL ROAD BONDS
BOUGHT AND SOLD.

Loans Negotiate for R.R. Companies

G. OPELAND,

38 PINE STREET, 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 Frankfurt, 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, MOORE & CO.,

53 EXCHANGE PLACE, N. Y.

M. K. JESUP & COMPANY

12 PINE STREET, N. Y.

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

LOCKWOOD & Co.,

BANKERS,

No. 94 BROADWAY & No. 6 WAL STREET.

DEALERS IN GOVERNMENT AND FOREIGN SECURITIES.

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

No. 14 WALL STREET.

R. T. WILSON & Co.,

LATE

WILSON, CALLAWAY & CO.,

Bankers and Commission Merchants,

No. 41 BROAD STREET, NEW YORK.

Government Securities, Stocks, Bonds and Gold bought and sold on them a liberal commission. Mercantile Bankers and others allowed per cent on deposits. The most liberal discount on Cotton, Tobacco, &c., consigned to our office or to our correspondents. Messrs. R. T. WILSON & Co., N. Y.

AUSTIN & OBERGE,

313 WALNUT STREET,

PHILADELPHIA.

Commission Stock Brokers.

J. BELL AUSTIN,

CHAS. M. OBERGE

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Foreign Bills.

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No. 56 Wall Street.

S. G. & G. C. WARD,

AGENTS FOR

HARRING BROTHERS & COMPANY.

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

Bills on Paris and the Union Bank of London.

CIRCULAR LETTERS OF CREDIT FOR TRAVELLERS IN ALL PARTS OF EUROPE

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

FRANK & GANS,

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Bankers and Brokers.

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W. Dougherty,

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DEPOSITS made at all points of the UNION
AND PROVINCES.

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19 New Street.

New York, November 5, 1869.

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118 Broadway, N. Y.

WE HAVE THIS DAY TRANSFERRED OUR interest in the business heretofore conducted in New York under the firm name of A. WOLF & CO. to Mr. Lewis Benjamin, whose interest in our Liverpool house will cease from and after this date. Mr. Benjamin will alone sign in liquidation, and hereafter conduct the business in New York under his own firm name for his account.
A. WOLF,
ABRAHAM H. F. NUNG, } Liverpool.

I RESPECTFULLY SOLICIT FROM THE FRIENDS of the late firm a continuance of their favors and confidence.—No. 40 Broadway, New York, November 13, 1889.
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Exchanges in both Cities.Receive Accounts of Banks and Bankers on liberal
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RAILWAY STOCKS, BONDS AND**GOLD,**

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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.

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INTEREST PAID**MAY AND NOVEMBER,**

Transferable at City Comptroller's Office.

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Dry Goods.**Extremely Low Prices**

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Financial.

SEVEN PER CENT

FIRST MORTGAGE

Convertible Sinking Fund

Gold 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 First of April and October,

Free of Government Tax

Total Issue - - - - \$2,000,000
Capital Stock - - - - \$3,000,000

The Bonds are a first mortgage on the railway, its rolling stock, depots, machine shops, lands, and the entire property of the Company

Length and Topography.

The road is 117 1/2-100 miles in length, the only East and West line connecting the Cities of Danville, Urbana, Bloomington and Pekin on the line of the old Emigrant Road. This section has been justly named the Garden of the West, and is noted for its large agricultural and manufacturing products, also for its valuable mines of coal. The local business will make the line a FIRST CLASS PAYING ROAD.

Valuable Connections.

In addition the Company provide for a large through business, having as MANY VALUABLE CONNECTIONS EAST AND WEST AS ANY ROAD now in operation. The line has lately been consolidated with the Indianapolis and Danville Road, making over 200 miles under one management.

At Indianapolis it connects with the Pennsylvania Central, Baltimore and Ohio, also with several other lines at Danville, with the Toledo, Wabash and Western, and at Pekin with Peoria, making a new through direct route to Illinois, connecting Philadelphia, New York, Boston and Baltimore with Peoria, Keokuk, Burlington, Omaha and the far West.

Completion of the Road.

The road is being rapidly constructed, all graded and bridged, the track laying at the rate of one mile per day, all the iron and a large amount of rolling stock provided. The whole road WILL BE COMPLETED BEFORE THE 1ST OF JANUARY NEXT.

Profit of the Investment.

The bonds average LESS THAN EIGHTEEN THOUSAND DOLLARS PER MILE, are CONVERTIBLE INTO STOCK AT PAR, at the option of the holder, at any time, and may be registered in the name of the owner if desired.

The stocks of several of the principal lines of Illinois are selling at from above par to nearly 200. There is a reasonable prospect of the stock of this road, at no distant day, selling as high as either of them, which makes the convertible clause a valuable option.

We have PERSONALLY EXAMINED THE ROAD, and consider the bonds a CHOICE SECURITY; we therefore take pleasure in recommending them to investors as SAFE, PROFITABLE AND RELIABLE. A large portion of the loan has already been sold.

We are authorized to offer them for the present at 95 and accrued interest in currency, the Company reserving the right to advance the price without notice. At this price THEY PAY TEN PER CENT in currency - nearly FIFTY PER CENT MORE THAN THE SAME AMOUNT INVESTED IN GOVERNMENTS Gold and all marketable securities received in exchange at highest market rates. Bonds forwarded by express free of charge.

TURNER BROTHERS,

BANKERS,

No. 14 Nassau-st., New York

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A CHOICE SECURITY.

SEVEN PER CENT GOLD,
FREE OF GOVERNMENT TAX.

Nearly 10 Per Cent Currency.

FIRST MORTGAGE BONDS

OF

N. Y. & OSWEGO MIDLAND R.R.

THESE BONDS CAN BE REGISTERED.

SIX MILLIONS OF DOLLARS PAID-UP STOCK SUBSCRIPTIONS. No

bonds issued on road under construction; issue limited to \$20,000 per mile of road built and in running order, BEING ONLY ABOUT HALF THE ACTUAL CASH COST. The road is being built with great

economy for cash; 100 miles are done, and in the most thorough manner; 50 miles additional will be finished in November; and the whole line (over 400 miles) it is expected will be completed within the ensuing year.

It is one of the most important roads in the State of New York. It shortens the route from New York City to Buffalo 70 miles, and to Oswego 45 miles; it traverses a populous district destitute of other railroad facilities, which must furnish it a large and profitable local business; and it will be completed at an aggregate cost far below that of any competing line. These advantages cannot fail to make it one of the best paying roads leading from the metropolis, and its First Mortgage Bonds one of the safest securities ever issued. All mortgage bonds issued on railroads running from the City of New York are good, and the interest promptly paid although some of them are mortgaged far more than double the amount per mile that the Midland is. Among the bonds now offering we know of none equal to these. For the investment of trust or other funds there is nothing better; and in exchange for Government Bonds they give a large increase of income, besides capitalizing the premium. They are meeting with rapid sale, and we have been gratified to find that they are taken chiefly by the most conservative and sagacious capitalists in exchange for Government Securities. Price par and accrued interest in currency. Circulars, pamphlets, &c., on hand for distribution.

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STATE, CITY, COUNTY

AND
RAIL ROAD BONDS
BOUGHT AND SOLD.

Loans Negotiate for R.R. Companies

G. COPELAND,

38 PINE STREET, 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.

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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.

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BANKERS,

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WILSON, CALLAWAY & Co.,

Bankers and Commission Merchants,

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Government Securities, Stocks, Bonds and Gold bought and sold on the most liberal terms. Mercantile Bankers and others allowed 4 per cent on deposits. The most liberal advances made on Cotton, Tobacco &c., consigned to ourselves or to our correspondent Messrs. K. GILLIAT & Co., Liverpool.

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313 WALNUT STREET,

PHILADELPHIA.

Commission Stock Brokers.

J. BELL AUSTIN.

CHAS. H. OBERGE

FIRST MORTGAGE SIX PER CENT GOLD BONDS OF THE WESTERN PACIFIC RAILROAD CO. OF CALIFORNIA.

Franchises and Subsidies.

The WESTERN PACIFIC RAILROAD OF CALIFORNIA is the westernmost link of the GRAND CENTRAL NATIONAL PACIFIC RAILROAD ROUTE, authorized by act of Congress, aided by grants of public lands, and a special issue of United States Bonds, and constructed under the supervision of government officers. The company are entitled to all the rights and privileges of the several Pacific railroad companies, according to the acts of Congress, and their amendments, and these privileges have been ratified by the State of California.

The franchise was originally included in the act of Congress (approved July 1, 1862), authorizing the Central Pacific Railroad Company "to construct a railroad and telegraph line from the Pacific coast, at or near San Francisco, or the navigable waters of the Sacramento river, to the eastern boundary of California, upon the same terms and conditions in all respects" as are applied to the corporations building the other portions of the Pacific Railroad and branches. The portion of the line between Sacramento and San Francisco was assigned to the Western Pacific Railroad Company, and the assignment was duly approved by Congress, March 3, 1865, and confirmed by the State of California.

Direct Line to San Francisco.

The Western Pacific Railroad makes direct connection at its eastern terminus in Sacramento with the Central Pacific Railroad, and through it with the railroad system east of the Rocky Mountains. It has two western termini: one at San Jose, where it intersects the Southern Pacific Railroad of California, by which its cars can be carried continuously to the city of San Francisco, which is reached by a short ferry transit from Oakland. The length of the line, from Sacramento to San Francisco, is 130 miles, and of the San Jose Fork, 20 miles, or a total of 150 miles of railroad line.

The whole railroad, telegraph line, and ferry facilities are now completed, equipped, and in successful operation, and passenger and freight trains have been running regularly since September 7. The whole has been inspected and approved by commissioners appointed by the President, and the United States six per cent bonds authorized by Congress issued on the greater part, and the bonds on the remaining section will probably be issued before December 1. The track and structures have been built with special reference to the requirements and extent of the business which were certain to pass over the line from the moment of its completion. The grades and curves are unusually light, and a large proportion of the road is tangent line. Passengers are now being carried over the distance between the terminus on the Bay of San Francisco and the Central Pacific Railroad station in Sacramento (130 miles) in a little over five hours; and it is expected that after time and season shall have solidified its new embankments the trip will be made in four hours.

Route—Through the Garden of California.

The route of the Western Pacific road lies directly across the richest and most thickly-settled portion of the State, and connects its three largest cities with the metropolis of the Pacific coast. The Sacramento, San Joaquin, and Contra Costa Valleys, which it traverses in its course, are the most productive, salubrious and valuable in California, if not on the continent, the soil being a rich, brown loam, ever ready for the plow. Fruits and grain are there grown in abundance, attaining to greater perfection than in any other part of the globe. There were carried over the Western Pacific Railroad, during the month of October, 15,230 tons of freight, of which the greater part was wheat grown in these valleys (although the larger portion of this year's crop had previously been shipped), and it is believed that fully 100,000 tons will be drawn from the adjacent regions to the line during the coming season. The district within fifty miles of the line of the road may be said to constitute the garden of the Pacific coast, where flowers bloom, and semi-tropical fruits are grown, all the year round; and where a genial climate and teeming soil afford the most attractive features for settlement and residence. For 20 miles out of San Francisco the land along the line of the road is being eagerly taken up for suburban residences, and for market and fruit garden purposes, at \$600 per acre and upward. The population of the counties through which the line passes (exclusive of San Francisco) amounts, according to the best authorities, at the present time, to upwards of 80,000, and the assessed value of property to over \$28,000,000 in gold; both of which will be rapidly multiplied by the presence of the road. This road will be to California and its chief city what the Hudson River, New Haven, or New Jersey Railroads are to New York.

Local Business.

The city of Stockton, which lies midway of the route, already containing a population of over 6,000, is the seat of an important trade, and the centre of tributary roads—among others, the Stockton and Copperopolis (44 miles), building to the mining regions in the foot-slopes of the Sierras, and the San Joaquin Valley Railroad projected along this great valley, a line of 800 miles, which, when completed, will be an important feeder, as it drains the largest unbroken tract of fertile land in California. In like manner the California and Oregon Railroad, of which 100 miles are now nearly completed, and which is rapidly extending along the Sacramento and Willamette Valleys to Portland, Oregon, (having an important grant of public lands), already contributes a large business, which promises a wonderful future expansion. The coal found along the line of the road in the Coast range of hills is admirably adapted to railroad and manufacturing purposes, is now in use on the line, and must hereafter form an important item of business.

Through Traffic.

The Western Pacific has, in addition to the important local business already guaranteed, the important advantage of close relations with its connecting road before named, and with the Central Pacific Railroad, a large part of whose enormous annual earnings is derived from through business, which must also pass over the Western Pacific. By virtue of its position, it must control the bulk of the great volume of business centering at San Francisco, and receive its proportion of mileage thereon. There is a strong community of interest between the Western Pacific and the roads above mentioned, the principal owners and officers of the three Corporations being the same. Neither of them can be affected by competition, and as the Western Pacific is the main artery of the system of railroads on the Pacific slope, the revenues over which it has almost entire control, may be expected to exceed, per mile, even those of the great eastern lines. No less than 7,000 passengers were carried eastward, and 14,700 passengers westward, in October. The receipts from passenger traffic amounted to \$57,000, and from freight \$48,000 or a total monthly earning of \$105,000 in coin for the first full month of its operation. At the rate of \$10,000 per mile, only, per annum, the annual receipts would exceed \$1,500,000 in coin, of which fully \$600,000 would be profit.

Great Value of the Property.

The present equipment of the road is ample. The facility for transferring both freight and passengers from the cars to ships along side the company's wharves will be on a scale commensurate with the vast traffic. Thirty acres of choice water front, which in a few years will be in the business portion of San Francisco, have been granted to the company, as well as five hundred acres of tide lands on the Oakland shore of the bay, for depot and other purposes, both of which are of great value. The average cost of the road has exceeded \$50,000 per mile (as it contains several very expensive bridges and one tunnel of 1,300 feet), and it is safe to estimate the value of the franchises, railroad line, equipment, and property of the company at ten millions of dollars. The company having met this vast expenditure from their own private resources, together with the aid afforded by the general government, and the subscriptions of capital in California, have purposely reserved their privilege of issuing bonds upon the line until its completion and successful operation.

They now authorize the sale of their

First Mortgage Six Per Cent Gold Bonds:

amounting to but \$2,800,000, or less than one-third of the value of the property pledged as security.

The cost and value of this railroad are so great in comparison with its bonded debt, and its business and profits are so certain and large, in proportion to the current interest liabilities to be assumed—the management of the road having been committed to the same energetic, high-minded, and upright parties who have from the beginning won honor for the Central Pacific Railroad—that we feel gratified in being able to offer to our customers so desirable a bond upon a railroad completed, amply equipped, and in successful and profitable operation. The vital position of the line, the vast amount of cash capital which has been invested in it, the economy and finish of its construction, together with its powerful alliances and connections, combine to give to its bonds an immediate character and value, which it takes years to impart to those of projected or uncompleted roads.

The bonds have thirty years to run, and will be sold at

Ninety and Accrued Interest,

in currency. They are made payable, PRINCIPAL AND INTEREST, IN GOLD COIN, in the city of New York.

They possess the following recommendations:

- I. They are based on the direct Trunk road leading from San Francisco, the metropolis of the Pacific, eastward.
- II. The property is under the same management as that of the Central Pacific and will have the Overland Line as a feeder.
- III. Beside a local traffic of the first importance, it will receive a mileage upon an immense through business.
- IV. The revenues, which are in coin, are large from the beginning, and must keep pace with the development of the most rapidly-growing State in the Union.
- V. The amount of the First Mortgage Bonds offered—\$2,800,000—will be less than a third of the cost and value of the road, equipments, etc.
- VI. While, by a moderate estimate, the net earnings of the road will, in its first year, reach \$600,000 in gold, the annual interest upon the whole of the First Mortgage Bonds will fall short of \$170,000.
- VII. It is a completed and operated line, already earning more than sufficient to pay the interest upon the whole funded debt.

The near approach of the time when the United States can retire the greater portion of its Six Per Cent debt is naturally causing inquiry for other forms of investment which will afford satisfactory security with the same rate of interest. The WESTERN PACIFIC RAILROAD FIRST MORTGAGE BONDS must have an immense advantage over all other securities upon merely local or uncompleted railroads, and may be held with the same confidence as government bonds, or as first class mortgages on New York property.

The loan is small in amount. Its clear advantage is apparent. It will be rapidly taken. Bonds will be delivered upon orders as received.

Government bonds received at half market value in exchange.

FISK & HATCH,
BANKERS.

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.

SATURDAY, NOVEMBER 13, 1869.

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GOVERNMENT BONDS AND THE TREASURY.

Among the causes which have combined to cause the heavy recent decline in United States bonds, it is certain that the economical administration of the government and the efficient management of the Treasury have had no place. And if further proof of this were needful, we have it in the official statement of the last quarter's receipts and expenditures of the Treasury, which was published yesterday in conformity with the law of 17th June, 1844. Towards the close of August last we gave a comprehensive survey of the financial transactions of the Treasury for the whole fiscal year, and showed that while the revenues from all sources amounted to 370 millions, the expenditures were but 321 millions, showing a surplus of over 49 millions, of which 45 millions were gained in the three months after the advent to power of the present administration, last March. The surplus, as we then showed, was largely due to the income tax and other annual dues which were collected in part during the month of June. The same cause has been in operation during the succeeding quarter, and we find in consequence a very gratifying excess of revenue over expenditure. For the whole of the three months, ending 30th September, the aggregate receipts were \$112,195,727, and the payments \$72,767,932, of which sum

37½ millions were for interest and 35 millions for the general expenditure of the government. Mr. Boutwell had thus an accumulating balance of over 49 millions during the quarter towards paying off the principal of the debt. With this money he has bought 41 millions of bonds, on which he has paid a premium of \$8,322,791. With this, showing there is no wonder that the quotations for government bonds showed a firmer tendency immediately on the publication of this report.

If we look at the specific items of which these aggregates are composed, we shall find abundant reason for gratification. The customs duties amounted to 52 millions, against 44 millions for the previous quarter, and 49 millions for the foregoing one. The internal revenue yielded 47 millions against 56 millions for the June quarter, 32 millions for the March quarter, and 30 millions for the quarter ending December, 1868. For the quarter ending September 30 of last year the internal taxes yielded no more than 38 millions. Nothing can more satisfactorily prove the efficiency with which the internal revenue is collected. And these taxes for the past year have yielded 169 millions, against 191 millions in the previous year, 266 millions in 1867, 309 millions in 1866 209 millions in 1865, 109 millions in 1864, and 37 millions in 1863, when these taxes were first imposed. We are very rapidly getting our internal revenue system into perfect efficiency, and still, in consequence of a repeal of taxes, the amount yielded by internal revenue duties is declining. There is no doubt that a number of these internal revenue taxes press very heavily on industry, and check the growth of the productive power of the country. Many vexatious and mischievous and unproductive taxes will be repealed, no doubt, at the next session of Congress, and there is a general belief that with a stringent and faithful collection of the taxes on whiskey and tobacco, we should be able, if the revenue tax were continued, to repeal all the internal taxation which does violence to the principles of fiscal science, or is hostile to the best interests of the country. How far Congress will become converted to these views remains to be seen. There is no doubt however, that our internal revenue service must be further simplified, and that a number of inquisitorial, minute, unproductive and wasteful taxes ought to be wiped out and repealed at once.

We must not omit to notice the great increase in the customs duty. These taxes are usually regarded as indicative of the growing wealth of our people. When the country is well-to-do its population can afford to expend lavishly in such articles of luxury as pay a large part of our customs revenue. And when commercial depression and domestic impoverishment stop such extravagant outlay, then the importations fall off and the customs revenues shrink and diminish. From this and other reasons the growth of the customs revenue has been regarded as the barometer of popular prosperity, and in

this point of view the statement before us is gratifying, showing as it does an import movement rather above than below the average. During the year ending 30th September these duties have yielded 183 millions, against 164 millions in the year 1868, 176 millions in 1867, and 179 millions in 1866. The arrangement and final consolidation of the revenue, will perhaps not increase the amount yielded by customs duties beyond last year's aggregate, still the credit of our government and the pressure of prodigious debt will not allow it to be much lowered; for by it we have to pay the interest on our two thousand millions of coin bearing bonds.

We repeat, then, that with the Treasury statement before us for the last quarter, we need not wonder at the rise yesterday in the Wall Street quotations for five twenties. Whether these bonds will go higher immediately, or whether the inevitable advance is to be preceded by a further decline, we do not venture an opinion. It is enough to say that we have nearly all the conditions for a rise in the market. Money is growing easier, confidence is recovering, savings banks are ceasing to exchange their government bonds for other securities, so as to glut the market with five-twenties. Moreover, an investment demand for government securities is developing under the low prices now current. With these conditions for an advance there is still a possibility of a further temporary decline; and yet those persons who are waiting to purchase in order to take advantage of that decline, may realize the old adage that "it is unsafe to wait too long."

THE DISCOUNT MARKET.

For a few weeks past there has been a growing pressure in the discount market, which at last has developed into an unusual stringency. The city banks report a greater urgency from their mercantile customers for accommodation than has been experienced for many years past; and that the applications have exceeded the means of the banks has been unfortunately obvious, from the fact that several failures have occurred within the week. When the best double name paper is negotiated with difficulty at 12@15 per cent, and choice single names at 12@24 per cent, the market is obviously far from being in a healthy condition; and this state of affairs appears the more anomalous, in view of the fact that money is comparatively abundant on call, Wall street borrowers being readily supplied upon collaterals at 5@7 per cent.

It has been common with the press to attribute this condition of the market to a radical distrust in mercantile credits. It is of course to be expected that, when rates rise to such extraordinary figures, there should be more than ordinary caution among discounters; but we find no reason for supposing that the process which has culminated in the prevailing pressure was influenced by any special lack of confidence. The banks generally state that they now hold more paper than for many years past, and it is hardly presumable that they would have discounted so heavily under a feeling of distrust. It has been again said that distrust has been especially directed against the dry goods interest; this idea, however, is irreconcilable with the fact that there has been no more difficulty in negotiating that class of credits than any other, nor have rates upon such paper been relatively higher. Of course, with a deranged monetary system, with a steady decline in prices and consequently in the value of stocks of goods, and with extravagant private and business expenditures, there is naturally a chronic feeling of caution respecting credits generally; but there has been of late nothing to stimulate or intensify this feeling, or to augment the risks arising from these causes. On the contrary, within late months there have been indications of an improving condition

of the material interests of the country at large. There has been a check upon our late excessive importations, and our exports have very materially increased—the best possible indication that stocks of commodities are recovering their normal condition, and that the product of the country is gaining upon its consumption, the symptom for which intelligent observers have eagerly watched as the truest evidence of a natural return to a healthier condition of affairs. So far, the signs of the times have been encouraging to a growth of confidence in commercial credits; and the banks have not been slow to appreciate these indications.

