

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. 10.

NEW YORK, MARCH 26, 1870.

NO. 248.

Bankers and Brokers.

**THE NATIONAL
CURRENCY BANK
Of New York.**

CORNER OF BROADWAY AND WALL-ST.
F. F. THOMPSON, President, formerly Thompson Brothers, Bankers.
F. G. ADAMS, Vice-President, formerly Banker in Chicago, Ill.
J. H. L. MORFORD, Cashier.
Receives Deposits and pays 4 per cent interest.
Makes Collections at lowest rates.
Issues Deposit-Receipts bearing interest, and Certificates of Deposit usable as money in any part of the United States.
Loans Money on first-class collaterals.
Also, buys and sells Government and State Securities, Stocks, Bonds and Gold, and all kinds of Foreign Money; redeems at a discount Mutilated Currency of all kinds; is the Depot for the sale of Revenue Stamps, direct from the Government, at following rates of discount:
\$20 to \$100..... 4 per cent
10 to 1,000..... 4 1/2 per cent
1,000 and upwards..... 4 3/4 per cent

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Issued and paid free of Commission and letters of Credit for

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CORNER OF PINE AND NASSAU STS.,
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Draw bills on Paris.
Buy and Sell Bonds and Stocks in London, Paris and Frankfurt, and negotiate Loans on same.

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AMERICA,**

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Successors to BOWLES, DREVET & Co.
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Leonard, Sheldon & Foster

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Particular attention given to the purchase and sale of Southern Securities.

Bankers and Brokers.

Evans, Wharton & Co.,

BANKERS AND BROKERS,
5 BROAD STREET, NEW YORK.
Interest allowed on Deposits. Collections promptly made. Stocks, Bonds and Gold bought and Sold on Commission.

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of Selma.**

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WM. P. ARMSTRONG, Cashier.
JNO. W. LOVE, Assistant Cashier.
N.Y. Correspondent—Importers and Traders National Bank.

Farmer, Hatch & Co.,

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

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New York.
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Dealers in STOCKS, BONDS, and LAND WARRANTS.

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

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London Joint Stock Bank, Marsenard, Andre & C
Baring, Brothers & Co., Fould & Co.,
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In sums to points suiting buyers of Sterling or Francs.

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Financial.

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Dealers in Bills of Exchange, Governments, Bonds, Stocks, Gold, Commercial Paper, and all Negotiable Securities. Interest allowed on Deposits subject to Sight Draft or Check. Advances made on approved securities. Special facilities for negotiating Commercial Paper. Collections both inland and foreign promptly made. Foreign and Domestic Loans Negotiated.

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VINCENT & Co.,

BANKERS & BROKERS,

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Late J. M. Weith & Co.,

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SECURITIES.

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Have for Sale a Line of Investment Securities of the Highest Order. Among them,

6 Per Cent First Mortgage Gold Bonds St. Louis and St. Joseph RR. Co., May and November.

8 Per Cent First Mortgage Gold Bonds St. Joseph and Denver City R. R. Co., February and August.

10 Per Cent Bonds of Marion County, Missouri, May and November.

10 Per Cent Bonds of Monroe County, Missouri, January and July.

All of which we can recommend with the utmost confidence.

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No. 49 Wall Street, New York

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

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Advances made on consignments of approved merchandise.

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Freedman's Savings Bank

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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.

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Southern Securities of every description, viz.: Un-current Bank Notes, State, City and Railroad Stocks, Bonds and Coupons bought and sold on commission. Orders solicited and satisfaction guaranteed. Prices current issued weekly and exchanged regularly with Banking Houses.

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Commission Merchant,

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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 Sales of Produce and Securities. Prompt attention guaranteed. New York Correspondents: LAWRENCE BROS. & CO.

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STOCK BROKER

AND

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Collections made on all points.

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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.

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GOVERNMENT BONDS.

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

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BANKERS,

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Do a General Banking, Collection, and Exchange Business.

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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. DICK ON EDWARD P. CURTIS Cashier

S. McCLEAN & Co.,

BANKER.

PITTSBURGH PA.

Sam'l A. Gaylord & Co.,

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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.

Charles H. Welling,

(Formerly, Welling, Coffin & Co., Philadelphia.)

Broker in Mercantile Paper,

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JAUNCEY COURT, NEW YORK.

Governments, Stocks, Bonds, Gold, Sterling, and Loans negotiated STRICTLY on Commission.

References—Messrs. Jay Cooke & Co.

National Exchange Bank

OF PHILADELPHIA.

PHILADELPHIA, January 15th, 1870.

To the Comptroller of the Currency, Washington, D.C Sir—It is hereby certified, in pursuance of Section 42 of the Act of Congress entitled "An Act to provide a National Currency secured by a pledge of United States Bonds, and to provide for the circulation and redemption thereof," approved June 3, 1864, that, at a meeting of the Stockholders of the NATIONAL EXCHANGE BANK of Philadelphia, located at Philadelphia, in the State of Pennsylvania, duly notified and held pursuant to law and the Articles of Association of said Bank, at the office of said Association, at Philadelphia aforesaid, on the eighth day of January, 1870, it was voted by the Shareholders of said Association, owning more than two-thirds of its stock, that said Association go into liquidation and be closed for the purpose of consolidating, uniting and merging with the National Bank of the Republic of Philadelphia on January 15th, 1870.

IN TESTIMONY WHEREOF, I have, by instruction of the Board of Directors of said Association, hereto subscribed my name, and affixed the seal of said Association, at Philadelphia aforesaid, the day and year above written.

BENJAMIN ROWLAND, Jr., President

NOTICE.

The National Exchange Bank of Philadelphia located at Philadelphia, in the State of Pennsylvania, is closing up its affairs. All note holders and other creditors of said Association are therefore hereby notified to present the notes and other claims against the Association for payment at the National Bank of the Republic of Philadelphia. BENJAMIN ROWLAND, Jr., President Dated, January 15, 1870.

Financial.

**Eight Per Cent Gold
FIRST MORTGAGE BONDS**

OF THE ISSUE OF
\$1,500,000,

BY THE

St. Joseph and Denver City RR. Co.,

in denominations of \$1,000 and \$500, coupon or registered, with interest at EIGHT PER CENT per annum, payable 15th February and August, in Gold, free of United States Taxes, in New York or Europe. The bonds have thirty years to run, payable in New York, in Gold. Trustees, Farmers' Loan and Trust Company of New York. The mortgage which secures these bonds is at the rate of \$13,500 per mile; covers a completed road for every bond issued, and is a first and only mortgage. This line connecting St. Joseph with Fort Kearney will make a short and through route to California.

The Company have a capital Stock of **\$10,000,000**
And a Grant of Land from Congress
of 1,600,000 acres, valued at the
lowest estimate at..... **4,000,000**
First Mortgage Bonds..... **1,500,000**

Total..... **\$15,500,000**

Length of road, 271 miles; price, 97½ and accrued interest. Can be obtained from the undersigned. Also, pamphlets, maps, and information relating thereto. These bonds being so well secured and yielding a large income, are desirable to parties seeking safe and lucrative investments.

W. P. CONVERSE & CO.,

Commercial Agents, 54 Pine Street, New York.

TANNER & CO.,

Local Agents, 49 Wall Street, New York.

R. T. WILSON & Co.,

LATE

WILSON, CALLAWAY & CO.,

Bankers and Commission Merchants,

No. 44 BROAD STREET, NEW YORK,

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

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.

JAMES ROBB, KING & Co.,

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Issue Circular Letters of Credit for Travellers,

Available in all parts of Europe and America, &c.
Draw BILLS in sums to SUIT on

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THE CITY BANK, ROBT. BENSON & Co., London.

THE BRITISH LINEN CO. BANK, and its various branches, Scotland.

ADVANCES made on consignments, &c.
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86 SOUTH STREET, NEW YORK.

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

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Banker and Broker, No. 27 Wall St.,

Member of New York Stock Exchange,

(Formerly cashier of the Metropolitan Bank, and late of the firm of H. Meigs, Jr., & Smith).

Offers his services for the purchase and sale of Government and all other Stocks, Bonds and Gold,

Interest allowed on deposits

Investments carefully attended

Financial.

No Safer or better Investment

THAN THE

FIRST MORTGAGE

7 PER CENT GOLD BONDS

OF THE

Central Railroad of Iowa

AT

95, Free from Tax.

This railroad runs 234 miles north and south through the finest and most thickly settled portion of the magnificent State of Iowa, and is the only link wanting to connect the railway centres at St. Louis and St. Paul by an unbroken line, 147 miles shorter than any existing route. Forty-six miles are already completed and nearly 100 miles more are graded.

The amount of Bonds to be issued is but \$16,000 per mile, or less than four millions, in all,

**OF WHICH OVER ONE MILLION
HAVE ALREADY BEEN SOLD.**

We believe there will be no more favorable time to sell Government Securities—such as these—than the present.

After a full examination, we have accepted an Agency for the Sale of the above First Mortgage Bonds, and desire to recommend them to our customers

AS A THOROUGHLY SAFE, AS WELL AS PROFITABLE, INVESTMENT.

JAY COOKE & Co.,

20 Wall Street.

Pamphlets, with map, may be obtained, and subscriptions will be received at the COMPANY'S OFFICES, No. 32 Pine Street, New York; at offices of JAY COOKE & CO., New York, Philadelphia, and Washington; the BANK OF NORTH AMERICA, and banking houses of HOWES & MACY, New York; and at banking house of E. W. CLARK & CO., Philadelphia.

W. B. SHATTUCK,

Treasurer.

OFFICES TO LET,

With all the Modern Improvements, Splendid Light and Ventilation, suitable for

**BANKS, BANKERS, BROKERS, MERCHANTS
LAWYERS, RAILWAY, INSURANCE, AND
OTHER COMPANIES,**

In Buildings

38, 39, 40, 42, 57, 64, 66, 69, 71, 73,
78 and 80

BROADWAY,

Nos. 5, 7, 17, 19, 34, 36, 49, 53 New st.

Nos. 4, 6, 11, 17, 19, 21 & 38 Broad st.

Nos. 55 and 57 Exchange Place.

ALL NEAR WALL STREET.

And Nos. 4 and 19 Wall Street.

APPLY AT THE OFFICE OF

EDWARD MATTHEWS,

Nos. 4 and 6 Broad Street.

Miscellaneous.

THE

Commercial & Financial

REGISTER.