This unusual condition of the discount market appears to be very closely connected with recent irregularities in currency movements. A few months since the Treasury began to cancel the lower denominations of United States notes, and the process was continued until several millions of the more active form of legal tender circulation were temporarily retired from use, the Treasury having but this month commenced to replace the retired notes. From this cause, the New York banks could only very partially supply the demand for currency from the West for moving the grain crops. The West had consequently to sustain the pressure of an important currency contraction at a season when currency is required for the transfer of commodities from the producer to the merchant. In the absence of the usual medium of exchange, the crops had of necessity to be moved to a large extent upon credit. The farmer, having failed to receive money for his products, was unable to make purchases or settlements with the storekeepers, who, in turn, were unable to settle with their creditors; and thus the Western merchants were, on the one hand, compelled to buy in this city more largely on credit than usual, and, on the other, to ask a temporary extension of maturing obligations. The direct result of this process has been to cause a sudden and large increase in the credits granted by New York merchants; and hence the unusual magnitude of their present applications for discounts. So far as this cause may have contributed to the prevailing stringency, the pressure is to be viewed as the result of a temporary postponement of settlements, from reasons of an extraneous and exceptional character.

At the same time other minor influences may have helped to impede credit operations. Rumors have prevailed foreshadowing a decision of the Supreme Court adverse to the constitutionality of the Legal Tender Act; and its importance having been magnified for sensational effect, it is possible that some may have felt timid about taking long date paper. The growing conviction that the increasing crops and the decline in gold will inaugurate a permanently lower range of values, may also have produced in some quarters a feeling of caution. But our observation does not lead us to suppose that these influences have had any very material effect upon the negotiation of credits. Something, however, is undoubtedly due to the fact that the means of the Western population has been diminished by the recent fall in the value of grain and other produce. The aggregate value of the grain crop of 1869 is very materially below that of late years; and as the reduction of expenditures does not immediately accompany the loss of income, it is quite conceivable that the West is temporarily short of funds for paying its debts to the East. Then, again, the effect of the irregularity in currency regulations, above alluded to, has been aggravated by the lack of elasticity in our monetary system. In the absence of any arrangements providing for the redemption of bank circulation during periods of ease in money, the surplus funds of the banks are at the quiet seasons of the year drawn into speculative movements and there held, at periods when the crop movements call for a freer circulation, and when the merchants require enlarged discounts. This, however, cannot

perhaps be regarded as having contributed more than usual to the prevailing pressure.

Upon the whole, then, we incline to the conclusion that the present state of the market is mainly the result of an over supply of mercantile paper, induced by temporary and exceptional causes, extraneous to purely commercial movements or to considerations fundamentally affecting the soundness of commercial credits.

RAILROAD EARNINGS FOR OCTOBER AND FOR TEN MONTHS OF THE YEAR.

The monthly statement of railroad earnings for October and the past ten months of the year is of more than usual interest at the present time, in consequence of the continued depression in prices at the Stock Exchange and the frequent assertions that this is the result of decreased traffic. As a rule, the returns for October, 1869, do not show a wide variation from those of the same month last year. The principal exceptions to this are the Chicago and Northwestern Company, which reports a decrease of \$155,835, and the Ohio and Mississippi, which returns an increase of \$44,715. Milwaukee and St. Paul returns the largest earnings of any one month since the consolidation of the road, with the single exception of October, 1867. Lake Shore and Michigan Southern shows an increase of \$29,651 and Michigan Central a decrease of \$21,048.

The October earnings, upon the whole, must be considered exceedingly favorable, from the fact that no general decrease is shown compared with October, 1868, which was probably the most favorable month that the Western roads have ever known; the latter fact may be seen by an examination of the comparative table of monthly earnings for three years past, which will be found on a subsequent page. The earnings of October, 1868, were disproportionately large and fell off rapidly in the succeeding month. The following will show the figures for the two months and the decrease on several of the principal Western roads:

	October. 1868.	November. 1868.	Decrease.
Chicago & Alton.....	\$503,745	\$49,568	\$94,077
Chicago & Northwestern.....	1,500,666	1,185,334	434,732
Chicago & Rock Island.....	591,209	424,509	166,620
Illinois Central.....	931,529	685,400	246,129
Michigan Central.....	511,820	410,825	100,995
Milwaukee & St. Paul.....	1,037,463	556,917	480,546
Toledo, Wabash & Western.....	429,895	323,279	106,619

We observe here an uniform decrease, ranging from \$100,995 on Michigan Central, to \$480,546 on Milwaukee & St. Paul, and as a natural consequence of that position of affairs in those months of 1868, we should expect to see a falling off in the October earnings of this year compared with last, and an increase in the month of November. So far as the earnings for the first week of November have come in, this anticipation is fully warranted. Chicago and Northwestern shows a decrease of only \$9,893, which is quite insignificant compared with any previous week for a long time past, and this road, as we have often stated, has special cause for a falling off in earnings by reason of the loss of freight for construction of the Union Pacific road, which was last year a very large item. Chicago and Rock Island shows an increase of \$44,486, Lake Shore and Michigan Southern an increase of \$24,000, and Milwaukee and St. Paul an increase of \$50,858, making a total increase on the latter of \$142,000 in the two weeks past. These are the only roads which have reported at the time of writing, and they promise very favorably. In the table following it will be noticed that in addition to the roads heretofore reported the Pacific Railroads are given for 1869, though no comparison with a previous year can yet be made:

	1869.	1868.	Inc.	Dec.
Central Pacific.....	\$22,000	\$.....	\$.....	\$.....
Chicago & Alton.....	463,108	503,745	.....	40,636
Chicago & Northwestern.....	1,414,281	1,570,066	.....	155,835

Chicago, Rock Island & Pacific.....	*581,000	591,209	.....	10,209
Cleveland, Col., Cinn & Indianapolis.....	293,615	293,296	319	.....
Illinois Central.....	894,934	901,630	.....	6,696
Kansas Pacific.....	287,000	.....	.....	.....
Lake Shore & Michigan Southern.....	1,279,602	1,249,950	29,651	.....
Marietta & Cincinnati.....	132,869	125,665	7,804	.....
Michigan Central.....	490,772	511,820	.....	21,048
Milwaukee & St. Paul.....	1,039,811	1,037,463	2,348	.....
Ohio & Mississippi.....	328,044	283,329	44,715	.....
St. Louis, Alton & Terre Haute.....	205,750	210,473	.....	4,723
Toledo, Wabash & Western.....	422,368	429,598	.....	7,530
Union Pacific.....	875,617	.....	.....	.....
	\$9,333,721	\$7,707,944	\$84,837	\$246,677

* Exact earnings in 1868, approximate in 1869.

A more correct and fairer estimate of the earnings of our railroads can be made, by taking the past ten months of the year and comparing the totals with the same period in 1868, and in this comparison it must still be remembered that the traffic of 1868 was unprecedentedly large and much in excess of 1867. The table following shows the earnings for the period referred to, and all the roads continue to report a considerable increase in their earnings from January 1 to November 1, with the single exception of Ohio and Mississippi, and this company has reduced the previous deficiency by an increase of \$44,000 in the month of October. The Lake Shore and Michigan Southern consolidated roads report an increase of \$720,943 for the ten months, the particulars of which, belonging to separate companies previous to the consolidation in August last, had not heretofore been published.

EARNINGS FROM JANUARY 1 TO NOVEMBER 1.

	1869.	1868.	Inc.	Dec.
Chicago and Alton.....	\$3,326,394	\$3,774,429	\$188,965	.....
Chicago & Northwestern.....	1,403,664	11,233,452	120,212	.....
Chicago, Rock Island & Pacific.....	4,411,309	3,917,439	463,870	.....
Clv., Co. C. n. & Ind.....	2,601,739	2,425,483	176,306	.....
Illinois Central.....	7,029,656	6,440,741	588,915	.....
Lake Shore & Mich S uthern.....	10,743,33	10,024,400	720,943	.....
Marietta & Cincinnati.....	1,151,174	1,033,518	96,656	.....
Michigan Central.....	3,916,202	3,768,318	157,884	.....
Milwaukee & St. Paul.....	5,350,27	5,491,348	3,0179	82,922
Ohio & Mississippi.....	2,362,610	2,446,542	.....	.....
St. Louis, Alton & Terre Haute.....	1,651,719	1,501,983	64,736	.....
Toledo, Wabash & Western.....	3,529,418	3,290,487	238,931	.....
Total for ten months.....	\$58,695,315	\$55,501,640	\$3,177,597	.....

We have endeavored to state above the exact position of our railroads as established by the figures in regard to their earnings; and such a statement seems to be particularly called for at the present moment, from the many rumors and misrepresentations which have been circulated with intent to damage the credit of the companies, or for speculative purposes.

THE HOG CROP AND ITS PRODUCT.

The commencement of a new season in "pork packing," and the curing of other products of the hog, brings with it the usual amount of speculation respecting the probable supply and demand. These matters are susceptible of being estimated with tolerable accuracy. Packers, through their correspondents at the different points, obtain such information as enables them to state the number of swine which are to come to market with fully as much accuracy as the cotton crop may be estimated; indeed of late years the estimates of the packers have very nearly approximated actual results, they seldom making such a mistake as was made last year in cotton.

There has not been, either, any important obstacle to an accurate estimate of the probable demand. It is, to be sure, subject to some contingencies. The foreign demand depends a great deal upon the state of trade in Great Britain. If manufactures are active in that kingdom, and her working people well employed, our exports of bacon will be larger than usual; if otherwise, smaller. The activity of the shipping interest also produces an increased demand, while the state of industry in the Southern States has a considerable influence in the same direction. This was well illustrated in the early part of 1868. An extraordinary advance then occurred in the price of cotton. It was about the season for planting cotton, and the advance in the price was a great stimulant to the work of planting. The increased work of planting cotton was immediately felt in the market for hog

products, which were wanted to provide food for hands engaged in that work, and an advance in prices of bacon and lard immediately took place, amounting to about thirty per cent on the prices previously ruling.

There is a disposition to estimate the number of swine for the coming season at about the same figure as last season; while at the moment nothing is apparent indicating that the demand will be more than an average from any direction. The dull state of trade in England, and the large number of hands in the manufacturing districts unemployed, do not favor a large export demand. The decline in cotton that has taken place does not favor special activity in cotton planting, nor any increased demand for hog products from the South. The shipping interest is so much interfered with by regular lines of steamers, whose consumption of cured meats is relatively much smaller than that of sail vessels, that but little promise is evident in that direction.

But a comparatively new feature in the trade, and one affecting the course of it very materially, is the practical abolition of what was formerly known as the "packing season," which commenced about the first of November and ended about the first of March. The curing of hog products has for a year or two past been kept up all the year through with the aid of ice. Ice-cured meats have nearly supplied our local trade for two summers past, and considerable quantities have been shipped abroad. The farmer has discovered that there is a market for his hogs at any time. He is therefore under no necessity of hurrying them to market at a particular season, or in default losing the sale of them. They can be sold in July as well as in December at their full market value. This is a favorable circumstance in many respects. It promotes better curing, by avoiding the haste and carelessness incident to "the season." It facilitates economy in feeding, and preserves the health of the swine. Its commercial effect is to cause the swine to be held back if prices are low and corn is low. If corn be high, as now, the farmer is disposed to send it to market, and his swine with it half fattened. There is every prospect of corn ruling at a pretty full figure for the coming year, even in the absence of an export demand, the cold and drought east of the Alleghanies having materially reduced the yield this year. This favors an early marketing of the swine which may now be ready, or nearly ready, to come forward. And yet there is reason to believe that the hogs will be well fattened. If corn is scarce and dear, other grains are cheap, which, mixed with potatoes (of which the crop is excessive), make excellent food for swine. There is, besides, the "mast" in Tennessee and Kentucky, said to be never more abundant, and which fattens hogs well.

From this review of the subject, there is little encouragement to expect the high prices which have ruled in the past six years, and it is probable that for this important crop, as in breadstuffs and cotton, it will be found difficult to infuse a speculative spirit into the market, in the absence of which prices are quite likely to rule lower than many anticipate.

NEW LOANS,

The recent appearance of a large number of new loans on the market, is due to very obvious causes. Concurrently with a general revival of business, and an extension of our agricultural population, the Government has become a purchaser of its own obligations at the rate of over \$100,000,000 per annum. A large amount of invested capital is thrown upon the market seeking new investments; and very naturally new enterprises are coming forward to compete for it. Many of these investments present fair claims upon public confidence; others are perhaps of more than questionable safety; and under this uncertainty, the ordinary investor is perplexed in his selection. It is in most cases, impossible for the buyers of corporate bonds to form a really satisfactory estimate of the intrinsic merits of a given enterprise or of the soundness of

its securities; and to the mass of investors, therefore, perhaps the really safest guide is the character and standing of the agents who undertake the negotiation of the loans.

These remarks are intended to bear upon the announcement of Messrs. Fisk & Hatch, in another column, that, in addition to their important business in United States bonds, they purpose following the drift of the times, to devote special attention to the negotiation of corporate loans. We only perform a service to the public in stating that the high probity and honor of the firm, and their scrupulous conscientiousness in all their transactions—characteristics which especially distinguish the house—are a sure guarantee that they will offer to the public no securities which have not been subjected to the closest scrutiny, and which they do not deem absolutely valid, sound and trustworthy. The firm now offer \$2,800,000 of the 6 per cent. First Mortgage Gold bearing bonds of the Western Pacific Railroad of California, particulars of which are fully stated in the prospectus in another column, and the manifest soundness of which illustrates the conservative character of the negotiations undertaken by the firm. Their eminent success in the negotiation of the government loans, both during and since the war, and in the marketing of the large loans of the Central Pacific Railroad Company, have earned them a reputation which well entitles them to public confidence in any future monetary transactions between corporations and the public.

CONDITION OF THE MASSACHUSETTS INSURANCE COMPANIES.

The following interesting statement, showing the condition of the Insurance Companies of Massachusetts, was prepared by the Secretary of the Howard Insurance Company of Boston, and presented to the stockholders of that company at their annual meeting on the 15th of October:

Name,	Capital, 1865.	Surplus in 1865.	Surplus in 1869.	Gain or loss of surplus in four years.	Dividends paid in 4 years.	Average annual per cent of dividends since company was formed.	Avg'e. annual fire loss on each mill'n of fire risks dur'g 4 years.
American.....	300,000	312,470	290,063	†32,407	60	16%	3,375
Bay State.....	104,800	1,370	16,627	†15,257	23	5 1-16	7,407
Boston.....	300,000	208,535	146,681	†161,854	46	11 1-5	3,247
Boylston.....	300,000	391,788	381,904	†9,884	115	12 97-100	2,372
City.....	200,000	74,869	128,899	†52,130	40	8 5-17	2,669
Aliot.....	*250,000	138,481	275,507	†137,026	48	11 4-9	3,764
Firemens.....	300,000	295,096	479,420	†184,324	106	15 7-10	3,132
Franklin.....	300,000	81,609	57,934	†22,675	22	9	2,294
Howard.....	200,000	16,629	81,757	†65,127	39	7 3-5	4,640
Manufacturers.....	400,000	739,080	592,468	†146,612	76	16 53-100	10,556
Merchants.....	500,000	271,958	295,189	†23,231	83	19 346-1000	2,178
National.....	300,000	293,819	226,609	†67,210	52	15 41-100	7,985
Neptune.....	300,000	358,185	204,355	†153,830	60	15 78-100	4,188
North American....	200,000	208,680	238,120	†79,470	76	11 1-18	2,755
Peoples.....	250,000	102,533	164,902	†62,369	50	9	5,905
Prescott.....	*150,000	46,014	125,041	†79,027	30	7%	5,091
Shoe & Leather....	200,000	65,167	196,906	†131,739	42	10	3,397
Suffolk.....	150,000	46,677	74,817	†28,140	31	4	8,178
Springfield.....	300,000	71,728	83,617	†11,889	43	18	7,311
Traders & Mechan's.	50,000	86,753	55,941	†19,188	38	8%	5,567
Washington.....	300,000	242,135	249,347	†7,212	55	11%	6,441
						yrly avg. yearly avg.	avg.
						13 9-16	11 17-21
							5,700

* Average. † is gain. ‡ is loss.

CHANGES IN THE REDEEMING AGENTS OF NATIONAL BANKS.

The following are the changes in the Redeeming Agents of National Banks for the week ending Nov. 12, 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. Montpelier.....	The First National Bank.....	The National Bank of Commerce, of Boston, approved in place of The Nation Union Bank of Boston.
Kentucky. Lebanon.....	The National Bank of Lebanon.....	The Importers & Traders National Bank, New York.
Kentucky. Paducah.....	The First National Bank.....	The National Park Bank of New York, approved in place of The Ocean National Bank of New York.
Ohio. Columbus.....	The Frank'n National Bank.....	The Central National Bank of Cincinnati, approved in addition to The Fourth National Bank of New York.
Indiana. Terre Haute.....	The National State Bank.....	The Third National Bank of New York, approved in addition to The First National Bank of Cincinnati.
Wisconsin. Kenosha.....	The First National Bank.....	The First National Bank of Milwaukee, approved in place of The Merchants National Bank of Milwaukee.
Wisconsin. Neenah.....	The National Bank of Neenah.....	The Union National Bank of Chicago, approved in place of The Ocean National Bank of New York.
Nebraska. Omaha.....	The First National Bank.....	The Third National Bank of St. Louis, and National Bank of the Republic, of Boston, approved in addition to The Central National Bank of New York, and the Third National Bank of Chicago.

FOR THE WEEK ENDING OCTOBER 23.

	1869-70		1868-69	
	Imports.	Exports.	Imports.	Exports.
Wheat.....cwt.	1,177,234	6,083	597,087	9,570
Barley.....	192,446	836	189,012	53
Oats.....	220,439	852	76,200	272
Peas.....	17,445	7 8	10,813	357
Beans.....	36,801	19	64,172	21
Indian corn.....	715,007	584	220,757	.....
Flour.....	174,576	317	68,557	378

SINCE THE COMMENCEMENT OF THE SEASON (SEPT. 1).

	1869	1868	1869	1868
	Imports.	Exports.	Imports.	Exports.
Wheat.....cwt.	6,969,578	61,207	4,650,227	102,861
Barley.....	786,776	1,982	1,563,031	656
Oats.....	1,380,969	2,925	1,243,768	7,768
Peas.....	110,077	1,549	150,912	1,924
Beans.....	273,064	24	629,504	292
Indian corn.....	3,726,705	1,595	2,176,456	125
Flour.....	1,034,623	3,070	541,220	5,938

The money market has continued very quiet, and the demand for accommodation is much below the average. This is due, no doubt, to the dullness which prevails in commercial circles, and to the consequent limited requirements on the part of the mercantile classes. In the open market, however, very little accommodation is attainable under bank rate, the lowest quotation out of doors being 2½ per cent. It is argued, therefore, that a tendency to improvement exists, and it is maintained in some quarters that before long an advance in the official minimum will be rendered necessary. It is important, to notice that while the stock of bullion in the bank shows a diminution of about £1,000,000, and the reserves of notes and coin of £1,800,000, as compared with last year, the liabilities of the bank are much less, there being a decrease of £1,250,000 in the note circulation, £700,000 in public deposits, and of £2,000,000 in other deposits. And it is also important to bear in mind that the total of "other securities," or of discounts, and other species of accommodation is reduced to £14,347,805, which is £900,000 below last year, at which period the total was also very low. With these figures, therefore, with a large supply of bullion in the Bank of France, and with trade quiet, the probability of a rise in the Bank rate is a question on which considerable doubt and difference of opinion naturally exists. There is, it must be admitted, a possibility of a rise of ¼ or perhaps 1 per cent before the termination of the year, but even with that improvement, money would still be very cheap. The upward movement, however, assuming that such a tendency exists, should be viewed as encouraging, although it would be desirable to prove that it is the result of increased trade, and not as would seem to be the case at present, of the borrowings of continental governments. The quotations are now as follows:

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

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

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

Money on the continent remains firm. In Germany the quotations have an upward tendency. The supply of bullion held by the Bank of France shows a decrease this week of £240,000. The following are the quotations of money at the leading continental cities:

At	B'k rate		Op. m'kt		At	B'k rate		Op. m'kt	
	1868.	1869.	1868.	1869.		1868.	1869.	1868.	1869.
Paris.....	2½	2½	1½-½	2	Turin.....	5	5	2½	5
Vienna... 4	5	4	4	6	Brussels..	2½	2½	—	2½
Berlin....	4	5	3½	4½	Madrid... 5	5	5	2½-8	5
Frankfort.	2½	4	—	4	Hamburg..	—	—	2½-3	4½
Amst'rd'm	2½	4½	1½-2	4½	St. Pet'g.	7	5	6½	5½

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

	1865.	1866.	1867.	1868.	1869.
	£	£	£	£	£
Circulation, including—					
Bank post bills.....	22,385,346	24,436,278	25,292,623	24,842,627	24,130,985
Public deposits.....	4,163,517	3,921,153	4,921,096	4,129,033	3,508,435
Other deposits.....	12,979,790	17,859,471	19,584,623	19,919,524	17,352,909
Government securities	9,240,964	12,193,859	12,891,203	15,985,874	14,511,953
Other securities.....	20,144,578	20,078,858	16,835,079	15,705,432	14,847,505
Reserve.....	6,020,493	7,913,141	13,042,533	10,668,931	10,223,956
Coin and bullion.....	13,237,803	16,723,566	22,697,388	19,844,861	18,789,896
Bank rate.....	7 p. c.	4½ p. c.	2 p. c.	2 p. c.	2½ p. c.
Consols.....	89	89½	94½	91½	93½
Price of wheat.....	42s. 4d.	52s. 6d.	70s. 5d.	58s. 4d.	46s. 1d.
Mid. Upland cotton...	20½d.	15d.	8½d.	11d.	*12d.
40 mule yarn, fair 2d quality.....	2s. 6d.	1s. 9d.	1s. 1d.	1s. 2d.	*1s. 3d

* Fri: October 14.