1870,

AN ANNUAL PUBLICATION ISSUED AT THE
OFFICE OF THE

**COMMERCIAL & FINANCIAL
CHRONICLE.**

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WM B. BANA & CO., Publishers,

79 & 81 WILLIAM STREET, NEW YORK.

Price \$1, handsomely bound in cloth.

Financial.

FIRST MORTGAGE BONDS

OF THE

St. Louis & St. Joseph

RAILROAD COMPANY.

The last of the issue of \$1,000,000 now ready for sale and delivery, amounting to

\$250,000,

and are the only bonds ever issued by this Company.

They are secured by a first and only mortgage upon the entire property of the Company, including franchises, right of way, &c., and at the safe rate of \$13,800 per mile on a complete and equipped road in successful operation. Trustees for the mortgage, FARMERS' LOAN AND TRUST COMPANY OF NEW YORK.

This road connects St. Louis with St. Joseph by the most direct and shortest route.

They are coupon bonds, in denominations of \$1,000, payable (principal and interest) in gold, in the City of New York.

The principal is payable in twenty-five years from November, 1868, in gold.

The interest, at the rate of six per cent per annum, is payable in gold, the first of May and November in each year, at the Farmers' Loan and Trust Company, free of tax.

We are authorized to offer these Bonds for sale at 87½ and accrued interest in currency. We do so with a full knowledge of the perfect security upon which they are issued; and with this knowledge we unhesitatingly recommend them as a safe and reliable investment.

TANNER & CO.,

40 Wall Street

WANTED.

FIRST MORTGAGE BONDS

Of the Cleveland, Columbus and Cincinnati Railroad; Second Mortgage Bonds of the Indianapolis, Pittsburg and Cleveland Railroad, and First Mortgage Bonds of Bellefontaine and Indiana Railroad.

TILLINGHAST & WOOLSEY,

NO. 5 WALL STREET,
NEW YORK.

Gibson, Beadleston & Co,

BANKERS,

No. 50 EXCHANGE PLACE.

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

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

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

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

Financial.

OFFICE OF FISK & HATCH,

BANKERS AND DEALERS IN GOVERNMENT SECURITIES,

NO. 5 NASSAU STREET, NEW YORK.

FEBRUARY 15, 1870.

The remarkable success which attended our negotiation of the Loans of the CENTRAL PACIFIC RAILROAD COMPANY and the WESTERN PACIFIC RAILROAD COMPANY, and the popularity and credit which these Loans have maintained in the markets, both in this country and Europe, have shown that the First Mortgage Bonds of wisely located and honorably managed Railroads are promptly recognized and readily taken as the most suitable, safe, and advantageous form of investment, yielding a more liberal income than can hereafter be derived from Government Bonds, and available to take their place.

Assured that, in the selection and negotiation of superior Railroad Loans, we are meeting a great public want, and rendering a valuable service—both to the holders of Capital and to those great National works of internal improvement whose intrinsic merit and substantial character entitle them to the use of Capital and the confidence of investors—we now offer with special confidence and satisfaction the

FIRST MORTGAGE BONDS

OF THE

CHESAPEAKE AND OHIO RAILROAD COMPANY.

THE CHESAPEAKE AND OHIO RAILROAD, connecting the Atlantic coast and the magnificent harbors of the Chesapeake Bay with the Ohio River at a point of reliable navigation, and thus, with the entire Railroad system and water transportation of the great West and Southwest, FORMS THE ADDITIONAL EAST AND WEST TRUNK LINE, so imperatively demanded for the accommodation of the immense and rapidly growing transportation between the Atlantic seaboard and Europe on the one hand, and the great producing regions of the Ohio and Mississippi Valleys on the other.

THE IMPORTANCE OF THIS ROAD AS A NEW OUTLET FROM THE WEST TO THE SEA magnifies it into one of national consequence, and insures to it an extensive through traffic from the day of its completion; while, in the development of the extensive agricultural and mineral resources of Virginia and West Virginia, it possesses, along its own line, the elements of a large and profitable local business.

Thus the great interests, both general and local, which demand the completion of the CHESAPEAKE AND OHIO RAILROAD to the Ohio River, afford the surest guarantee of its success and value, and

Render it the Most Important and Substantial Railroad Enterprise now in Progress in this Country.

Its superiority as an East and West route, and the promise of an immense and profitable trade awaiting its completion, have drawn to it the attention and co-operation of prominent Capitalists and Railroad men of this City, of sound judgment and known integrity, whose connection with it, together with that of eminent citizens and business men of Virginia and West Virginia, insures an energetic, honorable, and successful management.

The Road is completed and in operation from Richmond to the celebrated White Sulphur Springs of West Virginia, 227 miles, and there remain but 200 miles (now partially constructed) to be completed, to carry it to the proposed terminus on the Ohio River, at, or near, the mouth of the Big Sandy River, 150 miles above Cincinnati and 350 miles below Pittsburg.

Lines are now projected or in progress through Ohio and Kentucky to this point, which will connect the Chesapeake and Ohio with the Entire Railroad Systems of the West and Southwest, and with the Pacific Railroad.

Its valuable franchise and superior advantages will place the CHESAPEAKE AND OHIO RAILROAD COMPANY among the richest and most powerful and trustworthy corporations of the country:

And the Exists a Present Value, in Completed Road and Work Done, Equal to the Entire Amount of the Mortgage.

The details of the Loan have been arranged with special reference of the wants of all classes of investors, and combine the various features of convenience, safety, and protection against loss or fraud. The Bonds are in denominations of

\$1,000, \$500, and \$100.

They will be issued as Coupon Bonds, payable to bearer, and may be held in that form: or The Bond may be registered in the name of the owner, with the coupons remaining payable to bearer attached, the principal being then transferable only on the books of the Company, unless reassigned to bearer: or

The coupons may be detached and cancelled, the Bond made a PERMANENT REGISTERED BOND, transferable only on the books of the Company, and the interest made payable only to the registered owner or his attorney.

The three classes OF BONDS will be known respectively as:

1. "Coupon Bonds payable to Bearer."
2. "Registered Bonds with Coupons attached."
3. "Registered Bonds with Coupons detached."

and should be so designated by Correspondents in specifying the class of Bonds desired.

They have THIRTY YEARS to run from January 15, 1870, with interest at six per cent per annum from November 1, 1869. PRINCIPAL AND INTEREST PAYABLE IN GOLD IN THE CITY OF NEW YORK.

The interest is payable in May and November, that it may take the place of that of the earlier issues of Five-Twenties, and suit the convenience of our friends who already hold Central and Western Pacific Bonds, with interest payable in January and July, and who may desire, in making additional investments, to have their interest receivable at different seasons of the year.

The Loan is secured by a mortgage upon the entire Line of Road from Richmond to the Ohio River with the equipment and all other property and appurtenances connected therewith.

A Sinking Fund of \$100,000.

PER ANNUM IS PROVIDED FOR THE REDEMPTION OF THE BONDS, TO TAKE EFFECT ONE YEAR AFTER THE COMPLETION OF THE ROAD.

The mortgage is for \$15,000,000, of which \$2,000,000 will be reserved and held in trust for the redemption of outstanding Bonds of the VIRGINIA CENTRAL RAILROAD COMPANY, now merged in the CHESAPEAKE AND OHIO.

Of the remaining \$13,000,000 a sufficient amount will be sold to complete the Road to the Ohio River, perfect and improve the portion now in operation, and thoroughly equip the whole for a large and active traffic.

The present price is 90 and accrued interest.

A Loan so amply secured, so carefully guarded, and so certain hereafter to command a prominent place among the favorite securities in the markets, both of this Country and Europe, will be at once appreciated and quickly absorbed.

Very respectfully,

FISK & HATCH, BANKERS.

P. S.—We have issued pamphlets containing full particulars, statistical details, maps, &c., which will be furnished upon application.

* * We buy and Sell Government Bonds, and receive the accounts of Corporations, and others, subject to check at sight, and allow interest on

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. 10.

SATURDAY, MARCH 26, 1870.

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THE FINANCIAL HORIZON.

The prospects of a revival of public confidence are anxiously scrutinized, and no small disappointment is felt at the partial and tardy fulfilment of the anticipations that were indulged some time ago of a brisk spring trade. The old adages about "hope deferred" finds its illustrations whichever way we turn, and there are few indications of any early change for the better. Many of our less sanguine observers indeed go so far as to predict a financial crash, and they look for a continual and protracted stagnation, culminating in some general catastrophe. If credits were now expanded here and at our other financial centers, there might be some show of reason in their gloomy forebodings. But everybody knows that for a long time past credits have been unduly repressed. Hence the fires of a commercial panic have no fuel to feed upon. Individual failures there may be, but they can never spread to a general conflagration, except there has been for a long time previously an accumulated gathering of combustible material. Hence it is one of the compensatory advantages of the very depression of the past year, which has been so mischievous in other respects, that it has operated to check any dangerous expansion of credits, and has thus pre-

served us from the unreasonably worse disasters of a financial convulsion.

Still the existing depression of trade is, in itself, sufficiently disastrous, entailing, as it does, immense losses on vast multitudes of our most enterprising citizens, who are engaged in various departments of industrial and commercial business. If evil come from causes which are beyond human control it would probably be borne with more patient stoicism; but resulting, as many persons believe, from the agitation, and the apprehension of rash financial measures in Congress, it is met with impatience, and provokes a severe criticism and a watchful scrutiny of the financial debates at the National Capitol. The anxieties of the public mind relative to the immediate future of business then are concentrated on Washington, and the blame of producing much of the existing depression of trade is generally laid at the door of Congress. Under these circumstances it is superfluous to point out the wisdom, if not the absolute obligation of the policy of rigid abstinence from doing aught which will further or derange and disturb the machinery of business. Congress will do well to recognize the fact that the nation is in no mood to be tampered with, or to allow a crude, unskillful, blundering interference with the finances of the country to superadd the unsupportable and costly burden of business losses to those fiscal burdens of oppressive taxation which have hitherto been so cheerfully borne. The taxes the people are ready and willing to submit to, but what they are in no humor to submit to is the gratuitous, useless and unjustifiable disturbance of business by which thousands and tens of thousands of private citizens are impoverished, while nobody is benefited but a few speculators.