Continental bills of exchange have been in request, and short Paris has been negotiated at 25f. 12½c. Gold is dearer in Paris than in London, and, consequently, all our arrivals will be sent away. The market for silver and dollars is without material change. Annexed are the prices of bullion:

		s. d.		s. d.	
Bar Gold.....	per oz. standard.	77	2½	—	—
do fine.....	do	77	9	@77	10½
do Refinable.....	do	78	0	@—	—
Spanish Doubloons.....	per oz. last price	75	0	@76	0
South American Doubloons...	do last price	74	3	@—	—
United States gold coin.....	do Non: here.	—	—	@—	—

		s. d.		s. d.	
Bar Silver Fine.....	per oz. standard nearest.	5	0 7-16	@—	—
do do containing 5 grs. gold..	do	5	1	@—	—
Fine Cake Silver.....	per oz.	5	5½	@—	—
Mexican Dollars.....	quiet per oz.	4	11	@—	—
Spanish Dollars (Carolus).....	per oz.	—	—	none here.	—
Five franc pieces.....	per oz.	4	11½	@—	—

Quicksilver, £8 17s. per bottle; discount 3 per cent.

Business in the Stock Exchange has been very quiet. A prominent feature is the continued progressive movement in 5-20 bonds, a further important rise having taken place this week. Consols and Continental Government Securities are also better in price, owing partly to the repeated assurances that the peace of Europe will not be disturbed. The highest and lowest prices of Consols and of the principal American securities on each day of the week have been:

	Oct. 30.	Monday.	Tuesday.	Wed'ay.	Thu'ay.	Fri'ay.	Sat'day.
Consols.....	93½-93½	93½-93½	93½-93½	93½-93½	93½-93½	93½-93½	93½-93½
U. S. 5-20's, 1882....	81½-81½	81½-81½	81½-81½	81½-81½	82½-82½	82½-82½	82½-82½
U. S. 5-20's, 1884....	80-82	80-82	80-82	80-82	81-81	81-82	81-82
U. S. 5-20's, 1885....	81½-81½	81½-81½	81½-81½	81½-81½	81½-81½	81½-81½	81½-81½
U. S. 5-20's, 1887....	82½-82½	82½-82½	82½-82½	82½-82½	82½-82½	82½-82½	82½-82½
U. S. 10-40's, 1904....	75½-76	75½-76	75½-76	76-76	76-76	76-76	76-76
Atlantic & G't West.							
consol'd mort. b'd's	24½-25	24½-25	24-25	24½-25	24½-25	24½-25	24-25
Erie Shares (\$100)...	21-21½	21½-21½	21½-21½	21½-21½	21½-21½	21½-21½	21½-21½
Illinois shares (\$100)	96½-97½	97½-98½	97½-98½	97½-98½	98-98½	98-98½	97½-98½

There appears to be but little doubt of the circumstance that Russia will soon recommence to borrow for railway purposes. The government of that country is quite determined not to be behind other nations with regard to railway communications, and it is now rumored that the £12,000,000 loan, or a part of it, will be brought forward early next year by Messrs. Baring of London and Messrs. Hope of Amsterdam.

Some anxiety has been felt of late by the holders of Spanish stock about the payment of the dividend that will be due at the close of the year. It is now understood that the Finance Minister has provided for the coupons which will then have to be paid. Spanish securities have, consequently, risen in value during the last few days. It is announced to-day, however, that a tax of 20 per cent. will be imposed both upon the internal and external debts, the result of which has been that the market has lost much of its buoyancy, and a decline of ½ has taken place.

The following figures show the imports and exports of cotton into and from the United Kingdom from Sept. 1 to Oct. 23, compared with the totals for the two months ending with October 31, last year.

	Imports		Exports	
	Sept. 1 to Oct. 28, 1869.	Sept. 1 to Oct. 31, 1868.	Sept. 1 to Oct. 28, 1869.	Sept. 1 to Oct. 31, 1868.
American.....	37,733	19,985	19,944	37,069
Brazilian.....	79,938	57,051	13,934	22,818
East Indian.....	443,613	599,767	108,798	137,720
Egyptian.....	9,020	7,343	1,003	1,661
Miscellaneous.....	17,348	20,117	3,209	5,753
Total.....	592,697	784,263	146,888	205,030

COMMERCIAL AND MISCELLANEOUS NEWS.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports this week show a decrease in dry goods, but a considerable increase in general merchandise, the total being \$4,428,453, against \$4,052,420 last week, and \$4,425,831 the previous week. The exports are \$4,901,510 this week, against \$4,132,157 last week, and \$3,997,794 the previous week. The exports of cotton the past week were 15,501 bales, against 11,017 bales last week. The following are the imports at New York for week ending (for dry goods) November 5, and for the week ending (for general merchandise) November 6:

FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.

	1866.	1867.	1868.	1869.
Dry goods.....	\$1,851,683	\$1,381,967	\$1,137,381	\$1,239,156
General merchandise..	3,394,741	3,720,755	2,725,930	3,189,297
Total for the week....	\$5,246,424	\$5,102,722	\$3,863,311	\$4,428,453
Previously reported...	240,368,236	209,724,158	211,667,434	252,582,800
Since Jan. 1.....	\$254,614,660	\$214,826,880	\$215,530,745	\$266,301,253

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 Nov. 1:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1866.	1867.	1868.	1869.
For the week.....	\$2,954,821	\$4,663,445	\$2,943,195	\$4,901,510
Previously reported....	161,362,447	156,808,171	138,621,082	164,255,751
Since Jan. 1.....	\$164,317,268	\$161,471,616	\$141,564,277	\$169,157,261

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.....	\$91,542,044	\$66,266,257
France.....	6,560,900	7,795,018
Holland and Belgium.....	4,917,989	4,346,615
Germany.....	18,364,641	14,880,093
Other Northern Europe.....	8,895,248	1,616,763
Spain.....	2,607,175	1,952,372
Other Southern Europe.....	6,738,587	5,353,373
East Indies.....	66,029	101,029
China and Japan.....	2,348,899	3,206,787
Australia.....	1,982,289	2,084,838
British N. A. Colonies.....	3,924,533	4,461,104
Cuba.....	4,726,417	6,313,174
Haiti.....	850,575	1,306,253
Other West Indies.....	6,599,907	7,048,880
Mexico.....	1,207,112	1,491,756
New Granada.....	2,373,674	4,054,377
Venezuela.....	529,029	565,175
British Guiana.....	1,238,066	1,234,465
Brazil.....	2,933,516	2,977,191
Other S. American ports.....	4,073,506	3,174,591
All other ports.....	1,837,284	1,212,852

The following will show the exports of specie from the port of New York for the week ending Nov. 6, 1869:

Nov. 1—St. Henry Chauncey, Aspinwall		Nov. 4—St. Rhein, Paris—Mexican dollars..	5,528
American gold....	\$395,570	4—St. Rhein, London—Mexican dollars..	120,537
American silver..	76,623	Silver bars.....	25,000
" 2—St. Altemania, Hamburg—Foreign silver....	1,200	4—St. Rhein, Bremen—Foreign silver....	1,200
" 4—St. Morro Castle, Havana—American silver..	10,123	6—St. City of Paris, Liverpool—British gold.....	4,872

Total for the week..... \$610,653
Previously reported..... 29,248,888

Total since Jan. 1, 1869.....	Same time in 1868.....	Same time in 1867.....	Same time in 1866.....	Same time in 1865.....	Same time in 1864.....	Same time in 1863.....	Same time in 1862.....	Same time in 1861.....	Same time in 1860.....
\$29,889,541	\$65,776,700	23,835,114	34,257,992	33,337,376	26,492,161	35,215,667	21,788,080	23,255,915	

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

Nov. 4—Brig Henry and Louise Port au Prince—Silver.....	\$200	Nov. 6—St. Alaska, Aspinwall—Gold.....	1,900
Gold.....	300	Gold.....	2,100
" 6 St. City of Boston, Halifax—Gold.....		Silver.....	62
		Gold dust.....	2,150

Total for the week..... \$6,692
Previously reported..... 14,771,836

Total since January 1, 1869..... \$14,778,528
Same time 1868..... 6,380,793
Same time 1867..... 2,870,374
Same time 1866..... 9,018,582

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 bank.

Week ending.	Current week.	Aggregate.	Mutilated notes burned.	Current week.	Aggregate.	Notes in circulation.
Aug. 7.....	345,054,900	20,909,500	365,964,400			
" 14.....	343,133,850	20,301,500	363,435,350			
" 21.....	342,916,650	20,014,500	362,931,150			
" 28.....	342,905,500	20,714,500	363,620,000			
Sept. 4.....	342,892,000	20,041,000	362,933,000			
" 11.....	347,893,000	19,881,000	367,774,000			
" 18.....	342,500,000	19,518,000	362,018,000			
" 25.....						
Oct. 2.....						
" 9.....						
" 16.....	342,459,950	19,273,000	361,732,950			
" 23.....	342,459,950	19,273,000	361,732,950			
" 30.....	342,455,950	19,558,000	362,013,950			
Nov. 6.....	342,552,250	19,508,000	362,060,250			

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 ret'd.	Aggregate.	Mutilated notes burned.	Current week.	Aggregate.	Notes in circulation.
Aug. 7.....	105,540	15,126,028	141,200	15,282,594	299,746,751	
" 14.....	242,347	15,337,975	200,650	15,436,241	299,761,339	
" 21.....	130,600	15,337,975	163,800	15,486,240	299,720,380	
" 28.....	154,040	15,492,015	97,600	15,747,644	299,794,340	
Sept. 4.....	146,770	15,769,335	175,500	15,923,144	299,737,660	
" 11.....	77,170	15,846,555	92,600	16,015,744	299,742,230	
" 18.....	124,300	15,970,855	130,500	16,196,244	299,710,130	
" 25.....	241,580	16,212,435	187,300	16,383,544	299,765,410	
Oct. 2.....	202,935	16,400,370	153,630	16,537,174	299,313,715	
" 9.....	107,250	16,527,600	270,050	16,807,224	299,635,785	
" 16.....						
" 23.....	164,040	16,892,800	195,750	17,088,374	299,732,745	
" 30.....	231,460	17,124,260	228,650	17,309,024	299,725,655	
Nov. 6.....	155,170	17,279,430	124,430	17,433,474	299,774,375	

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

Week ending.	Received.	Distributed.	Destroyed.
Aug. 7.....	113,600	213,824	
" 14.....	213,300	136,808	301,500
" 21.....	254,400	370,682	227,400
" 28.....	179,300	175,000	89,600
Sept. 4.....	271,000	109,000	249,200
" 11.....	318,900	396,406	
" 18.....	691,200	532,764	196,400
" 25.....	1,024,500	937,447	264,700
Oct. 2.....	995,000	893,287	176,950
" 9.....	1,247,100	878,500	180,800
" 16.....	1,132,700	778,700	226,700
" 23.....	1,379,900	1,432,970	419,200
" 30.....	1,210,600	823,000	421,100
Nov. 6.....	1,239,300	879,614	492,197

TREASURE FROM CALIFORNIA.—The steamship Alaska, from Aspinwall, arrived at this port Nov. 5, with treasure for the following consignees:

F. Probst & Co.....	\$10,481	S. L. Isaacs & Asch.....	\$1,700
Ribon & Munoz.....	4,030	Trevor & Co gate.....	813
Jas. McNider.....	2,130		
Total.....			\$19,565

—Louisville, Ky., has voted by a majority of about 500 to subscribe \$500,000 to the projected Louisville, New Albany and St. Louis Air Line Railroad. General I. M. St. John, Chief Engineer, in the report of his survey, estimates the cost at \$3,700,583.

Cincinnati, Hamilton and Dayton Railroad.—The earnings of this road for the years ending March 31, 1868 and 1869, were as follows:

	1868.	1869.
From passengers.....	\$476,797	\$437,626
" freight.....	727,275	696,691
" mails and express.....	63,410	82,449
" rent of track, &c.....	36,303	40,815
" rent of machinery, &c.....	29,102	1,521
Expenses.....	\$1,332,894	\$1,209,104
Earnings, less expenses.....	\$748,719	\$704,074
From which deduct:		
Interest on bonds.....	\$144,030	
General interest account.....	21,334	
Taxes, State.....	41,268	
" National.....	24,091	
Insurance.....	7,067	
Profit and loss—sundries.....	407	
Leaving a balance of.....		233,199
Add surplus March 31, 1868.....		\$266,830
Total.....		\$500,029
Applied as follows:		
Subscription to complete Junction R. R.....		\$5,000
Damage on account of collision at Lockland, Nov. 21, 1867.....		17,075
Dividends No. 26 and 27, scrip.....		350,000
Balance—surplus account, March 31, 1869.....		303,602
Total, as above.....		\$675,678

Compared with the previous year, the gross earnings show a decrease of \$123,790 17, with a decrease in operating expenses of \$44,645 31.

The entire expenditures, including interest, taxes, &c., was \$942,274 16, against \$974,435 60 in 1868—a decrease of \$32,161 44. The net earnings show a decrease of \$91,628 73. The earnings per mile have been \$2,151 84. Number of passengers carried, 642,583. Tons of freight moved, 508,692. Number of miles run by trains, 475,805. The operating expenses were 53.23 per cent of gross earnings.

CONDENSED BALANCE SHEET, MARCH 31, 1869.	
Construction.....	\$3,969,034
Equipment.....	995,750
Real estate.....	330,608
Materials.....	198,090
Woodlands.....	12,540
Bills receivable.....	8,405
Stocks and bonds.....	802,745
Due from railroad companies.....	36,360
Due from individuals.....	26,063
Due from post office dept.....	6,712
Cash and cash as ets.....	78,653
Dayton and Michigan Railroad, lessors account.....	107,148
Total.....	\$6,572,115
Capital stock.....	\$3,500,000
First mortgage bonds.....	1,250,000
Second mortgage bonds.....	500,000
Third mortgage bonds.....	282,000
Surplus earnings.....	303,602
Interest on bonds.....	5,794
Dividends unpaid.....	13,650
Dividend No 27.....	175,000
Due railroad companies.....	77,259
" individuals.....	70,879
" United States.....	11,043
Pay rolls.....	64,917
Bills payable.....	319,962
Total.....	\$6,572,115

Dayton and Michigan Railroad.—The income of this company for the fiscal year ending March 31, 1869, was as follows:

From freight.....	\$604,604	Sinking fund.....	2,500
" passengers.....	341,668	Widening Bayou Bridge, Toledo.....	90,891
" mails.....	16,762	Construction.....	38,717
" express.....	34,211	Loss on redemption 1st mortgage bonds.....	38,717
" rents and interest.....	1,032		
Total.....	\$1,040,239		
Expenditures.....	692,472	Excess of expenditures over receipts.....	\$250,709
Earnings less operating expenses.....	347,816	Add balance due C., H. & D. R. R. Co., lessees, March 31, 1868.....	397,164
Received from sale of steam-boat stock.....	10,000	Add balance old account D. & W. R. R.....	19,274
Received from sale of real estate.....	672		
Total.....	\$358,489		
Interest paid on bonds.....	\$245,935		
General interest account.....	11,937	Deduct for 700 3d mort. bonds.....	560,000
Insurance.....	6,620	Balance due Lessees, March 31, 1869.....	\$107,148
Taxes, State and National.....	40,033		
Equipment.....	142,508		

The balance of the First Mortgage Bonds (recently the Second), of which there was \$229,000 held by the lessees, as per last report, to pay the indebtedness to them for redemption of First Mortgage Bonds due July 1, 1867, have been disposed of, and the amount realized therefor (\$194,818 33) has been applied for that purpose, leaving a balance of \$38,717 52, which has been carried to this year's account. Two of the bonds, Nos. 22 and 23, have not been presented for payment, and as there has been no interest paid on them since 1859, the probabilities are they have been lost. During the year 35 First Mortgage bonds have cancelled by the sinking fund, making an increase as shown on the balance sheet of \$194,000.

A mortgage of \$700,000 has been recently placed on the property of the company to Stanley Matthews, trustee, and bonds issued for that amount in sums of \$1,000 each, bearing interest at 7 per cent. per annum, and payable October 1, 1888. These bonds have been paid to the lessees at 80 cents on the dollar, in part payment of amount due them, leaving a balance still due of \$107,148 49, and the discount on these bonds charged to profit and loss account.

CONDENSED BALANCE SHEET, MARCH 31, 1869.			
Construction account.....	\$4,730,675 61	Capital, old.....	\$2,305,315 08
Stock interest account.....	472,743 85	" new.....	74,857 41
Fencing.....	23,736 39	" not issued.....	10,474 08
Toledo improvement.....	333,633 75	1st mortgage bonds.....	2,802,000 00
Right of way.....	105,401 45	2d.....	642,000 00
Lima shop equipment.....	12,145 31	3d.....	700,000 00
Real estate.....	92,788 17	Mortgage bonds.....	2,000 00
Rolling stock.....	650,774 13	Toledo depot bonds.....	169,500 00
Bills receivable.....	1,624 00	Income bonds.....	1,300 00
Town of Perrysburg.....	11,000 00	Bills payable.....	4,200 00
Individual account.....	7,187 72	Interest on bonds.....	8,147 87
Profit and loss.....	336,072 91	Individual R.R. account.....	840 36
		C. H. & D. R. R. lessors' ac't.....	107,148 49
Total.....	\$6,827,783 29		

\$6,827,783 29

North Carolina Railroad.—The Raleigh *Sentinel* says that "the North Carolina Railroad Company have let and farmed out their road, for the term of twenty years, to the Raleigh and Gaston Railroad Company and others, for an annual rent of \$240,000, to be paid on the first day of January in each year. The rent is secured by a deposit in bank of cash or its equivalent in United States bonds; or good and acceptable railroad or other bonds; this deposit is to be permanent, and if there is occasion to apply it, then it is to be renewed, and as often as necessary."

—We ask the attention of moneyed men to Messrs. McAlister & Co.'s advertisement in another column. The firm solicits the investment for an eminent physician, who desires to make the hotel at Aiken a popular and national resort for consumptives. The singularly restorative effects of the climate at Aiken have filled it with invalids for many years, although the place itself is entirely destitute of proper hotel accommodations or physicians of ability. All improved Southern real estate will doubtless advance rapidly, and we have the assurance of the above firm, which we do not doubt, that this investment offers inducements in every way worthy of the especial attention of capitalists.

OFFICE OF FISK & HATCH, BANKERS AND DEALERS IN GOVERNMENT SECURITIES, No. 5 NASSAU STREET, NEW YORK.—

To our Customers and Correspondents:

The surprising development of our national resources and the rapidity with which the government is now enabled to reduce the national debt, by weekly purchases, render it apparent that the time is approaching when the Five-twenty bonds may be funded at not over four or four and a half per cent interest.

Meanwhile the high price of government bonds, as compared with other classes of securities paying an equal rate of interest, is leading to general inquiry for more profitable forms of investment in which money may be safely invested.

The desire to capitalize the premium which may now be realized upon Five-twenty bonds, and which a material decline in gold toward par, and the ability of the government to fund the debt at a lower rate of interest, may at any time extinguish, is felt by nearly all holders; and what they desire is a reasonable assurance as to which of the many lower-priced securities in the market would afford the necessary safety to justify an exchange.

During the war the necessities and peril of the government, and the consequent cheapness of its securities, rendered them so attractive that from this cause, combined with the patriotism of the people, they absorbed almost the entire floating capital of the country, and diverted attention from other classes of securities which had before been deemed sufficiently conservative and sound to meet the wants of the most cautious investors.

Since then the habit of holding government bonds, and of looking upon them as the only really safe securities to hold, has become so general that many other forms of investment, hitherto deemed of the highest class, have been neglected.

The rapid accumulation of capital for investment, and the reduction of the National debt and improvement of the National credit—rendering it certain that hereafter but a comparatively low rate of interest can be derived from investment in government bonds—is compelling the search for other safe and well-guarded channels into which capital not employed in business may wisely flow.

Intelligent and careful investigation into the security of other classes of bonds from which a larger income may be derived, as a basis for wise discrimination on the part of prudent investors, is therefore becoming a necessity.

It is out of the power of a large majority of those desiring to invest money to investigate thoroughly and to secure the necessary information for themselves; they must, therefore, rely in great measure upon the results of the researches of others whose business it is to make such researches, and in whose fidelity and judgment they can confide.

This is one of the legitimate offices and public duties connected with honorable banking.

When the government required the capital of the country for its preservation, and when our faith in the result assured us that the securities of the government afforded the most secure and for the time being the most profitable mode of investment, we devoted our time and energies, and the entire resources of our business and influence, to placing the capital of the people at the disposal of the government, and in placing in the hands of the people the best security they could possibly hold.

We refer with pride and satisfaction to the record which our books afford of many hundreds of millions so invested through us; and to the magnificent result.

The government is no longer a borrower. It no longer needs the country's capital, but desires gratefully and honorably to repay it.

The enterprises of Peace, no less needful, in their time and place, for the common welfare, than were the waste and cost of War, now call for the capital which the government no longer needs, and offer for its use

a remuneration which the government need no longer pay, and in some cases, a security as stable and enduring as the faith of the nation itself.

The applications for information and advice which are addressed to us daily, show how universal is the desire for assurance, as to what forms of investment, more profitable than government securities at present market rates, are entitled to the confidence of investors.

The pressure of this want has led us to feel the importance of directing our own attention as bankers, our large experience, and our facilities for obtaining reliable information—to the work of supplying it in some measure, and to offer the results of our inquiries to those who may be disposed to confide in our good faith and judgment.

We can not offer to those who may be influenced by our opinions, for the investment of their accumulating capital or in exchange for their government bonds, anything which, according to our best judgment, is less secure or worthy of confidence than the National obligations themselves, with which we have hitherto principally identified ourselves.

We do not intend to offer or recommend to others any security in which we are not ourselves willing to invest.

Since closing the great CENTRAL PACIFIC RAILROAD LOAN, which meets all these requirements, we have carefully examined many others, but have found no other which would fully do so, until the WESTERN PACIFIC RAILROAD FIRST MORTGAGE BONDS were placed in our hands, the particulars of which will be found in our advertisement on the fourth page of this journal.

FISK & HATCH.

THE NOVEMBER COUPONS OF THE

Seven Per Cent First Mortgage Sinking Fund Bonds of the Port Huron and Lake Michigan Railroad Company will be paid in gold, free of government tax, at the office of

S. W. HOPKINS & CO., 71 BROADWAY.

THE NOVEMBER COUPONS OF THE

Seven Per Cent First Mortgage Sinking Fund Bonds of the Peninsular Railway Company of Michigan, will be paid in gold coin, free of Government tax, at the office of

S. W. HOPKINS & CO., 71 BROADWAY.

The Bankers' Gazette.

DIVIDENDS.