Such are some of the arguments we hear every day in financial circles, when the funding bill and similar measures are under discussion. They tend to show that Congress will be held to a strict account. Indeed, there are shrewd observers who predict that the next disintegration and reconstruction of parties may at a not very distant day be affected by some such financial troubles as these we have hinted at. However this may be, it is to be hoped that the living financial issues of the present will more and more take the place of the dead political issues of the past, and that the practical statesmanship which can skillfully guide our financial policy will be a quality more and more in demand among our legislators. Had Congress possessed more financial knowledge, the impracticable funding bills which for successive sessions have agitated commerce and shaken our monetary machinery to its foundation could never have attracted supporters, and the ten thousand crude financial bills which have shed a lustre on the Congressional debates of the past four years would few of them have been heard of. On the whole we may safely conclude that for the

present the mischief which could possibly result from the financial bills now before Congress has been "discounted" beforehand, and that as these measures have done all the harm they are capable of, a revival of business may be expected and a restoration of public confidence, whatever the future fate of those bills may be.

A SAD CASE AND ONE OF ITS MORALS.

In all the gossip of the week upon the sudden disappearance of Collector Bailey, and the destruction of his reputation, the practical lesson which the event ought really to teach seems to have been overlooked; perhaps simply because it is so obvious.

Mr. Bailey has been for five years a collector of internal revenue in this city. His work, his reputation and his ambition have been bound up with the administration of our national excise laws. He has been, before the Government and the people, the foremost representative of these laws, and of the system upon which they have been enforced. Men who approve that system have pointed to him, and to his zealous warfare on fraud, as its best exponent. Those who disapprove it have still generally believed that, in the hands of so pure a man and so efficient an officer, it might be administered with advantage and credit to the country. The result has merely proved that the system is worse than any one supposed, and that Mr. Bailey had not the exceptional virtue necessary to resist its corrupting influence.

In the first place, the revenue laws of this country systematically inflict pecuniary fines as the penalty of crime. This gives crime a market value, and turns the whole business of dealing with frauds upon the revenue into mercantile negotiation. A large part of the time of revenue officers, both among the people and in Washington, is taken up with the consideration of the amount of fines and penalties to be paid for release in cases in which, if any fine at all is due, a felony, aggravated by perjury, has been committed.

But the law goes further, and gives the fines thus collected, or a large share of them, to the informer in each case. In order to obtain an informer's "moiety," it is necessary to know that a fraud has been committed; to report the first information of it to the proper officers; and either to obtain a forfeiture in court of the property involved or, more commonly, to compromise the claim of the Government, by the acceptance of a certain sum "in lieu of fines and penalties." Then a share of the sum so accepted, under regulations of the Treasury Department, is paid to the informer.

Thus it becomes very profitable to give information of frauds. Hundreds of men devote themselves to spying out grounds of suspicion against citizens, in order to speculate upon them in this way. But high moral character is not commonly to be found among professional spies; and if a spy can make twice as much in hand by suppressing information, as he can get in the end by revealing it, he is not likely to hesitate.

One of these hangers on in a Collector's office, for example, discovers a great fraud amounting, let us say, to fifty thousand dollars. He may expose it, and succeed in confiscating the goods, and fining the delinquent. If so, the latter will lose twice the amount of the fraud, or one hundred thousand dollars, and the spy will receive five thousand, under the Treasury regulation as "informer." But this can only be done by the aid of several Government officers; and will they give their aid for nothing? Hardly. The spy will do well, if the case is successful, to retain for himself half his "moiety," or twenty-five hundred dollars.

On the other hand, while the case lies entirely between him and the accused, what is to prevent him from quietly

suppressing the information? If he says nothing, and obtains five, or ten, or twenty thousand dollars thereby, who is the loser? The compromise of such a case is a gain to the accused, if guilty and liable to be proved so, of all that he would forfeit by conviction, of time, money and reputation. Who that is guilty of fraud would not buy an escape by liberal payment? Who that is a professional spy would not accept twice his prospective reward, as informer, and forbear to report?

The extent to which the suppression of evidence and the payment of blackmail have been practiced of late years will never be known; but it is enormous. The sums paid to the spies and their confederates for silence amount to many millions of dollars. The business has been made a system, regularly organized, with Government officers, as it is confidently asserted, at its head. A horde of spies have moved around the city, paying regular weekly or monthly visits to those whom they knew or suspected to be engaged in defrauding the revenue, and receiving fixed stipends for connivance. This money, as has been constantly declared by the spies themselves, was divided with the officers who had it in their power to interfere, or to investigate the fraud.

It is certain that the prospect of obtaining shares of penalties has been a powerful motive for seeking revenue offices. It is not for the salaries, but for the shares of forfeitures and penalties that collectorships of Internal Revenue have been competed for so eagerly as political prizes. A few years ago it was common for Assessors and Collectors to appear themselves as informers, and to draw their "moieties" in person. The sharp pursuit of such profits as these was then often the main object of labor in their offices. The nine parts of the public business which paid no extra emoluments were neglected in order that the tenth part, which was also private business, might be effectually done. This was the case with officers who could not be bribed. But where an officer was corrupt he had no need to lodge informations, for he could generally, through some professional spy or blackmailing agent who had no character or position to lose, make a private settlement which was far more profitable. Should this plan fail, in any case the effort did him no harm. The person approached could not expose him, for he had only seen an irresponsible agent whom it was easy to disown; and, besides, it was dangerous to attack an officer so fully armed with power to annoy. Those who would not be blackmailed were generally content to refuse, and say no more.