The following Dividend has been declared during the past week:

NAME OF COMPANY.	PER CENT.	WHEN PAY'BLE	NAME OF COMPANY.	PER CENT.	WHEN PAY'BLE
Railroads.			Mining.		
Northern N. H.	4	Dec. 1.	Home Petroleum	20c	Nov. 11.
Cin., Sand., & Clev. pr.	3	.....	Manht'n silver (gold)	5	Nov. 15.
COMPANY BOOKS CLOSED.					
Manhattan Silver Mining	.....	.....	.....	Nov. 11 to Nov. 16.	.....
Wilkesbarre Coal	.....	.....	.....	Nov. 1 to Nov. 15.	.....
Wells, Fargo & Co.'s Express	.....	.....	.....	Oct. 23 to Nov. 28.	.....
Pacific Mail	.....	.....	.....	Nov. 6 to Nov. 19.	.....

FRIDAY EVENING, November 13.

THE MONEY MARKET.—The money market has presented the anomaly of a decided ease on call loans, and a marked stringency on discounts. Borrowers on demand have found it easy to supply their wants at bank, at 6@7 per cent, and on the street at 5@6 per cent. There is, however, a lack of confidence in the continuance of these rates, which is indicated by a general indisposition to lend on time at near current rates. Borrowers on stock collaterals for 60 days have to pay 7 per cent per annum and 1/4@1 per cent additional for the 60 days; and this feeling has also contributed in part to producing the current high rates for paper. The derangements in the money market, so common for the last two years, frequently present opportunities for obtaining very high rates upon call loan; and in anticipation of periods, when money appears likely to prove active, there is a consequent disposition to hold funds within call, so as to be at liberty to employ them during those periods. Thus far the indications do not encourage an expectation that there will be the usual extent of remittances of currency for moving the cotton and hog crops. This week there have been some moderate shipments to Cincinnati and Louisville and to some of the interior cities of the South; but the aggregate outflow has not been so large as might have been expected at the middle of November. The currency is pressingly needed in the interior; but the inability of the banks to get an adequate supply of small notes, and the very small amount of the new United States notes, of denominations between \$5 and \$100, coming out of the Treasury, renders it impossible to at all adequately supply the demand; and this obstruction appears likely to continue for some time. This holding back of money, from a sort of accident in our currency arrange-

ments, has obviously a tendency to keep money easy on call, and may possibly protect the local money market from the stringency which has been expected to occur in November.

The operations of the Treasury, for the week, show a balance against the banks, the purchases of bonds having amounted to only \$2,500,000, while the sales of coin have realized \$3,800,000.

At the beginning of the week the stringency in discounts was indicated by the failure of some five or six mercantile firms, chiefly houses of minor standing; which, however, had less effect in fostering distrust than might have been expected. The offerings of paper at the banks, and especially those connected with the up town trade have exceeded anything experienced since before the war. The banks, however, appear to have regarded the pressure as arising from temporary causes at the West, not of a character to warrant any special distrust, and have, therefore, accommodated their customers to the utmost of their ability. The causes of the unusual stringency are discussed at length in our editorial columns and therefore need no comment here. The rates of discount have been extremely irregular: Prime double name paper has ranged between 12 and 18 per cent, with exceptions at 10 per cent; and prime single names at 12@24 per cent. At the close, there is a more settled feeling and a freer currency for paper, but without quotable change in the rates.

UNITED STATES BONDS.—The bond market has been unusually quiet, but, on the whole, steady. There has been almost an entire absence of speculative interest; and the dealings on foreign account, also have been very limited. The steadiness of quotations for Five-Twenties abroad, and the even course of the gold premium, have been in favor of a steadiness in bonds here; and the decline of about 1/2 per cent during the week must be attributed to a tendency in the market to accumulate stock. This tendency is illustrated by the fact that, on Wednesday, \$7,965,400 bonds were offered to the Government upon its proposal to buy \$2,000,000. Of the amount accepted, about two-thirds consisted of registered stock, offered on behalf of prominent financial institutions. Next week the Government purchases \$1,000,000 for the Sinking Fund and \$2,000,000 subject to the approval of Congress.

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

	Oct. 8.	Oct. 15.	Oct. 22.	Oct. 29.	Nov. 5.	Nov. 12.
U. S. 6's, 1861 coup.....	120 1/2	119 1/2	119 1/2	118 1/2	118	117 1/2
U. S. 5-20's, 1862 coup....	120 1/2	120 1/2	121	119 1/2	115 1/2	115 1/2
U. S. 5-20's, 1864 ".....	119 1/2	119 1/2	119 1/2	117 1/2	113 1/2	112 1/2
U. S. 5-20's, 1865 ".....	119 1/2	119 1/2	120	118	113 1/2	113 1/2
U. S. 5-20's, 1865, July cpn	118	117 1/2	117 1/2	116	116	115 1/2
U. S. 5-20's, 1867, coup....	118	117 1/2	117 1/2	116 1/2	116 1/2	115 1/2
U. S. 5-20's, 1868, ".....	118	117 1/2	117 1/2	115	115 1/2	115 1/2
U. S. 10-40's ".....	108 1/2	108 1/2	108 1/2	107 1/2	107 1/2	107 1/2
Pacific Sixes.....	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2

Purchases of bonds by the Government during the past week were on Wednesday, \$2,000,000, the total offered being \$7,965,400.

The bonds purchased were as follows:

	Nov. 10.		Nov. 10.
20's of 1862, reg.....	\$605,000	5-20's of '65, new, r.....	\$25,000
" 1863, cou.....	10,000	" '65, new, c.....	390,000
" 1864, reg.....	8,000	" '67, reg.....	675,000
" 1864, cou.....	8,000	" '67, cou.....	1,200,000
" 1865, reg.....	.....	" '68, reg.....	.....
" 1865, cou.....	.....	" '68, cou.....	185,000

Total Bonds now held by the Treasury, \$68,844,000, as follows:

5-20's of 1862, reg.....	\$7,755,200	5-20's of 1865, new, reg....	\$3,963,200
" 1862, cou.....	59,500	" 1865, new, cou.....	19,663,200
" 1864, reg.....	3,351,000	" 1867, reg.....	3,794,650
" 1864, cou.....	5,424,700	" 1867, cou.....	18,532,950
" 1865, reg.....	2,675,000	" 1868, reg.....	327,000
" 1865, cou.....	1,505,600	" 1868, cou.....	1,775,000

RAILROAD AND MISCELLANEOUS STOCKS.—The stock market remains dull and heavy. Speculation is languid and without any clearly defined direction. The effect of the gold panic is still apparent in a decided caution respecting speculative risks on the part of both operators and brokers. It is found difficult to get up speculative combinations; and amid the uncertainties as to the course of the money market and the character of the financial measures to be introduced into Congress, operators hesitate in opinion as to the course that values may take. On the whole, however, the present temper of the market is predominantly conservative; yet, with the present low prices of stocks, not inclined to speculate in favor of much lower prices. To-day the market has been weak, and prices 1@2 1/2 per cent lower. Pacific Mail fell off to 66 1/2 upon a report that the Company will not declare a dividend in December.

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

	Oct. 1.	Oct. 8.	Oct. 15.	Oct. 22.	Oct. 29.	Nov. 5.	Nov. 12.
Cumberland Coal.....	26 1/2	26 1/2	27 1/2	28	26 1/2	26 1/2	26 1/2
Quicksilver.....	12 1/2	13	12 1/2	12 1/2	14 1/2	14 1/2	13
Canton Co.....	52	50	52 1/2	52 1/2	50 1/2	50 1/2	51 1/2
Mariposa pref....	16	16	16 1/2	16 1/2	14 1/2	14 1/2	15 1/2

Pacific Mail.....	61 1/2	68 1/2	59 1/2	60 1/2	58 1/2	59	57
New York Central	172 1/2	173 1/2	177	187 1/2	192 1/2	181 1/2	180 1/2
Erie.....	83 1/2	83 1/2	82 1/2	81 1/2	29 1/2	28 1/2	28
Hudson River....	155	158	159 1/2	171 1/2	173	157 1/2	157
Reading.....	93	96	94 1/2	.....	96 1/2	97 1/2	96 1/2
Mich. Southern..	82 1/2	85 1/2	90 1/2	93 1/2	92	90 1/2	88 1/2
Michigan Central	120	.....	124	122 1/2	122	120	120
Clev. and Pittsb.	89 1/2	99 1/2	102 1/2	100	86 1/2*	.....	83 1/2
Northwestern....	69 1/2	72 1/2	71 1/2	71	70 1/2	70 1/2	70
" preferred	83 1/2	84 1/2	83 1/2	83 1/2	84 1/2	85 1/2	85
Rock Island.....	10 1/2	108 1/2	106 1/2	105 1/2	104 1/2	103 1/2	103 1/2
Fort Wayne.....	82 1/2	85	85 1/2	85	85	85 1/2	85
Illinois Central..	131	133 1/2	134	135	138 1/2	136	137
Ohio & Miss.....	27	28 1/2	27 1/2	26 1/2	26 1/2	27	26
Milw. & St. Paul.	67	68	67 1/2	69 1/2	67 1/2	70	68
" " pri	80	82 1/2	81 1/2	82 1/2	80	83 1/2	82 1/2
Tol., Wab. & W'n	55	59 1/2	64 1/2	65 1/2	64	63	59

* Ex-dividend.

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	10,105	2,800	3,865	6,615	10,665	235,472
" 10....	520	231,882	1,686	11,505	3,150	4,499	16,550	7,081	276,860
" 17....	461	134,323	310	8,490	1,000	5,260	12,740	8,270	170,371
" 24....	337	121,809	255	1,900	800	1,361	1,762	4,174	132,235
July 1....	75	123,916	115	1,200	400	3,360	5,055	9,906	146,229
" 8....	225	110,810	10	900	100	4,585	6,450	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....	547	90,932	438	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	74,374	189	500	300	2,600	5,695	4,565	88,678
" 26....	528	85,102	120	500	400	1,535	3,925	2,610	94,723
Sept. 2....	366	78,677	450	900	100	1,665	1,820	2,220	86,188
" 9....	300	108,063	462	1,000	100	4,011	3,670	4,150	121,756
" 16....	414	134,947	211	6,400	600	2,939	6,905	4,606	155,052
" 23....	219	193,272	150	2,100	600	1,962	4,815	7,405	215,648
" 30....	409	250,293	425	1,950	800	4,910	9,115	7,207	275,109
Oct. 7....	143	134,192	1,106	4,650	400	2,305	5,420	6,926	205,142
" 14....	185	97,695	615	2,300	200	2,955	3,337	6,130	113,417
" 21....	404	87,482	1,336	2,300	.....	4,527	3,114	3,742	100,900
Nov. 4....	293	107,407	610	4,700	900	2,970	4,551	3,133	124,499
" 11....	347	102,635	647	3,100	200	2,299	4,595	4,193	118,066

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	925,300	270,000	8,161,500
" 12.....	3,751,400	1,035,500	177,500	4,964,400
" 19.....	3,224,850	1,343,000	332,000	4,899,850
" 26.....	1,555,500	1,317,000	230,000	3,102,500
Sept. 2.....	3,831,000	898,500	299,500	5,029,000
" 9.....	3,651,900	1,352,500	341,500	5,345,900
" 16.....	3,500,000	747,000	359,000	4,606,000
" 23.....	2,539,000	1,479,000	272,000	4,340,000
" 30.....	4,485,200	1,393,000	220,500	.....
Oct. 7.....	3,221,600	1,526,000	367,500	5,115,100
" 14.....	3,510,000	1,623,500	265,000	5,398,500
" 21.....	2,758,900	1,331,000	313,000	4,433,900
Nov. 4.....	4,703,200	1,624,000	457,400	6,789,600
" 11.....	2,663,650	999,000	283,100	3,945,750

THE GOLD MARKET.—In the gold market there is an almost entire suspension of speculation, and the price, consequently, runs remarkably even, having ranged since our last between 126 1/2 and 127 1/2. The Treasury has sold, during the week \$3,000,000 of gold, the purchasers having been principally the dealers, for their regular counter sales.

The following table will show the course of the gold premium each day the of past week:

	Opening.	Lowest.	Highest.	Closing.
Saturday, November 6.....	127 1/2	126 1/2	127 1/2	126 1/2
Monday, ".....	126 1/2	126 1/2	126 1/2	126 1/2
Tuesday, ".....	127 1/2	126 1/2	127 1/2	127 1/2
Wed'n'day, ".....	126 1/2	126 1/2	127 1/2	127 1/2
Thursday, ".....	127	126 1/2	127	126 1/2
Friday, ".....	126 1/2	126 1/2	126 1/2	126 1/2
Current week.....	127 1/2	126 1/2	127 1/2	126 1/2
Previous week.....	128 1/2	126 1/2	129 1/2	127 1/2
Jan. 1 '69, to date.....	134 1/2	126 1/2	162 1/2	126 1/2

FOREIGN EXCHANGE.—The movement has been steady and fairly active. There has been a good supply of cotton bills and a fair sprinkling of bond bills, but the supply of local commercial bills has not been large.

	October 22.	October 29.	November 5.	November 12.
London Com'l.	108 1/2 @ 108 1/2	108 1/2 @ 108 1/2	108 @ 108 1/2	108 1/2 @ 108 1/2
do bkrs' lng	109 1/2 @ 109 1/2	108 1/2 @ 108 1/2	108 1/2 @ 108 1/2	108 1/2 @ 109
do do shrt.	109 1/2 @ 110	109 1/2 @ 109 1/2	109 1/2 @ 109 1/2	109 1/2 @ 109 1/2
Paris, long.....	5.16 1/2 @ 5.15	5.18 1/2 @ 5.17 1/2	5.17 1/2 @ 5.16 1/2	5.18 1/2 @ 5.17 1/2
do short.....	5.13 1/2 @ 5.12 1/2	5.15 1/2 @ 5.15	5.15 @ 5.13 1/2	5.16 1/2 @ 5.15
Antwerp.....	5.17 1/2 @ 5.16 1/2	5.18 1/2 @ 5.18 1/2	5.18 1/2 @ 5.17 1/2	5.18 1/2 @ 5.18 1/2
Swiss.....	5.17 1/2 @ 5.16 1/2	5.18 1/2 @ 5.18 1/2	5.18 1/2 @ 5.17 1/2	5.18 1/2 @ 5.18 1/2
Hamburg.....	36 @ 36 1/2	35 1/2 @ 35 1/2	35 1/2 @ 35 1/2	35 1/2 @ 36
Amsterdam.....	40 1/2 @ 40 1/2	40 1/2 @ 40 1/2	40 1/2 @ 40 1/2	40 1/2 @ 40 1/2
Frankfort.....	40 1/2 @ 40 1/2	40 1/2 @ 40 1/2	40 1/2 @ 40 1/2	40 1/2 @ 40 1/2
Bremen.....	78 1/2 @ 79	78 1/2 @ 78 1/2	78 1/2 @ 78 1/2	78 1/2 @ 78 1/2
Berlin.....	71 1/2 @ 71 1/2	71 1/2 @ 71 1/2</		

Table with columns: Custom House Receipts, Sub-Treasury Receipts (Gold, Currency), Sub-Treasury Payments (Gold, Currency). Rows include dates from Nov 6 to 13 and a Total row.

Summary table for Custom House Receipts, Sub-Treasury Receipts, and Payments during the week ending Nov 13, 1869.

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 November 6, 1869:

Large table titled 'AVERAGE AMOUNT OF' showing financial data for various New York City banks including Capital, Loans and Discounts, Specie, Circulation, Net Deposits, and Legal Tenders.

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

Table showing deviations for Loans, Specie, and Circulation, with columns for Inc. and Dec.

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

Table showing weekly totals for Loans, Specie, Circulation, Deposits, Legal Tenders, and Aggregate Clearings from July 3 to Oct 30, 1869.

BOSTON BANKS.—Below we give a statement of the Boston National Banks, as returned to the Clearing House, Monday, Nov 1, 1869.

Table showing financial data for Boston National Banks including Capital, Loans, Specie, L. T. Notes, Deposits, and Circulation.

Table listing various banks and their financial data, including Freeman's, Globe, Hamilton, Howard, Market, Massachusetts, Maverick, Merchants, Mount Vernon, New England, North, Old Boston, Shawmut, Shoe & Leather, State, Suffolk, Traders, Tremont, Washington, First, Second (Granite), Third, B'k of Commerce, B'k of N. Amer., B'k of Redemp'n, B'k of the Repub., City, Eagle, Exchange, Hide & Leather, Reverse, Security, Union, and Webster.

Total. 47,350,000 104,084,433 1,636,219 11,566,147 36,806,518 25,329,961

* Not received. Same as last week.

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

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

Table showing comparative totals for a series of weeks past, including July, Aug., Sept., Oct., and Nov. with columns for Loans, Specie, Legal Tenders, Deposits, and Circulation.

PHILADELPHIA BANKS.—The following is the average condition of the Philadelphia Banks for the week preceding Monday, November 8, 1869:

Table showing average condition of Philadelphia Banks including Capital, Loans, Specie, L. Tend. Deposits, and Circulation for various banks like Philadelphia, North America, Farmers' & Mech., Commercial, Mechanics, Bank N. Liberties, Southwark, Kensington, Penn Township, Western, Manufacturers, B'k of Commerce, Girard, Tradesmen's, Consolidation, City, Commonwealth, Corn Exchange, Union, First, Third, Fourth, Sixth, Seventh, Eighth, Central, Bank of Republic, and Exchange.

Total. 16,055,150 51,969,081 527,685 13,278,567 38,781,734 10,592,939

The deviations from last week's returns are as follows:

Table showing deviations for Capital, Loans, Specie, Legal Tenders, Deposits, and Circulation.

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

Table showing weekly condition of Philadelphia Banks from July 5 to Nov 1, 1869, with columns for Date, Loans, Specie, Legal Tend., Deposits, and Circulation.

SALE-PRICES AT THE NEW YORK STOCK EXCHANGE,

REPRESENTED BY THE LAST SALE REPORTED OFFICIALLY ON EACH DAY OF THE WEEK ENDING FRIDAY, NOV. 13, 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, including National, State, Municipal, Bank Stocks, and Railroad Stocks. Columns include dates (Sat., Mon., Tues., Wed., Thurs., Fri.), Week's Sales, and prices. Includes sub-sections like 'Railroad Stocks' and 'Railroad Bonds'.

The Railway Monitor.

EXPLANATION OF THE STOCK AND BOND TABLES.

1. The Table of Railroad, Canal and Other Stocks, on the next page, comprises all Companies of which the stock is sold in any of the principal cities...

laying a third rail on the entire road, in conformity with an agreement made with the Lake Shore and Michigan Southern Company some time since.

Cincinnati, Richmond and Chicago Railroad.—The income of this company for the fiscal year ending March 31, 1869, was as follows:

Table showing income and expenditures for Cincinnati, Richmond and Chicago Railroad, including items like 'From passengers', 'freight', 'mails', 'express', 'rents', 'mileage of cars', 'Expenditures', 'Excess of operating expenses', etc.

To al due lessees \$59,730 13. To pay off this indebtedness a mortgage of \$65,000 has been made to Stanley Matthews, trustee, and bonds issued in sums of \$1,000 each for that amount, payable Jan. 1, 1889, and bearing interest at 7 per cent.

BALANCE SHEET, MARCH 31, 1869. Table showing assets and liabilities: Construction, Equipment, Real estate, Profit and loss, Capital stock, First mortgage bonds, Second mortgage bonds, Interest on bonds unpaid.

New York, Providence and Boston Railroad.—The receipts of this company for the year ending August 31, 1869, were as follows:

Table showing receipts and expenditures for New York, Providence and Boston Railroad, including items like 'From passengers', 'freight', 'mail service', 'rents', 'dividends', 'Expenditures', 'Repairs of roads', 'engines', 'cars', 'bridges', 'Ferry', 'General expenses', 'Salaries', 'Wages', 'Fuel', 'New cars', 'Taxes', 'Dredging', 'Water works', 'Net earnings', 'Dividends, interest, &c.', 'Surplus'.

Compared with the previous year, the gross receipts show an increase of \$235,723 13, with an increase in expenses of \$102,712 38—making an increase of net earnings, \$133,010 75. The report says: Acting under proper authority, the directors, in November last, directed the issue of \$1,000,000 in 7 per cent. bonds, payable in 1899.

Weekly Railroad Earnings for the 1st Week of Nov.—

Table showing weekly railroad earnings for the 1st week of Nov. for various roads: Chicago and Alton, Chicago and Northwestern, Chicago Rock Island and Pacific, Lake Shore and Michigan Southern, Marietta and Cincinnati, Milwaukee and St. Paul, Toledo, Wabash and Western.

Railroad Earnings for October and Ten Months.—On a previous page will be found our usual table of railroad earnings for the month and for the past period of the year. These tables are compiled exclusively for the CHRONICLE, from returns obtained in many cases direct from the companies; and as they are habitually copied by many other journals without credit to our columns, it is desirable that the public should know who is originally responsible for the compilation.

The Pacific Railroad Commissioners have made their report in full, in which they estimate that the sum of \$1,586,100 will supply all the deficiencies of the Union Pacific road from Omaha to Promontory, so that it may meet its description of "first-class." Of this amount, \$206,044 is needed for the section between Ogden and Promontory, which is claimed by the Central Pacific. The surplus rolling stock, material and supplies, now in possession of the road, are worth, it is thought, about \$1,800,000.

Erie Railway New Bonds.—The Erie Railway company, as stated yesterday, has notified the New York Stock Exchange that, at the expiration of thirty days, \$5,000,000 of convertible bonds will be issued. These bonds are known as the Narrow Gauge Sinking Fund Bonds, and are to be issued for the purpose of

MONTHLY EARNINGS OF PRINCIPAL RAILROADS.

Large table showing monthly earnings of principal railroads from 1867 to 1869. Columns include: Central Pacific, Chicago and Alton, Chicago & Northwestern, Chic. Rock Is. and Pacific, Clev. Col. Cin. & I., Illinois Central, Lake Shore & Mich. South, Marietta and Cincinnati, Michigan Central, Milwaukee & St. Paul, Ohio & Mississippi, St. L. Alton & T. Haute, Toledo, Wab. & Western, Union Pacific.

RAILROAD, CANAL, AND MISCELLANEOUS STOCK LIST.

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

COMPANIES.	Stock Outstanding.	DIVIDEND.		PRICE.		COMPANIES.	Stock Outstanding.	DIVIDEND.		PRICE.			
		Periods.	Last paid.		Bid.			Ask.	Periods.	Last paid.		Bid.	Ask.
			Date.	Rate.						Date.	Rate.		
Railroads.						Canal.							
Allegheny Valley	50	Jan. & July.			50	Old Colony and Newport	100	Jan. & July.	July, '69	3	97		
Atlantic and Gulf	100	Jan. & July.	July, '69	2	59	Orange and Alexandria	100	Feb. & Aug.	Aug., '69	4	55		
Atlan. & St. Lawrence*	100	Jan. & July.	July, '69	4	61	Oswego and Syracuse	50	Quarterly.	Oct., '69	6	202		
Atlanta and West Point.	100	Jan. & July.	July, '69	3 1/2	123	Pacific (of Missouri)	100	May & Nov.	Nov., '69	5	107		
Augusta and Savannah*	100	Jan. & July.	July, '69	4	126	Pennsylvania.	100	Jan. & July.	Jan., '69	4	57		
Baltimore and Ohio	100	April & Oct.	Oct., '69	5	46	Philadelphia and Erie*	50	Jan. & July.	Jan., '69	4	97		
Washington Branch*	100	April & Oct.	Oct., '69	5	46 1/2	do do pref.	50	Jan. & July.	Jan., '69	5 1/2	97 1/2		
Parkersburg Branch	50	Quarterly.	Oct., '69	1 1/2	146 1/2	Philadelphia and Read.	50	Jan. & July.	July, '69	5	117 1/2		
Berkshire	100	Jan. & July.	July, '69	3	10 1/2	Philadelphia and Trenton*	100	Feb. & Aug.	Aug., '69	5	141		
Boston and Albany	100	Jan. & July.	July, '69	4	138	Philadel., Germant. & Norrist'n*	50	April & Oct.	Oct., '69	4	104		
Boston, Con. & Montreal.	100	May & Nov.	Nov., '69	3	141	Philadel., Wilming. & Baltimore	50	Jan. & July.	July, '69	4	80		
Boston, Hartford and Erie	100	Jan. & July.	July, '69	5	136	Pittsburg and Connellsville	50	.....	.....	.....	.....
Boston and Lowell	500	Jan. & July.	July, '69	5	136	Pittsburg, Cincin. & St. Louis	50	.....	.....	.....	.....
Boston and Maine.	100	Jan. & July.	July, '69	5	136	do do do pref.	50	.....	.....	.....	.....
Boston and Providence	100	Jan. & July.	July, '69	5	136	Pitts., Ft. W. & C. guar.*	100	Quarterly.	Oct., '69	1 1/2	85 1/2		
Buffalo, New York and Erie*	100	June & Dec.	June, '69	3 1/2	136	Portland and Kennebec (new)	100	Jan. & July.	July, '69	3	112		
Burlington and Missouri River	100	.....	.....	.....	136	Portland, Saco & Ports.	100	June & Dec.	June, '69	3 gold	113
do do do pref.	100	.....	.....	.....	136	Providence and Worcester	100	Jan. & July.	July, '69	5	.....	
Camden and Amboy	100	Feb. & Aug.	Feb., '69	5	117 1/2	Raritan and Delaware Bay*	100	.....	.....	.....	.....
Camden and Atlantic	50	.....	.....	.....	118	Rensselaer and Saratoga con.	100	April & Oct.	Oct., '69	3 1/2	.....	
do do preferred	50	.....	.....	.....	118	Richmond and Danville	100	.....	.....	.....	.....
Cape Cod	60	Jan. & July.	July, '69	3	30	Richmond and Petersburg	100	.....	.....	.....	.....
Catawissa*	50	May & Nov.	Nov., '69	3	72	Rome, Watert. & Ogdensburg	100	Jan. & July.	July, '69	5	105		
do preferred	50	.....	.....	.....	72	Rutland	100	Feb. & Aug.	Feb., '69	3 1/2	85
Cedar Rapids and Missouri*	100	May & Nov.	May, '69	3 1/2	80	do do do preferred	100	.....	.....	.....	80
do do do pref.	100	.....	.....	.....	80	St. Louis, Alton & Terre Haute	100	Annually.	May, '69	7	57
Central Georgia & Banking Co.	100	June & Dec.	June, '69	5	92 1/2	do do do pref.	100	.....	.....	.....	.....
Central of New Jersey	100	Jan. & July.	Jan., '69	2 1/2	93	St. Louis, Jacksonv. & Chicago*	100	.....	.....	.....	.....
Central Ohio	50	June & Dec.	Dec., '68	3	50	Sandusky, Mansfield & Newark	100	.....	.....	.....	.....
do preferred	50	June & Dec.	June, '69	3	50 1/2	Schuykill Valley*	50	Jan. & July.	July, '69	2 1/2	.....	
Cheshire, preferred	100	Jan. & July.	July, '69	2	82	Shamokin Valley & Pottsville*	50	Feb. & Aug.	Aug., '69	3	.....	
Chicago and Alton.	100	Mar. & Sept.	Sept., '69	5	150	Shore Line Railway	100	Jan. & July.	July, '69	4	90		
do do preferred	100	Mar. & Sept.	Sept., '69	5	149	South Carolina	100	.....	.....	.....	.....
Chic., Burling. & Quincy.	100	Mar. & Sept.	Sept., '69	5	154	South Side (P. & L.)	100	.....	.....	.....	.....
Chicago and Great Eastern	100	Jan. & July.	July, '69	5	154	South West Georgia.*	100	Feb. & Aug.	Aug., '69	4	.....	
Chicago, Iowa and Nebraska*	100	Jan. & July.	July, '69	5	154	Syracuse, Binghamton & N. York	100	Jan. & July.	July, '69	6	.....	
Chicago and Milwaukee*	100	June & Dec.	June, '69	5	154	Terre Haute and Indianapolis	50	.....	.....	.....	.....
Chicago and North-west.	100	June & Dec.	June, '69	5	154	Toledo, Peoria & Warsaw	100	.....	.....	.....	.....
do do do pref.	100	April & Oct.	Oct., '69	5-8	154	do do do 1st pref.	100	.....	.....	.....	.....
Chic. Rock Is. & Pac.	100	April & Oct.	Oct., '69	5-8	154	do do do 2d pref.	100	.....	.....	.....	.....
Cincinnati, Hamilton & Dayton	100	.....	.....	.....	154	Toledo, Wabash & Western	100	May & Nov.	May, '69	3 1/2	70
Cincinnati, Richm. & Chicago*	100	.....	.....	.....	154	do do do pref.	100	Jan. & July.	July, '69	4	.....	
Cincinnati, Sand. & Cleveland	50	.....	.....	.....	154	Utica and Black River	100	Jan. & July.	July, '69	4	101
do do do pref.	50	.....	.....	.....	154	Vermont and Canada*	100	June & Dec.	June, '69	4	57
Cincinnati and Zanesville	50	May & Nov.	Nov., '69	3	154	Vermont and Massachusetts	100	Jan. & July.	Jan., '69	3	57		
Clev., Col., Cin. & Ind.	100	Feb. & Aug.	Aug., '69	3 1/2	154	Virginia Central	100	.....	.....	.....	.....
Cleveland and Mahoning*	50	May & Nov.	Nov., '69	3 1/2	154	Virginia and Tennessee	100	.....	.....	.....	.....
Cleveland and Pittsburg.	100	Quarterly.	Oct., '67	15 1/2	154	do do do pref.	100	.....	.....	.....	.....
Columbus, Chic. & Ind. Central*	100	Quarterly.	Oct., '67	25	154	Western (N. Carolina)	100	Jan. & July.	Jan., '64	4	.....	
Columbus and Xenia*	50	Dec. & June	June, '69	3 1/2	154	Wilmington and Manchester	100	.....	.....	.....	.....
Concord	50	May & Nov.	Nov., '69	3 1/2	154	Wilmington and Weldon	100	Jan. & July.	July, '69	4	.....	
Concord and Portsmouth	100	Jan. & July.	July, '69	3 1/2	154	Worcester and Nashua	100	.....	.....	.....	.....
Connecticut & Passumpsic, pref.	100	Feb. & Aug.	Aug., '69	3	154	.....	.....	.....	.....	.....	.....
Connecticut River	100	Jan. & July.	July, '69	5	154	.....	.....	.....	.....	.....	.....
Cumberland Valley	50	April & Oct.	April, '69	4	154	.....	.....	.....	.....	.....	.....
Dayton and Michigan*	100	.....	.....	.....	154	.....	.....	.....	.....	.....	.....
Delaware	50	Jan. & July.	July, '69	3	154	.....	.....	.....	.....	.....	.....
Delaware, Lackaw. & Western	50	Jan. & July.	July, '69	5	154	.....	.....	.....	.....	.....	.....
Detroit and Milwaukee.	100	.....	.....	.....	154	.....	.....	.....	.....	.....	.....
do do do pref.	100	.....	.....	.....	154	.....	.....	.....	.....	.....	.....
Dubuque and Sioux City*	100	Jan. & July.	July, '69	3 1/2	154	.....	.....	.....	.....	.....	.....
do do do pref.	100	Jan. & July.	July, '69	3 1/2	154	.....	.....	.....	.....	.....	.....
Eastern (Mass.)	100	Jan. & July.	July, '69	4	154	.....	.....	.....	.....	.....	.....
East Tenn. Georgia, Oct. 9.	100	.....	.....	.....	154	.....	.....	.....	.....	.....	.....
East Tennessee and Virginia	100	.....	.....	.....	154	.....	.....	.....	.....	.....	.....
Elmira and Williamsport*	50	May & Nov.	Nov., '69	2 1/2	154	.....	.....	.....	.....	.....	.....
do do do pref.	50	Jan. & July.	Jan., '69	3 1/2	154	.....	.....	.....	.....	.....	.....
Erie.	100	Feb. & Aug.	Feb., '66	4	154	.....	.....	.....	.....	.....	.....
do preferred	100	Jan. & July.	Jan., '68	7	154	.....	.....	.....	.....	.....	.....
Erie and Pittsburg	50	January.	Jan., '68	44	154	.....	.....	.....	.....	.....	.....
Fitchburg	100	Jan. & July.	July, '69	5	154	.....	.....	.....	.....	.....	.....
Georgia	100	Jan. & July.	July, '69	4	154	.....	.....	.....	.....	.....	.....
Grand Trunk (Can.)	100	.....	.....	.....	154	.....	.....	.....	.....	.....	.....
Great Western (Can.)	100	.....	.....	.....	154	.....	.....	.....	.....	.....	.....
Hannibal and St. Joseph	100	.....	.....	.....	154	.....	.....	.....	.....	.....	.....
do do do pref.	100	.....	.....	.....	154	.....	.....	.....	.....	.....	.....
Hartford & N. Haven, Oct. 23.	100	Quarterly.	Sept., '69	5	154	.....	.....	.....	.....	.....	.....
Housatonic, preferred	100	.....	.....	.....	154	.....	.....	.....	.....	.....	.....
Hudson River.	100	April & Oct.	Oct., '69	4	154	.....	.....	.....	.....	.....	.....
Huntingdon and Broad Top*	50	.....	.....	.....	154	.....	.....	.....	.....	.....	.....
do do do pref.	50	Jan. & July.	Jan., '68	3 1/2	154	.....	.....	.....	.....	.....	.....
Illinois Central.	100	Feb. & Aug.	Aug., '69	5	154	.....	.....	.....	.....	.....	.....
Indianapolis, Cin. & Lafayette	50	Mar. & Sept.	Sept., '67	35	154	.....	.....	.....	.....	.....	.....
Jeffersonville, Mad. & In.	100	Jan. & July.	Jan., '66	5	154	.....	.....	.....	.....	.....	.....
Lackawanna and Bloomsburg	50	Jan. & July.	Jan., '66	5	154	.....	.....	.....	.....	.....	.....
Lake Sho. & Mich. South.	100	Feb. & Aug.	Aug., '69	4	154	.....	.....	.....	.....	.....	.....
do do do guar.	100	Feb. & Aug.	Aug., '69	5	154	.....	.....	.....	.....	.....	.....
Lehigh and Susquehanna	50	May & Nov.	Nov., '69	5	154	.....	.....	.....	.....	.....	.....
Lehigh Valley	50	Quarterly.	Oct., '69	106 1/2	154	.....	.....	.....	.....	.....	.....
Little Miami	50	June & Dec.	June, '69	3 1/2	154	.....	.....	.....	.....	.....	.....
Little Schuylkill*	50	Jan. & July.	July, '69	4 1/2	154	.....	.....	.....	.....	.....	.....
Long Island	50	Jan. & July.	July, '69	4 1/2	154	.....	.....	.....	.....	.....	.....
Louisv., Cin. & Lex., pref.	100	Jan. & July.	July, '69	3	154	.....	.....	.....	.....	.....	.....
do do do consol.	100	Jan. & July.	July, '69	4	154	.....	.....	.....	.....	.....	.....
Louisville and Nashville	100	Feb. & Aug.	Aug., '69	4	154	.....	.....	.....	.....	.....	.....
Louisville, New Alb. & Chicago	100	.....	.....	.....	154	.....	.....	.....	.....	.....	.....
Macon and Western	100	June & Dec.	June, '69	2	154	.....	.....	.....	.....	.....	.....
Maine Central	100	.....	.....	.....	154	.....	.....	.....	.....	.....	.....
Marletta & Cin., 1st pref.	50	Mar. & Sept.	Sept., '66	38	154	.....	.....	.....	.....	.....	.....
do do do 2d pref.	50	Mar. & Sept.	Sept., '66	38	154	.....	.....	.....	.....	.....	.....
do do do common	50	.....	.....	.....	154	.....	.....	.....	.....	.....	.....
Manchester and Lawrence	100	May & Nov.	Nov., '69	5	154	.....	.....	.....	.....	.....	.....
Memphis and Charleston.	100	June & Dec.	June, '69	3	154	.....	.....	.....	.....	.....	.....
Michigan Central.	100	Jan. & July.	Jan., '69	5	154	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul.	100	Jan. & July.	Jan., '69	7 & 10 1/2	154	.....	.....	.....	.....	.....	.....
do do do pref.	100	.....	.....								

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 CHARAC- TER OF SECURITIES ISSUED., Amount Out- standing, INTEREST., Where paid., PRICE., Bids., Asked., For a full explanation of this Table see "Railroad Monitor" on a preceding page., Amount Out- standing, INTEREST., Where paid., PRICE., Bids., Asked.

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SOUTHERN SECURITIES.

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

Table of Southern Securities including State Securities (Alabama, Georgia, Louisiana, etc.), City Securities (Alexandria, Atlanta, etc.), and Railroad Securities (Alabama, Georgia, etc.).

PETROLEUM STOCK LIST.

Table of Petroleum Stock List with columns for Companies, Bid, and Asked prices.

GOLD AND SILVER MINING STOCK LIST.

Table of Gold and Silver Mining Stock List with columns for Companies, Bid, and Asked prices.

INSURANCE STOCK LIST.

Table of Insurance Stock List including company names, capital, net assets, dividends, and last paid dates.

COPPER MINING STOCK LIST.

Table of Copper Mining Stock List with columns for Companies, Bid, and Asked prices.

Capital \$1,000,000, in 20,000 shares. Capital \$500,000, in 100,000 shares. Capital of Lake Superior companies generally \$500,000 in 20,000.

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	194	11,593	9,940	Cutlery	98	3,891	3,148
Earthenware	1,609	52,847	45,287	Hardware	103	4,557	4,984
Glass	23,810	453,129	327,709	Iron, RR bars	7,367	841,384	642,306
Glassware	555	16,781	22,091	Lead, pigs	9,941	472,397	867,681
Glass plate	98	8,000	6,180	Spelter, lbs	471,421	101,807	5,278,807
Buttons	76	5,206	6,314	Steel	3,709	145,436	229,192
Coal, tons	3,217	116,833	117,613	Tin, boxes	20,278	1,054,389	770,330
Cocoa, bags	173	17,162	13,193	Tin slabs, lbs	67,640	3,442,240	3,901,739
Coffee, bags	15,732	913,863	985,884	Rags	2,229	91,314	46,123
Cotton bales		2,246	1,042	Sugar, hhds, tcs & bbls	3,675	353,332	379,184
Drugs, &c—				Sugars, boxes & bags	3,213	754,281	508,900
Bark, Peruvian	833	18,630	10,750	Tea	10,110	811,580	713,124
Blea powders	339	25,116	23,043	Tobacco	4,409	39,502	39,234
Brimstone, tons	531	19,343	6,664	Waste	8	2,073	1,163
Cochineal	71	5,874	4,935	Wines, &c—			
Cream Tartar	20	1,684	1,632	Champagne, bks	2,338	104,039	74,887
Gambier		33,515	17,519	Wines	2,438	166,347	90,083
Gums, crude		608	509	Wool, bales	724	45,306	24,692
Gum, Arabic	105	2,863	3,050	Articles reported by value—			
Indigo	36	5,819	4,120	Cigars	\$24,908	\$725,776	\$546,467
Madder	200	9,222	11,607	Corks	1,294	123,923	165,605
Oils, essence	1	248	537	Fancy goods	50,618	1,842,290	1,234,313
Oil, Olive	101	44,453	59,774	Fish	18,229	640,710	423,398
Opium	15	753	930	Fruits, &c—			
Soda, bi-carb	490	76,318	111,890	Lemons	13,044	460,544	395,103
Soda, sal	1,170	34,596	37,306	Oranges	881	697,768	524,188
Soda, ash	970	34,701	34,400	Nuts	7,990	595,684	596,368
Flax	89	1,784	1,597	Raisins		700,032	1,148,047
Furs	74	5,405	5,265	Hides undressed	142,164	3,757,096	5,937,356
Gunny cloth	250	5,570	11,129	Rice		241,966	801,163
Hair	37	7,664	6,635	Spices, &c—			
Hemp, bales		101,163	120,152	Cassia		179,673	114,124
Hides, &c—				Ginger	8,270	47,455	33,326
Bristles	57	1,413	1,246	Pepper	168	224,012	194,925
Hides, dressed	192	16,102	7,554	Saltpetre		176,758	13,549
India rubber	873	83,838	26,204	Woods—			
Ivory		2,592	1,950	Cork	1,863	164,336	133,603
Jewelry, &c—				Fustic	4,016	70,367	115,415
Jewelry	57	2,171	2,088	Logwood	23,425	529,761	211,458
Watches	35	1,003	973	Mahogany		34,746	92,620
Linseed	19,740	557,169	472,982				
Molasses	1,400	156,331	174,479				

COTTON.

FRIDAY, P. M., November 12, 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, Nov. 12. From the figures thus obtained it appears that the total receipts for the seven days have reached 94,108 bales, (against 95,269 bales last week, 80,048 bales the previous week, and 82,305 bales three weeks since), making the aggregate since Sept. 1, 1869, up to this date, 624,798 bales, against 474,649 bales for the same period in 1868, being an increase this season over last season of 150,149 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.
New Orleans	31,711	30,267	424
Mobile	10,475	5,874	2,581
Charleston	9,343	5,760	7,039
Savannah	20,199	13,107	
Texas	8,243	5,194	
Tennessee, &c	3,772	3,951	
Total receipts	94,108	73,121	
Increase this year		20,987	

The exports for the week ending this evening reach a total of 52,766 bales, of which 40,353 bales were to Great Britain and 12,413 bales to the Continent, while the stocks at all the ports as made up this evening, are now 253,253 bales. Below we give the exports and stocks for the week, and also for the corresponding week of last season, as telegraphed to us from the various ports to-night:

Week ending	Exported to—		Total	Same week	Stock	
Nov. 12.	G't Britain.	Cont'n't.	this week.	1869.	1869.	1868.
New Orleans	10,395	7,578	17,973	20,568	110,170	83,591
Mobile	3,118	1,973	5,090	8,855	30,568	21,637
Charleston	6,061		6,061		17,172	7,941
Savannah	11,370	1,082	12,452	2,412	33,197	27,973
Texas	1,148		1,148		22,424	17,840
New York	3,211	1,781	9,992	13,892	21,000	32,112
Other ports	150		150	549	13,722	10,600
Total	40,353	12,413	52,766	46,276	253,253	201,094

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 6,490 bales, while the stocks to-night are 52,159 bales more than they were at this time a year ago. The following is our usual table showing the movement of cotton at all the ports from September 1, to November 5. We do not include our telegrams to-night, as we cannot assure 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.
	1869.	1868.	Great Britain	France	Other Foreign	Total.		
New Orleans	175,502	173,445	81,125	33,287	12,393	76,805	21,578	89,241
Mobile	60,910	46,846	15,787	1,359	448	17,544	6,458	27,489
Charleston	66,139	85,613	6,094		260	6,854	40,092	30,321
Savannah	122,940	70,871	16,553	6,227		22,780	63,167	57,313
Texas	23,907	31,021	843			843	7,989	17,597
New York	6,360	6,550	61,212	4,460	11,656	77,328		20,000
Florida	2,421	2,949					1,050	
North Carolina	16,622	9,957					18,822	860
Virginia	48,708	27,453					45,371	8,337
Other ports	3,966	4,387	795			4,582		6,000
Total this year	532,505		132,359	45,383	28,544	206,236	202,222	224,191
Total last year		409,095	78,553	39,179	18,624	131,356	161,530	141,663

The market the past week has been an almost continually declining one. Early in the week the large receipts at the ports, the uncertainty surrounding the gold premium, and the unfavorable Liverpool advices had a depressing influence on prices, while receivers, unwilling to accumulate stocks, were free sellers. This condition of the market continued until Thursday morning, each day the quotations yielding from 1/8@3/4c; but on Thursday morning, and also again this morning, there appeared to be a considerable falling off in the receipts at the ports, which served not only to steady the market a little, but to arrest the decline, and the close to-night is steady at 25c. for middling uplands, the same as Wednesday. Spinners appear to be buying very sparingly, and only to supply immediate wants. They are held back not only by the uncertainties of the cotton market, but also by the general incertitude pervading all commercial and financial circles. For forward delivery there has been a large business at correspondingly lower rates. Sales of this description reach for the week 12,108 bales (all low middling, or on the basis of low middling, except as hereafter stated), of which 1,358 bales were for November, 600 at 25c., 158 at 24 1/2c., 300 at 24 1/4c., 100 at 24 1/2c., 100 before November 15, on private terms; 3,750 bales for December, 1,600 at 24c., 450 at 24 1/2c., 200 at 24 1/4c., 100 at 24 1/2c., 200 at 24 1/4c., 50 at 24 1/2c., 200 at 24 1/2c., 150 at 25c., 800 on private terms; 3,500 bales for January, 350 at 24c., 1,600 at 24 1/2c., 200 at 24 1/4c., 400 at 24 1/2c., 300 at 24 1/2c., 300 at 24 1/2c., 200 at 25c., 100 at 25 1/2c., 100 on private terms; 1,000 bales for February, 100 at 24 1/2c., 250 at 24 1/2c., 450 at 25c., 100 at 25 1/2c., 100 at 25 1/2c. (middling); 750 bales for March, 150 at 24 1/2c., 300 at 25c., 300 December and January, half each month, at 24c.; 1,450 bales free on board at Charleston; 750 for November at 24 1/2c., 200 November or December at 23 1/2c. (middling), 300 for November at 23 1/2c., 200 time not made public at 23 1/2c. The total sales for immediate delivery this week foot up 18,924 bales (including 4,811 bales to arrive), of which 5,242 bales were taken by spinners, 1,177 bales on speculation, 12,505 bales for export, and the following are the closing quotations:

	Upland & Florida.	Mobile.	New Orleans.	Texas.
Ordinary	23 1/2 @	23 1/2 @	23 1/2 @	24 @
Good Ordinary	24 @	24 1/2 @	24 1/2 @	24 1/2 @
Low Middling	24 1/2 @	24 1/2 @	25 @	25 1/2 @
Middling	25 @	25 1/2 @	25 1/2 @	25 1/2 @

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

	Total sales.	Upland & Florida.	Mobile.	New Orleans.	Texas.
Saturday	2,239	25 1/2 @	26 @	26 1/2 @	26 1/2 @
Monday	3,292	25 1/2 @	25 1/2 @	26 1/2 @	26 1/2 @
Tuesday	2,476	25 1/2 @	25 1/2 @	25 1/2 @	26 1/2 @
Wednesday	4,945	25 @	25 1/2 @	25 1/2 @	25 1/2 @
Thursday	2,515	25 @	25 1/2 @	25 1/2 @	25 1/2 @
Friday	3,457	25 @	25 1/2 @	25 1/2 @	25 1/2 @

THE CROP AND RECEIPTS.—The receipts are smaller to-night than anticipated, the arrivals at the Gulf ports having fallen off materially towards the close of the week. This is probably due to the condition of the rivers, which are said to be low again, as there has been no return of wet weather. This freedom from storm, however, has been highly favorable for picking operations, so that the ingathering of the crop has progressed rapidly. In some sections the year's yield is now almost entirely secured, but in others we are told that the fields are yet white with the open bolls, and that weeks must pass before the work of picking is completed. We do mean that the remark we made in our last with regard to the increased weight of the lint this year, should apply to the entire South. Our information was particularly from portions of Mississippi, Eastern Alabama, Southwestern Georgia and a few other localities. That it may prove true in many other places is not unlikely, but we do not possess the evidence of it at present.