Of late the Treasury Department has discouraged the claim of penalties by its officers. But this makes little difference in practice; they still share in the "moieties" paid to their dependants. An informer can do nothing alone; he must have the aid of an officer, and, to gain it, must divide the profits. In fact, a great part of the habitual informers and claimants for penalties are merely the creatures and representatives of officers, who are too "respectable" or too cautious to appear in person.

All this grows directly and naturally out of the laws themselves. It is the inevitable result of the system by which the Government of the United States regards crime as a source of revenue, and enters into partnership with professional spies, in speculating upon it. The whole method is a disgrace to the country, and ought to be blotted out of the statute book at once.

It is this system that has ruined Collector Bailey. He was a man of bright parts, and, before he began to administer these laws, of unblemished character. He was ambitious, sensitive, eager to serve the country and to achieve a great name, by thorough work. He does not seem to have been avaricious, nor was he extravagant and reckless; he used his money freely to carry out his plans; and, seeing in the penal-

ties to be exacted for the frauds he expected to unmask, a source of endless gain, he drew on it in advance, by appropriating to the prosecution of these cases sums which belonged to the Government, which were in his hands in trust, and which he could only hope to repay by extraordinary gains as an informer.

This seems to have been the chief cause of Mr. Bailey's fall. How far the associations into which the negotiation of these cases led him may gradually have blunted his moral sense, we cannot tell. These associations were gathered around the Collector's office by the law which made that office the centre of speculation upon fraud. How far he may have been influenced by the hope of enriching himself in the end, no one can say. But this hope, if it did exist, and did corrupt his motives, must have been first excited and constantly stimulated by the law which made merchandise of the knowledge of crime. Wherever we look we find this law at work degrading and corrupting its ministers, undermining official and public morals, and thus defeating higher ends than any which it even seeks to attain.

Its object is, we suppose, the detection and punishment of frauds. In some cases it doubtless succeeds; but in many more it fails, and its failures are not merely negative ones, but are positive evils. It produces frauds, probably ten times as many as it prevents or punishes. If it were but for the one fact, inseparable from it, that it makes it the direct pecuniary interest of the officers of the revenue that frauds shall be committed, this is alone enough to condemn it. Under a proper revenue law every officer ought to aim to make fraud impossible; but under this law every one has a strong motive to open the way for crime, to nurse it, watch it, retain the knowledge of it in his own hands, and then grasp its profits. In short, the ordinary and energetic administration of this law is divided by so narrow a line from such gross villainies as blackmailing and compounding felony, that conscience and judgment need to be strong indeed to be kept year after year up to the verge and never step over.

We have much to say about the administration of the revenue laws. But the fountain head of evil is in the law itself; and the first reform called for is the abolition of all pecuniary compromises of crime and of all rewards to spies. Had these features never been adopted, Collector Bailey and many another fallen man might have lived and died in honor; and if they are repealed at once much more ruin and evil of the same kind may be prevented.

BREADSTUFFS AND TRANSPORTATION FACILITIES.

As an addition to the remarks we made last week on the lowering of canal tolls, there is another fact bearing upon this question of cheap transportation from the west which deserves and is receiving the consideration of forwarders. We refer to the onerous and burdensome taxes, which the local western railroads and warehouse owners are levying upon breadstuffs passing through their hands. It is stated that the charges now made at and to Chicago as the rule reach one-half the value of every bushel of grain sold for consumption or export on the seaboard. In exposing this dangerous combination, the *Chicago Tribune*, an earnest advocate of cheap transportation, states that certain railroad companies have adopted resolutions to the effect that they will not take up a bushel of grain at any point where there is an elevator, unless it has passed through that elevator and paid the customary toll—a compliance with these arbitrary conditions alone entitling the forwarder to avail himself of the facilities of railroad communication with the markets of the east. More than this, it is asserted that the railroads refuse to deliver grain to any consignee before it shall have

passed through one of the warehouses of the combination. Against the powerful monopoly thus created, the opposition of forwarders is powerless. The toll demands must be paid and the conditions complied with, or the grain will not be moved by the transportation companies. They might be compelled to take it, perhaps, but a recourse to the tedious and costly processes of law would bring no present relief, nor would the advantage gained in any individual instance compensate for the delays involved or the expenses incurred.

But this is not all. It is further charged and believed that a combination between the railroads and warehousemen has been effected for the accomplishment of a purpose more disastrous to the interests of legitimate commerce than the charging of exorbitant tolls, namely, to regulate the price of grain. The means by which this result is accomplished shows how defective is the system of business adopted in the Chicago grain market. For instance, two hundred and fifty thousand bushels of wheat are received into store in that city, upon which storage is collected—the price of wheat being 90 cents. The warehousemen then issue and sell upon 'Change their own receipts for twice the amount actually in store, depressing the market to perhaps 80 cents in a single day. At this price they purchase back their own receipts and thus collect a toll of say ten cents per bushel on both the actual and fictitious grain represented by the receipts. It is also charged that receipts are constantly changing hands in the market on which grain has once or twice been delivered.