INDIA COTTON.—Our mail advices from India continue quite unfavorable this week, though we believe private cable reports indicate some improvement over previous weeks. This is a very critical period with the Eastern crop. We are, however, inclined to believe that even if there should be three or four hundred thousand bales increase in their crop this year, Europe will get no more of it if prices continue to fall. As we stated last week, the extreme high rates of the last two years have cut off the China demand

from that quarter; but we think it would be found to set in again very quickly and quite extensively with a fall in prices. Hence, with the present decline, we are rapidly nearing the point where any increase in the India crop which can be anticipated this year would have very little influence on the market.

TABLE OF WEEKLY RECEIPTS.—On the 30th of October Messrs. Easton & Co., in their Circular of that day, made a statement explaining how their weekly table of receipts was made up, for the purpose of showing that their totals, although smaller than other authorities, were correct. In this explanation they stated that the Florida, North Carolina and Virginia receipts were only counted by them as they reached New York, Boston, Baltimore and Philadelphia. Last Saturday we replied, stating that in this admission there was reason enough why their receipts were always too small, since a considerable portion of the arrivals at the ports of Florida, North Carolina and Virginia never reached those ports, some going to foreign and some to other domestic ports. The same day Messrs. Easton & Co. quoted in their circular a portion of these remarks, and, while not attempting in the least to defend their plan of making up receipts, pointed out certain particulars in which they thought our figures were too large.

First they say with regard to the Florida cotton, that "if our friends will look at the Savannah Price Current of October 29 they will see that the receipts of that week were 18,425, and that this total included 277 bales from Florida, which were not deducted. The CHRONICLE gave the Savannah receipts for that week as 18,450; therefore they did count the Florida cotton at Savannah and New York." In reply we would say what we supposed was universally known to the trade, that our Savannah receipts are for the week ending Friday night, while the Savannah Price Current's figures are for the week closing Thursday night. The gross Savannah receipts for the week ending Friday night, October 29, were 18,791 bales, (as made up from the daily papers) and after deducting the Florida cotton and some other small lots, left the net receipts at 18,450 bales, as we gave them. So it will be seen that we did not count the Savannah Florida cotton twice, but that the Messrs. Easton failed to count it at all.

Again, with regard to our figures for Virginia, the same circular says: "We were certain that the cotton from Petersburg was always included in the Norfolk total. But to make assurance doubly sure, we telegraphed this morning to the Associated Press agent at Norfolk, Mr. Holloway, asking him about it. His answer is before us, 'Receipts from Petersburg are always included in the Norfolk report.' The Messrs. Easton therefore concluded that we have counted the Petersburg cotton twice. Here we are sorry to be compelled to say they are wrong again, and if they had studied carefully the words of Mr. Holloway's telegram they would have avoided error. Of course all cotton received at Norfolk from Petersburg is counted at Norfolk; but the balance of the Petersburg cotton, which never goes to Norfolk (being more than five-sixths of the Petersburg receipts) is not counted at Norfolk. Hence in our figures it will be found that we never add the full receipts at Petersburg; &c., to the Norfolk statement to make up the Virginia cotton, but first deduct all of the week's shipments from Petersburg, &c., to Norfolk. The receipts for the week in question at Petersburg alone were 1,500 bales. After making the proper deductions we added to the Norfolk figures only 1,263 bales. It is clear, therefore, that we have counted no part of the Petersburg cotton twice.

But we must go one step further. We think we have shown that our manner of making up the receipts is the right and only method, if one desires to include all the arrivals of the week, and that the other plan is necessarily defective. Let us now try these respective modes by results. The Messrs. Easton's weekly figures since September 1 up to last Saturday (September 6) reach an aggregate of 519,755 bales. The total receipts at the ports up to the same date, according to the Shipping List of Wednesday (an authority our friends delight to follow) were (after bringing down the New Orleans, Mobile and Texas figures to that date) 529,557 bales, and this does not pretend to include anything by rail to Boston, Baltimore and Philadelphia, which movement the Messrs. Easton & Co. claim is embraced in their total. Adding, therefore, these figures (3,708 bales) we have as the correct total, up to November 6, of receipts at the ports 533,265 bales; showing that our friends have lost in the nine and one-half weeks since September 1 (most of it during the last five weeks) 13,520 bales. Does it look, after this exhibit, as if our figures were too large, or as if Messrs. Easton & Co.'s are too small?

We must beg the forbearance of our readers for taking up so much space with this discussion; and yet it is of the highest importance to the commercial interests, not only of this country but of the world, that these tables of weekly receipts should be neither exaggerated nor belittled. Hence, if our figures are wrong, we have only one desire, and that is to get them right; but if they are right we do not enjoy having them called wrong.

Since the foregoing was written we have received the following letter, which simply confirms what we have stated above:

NORFOLK, November 10, 1869.

Wm. B. DANA, Esq.

Dear Sir: Yours of the 8th is at hand. Mr. Easton's inquiry was whether I included in Norfolk's receipts, receipts from Petersburg. I replied yes. But I do not include the receipts at Petersburg. Receipts from Petersburg thus far have been very light, and I have included them in Norfolk's net receipts. Hereafter I shall not include receipts from Petersburg in my net receipts.

Very truly, yours,

WILLIAM F. HOLLOWAY,
Agent Associated Press.

The exports of cotton this week from New York show an increase from last week, the total reaching 15,501 bales, against 11,017 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, 1869; 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, 1869

EXPORTED TO	WEEK ENDING				Total to date	Same time prev. year.
	Oct. 19.	Oct. 28.	Nov. 2.	Nov. 9.		
Liverpool.....	7,876	10,971	8,792	13,745	61,056	81,143
Other British Ports.....	....	....	40	11	156	25
Total to Gt. Britain.	7,876	10,971	8,832	13,756	61,212	81,168
Havre.....	890	....	744	....	4,457	4,336
Other French ports.....	3	....	....	....	8	....
Total French.....	893	....	744	....	4,460	4,336
Bremen and Hanover.....	1,051	1,393	1,083	1,275	6,912	2,979
Hamburg.....	2,113	736	359	470	4,741	4,013
Other ports.....	....	....	....	....	....	....
Total to N. Europe.	3,164	2,129	1,441	1,745	11,656	6,992
Spain, Oporto and Gibraltar &c	....	....	....	....	....	....
All others.....	....	....	....	....	....	328
Total Spain, etc.....	....	....	....	....	....	....
Grand Total.....	11,433	13,100	11,017	15,501	77,323	43,821

The following are the receipts of cotton at New York, Boston, Philadelphia and Baltimore for the last week, and since September 1, 1869:

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.....	1,417	17,653	2,369	5,458	....	245	....	20
Texas.....	1,862	8,470	....	....	....	....	....	....
Savannah.....	3,298	49,596	....	360	444	3,956	268	5,808
Mobile.....	625	3,395	....	....	....	....	....	....
Florida.....	735	1,785	....	....	....	....	....	....
South Carolina.....	4,756	37,388	....	215	865	2,560	625	3,573
North Carolina.....	1,323	11,802	....	7	....	147	362	1,117
Virginia.....	4,742	26,531	1,152	5,809	....	....	1,746	9,787
North'n Ports.....	696	1,626	1,106	11,348	....	....	....	84
Tennessee, &c.....	2,117	8,498	1,008	2,568	299	954	348	2,099
Foreign.....	....	....	....	....	....	....	....	6
Total this year	21,572	166,551	5,635	25,565	1,103	7,862	3,247	22,489
Total last year.	24,518	141,646	6,500	23,723	493	6,136	2,732	14,900

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 38,917 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday, except Galveston, and the figures for that port are the exports for two weeks back. With regard to New York, we include the manifests only up to Tuesday night, to make the figures correspond with the official week. Below we give a list of the vessels in which these shipments from all ports, both North and South, have been made:

Exported this week from—		Total bales.
NEW YORK —To Liverpool, per steamers City of Baltimore 812	Scotia	469
Nevada, 1,351	Palmyra, 1,597	Virginia, 2,171
City of Dublin, 4,018	City of Paris, 763	per ships Chancellor, 1,225
Trimoun'ain, 385	Artist, 72	Neptune, 379
.....		13,745
To Glasgow, per steamer India, 11	.....	11
To Bremen, per steamer Rhein, 1,275	.....	1,275
To Hamburg, per steamer Cimbria, 470	.....	470
NEW ORLEANS —To Liverpool, per ship Alicia, 3,989	.....	3,989
To Havre, per ship T. Harward, 3,760	.....	3,760
To Bremen, per steamer Bremen, 2,046	.....	2,046
MOBILE —To Liverpool, per ship Expounder, 3,133	.....	3,133
SAVANNAH —To Liverpool, per ship Mont Blanc, 1,964	Uplands per ship Alexandria, 29	Uplands (additional).....
To Havre, per bark Exchange, 1,065	Upland per bark Sun Star, 1,707	Uplands per bark Newcastle, 2,426
.....		5,198
To Barcelona, per brig Merced, 376	Uplands.....	376
GALVESTON —To Liverpool, per bark Skirmer, 843	.....	843
BALTIMORE —To Bremen, per steamer Berlin, 2,078	.....	2,078

Total exports of cotton from the United States this week bales. 38,917

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

	Liv- pool.	Glas- gow.	Havre.	Bre- men.	Ham- burg.	Barce- lona.	Total.
New York.....	13,745	11	....	1,275	470	....	15,501
New Orleans.....	3,989	....	3,760	2,046	....	....	9,795
Mobile.....	3,133	....	....	....	....	....	3,133
Savannah.....	1,993	....	5,198	....	....	376	7,567
Galveston.....	843	....	....	....	....	....	843
Baltimore.....	....	....	....	2,078	....	....	2,078
Total.....	23,703	11	8,958	5,399	470	376	38,917

CORRECTION.—In last week's "shipping news" it was stated that the Bark M. W. Norwood cleared for Havre. It should have been Brig, not Bark. It was also stated that the J. S. Norwood cleared for Havana; it should have been Havre.

GOLD, EXCHANGE, AND FREIGHTS.—Gold has fluctuated the past week between 126½ and 127½, and the close to-night was 126½. Foreign Exchange closed rather weak with limited transactions. Late transactions were effected on basis of 108½@109 for Lon'on bankers long, 109½@109½ for short and 109½@108½ for commercial. Freights closed at ½d by steam and 3-16d by sail to Liverpool, 1½@1½c by steam and ¾c by sail to Havre, ½d by steam to Hamburg and 1½c by steam and ¾c by sail to Bremen.

BY TELEGRAPH FROM LIVERPOOL.

LIVERPOOL, November 12—4:30 P. M.—Cotton.—The market opened quiet, and after ruling dull during the middle of the day, closed this evening steady. Sales have reached 12,000 bales, of which 1,500 were taken for export and speculation. The sales of the week have been 50,000 bales, of which 7,000 were taken for export, and 4,000 on speculation. The receipts of the week have been 86,000 bales, of which 13,000 are American. The stock in port is estimated at 435,000 bales, of which 31,000 are American. The stock afloat is estimated at 234,000 bales, of which 76,000 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:

	Nov. 12.	Nov. 5.	Oct. 29.	Oct. 22.
Total sales.....	50,000	108,000	67,000	92,000
Sales for export.....	7,000	20,000	9,000	17,000
Sales on speculation.....	4,000	21,000	8,000	21,000
Total stock.....	435,000	398,000	428,000	434,000
Stock of American.....	31,000	31,000	29,000	35,000
Total afloat.....	284,000	341,000	323,000	312,000
American afloat.....	76,000	68,000	49,000	33,000

TOBACCO.

FRIDAY, P. M., November 12, 1869.

There is a decrease in the exports of crude tobacco this week, the total from all the ports reaching 742 hhds., 515 cases, 1,685 bales, and 27 hhds stems, against 1,732 hhds, 277 cases, and 2,728 bales for the previous seven days. Of these exports for this week 533 hhds., 455 cases 1,185 bales and 18 pkgs. were from New York; 200 hhds. and 499 bales from Baltimore; 9 hhds 59 cases and 1 bale from Boston. The direction of the shipments of hhds. was as follows: To Bremen, 235; to Hamburg, 72; to Gibraltar 156; to Liverpool, 206; to Bristol 30; to London 22, and the balance to different ports. During the same period the exports of manufactured tobacco reached 51,744 lbs., of which 40,098 lbs. were to Adelaide. The full particulars of the shipments from all the ports were as follows:

Exp'd this week from	Hhds.	Cases.	Bales.	Tcs.	Hhds. Stems.	Pkgs.	Man'd lbs.
New York.....	533	455	1,185	....	....	18	51,744
Baltimore.....	200	....	499	....	27	....	....
Boston.....	9	59	1	....	....	60	....
Philadelphia.....	....	....	....	....	....	....	....
New Orleans.....	....	....	....	....	....	....	....
Portland.....	....	....	....	....	....	....	....
San Francisco.....	....	1	....	....	....	....	....
Total.....	742	515	1,685	....	27	78	51,744
Total last week.....	1,732	277	2,728	....	....	66	207,231
Total previous week.....	2,542	537	1,553	250	519	154	81,789

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, 1869:

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

To	Hhds.	Cases.	Bales.	Cer's & tcs.	Stems. hhd.	Pkgs. & bxs.	Man'd lbs.
Great Britain.....	258	....	181	....	....	....	6,690
Germany.....	307	20	1,493	....	27	....	....
Belgium.....	....	....	....	....	....	....	....
Holland.....	....	....	....	....	....	....	....
Denmark.....	....	....	....	....	....	....	....
Italy.....	....	....	....	....	....	....	....
France.....	....	....	....	....	....	....	....
Spain, Gibralt. &c.....	156	312	60	....	....	....	....
Mediterranean.....	....	....	....	....	....	....	....
Austria.....	....	....	....	....	....	....	....
Africa, &c.....	....	....	....	....	....	....	....
China, India, &c.....	....	....	....	....	....	....	....
Australia, &c.....	....	....	....	....	....	....	40,098
B. N. Am. Prov.....	9	59	1	....	....	60	....
South America.....	10	123	....	....	....	18	....
West Indies.....	2	....	....	....	....	....	4,956
East Indies.....	....	....	....	....	....	....	....
Mexico.....	....	1	....	....	....	....	....
Honolulu, &c.....	....	....	....	....	....	....	....
All others.....	....	....	....	....	....	....	....
Total since Nov 1.....	742	515	1,635	....	27	78	51,744

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

From	Hhds.	Cases.	Bales.	Tcs. & cer's.	Stems. hhd.	Bxs. & pkgs.	Lbs. Man'd.
New York.....	533	455	1,185	....	....	18	51,744
Baltimore.....	200	....	499	....	27	....	....
Boston.....	9	59	1	....	....	60	....
Philadelphia.....	....	....	....	....	....	....	....
New Orleans.....	....	....	....	....	....	....	....
San Francisco.....	....	1	....	....	....	....	....
Virginia.....	....	....	....	....	....	....	....
Portland.....	....	....	....	....	....	....	....
Total since Nov 1.....	742	515	1,635	....	27	78	51,744

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

RECEIPTS AT NEW YORK SINCE NOVEMBER 1, 1869.

From	This week		Previously		T's in Nov. 1	
	hhd.	pkgs.	hhd.	pkgs.	hhd.	pkgs.
Virginia.....	25	918	59	1,957	84	2,875
Baltimore.....	....	....	58	63	58	63
New Orleans.....	....	....	23	....	23	....
Ohio, &c.....	315	120	229	196	544	316
Other.....	....	3	....	7	....	10
Total.....	340	1,041	369	2,223	609	3,264

The market continues quiet, but in view of adverse crop accounts, rules very firm.

Kentucky leaf has been in but limited request, mainly for the home trade. At the prices asked by leading holders, with current rates of freight and exchange, shippers can do nothing of any consequence, while holders, having confidence in the future, refuse to make concessions. The sales for the week are about 600 hhds, nearly all to the home trade, prices ranging from 8½ to 15c., but mostly of the lower qualities at 8½@10c.

Seed leaf also remains quiet, parties in the trade being

apart in their views. The sale embrace 125 cases western fillers at 8½@9c.; and 200 cases Connecticut, including good wrappers at 42½c.

Spanish tobacco has been in good demand, both for export and home use. Sales 228 bales Havana at 32@38c. gold, in bond; 150 bales do at 95@105c. currency, duty paid; 40 bales Remedios on private terms.

Manufactured tobacco is quiet.

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

EXPORTS OF TOBACCO FROM NEW YORK.*

	Hhds.	Cases.	Bales	Pkgs.	Man'd lbs.
Liverpool.....	206	....	131	....	....
London.....	12	....	....	....	6,690
Bri tol.....	30	....	....	....	....
Hamburg.....	72	....	244	....	....
Bremen.....	45	20	750	....	....
Gibraltar.....	156	312	60	....	....
Adelaide.....	....	....	....	....	40,098
Danish West Indies.....	2	....	....	....	1,990
British West Indies.....	....	....	....	....	3,666
British Guiana.....	7	....	....	....	....
New Granada.....	....	123	....	....	....
Argentine Republic.....	3	....	....	18	....
Total.....	533	455	1,185	18	51,744

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

From Baltimore—To Bremen 190 hhds, 27 do stems and 499 bales.... To London 10 hhds.
From Boston—To St. Pierre. Miq, 35 cases, 1 ba'e and 60 boxes .. To Halifax and Charlottetown 9 hhds To the Provinces 9 cases and 30 half do.
From San Francisco—To Mexican ports 1 case.

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

BREADSTUFFS.

FRIDAY, November 12, 1869, P. M.

The market for Breadstuffs the past week has been variable, but the close is very firm, with a slight upward tendency in prices. The receipts through the Erie Canal are now nearly over for the season, and the stocks quite depreciated.

Flour has arrived freely, and though met by a better export demand, especially for the lower grades, the pressure to sell from the wharf has caused a steady decline in prices until yesterday, when some speculation developed itself, and large lines of shipping extras, Western and State, were sold in the range of \$5 25@5 75. There is since a slight recovery from the lower figure and the market closed firm though less active. Southern Flour gave way last Monday fully 25c per bbl., and the decline was followed with a liberal business for the West Indies and South America, which pretty well cleared the market, and the close is firmer. Rye Flour unchanged. Corn Meal declined 25c per bbl., without leading to important business.

Wheat has arrived very freely and as freely sent to store; so that in the face of dull accounts from Liverpool, prices have been supported, and within the past day or two a general advance of 2@3c per bushel has taken place. The offerings have been but a small proportion of the receipts, but notwithstanding the rapid increase of the stock in store, it is now foreseen that at the close of navigation there will be a considerable deficiency as compared with two previous years. This has given holders considerable confidence, and caused a decline in ocean freights. The market closed firm at \$1 41 for choice Winter and \$1 29@1 30 for No. 2 Spring.

Corn has shown considerable speculative strength, with a moderate demand for consumption. Stocks are small, the prospect of a supply of new corn from the South is very poor and holders generally looking for a material advance. There were large speculative orders on the market to-day for prime Western mixed at \$1 06, but they could not be filled, although the demand was otherwise small. The remarks we have made in relation to corn apply equally as well to oats, which close unsettled. Rye remains quiet. Barley has continued to droop, although very sparingly offered at current prices. The business to-day embraced State at \$1 for two-rowed; \$1 20 for four-rowed, and \$1 28 for Canada West. Barley Malt and Canada Peas are still nominal.

The following are closing quotations:

Flour—	Wheat, Spring, per bush.	\$1 07@1 26
Superfine..... 3 bbl.	Red Winter.....	1 25@1 37
Extra State.....	Amber do.....	1 40@1 43
Extra Western, com-	White.....	1 45@1 55
mon.....	White California.....@....
Double Extra Western	Corn, Western Mix'd, new	1 03@1 07
and St. Louis.....	Yellow new.....	1 08@1 13
Southern supers.....	White new.....	1 10@1 15
Southern, extra and	Rye.....	1 08@1 18
family.....	Oats.....	62@68
California.....	Barley.....	1 00@1 30
Rye Flour, fine and super	Malt.....@....
fine.....	Peas, Canada.....@....
Corn Meal.....		
4 75@6 00		
4 75@5 50		

In Bags.	New York.	Phila- delphia.	Balti- more.	New Orleans.	Savan. & Mobile.	Gal- veston.	Total
Stock	73,713		15,300	10,900	1,000		100,913
Same date 1868.	134,414	2,000	23,000	1,500	4,000	1,000	171,914
Imports	640,694	8,200	264,337	81,568	26,866	2,800	1,024,466
" in 1868.	653,185	13,736	234,953	67,571	13,081	2,800	918,694

Of other sorts the stock at New York, Nov. 11 and the imports at the several ports since Jan. 1 were as follows:

In bags.	New York Stock.	Import.	Boston import.	Philadel. import.	Balt. import.	N. Orleans import.	Total imports at all the ports.
Java	1686	*45,762	*17,375				
Singapore		*4,834	13,366	1,109			
Ceylon		17,109	943				
Maracaibo	1,158	52,229					
Laguayra		20,443		18,762			
St. Domingo		64,359	7,593				
Other	15,110	16,863	1,163	1,254	1,008	1,246	
Total	6,954	221,639	40,440	21,125	1,008	1,246	285,448
Same '68.	31,958	269,827	47,529	22,778	1,379	207	341,720

* Includes mats, &c., reduced to bags. † Also 28,391 mats.

SUGAR.

The market for raw sugars showed more strength at the beginning of the week, and though no quotable advance has been obtained in prices, there has since been an improved tone, more particularly in refining sugars. Refiners find but little encouragement in the market for their own goods, and are discussing the propriety of reducing their working time, but continue to buy as their wants require, and have not yet diminished their production. The threatened destruction of the growing sugar crop by the leader of the revolutionary forces in Cuba has attracted very little attention, and made no impression on the market. Refined sugars have been dull, and prices have receded gradually, losing 1/4c. to 3/8c. since our last report. The sales of raw sugars include 4,739 hhds. of Cuba, 710 do. of Porto Rico, 33 do. of Barbadoes, 296 do. of Demerara, and 1618 boxes of Havana.

Imports for this week at New York, and stock on hand November 11, were as follows:

Imports this week	Cuba, bxs.	Cuba, *hhds.	P. Rico, *hhds.	Other, *hhds.	Brazil, bgs.	M'nila, &c bgs.
	6,030	3,029	327	45		32,932
Stock on hand	105,784	73,055			133,00	29,593
Same time 1868	31,428	43,177			133,00	29,593
" " 1867	37,873	21,421			133,00	29,593

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

Imp's since Jan 1, at New York	Boxes		*Hhds		Brazil, Manila bgs.	
	1869.	1868.	1869.	1868.	1869.	1868.
Portland	8,858	18,886	9,333	11,046		
Boston	32,616	63,141	66,899	69,913	12,600	159,486
Philadel.	32,575	55,119	69,058	71,934	49,650	
Baltimore	44,517	27,397	64,352	62,327	10,955	
N. Orleans	78,367	65,803	9,615	12,393		
Total	562,026	439,681	534,661	549,804	208,991	476,999

* Including tierces and barrels reduced to hhds.

MOLASSES.

The stock here is mostly composed of the poorer qualities, and the choice grades, suitable for refiners, are wanted. There has been more doing in the latter description, while the others are still neglected. The first new crop Louisiana molasses has been sold here this week, bringing at auction 99@106c. Prices for foreign molasses are weak, and sales are made at lower figures. The transactions of the week include 674 hhds. of Cuba, 479 do of Porto Rico, 184 do. of Demerara, and 143 bbls. of New Orleans.

The receipts of the week at New York, and the stock on hand November 11, were as follows:

Imports this week	Cuba, *Hhds.	P. Rico, *Hhds.	Demerara, *Hhds.	Other, *Hhds.	N. O. Bbls.
	2,445	30		376	
Stock on hand	8,488	1,117		1,379	
Same time 1868	9,062	1,476		2,367	

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	142,193	166,485	13,719
Boston	29,966	56,117	
Baltimore	47,01	54,954	762
Philadelphia	91,207	77,460	2,722
Baltimore	22,710	23,587	434
New Orleans	12,061	18,199	
Total at all ports	345,238	396,636	17,637

* Including tierces and barrels reduced to hhds.

SPICES.

The market remains very firm. The stocks are mainly held by parties who are at the present indisposed to make any concession, and offer their supplies only at full prices.

FRUITS.

In foreign-dried fruits there has been no noticeable change in prices except perhaps in Turkish prunes, which are held at easier rates. The arrivals of new crop fruits have been very light, and with the little improvement occasioned by the approach of Thanksgiving, the market has been pretty well sustained.

Domestic dried have been very quiet, a few Western and State dried apples have made their appearance upon the market and are nominally held at 10@10 1/2c., a price which it would be difficult to realise for the western stock which has been received so far.

Peaches are inactive, fine pared would bring 20@21c.; unpeeled about 10@11c. Blackberries also are quiet.

The green fruit from Europe, which has come upon the market this week, has been generally in poor condition, Messina lemons obbing at \$5 per box. West India green fruit has been in fair

supply. Havana oranges have been sold at \$9 per bbl, though generally held at \$10@10 50. Green apples have been less active this week, selling at \$3 75@\$4 25 per bbl. for fair to choice fruit.

We annex ruling quotations in first hands:

Tea.

DUTY: 25 cents per lb.		Duty paid	
Hyson, Common to fair	78 @ 85	do	do Ex f. to finest 68 @ 83
do Superior to fine	90 @ 100	Unool. Japan, Com. to fair	80 @ 85
do Ex fine to finest	105 @ 130	do	Sup'r to fine. 85 @ 90
Y'g Hyson, Com. to fair	72 @ 78	do	Ex f. to finest 105 @ 120
do Super. to fine	82 @ 105	Oolong, Common to fair	65 @ 70
do Ex fine to finest	120 @ 145	do	Superior to fine... 75 @ 85
Gunp. & Imp., Com. to fair	85 @ 100	do	Ex fine to finest 100 @ 130
do Sup. to fine	100 @ 125	Souc & Cong., Com. to fair	80 @ 85
do do Ex. f. to finest	130 @ 180	do	Sup'r to fine. 90 @ 95
H. Sk. & Tw'kay, C. to fair	65 @ 70	do	Ex f. to finest 105 @ 135
do do Sup. to fine	72 @ 80		

Coffee.

DUTY: When imported direct in American or equalized vessels from the place of its growth or production; also, the growth of countries this side the Cape of Good Hope when imported indirectly in American or equalized vessels, 5 cents per lb.; all other, 10 per cent ad valorem in addition.

do. Prime, duty paid	gold 11 @ 12	Native Ceylon	gold 17 @ 19
do good	gold 10 @ 11	Maracaibo	gold 16 @ 20
do fair	gold 9 @ 10	Laguayra	gold 16 @ 18
do ordinary	gold 8 @ 9	St. Domingo, in bond	gold .. @ 10
Java, mats and bags	gold 23 @ 23 1/2	Jamaica	gold 15 @ 16

Sugar.

DUTY: On raw or brown sugar, not above No. 12 Dutch standard, 3; on white or clayed, above No. 12 and not above No. 15 Dutch standard, not refined, 3 1/2; above 15 and not over 20, 4; on refined, 5; and on Melado 2 1/2 cents per lb.

Cuba, inf. to com refining	10 1/2 @ 10 1/2	do	do	14 1/2 @ 14 1/2
do fair to good	11 @ 11 1/2	do	do white	14 1/2 @ 15 1/2
do prime	11 1/2 @ 12	Porto Rico, refining grades	1 1/2 @ 1 1/2	
do fair to good grocery	11 1/2 @ 11 1/2	do	grocery grades	11 1/2 @ 11 1/2
do pr. to choice	12 @ 12 1/2	Brazil, bags	10 1/2 @ 11 1/2	
do centrifugal hhd. & bxs	10 1/2 @ 13	Manila, bags	10 @ 10 1/2	
do Melado	6 @ 8 1/2	Hards	15 @ 15 1/2	
do molasses	9 1/2 @ 11 1/2	White sugars, A	14 @ 14 1/2	
Hav'a, Box, D.S. Nos. 7 to 9	10 1/2 @ 11 1/2	do do B	14 @ 14 1/2	
do do do 10 to 12	10 1/2 @ 11 1/2	do do extra C	14 @ 14 1/2	
do do do 13 to 15	12 1/2 @ 12 1/2	Yellow sugars	13 1/2 @ 14 1/2	
do do do 16 to 18	13 1/2 @ 14			

Molasses.

DUTY: 8 cents per gallon.		do Clayed	40 @ 46
New Orleans (new)	98 @ 105	Barbadoes	45 @ 60
Porto Rico	50 @ 70		
Cuba Muscovado, refining	43 @ 55		

Spices.

DUTY: mace, 40 cents; nutmegs, 30; cassia and cloves, 20; pepper and pimento, 15; and ginger root, 5 cents per lb.

Cassia Batavia, gold	44 @ 45	Pepper, in bond (gold)	10 1/2 @ 10 1/2
Cassia, in mats	45 @ 46	Pepper, Singapore	25 @ 26
Ginger, race and Af (gold)	12 @ 12 1/2	do Sumatra	25 @ 26
Mace	1 @ 1 30	Pimento, Jamaica (gold)	19 @ 20
Nutmegs, casks	1 05 @ 1 10	do in bond (gold)	5 1/2 @ 4
do cases Penang	1 10 @ 1 15	Cloves	26 @ 26 1/2

Fruit.

DUTY: Raisins, Currants, Figs, Plums and Prunes, 5; Shelled Almonds, Almonds, 6; other nuts, 2; Dates, 2; Pea Nuts, 1; Shelled do, 1 1/2; Filberts and Walnuts, 3 cents per lb; Sardines, 50; Preserved Ginger, 50; Green Fruits, 5 cent ad val.

Raisins, seedless	7 75 @ 8 00	Sardines	per qr. box 18 @ 18 1/2
do Layer, new	4 40 @ ..	Figs, Smyrna	per lb .. @ 16
do Valecia, old	15 @ ..	do New	per lb 18 @ 22
do do new	18 @ ..	Brazil Nuts	.. @ 15
Currants, new	14 @ ..	Filberts, Sicily	15 @ 16
Citron, Leghorn	.. @ 36	Walnuts, Bordeaux	.. @ 10 1/2
Prunes, Turkish	12 @ ..	Macaroni, Italian	.. @ 18
Dates	.. @ 12	DRIED FRUIT—	
Almonds, Languedoc	28 @ ..	Apples, Southern	per lb 7 @ 9 1/2
do Provence	.. @ 23	do do sliced	9 1/2 @ 11
do Sicily, Soft Shell	.. @ 16	Blackberries	14 @ ..
do Shelled, Spanish	39 @ 40	Peaches, pared new	20 @ 22
Sardines	per hi. box .. @ 32	Peaches, unpared	8 1/2 @ 11

THE DRY GOODS TRADE.

FRIDAY, P. M., November 12, 1869.

The general aspect of the market has not materially changed since our last report. There has been no important increase in the demand for goods, and cotton has also declined nearly 1c per lb, so that the principal influences have been unfavorable to much activity, or firmness in prices. Jobbers show a disposition to make concessions on large lots, even where no reduction is made in the nominal price of goods, and the desire to attract attention leads to much irregularity in quotations, as usual, in time of dullness at the end of the season. Instead of offering "drives" and using various devices to stimulate a small business, it would be better for jobbers in such times to reduce their expenses so far as practicable, put their prices at the lowest paying point, keep their goods well advertised, and then wait for a healthy trade, which would come just as soon in that way as if they resorted to the practices referred to above, which are now so well understood by the country trade. In the auction houses there has been more activity but at lower prices. The difficulty in discounting even the very best classes of commercial paper stands in the way of a healthy movement in this direction as in nearly all other branches of business.

Several failures of minor importance among woolen goods houses have occurred, but no particular significance is attached to them so far as the general state of the trade is concerned.

The exports of dry goods for the past week, and since January 1, 1869, and the total for the same time in 1868 and 1860 are shown in the following table:

Exports to	FROM NEW YORK.		FROM BOSTON.	
	Domestics. pkgs.	Val.	Dry Goods. packages.	Domestics. pkgs.
British West Indies.	1	\$78	....	....
Porto Rico	2	170	....	....
Argentine Republic.	20	1,195	....	....
Liverpool.....	....	....	36	14,756
Hamburg.....	....	....	4	7,550
Canada.....	....	....	4	1,292
Haiti.....	....	....	68	5,307
New Granada.....	....	....	10	4,400
Brazil.....	....	....	221	32,041
Para.....	....	....	....	20
St. Pierre.....	....	....	....	32
British Provinces...	....	....	....	24
Total this week..	23	\$1,438	343	\$65,346
Since Jan. 1, 1869...	18,273	1,972,103	4,818	960,011
Same time 1868.....	22,325	1,331,214	4,387	1,387,355
" " 1860.....	79,176	....	....	31,600

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

BROWN SHEETINGS AND SHIRTINGS continue dull for the most part and prices rule pretty low. Certain brands of medium weight, however, are scarce and considerably sought for. Fine goods are weak, and drives in some brands are daily offered. Agawam F 36 12, Amoskeag A 36 15, Atlantic A 36 15 1/2, do H 36 15, do P 36 12 1/2, do L 36 14, Appleton A 36 5, Augusta 36 14 1/2, do 30 13, Broadway 36 12 1/2, Bedford R 30 10, Boott H 27 11, do O 34 12, do S 40 14, do W 45 19, Commonwealth O 27 8, Grafton A 27 9, Graniteville AA 36 15 1/2, do EE 36 14 1/2, Great Falls M 36 13, do S 33 11 1/2, Indian Head 36 15 1/2, do 30 13, Indian Orchard A 40 15, do C 36 13 1/2, do BB 36 12, do W 34 11 1/2, do NN 36 14 1/2, Laconia O 39 14 1/2, do B 37 14, do E 36 12 1/2, Lawrence A 36 12 1/2, do C 36 15, do F 36 13, do G 34 12 1/2, do H 27 11, do LL 36 12 1/2, Lyman O 36 14, do E 36 15 1/2, Massachusetts BB 36 13, do J 30 12, Medford 36 14, Nashua fine 36 14, do 36 15 1/2, do E 40 18, Newmarket A 12 1/2, Pacific extra 36 15 1/2, do H 36 15, do L 36 13 1/2, Pepperell 7-4 —, do 8-4 35, do 9-4 40, do 10-4 45, do 11-4 —, Pepperell E fine 39 15 1/2, do R 36 14, do O 36 13 1/2, do N 30 12 1/2, do G 30 13, Pocasset F 30 10, do K 36 13 1/2, do Canoe 40 16, Saranac fine O 33 4, do R 36 15 1/2, do E 39 17 1/2, Sigourney 36 10 1/2, Stark A 36 15, Swift River 36 12, Tiger 27 9, Tremont M 33 11.

BLEACHED SHEETINGS AND SHIRTINGS are also very dull and without change in price, except in wide goods, which have fallen off considerably. Amoskeag 46 19, do 42 17 1/2, do 54 24, American A 36 12 1/2, Androscoggin L 36 16 1/2, Auburn 36 —, Attawaugan XX 36 1 1/2, do X 36 10, Atlantic Cambric 36 24, Ballou & Son 36 14 1/2, do 31 11 1/2, Bartletts 36 15 1/2, do 33 14, do 31 13 1/2, Bates XX 36 17 1/2, do B 33 14, Blackstone 36 15, do D 37 13 1/2, Boott B 36 15, do C 33 13 1/2, do E 36 12 1/2, do H 28 11 1/2, do O 30 12 1/2, do R 23 10, do W 45 19 1/2, Clarks 36 20, Dwight 40 21, Ellerton 10-4 50, Forestdale 36 16, Fruit of the Loom 36 17, Globe 27 8 1/2, Gold Medal 36 14 1/2, Green Mfg Co 36 12, do 31 10 1/2, Great Falls Q 36 16 1/2, do J 33 —, do S 31 12, do A 32 14, Hill's Semp. Idem 36 16, do 33 14 1/2, Hope 36 15, James 36 14 1/2, do 33 13 1/2, do 31 —, Lawrence B 36 15, Lonsdale 36 16 1/2, Masonville 36 17, Newmarket C 36 —, New York Mills 36 22 1/2, Pepperell 6-4 —, do 8-4 40, do 9-4 45, do 10-4 50, Rosebuds 36 15 1/2, Red Bank 36 12, do 33 10 1/2, Slater J. & W. 36 —, Tuscarora 36 18, Utica 5-4 3 1/2, do 6-4 37 1/2, do 9-4 62 1/2, do 10-4 67 1/2, Waltham X 33 —, do 42 18, do 6-4 32 1/2, do 8-4 40, do 9-4 45, do 10-4 50, Wamsutta 45 28, do 40 1/2 25, do 36 20, Washington 33 9 1/2.

BROWN DRILLS have been a trifle more in demand, and lower prices would probably lead to a fair trade for export. Amoskeag 17 1/2, Graniteville D 16, Hamilton 17, Laconia 17, Pepperell 17, Stark A 17, do H 15 1/2.

PRINTS are steady for the most part, choice styles being freely taken, and on the whole the market is quite satisfactory, new work is coming steadily forward, and being for the most part in tasty and desirable designs, is freely absorbed by the trade at current rates, which are considered low by both parties. Many new and fine designs are to be produced for the coming spring trade, printers evidently intending that the business shall not lag from any lack of effort on their part. Allens 12, American 12 1/2, Amoskeag —, Arnolds 10 1/2, Conestoga 12 1/2, Dunnell's 12 1/2, Freeman 10 1/2, Gloucester 12, Hamilton 13 1/2, Home 8 1/2, Lancaster 12, London mourning 11 1/2, Mallory 12, Manchester 12 1/2, Merrimac D 12 1/2, do pink and purple 15, do W 14, Oriental 12, Pacific 12 1/2, Richmond's 12, Simpson Mourning 11 1/2, Sprague's purple and pink 13 1/2, do blue 13 1/2, do shirtings 13 1/2, Wamsutta 9 1/2.

PRINT CLOTHS continue to exhibit a slight improvement, although the demand is far from satisfactory, to holders. Stocks are reported rather limited, and manufacturers are sanguine of an early movement. Printers supply themselves only for present wants, evidently not caring to swing any amount of the goods to the ensuing season. Speculators have not taken hold as yet, even these daring personages not apparently being willing to incur the risks of another experience like that of the past spring. Prices range from 6 1/2 to 7 1/2 cents the last for 64, standard.

MUSLIN DELAINES are in steady request and firm. City trade apparently absorbs the majority of these goods at the present time, only small quantities going into country dealers' hands. Hamilton 20, Tycoon Repts 27 1/2, Lowell 20, Pacific Armures 20, do Robe de C 22 1/2, do Alpacas 22 1/2, do 6-4 26, Percales 4-4 31, Pekin Lustres 18.

GINGHAMS are moving moderately, the season being too far advanced for any active demand. Stocks are sold close up, and prices are thus prevented from becoming very weak. Allamance plaid 18, Caledonia 14, Earleton 22 1/2-25, Glasgow 16, Hampden 16, Lancaster 17, Pequa 13 1/2.

CANTON FLANNELS are fairly steady, though as the season advances concessions are to be obtained on such brands as accumulate or are less

popular. Brown—Amoskeag AA 32, do A 24, Ellerton N 27, do O 24, do P 21 1/2, Great Falls F 23, Laconia 18 1/2. Bleached—Amoskeag A 27, do B 25, Ellerton W H 42, do N 30, Great Falls F 25, Naumkeag F 19.

OTHER COTTON GOODS are irregular and dull; trade not at all satisfactory generally.

CHECKS.—Caledonia 70 27 1/2, do 50 26, do 12 26 1/2, do 10 24, Kennebeck 25, Ladark No. 2 12 1/2-13, Medford 18, Park No. 60 19, do 70 21, do 80 24, do 90 27 1/2, do 100 30, Pequa No. 1, 200 13 1/2, do 2,000 25, do 2,800 27 1/2, Star Mills 12 18, do 20 22, Union No. 20 25, do 50 27 1/2, Watts No. 80 16.

TICKINGS, since the late decline, are inactive, Denims & Stripes having followed ticks in falling off, are in a few instances offered at marked reductions. Albany 11, American 14 1/2, Amoskeag A C A 34, do A 27, do B 22, do C 20, do D 18, Blackstone River 17, Conestoga extra 32 25, do 36 30, Cordis AAA 29, do BB 17 1/2, Hamilton 25, do D —, Lewiston 25 34, do 32 30, do 30 26 1/2, Mecc. and W'km's 29, Pearl River 31, Pemberton A A 25, do E 17 1/2, Swift River 15, Thorndike 16, Whittenden A 22 1/2, Willow Brook No. 1 28, York 30 26, do 32 31.

STRIPES.—Albany 11, Algodon 16 1/2, American 14-15, Amoskeag 21-22, Boston 12 1/2, Hamilton 22, Haymaker 14 1/2 15, Sheridan A 14 1/2, do G 15 1/2, Uncasville A 17, do B 16, Whittenton AA 20, do A 20, do BB 17, do C 15, York 25.

DENIMS.—Amoskeag 28, Blue Hill 18, Beaver C. blue 26 1/2, do CC 18 1/2, Columbian heavy 26, Haymaker Bro 16, Manchester 20, Otis AXA 25, do BB 23, do CC 19, Pearl River 27, Thorndike 19, York 30.

CORSET JEANS.—Amoskeag 14, Androscoggin 3, Bates 12 1/2, Everett 15, Indian Orch. Imp 13, Laconia 15, Naumkeag 15 1/2, Newmarket 12 1/2, Washington satteen 17 1/2.

CAMBRICS.—Amoskeag 9, Portland 7 1/2, Pequot 10, Victory H 8 1/2, do A 9, Washington 9.

COTTON BAGS are inactive and very quiet. Little or no demand has developed weakness in prices, and concessions are by no means difficult to obtain. Western buyers did not absorb anywhere near the quantity anticipated; the low price obtained for the grain crop, and the majority of it being moved in bulk, probably accounts for this. American \$37 50, Androscoggin \$40 00, Arkwright A \$40 00, Great Falls A \$42, Lewiston \$41, Ludlow AA \$—, Stark A \$42 50, do C 3 bush \$27 50, Union A \$7 50.

COTTON YARNS AND BATTS.—Best Georgia Cotton Yarns Nos. 6 to 12 39, Best South Carolina small skeins 39.

WOOLENS are quiet and inactive, the season being so well advanced any active demand is out of the question. Cloths are quiet, with limited sales to clothiers for early spring trade. Overcoatings are dull, and concessions are freely offered to move lots.

CASIMERES, in fancy seasonable designs are in moderate request, while other grades are dull and slow of sale at even reduced rates.

BLANKETS are in fair inquiry. Stocks are much reduced, and this fact renders the market much firmer than it probably otherwise would be.