To correct these evils is of course more difficult than to ascertain the fact of their existence. On the one hand are the rights of the community to be protected against fraud and extortion; on the other are the rights of corporations; and in the conflict of these opposing interests the latter have the advantage through organization and co-operation. Owing to the fact that the law making power is practically controlled by the railroad and warehousemen, no immediate assistance can be expected by forwarders and consumers from the Legislature; and in truth the only present source of relief would appear to be in the hands of the Board of Trade of Chicago, at which city this principal obstruction to commerce exists. This body is supposed to represent the interests of legitimate commerce, and, as such representative, should employ all the means within its reach for the protection of those interests against the extortionate demands of organized monopolies. Under the existing warehouse law, as defined by the courts in the case of *Vincent et al., vs. The Chicago and Alton Road*, transportation companies are obliged to deliver grain where it is consigned, or permit it to be unloaded on the track if the owner or consignee so require. To see that the law as thus interpreted is respected by the companies and its provisions complied with in every case, is clearly the duty of a Board created to promote the general welfare of trade. If the railroads, operating in the interest of the warehouse "ring," set law at defiance, this Board is, or should be, able to enforce it, and if a majority of the Board, acting in the interest of the warehousemen, refuse to adopt such a course as is demanded in the interest of legitimate commerce, the members desiring the reform they are thus powerless to accomplish, would do well to withdraw and start a new Board. Anything would be preferable to a continuance at the present evils or a continuance of the unmeaning policy adopted by that body. Its numerous well-sounding resolutions, and the succession of conferences between warehousemen and committeemen, have accomplished no good results. It should be said, however, that the system of inspection and registration lately adopted will if honestly carried out by those appointed to keep account of the receipts and deliveries at the warehouses, and operate as a check upon the fraudulent issues of certificates; but until more active measures are adopted to compel the

railroads to accept and carry all grain offered for transportation on the conditions demanded by forwarders and consignees, no permanently beneficial result may be expected to follow.

This question is one of national rather than local importance: Chicago, as the centre of two railroad systems, is now able practically to control the grain trade of the country, and the tolls levied at this point on the breadstuffs product of the interior are a direct tax upon both producer and consumer. It is, of course, inevitable that the handling of grain should involve some expense to the producer in the West, to be made good by dealers in the East: but to make this transportation tax as light as possible is very necessary, in order that our grain-growers may lay down their produce in foreign markets at as little expense as possible, and thus be able to compete with the produce of other countries. It is to the interest of Chicago to see that this is done, for otherwise the evil will work out its own cure, and at the expense of that city, through the healthy competition of new lines of railroad and the opening of unbroken communication from the head of Lake Superior to the western terminus of the Erie Canal. It is on the water way, however, rather than new lines of railroad, that we chiefly rely for the accomplishment of the much-needed reforms. Lakes, rivers and canals are the only sure protection against railroad monopoly. The opening of an unbroken water way from the Upper Mississippi to tide water, via the Wisconsin and Fox Rivers, the lakes and the Erie Canal, would develop a new channel for the movement of Western produce, with which the whole railroad system of the country would be unable to compete. To secure this is wholly within our power. The adequate improvement of the Wisconsin and Fox Rivers, the enlargement of the St. Mary's Canal, and the opening of navigable communication between Lakes Erie and Ontario, are necessary to the commercial interests of the country. The opening of such a route would attract the great bulk of the grain trade of the Northwest into this, its natural channel; and, while diminishing the legitimate cost of transportation, effectually protect the consumer and producer against the extortion practiced by the warehouse and railway monopolies now controlling this most important branch of our internal commerce.

CHANGES IN THE REDEEMING AGENTS OF NATIONAL BANKS.

The following are the changes in the Redeeming Agents of National Banks for the week ending March 24, 1870. 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.
Pennsylvania. Sella's Grove...	The First National Bank	The Manufacturers' National Bank of Philadelphia, approved in place of The First Nat. B'nk of Philadelphia.
Ohio. Zanesville	The First National Bank	The National Park Bank of New York, approved in place of The Second National Bank of New York. The Central National Bank of Philadelphia approved also.
Illinois. Carthage.....	The Hancock Co. National Bank...	The Third National Bank of Chicago, approved in addition to the National Park Bank of New York.
Oregon. Portland....	The First National Bank	The Importers and Traders' National Bank of New York, approved in place of The New York National Exchange Bank, New York.

Chicago & Alton.—The deed transferring to this company the railroad from Dwight to Wenona has been and is now operated by the Chicago & Alton Company. The section between Dwight and Streator has been completed but a little while and has been operated only by the contractors heretofore. From Streator to Wenona the road has been operated about two years and has become an important coal road. The coal mines which furnish this road with freights are at and near Streator.

Western Maryland Railroad.—The ordinance passed by the City Council, and ratified by the Maryland State Legislature, authorizing the enforcement by the City of Baltimore of the bonds of the Western Maryland Railroad Company to the amount of \$1,400,000 was approved by the voters of Baltimore. Of the amount of bonds authorized to be issued and endorsed \$200,000 are to be set apart and reserved for the construction of the line from Owings' Mills to Baltimore.