FLANNELS are moving slowly in small lots, probably to replenish stocks. Rates, although reduced slightly on some brands, are quite firm.

SHAWLS continue in active demand for the finer grades, while medium and lower stock is rather quiet. Plaids are in excellent demand at the present time, and on the whole the trade is much more brisk than during any like period of previous years.

ARABS also continue in excellent demand on all grades, and manufacturers are pushed to the utmost of their facilities to keep up with the demand.

IMPORTED DRESS GOODS are languid and dull, except in some few particular styles and fabrics which are scarce and in demand. Jobbers are reducing stocks as much as possible, which is also the case with the importers, and this renders rates very unsettled. Large quantities of goods are distributed through the medium of the auction houses, importers mostly availing themselves of this means of reducing their stocks, and in the majority of cases without much reference to the cost of the goods.

IMPORTATIONS OF DRY GOODS AT THE PORT OF NEW YORK.

The importations of dry goods at this port for the week ending Nov. 11, 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...	821	\$105,522	742	\$244,796	621	\$233,673
do cotton..	272	72,901	392	114,920	239	87,200
do silk....	245	17,929	421	271,533	334	260,397
do flax....	479	101,175	473	116,183	626	120,313
Miscellaneous dry goods.	269	102,334	272	103,453	233	129,576
Total.....	1,586	\$553,761	2,270	\$850,890	2,203	\$841,159
WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET DURING THE SAME PERIOD.						
Manufactures of wool...	455	\$162,335	433	\$164,039	356	\$121,834
do cotton..	93	30,034	97	36,525	121	38,806
do silk....	40	42,791	87	59,076	76	106,803
do flax....	369	94,511	240	63,397	475	75,675
Miscellaneous dry goods	109	43,341	411	23,163	42	11,633
Total.....	1,066	\$373,013	1,223	\$345,200	1,070	\$354,805
Add ent'd for cons'pt'n.	1,586	553,761	2,270	850,890	2,203	841,159
Total th'wn upon market.	2,652	\$926,773	3,493	\$1,196,090	3,273	\$1,195,964
ENTERED FOR WAREHOUSING DURING THE SAME PERIOD.						
Manufactures of wool...	391	\$148,818	383	\$145,499	304	\$104,216
do cotton..	196	47,840	183	48,134	73	23,043
do silk....	84	102,341	41	41,034	73	73,847
do flax....	479	132,221	334	90,300	900	105,501
Miscellaneous dry goods.	63	23,408	49	15,411	53	17,173
Total.....	1,218	\$454,428	990	\$340,378	1,403	\$223,724
Add ent'd for cons'pt'n.	1,586	553,761	2,270	850,890	2,203	841,159
Total entered at the port.	2,804	\$1,008,189	3,260	\$1,191,268	3,606	\$1,164,94

Railroads.

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

HOWARD BUILDING, 176 BROADWAY.

New York, January 18th, 1869.
The following Statement of the affairs of the Company is published in conformity with the requirements of Section 12 of its charter:
Outstanding Premiums January 1, 1868.....\$119,049 43
Premiums received from Jan. 1, to Dec. 31, 1868 inclusive..... 524,448 47

Total amount of Marine Premiums.....\$643,497 90

THIS COMPANY HAS ISSUED NO POLICIES, EXCEPT ON CARGO AND FREIGHT FOR THE VOYAGE.

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

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

The Company has the following assets:

Cash in bank and on hand.....\$71,949 81
United States and other stocks... 532,648 59
Loans on stocks drawing interest 188,700 00
Premium notes and bills receivable.....\$813,294 31
Subscription notes in advance of premiums 76,060 00
Re-insurance and other claims due the Company, estimated at..... 24,457 07
Total assets.....\$1,163,834 33

Six Per Cent. Interest,

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

The whole of the Outstanding Certificates of the Company of the issue of 1864,

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

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

By order of the Board.

TRUSTEES:

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

JOHN K. MYERS, President,
WILLIAM LEONEY, Vice-President.
THOMAS HALE, Secretary.

Miscellaneous.

REMOVAL.

THEODORE POLHEMUS & CO.,

Cotton Duck,

Have removed from 59 Broad Street, to

Nos. 13 & 15 LISPENARD STREET.

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**HATTERS, AND GENTS' FURNISH-
GOODS,**

MANUFACTURERS OF

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EXTRA QUALITIES OF

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Including all the usual sizes and shapes of

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In lots to suit purchasers,

EGLESTON BROTHERS & CO.,

Successors to Egleston, Battell & Co.,

106 SOUTH STREET, NEW YORK.

Dry Goods.

**JENKINS, VAILL &
PEABODY,**

46 LEONARD STREET,

BY GOODS COMMISSION MERCHANTS.

Sole Agents for the sale of

COTTONS AND WOOLENS,

Of Several Mills.

AMERICAN SILKS.

MANUFACTURED BY

CHENEY BROTHERS.

Machine Twist,

Sewing Silk,

Trays and Organzines,

INE ORGANZINES FOR SILK MIXTURE, CASSI-
MERES.

Foulards and Florentines,

Pongee Handkerchiefs,

Silk Warp Poplins,

Silk Dress Goods,

Belt Ribbons.

SILKS FOR SPECIAL PURPOSES TO ORDER.

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

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THOS. H. BATE & Co.,

MANUFACTURERS OF

DRILLED-EYED NEEDLES,

Fish Hooks and

Fishing Tackle.

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NEW YORK.

Miscellaneous.

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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,

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GUNNY, BORNEO AND

DOMESTIC BAGGING,

BALE ROPE & IRON TIES,

FOR SALE BY

J. B. Carter & Co.,

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Dry Goods.

JOHN S. &

EBEN WRIGHT & Co.,

**92 & 94 Franklin Street, New York,
143 Devonshire Street, Boston.**

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Otis Company, Belknap Mills,
Columbian Mfg Company, Grafton Mills,
Warren Cotton Mills, Sumner Falls Mills,
Boston Buck Company, Gilmanton Hosiery Mills,
Cordis Mills, Pepper Hosiery Mills,
Thorndike Company, Otis Hosiery Mills,
And Arlington Mills,

Fancy Dress Goods, 3-4 and 6-4 Roubaix Cloth, Imper
ial Chines, Alpacas, Reps, Coburgs, &c., &c.

Belknap & Grafton

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

Hosiery.

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

Blue Denims.

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

Brown Denims.

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

Ticks.

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

Stripes.

Cordis Awning, Thorndike, B.C., Otis CC, Mount Ver
non, Columbus, Eagle,

Warren FF Fine Sheetings.

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Brown and Bleached Goods.

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

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COTTONSAILDUCK

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COTTON CANVAS, FELTING DUCK, CAR COVER
ING, BAGGING, RAVENS DUCK, SAIL TWINES

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NO. 50 BROADWAY, NEW YORK.

We are prepared to make cash advances upon Wool,
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PACIFIC MAIL STEAMSHIP COMPANY'S

THROUGH LINE

To CALIFORNIA & CHINA,

Touching at Mexican Ports

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CARRYING THE UNITED STATES MAILS.

On the 5th and 21st of Each Month.

Leave PIER 42 NORTH RIVER, foot of Canal street

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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 MANZANILLO

Also, connecting at Panama with steamers for

SOUTH PACIFIC AND CENTRAL AMERICAN

PORTS.

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 to
the Company's ticket office, on the wharf, foot of

Canal street, North River, New York.

F. R. BABY, Agent.

Financial.

OFFICE OF MORTON, BLISS & Co., }
NEW YORK, October 1st, 1869.
MR. WALTER W. BURNS RETIRES
this day from our New York and London firms.
MORTON, BLISS & Co.

MR. WALTER WATSON (late Agent for the Bank
of British North America, New York) is this day ad-
mitted a partner in our firm. New York, October
1st, 1869.

MORTON, BLISS & CO.

BARTHOLOMEW HOUSE BANK, }
LONDON, October 1st, 1869.

The Hon. JOHN ROSE (late Minister of Finance for
the Dominion of Canada) joins our firms this day,
which will be continued under the style of MORTON,
ROSE & CO.

L. P. MORTON, BURNS & CO.

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

WILLIAMS & GUION,

71 Wall Street, New York.

Guion & Co., Alex. S. Petrie & Co.,
Liverpool. London.

Advances made on consignments to our Correspond-
ents, 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.

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, Bel-
gium, 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. Collec-
tions 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.

SWAN & PAYSON,

BANKERS AND BROKERS,

50 WALL STREET, NEW YORK,

Government Securities, Stocks, Bonds and Gold
bought and sold on commission.

Old D. Swan, Geo. P. Payson, Wm. S. Alexander, Jr.
Of the New York Stock Exchange.

BLAKE BROTHERS & Co.,

52 Wall Street, New York.

AND

23 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.

The Tradesmen's

NATIONAL BANK.

291 BROADWAY, NEW YORK.

CAPITAL \$1,000,000
SURPLYS 470,000

RICHARD BERRY, President,
ANTHONY HALSEY, Cashier

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., } LONDON.

Munroe & Co. } PARIS.

AND Marcuard, Andre & Co., } PARIS.

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 mer-
chandise.

Southern Bankers.

NATIONAL

Freedman's Savings Bank

CHARTERED BY CONGRESS IN 1865,

Central Office at Washington, D. C.,

BRANCHES AT

Baltimore, Norfolk, Richmond, New Berne, Wil-
mington, Raleigh, Charleston, Beaufort, Augusta,
(Ga.), Savannah, Macon, Jacksonville, Tallahassee,
Mobile, Huntsville, New Orleans, Vicksburg, Mem-
phis, 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.

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 of Produce

and Securities. Prompt attention guaranteed.

New York Correspondents: LAWRENCE BROS. & Co.

LANCASTER & Co.,

BANKERS AND STOCK AND EX-
CHANGE 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.

J. L. LEVY,

STOCK BROKER

AND

Exchange Dealer,

29 CARONDELET STREET,

NEW ORLEANS.

General Partner.....J. L. LEVY.

Partner in Commendum.....E. J. HART.

Collections made on all points.

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 com-
mission. Business Paper Negotiated.

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 Gov-
ernment and all other Stocks, Bonds and Gold,

Interest allowed on deposits

Investments carefully attended to.

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. 18 S. HIGH STREET,

COLUMBUS, OHIO,

Do a General Banking, Collection, and Exchange
Business.

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

Sam'l A. Gaylord & Co.,

Stock and Bond Brokers,

NO. 323 NORTH THIRD STREET,

SAINT LOUIS, MO.

W. M. F. HEWSON,

STOCK BROKER,

Office No. 21 West Third Street, Cincinnati, Ohio.
Refer to: All Cincinnati Banks, and Messrs. LOCK-
WOOD & 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 on secure Circulation

and Deposits 500,000.

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

J. M. WEITH, GEO. ARENTS

J. M. Weith & Arents,

Late J. M. Weith & Co.,

DEALERS IN SOUTHERN AND MIS-
CELLANEOUS SECURITIES,

No. NEW STREET.

Loans Negotiated.

Lounsbury & Fanshawe,

BANKERS & BROKERS,

No 8 WALL STREET, NEW YORK.

Government Securities,

Gold and Foreign Exchange.

RICHARD P. LOUNSBURY, WILLIAM S. FANSHAW

Miscellaneous.

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.

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-THAINE, 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 Mechanics National Bank.

Norway and Swedes Iron

WM. JESSOP & SONS,

Importers of Norway & Swedes Iron, including UB, EB, SF, and other brands, which they offer for sale at 91 and 93 John street, New York and 138 and 135 Federal street, Boston. They have also in stock their usual supply of every description of bar and Sheet Steel.

MORRIS, TASKER & Co.,

Pascal Iron Works, Philadelphia.

Manufacturers of Wrought Iron Tubes, Lap Welded Boiler Flues, Gas Works Castings and Street Mains, Artesian Well Pipes and Tools, Gas and Steam Fitters' Tools, &c.

OFFICE AND WAREHOUSES:

15 GOLD STREET, NEW YORK.

BALDWIN LOCOMOTIVE WORKS.

M. BAIRD & Co.,
PHILADELPHIA.

All work accurately fitted to gauges and thoroughly interchangeable. Plan, Material, Workmanship, Finish and Efficiency fully guaranteed.

MATTHEW BAIRD. GEO. BURNHAM. CHAS. T. PARRY

EXTENSION TABLES
(EXCLUSIVELY),

Of Every Style and Quality, at Greatly Reduced Prices.

WM. HEERDT, Manufacturer,
150 WOOSTER STREET,
BETWEEN PRINCE AND HOUSTON STREETS
NEW YORK.

Insurance.

Fire Insurance Agency,
NO. 62 WALL STREET.
NEW YORK.

Ætna Insurance Comp'y,
HARTFORD, CONN.

Cash Capital.....\$3,000,000 00
Assets.....\$5,150,931 71

SPRINGFIELD

FIRE & MARINE INSURANCE CO.,
SPRINGFIELD, MASS.

Cash Capital.....\$500,000 00
Assets.....\$901,657 11

Providence Washington

INSURANCE COMPANY,
OF PROVIDENCE, R. I.

Cash Capital.....\$200,000 00
Assets.....\$392,425 52

AMERICAN

INSURANCE COMPANY,
OF PROVIDENCE, R. I.

Cash Capital.....\$200,000 00
Assets.....\$324,345 60

JAS. A. ALEXANDER, Agent.

FIRE INSURANCE.

North American Fire
Insurance Co.,

OFFICE 114 BROADWAY,

BRANCH OFFICE 9 COOPER INSTITUTE THIRD AVENUE.

INCORPORATED 1823.

Cash Capital.....\$500,000 00
Surplus.....245,911 93

Cash Capital and Surplus, July 1st, 1868, \$745,911 93.

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

JAMES W. OTIS, President.
R. W. BLEECKER, Vice Pres

F. H. CARTER, Secretary.
J. GRISWOLD, General Agent.

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, Mgr

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, }
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, Pr

PHENIX 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.

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 the affairs on the 31st December, 1868:

Premiums received on Marine Risks, from 1st January, 1868, to 31st Dec., 1868.....\$6,782,969 82
Premiums on Policies not marked off 1st January, 1868.....2,563,002 31
Total amount of marine premiums....\$9,345,972 11

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...\$6,807,978 82

Losses paid during the same period.....\$3,081,080 49

Reports of premiums and expenses.....\$1,883,230 61

The Company has the following assets, viz.:

United States and State of New York stock, city bank and other stock...\$7,867,458 31

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....297,580 82

Premium notes and bills receivable...2,953,267 64

Cash in bank.....405,548 56

Total amount of assets.....\$13,660,831 88

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

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

PRICES CURRENT.

The Duties on Foreign Imports were published in the CHRONICLE of August 14.

Table listing various commodities such as ASHES, BEEFWAX, BONES, BREADSTUFFS, BRICKS, BUTTER AND CHEESE, CANDLES, COCAOA, COFFEE, COPPER, CORKS, COTTON, DRUGS AND DYES, and HIDES, with their respective prices.

Table listing various commodities such as Oil lemon, Oil peppermint, Opium, Oxalic acid, Phosphorus, Prussiate potash, Quicksilver, Rhubarb, Sago, Saleratus, Sal ammoniac, Sal soda, Sarsaparilla, Seneca root, Senna, Soda ash, Sugar lead, Sulphur, Tartaric acid, Tapioca, Verdigris, Vitriol, DUCK, DYE WOODS, FISH, FLAX, FRUITS, GUNNY BAGS, GUNNY CLOTH, GUNPOWDER, HAIR, HAY, HEMP, HIDE, HONEY, HOPS, and HORNS.

Table listing various commodities such as IRON, LEATHER, LIME, LUMBER, MOLASSES, NAILS, NAVAL STORES, OAKUM, OIL CAKE, OILS, PAINTS, and PETROLEUM, with their respective prices.

Table listing various commodities such as Naptha, Readium, PROVISIONS, RICE, SALT, SALT PETRE, SEED, SILK, SPIRITS, STEEL, SUGAR, TALLOW, TEAS, TIN, TOBACCO, WINES, WOOL, and FRETIGHTS, with their respective prices.

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 TUESDAYS, THURSDAYS & SATURDAYS

AND

Asland, 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
Wharfage in Boston.WM. P. CLYDE,
Genl. Supt. and Agent, Pier 11 N.R.
H. M. WHITNEY, Agent, Central Battery Wharfs,
Boston.

Henry Lawrence & Sons,

MANUFACTURERS OF CORDAGE

FOR EXPORT AND DOMESTIC USE.

152 FRONT STREET, NEW YORK

MEDITERRANEAN GOODS.

J. SCHNITZER,

33 CENTRAL WHARF, BOSTON.

Offer for sale

Licorice Sticks and Paste.

Wools of every descriptions.

Gums " "

Opium and Persian Berries.

Canary and Hemp Seed,

Figs, Raisins, Boxwood,

Otto Roses, &c

FRANCIS SPIES,

GENERAL SHIPPING AND COMMISSION
MERCHANT,

No. 66 South Street, New York,

(Formerly with Messrs Moses Taylor & Co.)

ADVANCES MADE ON APPROVED SHIPMENTS
Merchandise to my friends in South America, British
and Spanish West Indies, Great Britain, India and
Australia.

Insurance.

*The Liverpool & Lon-
don & Globe Ins. Co.*
Assets Gold, \$17,690,390
Assets in the
U. States 2,000,000
45 William St.

Iron and Railroad Materials.

NAYLOR & CO.,

NEW YORK, BOSTON, PHILA.,
99 John street. 80 State street. 208 So. 4th street

CAST STEEL RAILS,

CAST STEEL TYRES,

Cast Steel Frogs, and all other Steel Material for
Railway Use.

HOUSE IN LONDON:

NAYLOR, BENZON & CO.,
34 Old Broad Street,

who give special attention to orders for

Railroad Iron,

as well as Old Rails, Scrap Iron and Metals.

NOVELTY IRON WORKS,

Nos. 77 & 83 Liberty Street,

Corner Broadway, New York.

Palm and Ornamental Iron Works of all kinds for
Buildings.

Dana & Litchfield,

W am Street, New York.

Railroad Iron,
Street Rails and Light T
Rails for Mines.

OLD RAILS AND SCRAP PURCHAS-
ED AND SOLD.

AGENTS FOR THE CELEBRATED

BURDON SPIKES.

Thomas J. Pope & Bro.

METALS.

292 PEARL STREET, NEAR BEEKMAN STREET
NEW YORK

IRON. IRON. IRON

Wm. D. McGowan,

IRON BROKER.

73 WATER ST., PITTSBURGH, PA.

IRON COTTON TIES

OF SUPERIOR QUALITY,

WITH OR WITHOUT BUCKLES,

FOR SALE CHEAP.

D. LITTLEJOHN & CO.,

245 Pearl Street.

Cheapest and Best.

BUTLER'S PATENT COTTON TIES,
FOR BALING COTTON.This Tie is made of the best Belgian Iron, and re-
ceived the highest premium at the Louisiana State
Fair, for strength and simplicity.
For sale very cheap.

QUIN & ARNOLD, Agents,

43 BROAD STREET.

Iron Cotton Ties.

The undersigned, Sole Agents in New York, for the
sale and distribution of theARROW TIE AND SELF-FASTENING
WROUGHT IRON BUCKLE TIES.Manufactured by J. J. McQUEEN, Liverpool, respect-
fully solicit orders for delivery in New York or other
ports in the United States, or at Liverpool.

SWENSON, PERKINS & CO.,

BEA STREET.

Iron and Railroad Materials.

GILEAD A. SMITH,
Bartholomew House, opposite Bank
of England.
LONDON, E. C.

Railroad Iron,

Old Rails,

Bessemer Rails, &c.

U. S. BONDS AND AMERICAN RAILWAY SECUR-
ITIES NEGOTIATED.

Correspondents in America:

Messrs. JAY COOKE & Co., New York, Messrs. JAY
COOKE & Co., Washington, Messrs. E. W. CLARKE
& Co., Philadelphia, Mr. J. EDGAR THOMSON, Phila-
delphia

S. W. Hopkins & Co.,

58 Old Broad Street, London;

AND

69 & 71 Broadway, New York,

Negotiate in Europe and America every description

TOWN, COUNTY, CITY, STATE,

AND

Railroad Bonds,

For Railroad Companies and Contractors in connec-
tion with the purchase and sale of both Foreign and
American

RAILROAD IRON

AND EQUIPMENTS.

Railroad Companies.

We beg to call the attention of Managers of Rail-
ways and Contractors throughout the United States
and Canada to our superior facilities for executing
orders at manufacturers prices, for all descriptions of
both AMERICAN and FOREIGN

Railroad Iron.

We are always in a position to furnish at
terms and weight of rail for both steam
roads, and in any quantities desired either
DATE OF REMOTE delivery, at any pe
United States or Canada and always at the v
current market prices. We are also prepar
ply

Bessemer Steel Rails,

of American and Foreign manufacture, rolled to any
desired pattern and weight for final yard and of
approved lengths. Contracts for both IRON AND
STEEL RAILS will be made payable in United States
currency for America, and in either currency or gold
(at the option of the buyer) for Foreign; when desired,
we will contract to supply roads with their
monthly or yearly requirements of STEEL OR IRON
RAILS, taking theirOLD RAILS IN TRADE FOR NEW
furnished, receiving the difference in cash, and allow-
ing the highest market price for their Old Rails, and
if necessary, receiving the latter after the delivery of
the New Rails.Orders for Foreign Rails, both Steel and Iron, will
be taken for transmission by Mail or through the cable
to ourLONDON HOUSE,
58 OLD BROAD STREET,for execution at a fixed price in Sterling or on com-
mission at the current market price abroad when the
order is received in London; shipments to be made
at stated periods to ports in America and at the low-
est possible rates of freights. Address

S. W. Hopkins & Co.,

69 & 71 Broadway, New York.

WIRE ROPE.

STEEL, CHARCOAL and B. B., of the very best
quality, suitable for Ships, Rigging, Suspension
Bridges, Guys, Derricks, Inclined Planes, Hoisting
purposes, &c. A Large Stock constantly on hand atJOHN W. MASON & CO.'S,
43 BROADWAY.

IRON COTTON TIES.

COTTON TIES

MANUFACTURED BY THE

Patent Nut & Bolt Co.,

(LIMITED).

Birmingham, on hand, and for sale in quantities
to suit purchasers. Apply toWILLIAMS & GUION,
71 Wall st.

FOR BALING COTTON;

BEARD'S PATENT IRON LOCK AND
SELF-ADJUSTING TIES.Unsurpassed for Strength and Rapidity of Adjus-
ment.

BEARD & BRO.,

457 BROADWAY