Latest Monetary and Commercial English News

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

EXCHANGE AT LONDON— MARCH 11.			EXCHANGE ON LONDON		
ON—	TIME.	RATE.	LATEST DATE.	TIME.	RATE.
Amsterdam ...	short.	11.18% @ 11.18%	March 11.	short.	11.90 @ —
Antwerp.....	3 months.	25.40 @ 25.45	"	"	25.22% @ —
Hamburg	"	13.10% @ 13.10%	"	"	13.7% @ —
Paris	"	25.85 @ 5.42%	"	"	25.20 @ —
Vienna	short.	25.20 @ 25.25	"	"	—
Berlin	3 months.	12.70 @ 12.75	"	3 mos	124.10
Frankfort	"	6.27% @ 6.27%	"	"	6.24%
Cadiz	"	1.20% @ 1.20%	"	short.	119%
Lisbon	"	49 @ 49%	March 2.	90 days.	50.15
Milan	90 days.	52 @ 52%	March 11.	"	52%
Genoa	3 months.	26.37% @ 26.42%	"	"	—
Naples.....	"	" @ "	"	"	—
New York....	"	" @ "	March 11.	60 days.	108%
Jamaica	"	" @ "	Jan. 24.	90 days.	1 p. c. pm.
Havana	"	" @ "	March 10.	60 days.	11%
Rio de Janeiro	"	" @ "	Jan. 29.	"	20
Bahia	"	" @ "	Jan. 27.	"	20 @ 20%
Valparaiso....	"	" @ "	Jan. 8.	"	46% @ 46%
Pernambuco...	"	" @ "	Jan. 29.	"	20
Singapore....	60 days.	4s 5% d	Feb. 15.	6 mos.	4s. 6d.
Hong Kong...	"	4s 5% d	Feb. 7.	"	4s. 5% d.
Ceylon.....	"	2 p. c. dis.	Feb. 7.	"	par.
Bombay	"	1s 11%	March 5.	"	1s. 11% d.
Madras	"	" @ "	Feb. 8.	"	1s. 11% d.
Calcutta	"	1s 11 5-16	March 1.	"	1s. 11% d.
Sydney	80 days.	½ p. c. dis.	Jan. 3.	80 days.	½ p. c. pm.

[From our own Correspondent.]

LONDON, Saturday, March 12, 1870.

The attention of the public has, in a large measure, been directed to American securities during the last few days, and an increased amount of business has been transacted in them at improved figures. Government securities have further improved in value; but as these are now at a high point, the advance, although important, is not so great as in some of the low-priced State securities. Virginia 5 and 6 per cents have been in active request, and an important advance in rates has been established. The securities of the Canadian railway companies have been largely dealt in, the 1st, 2d, 3d, and 4th preferences of the Grand Trunk undertaking having risen considerably, owing to the large traffic receipts and to the expectation that the interest on the 1st preference will be paid in cash. The improving position of the United States and the fall in the gold premium are obviously the causes of the demand which has, during the last twelve months, existed for American securities. Naturally, the attention of the investors was, in the first instance, drawn to the securities of the Government. During the last few months the upward movement in these has made gradual and sure progress. The rise has, in fact, been scarcely interrupted. The *bona fide* inquiry from investors has been sufficiently great to absorb the whole of the stock placed upon the market. Although it is the opinion of some that 92 will be reached (which is very probable, when we bear in mind that six months' dividend will be due in six or seven weeks), it is not thought likely that a rise beyond that figure will take place. The causes assigned are that other classes of foreign securities, such as Brazilian, Chilian, Peruvian, and Argentine, which are held in favor by a large body of investors here, are now yielding a higher rate of interest, while a repetition of the excitement in the gold market at New York would be certain to depress the market. To permanent investors, however, such temporary fluctuations are not calculated to produce alarm; but, at the same time, it is certainly very desirable, in order that the idle capital of Europe may be allowed to become more extensively and more profitably employed in the vast field which is open to it in America, that such reprehensible proceedings as that of the Erie Railway should not be repeated. Had that miserable struggle never taken place, and had the affairs of the Erie Company been explained fairly and frankly to the shareholders here, in order that they might comprehend the exact position in which they stood, I think there can be no question but that many State securities would have already attracted more attention than they have done, and have been higher in price. Many persons look with aversion on American securities for this and other reasons, and so long as the Erie affair is open to so much censure, they appear to be blind to the fact of the wonderful recovery of America since the close of the war and of the brightening prospect now before it. The following figures show the prices of the principal securities to-day and on this day fortnight:

	Feb. 26.	March. 22.
United States 5-90 Bonds, 6 per cent, redeemable 1882	90 @ 80%	80% @ 80%
do do do do 1881	88 @ 80%	88 @ 80%
do do do do 1885	89% @ 89%	89% @ 89%
do do do do 1887	85% @ 88%	85% @ 89%
do do do do 1904	85% @ 86	87 @ 87%
Massachusetts 5 per cent.....	90 @ 85	90 @ 85
Virginia State 5 per cent.....	55 @ 60	60 @ 65
do do 6 per cent.....	48 @ 50	50% @ 60%
Atlantic and Great Western 7 per cent (New York section) first mortgage, 1880	60 @ 70	60 @ 70
do do second mortgage, 1881	50 @ 60	50 @ 60

At. & Gt. Western Pennsylvania first mortgage, 1877	60	@ 70	60	@ 70
do do second mortgage, 1883	50	@ 60	50	@ 60
do do consolidated mortgage bonds, 1890	29	@ 30	29	@ 30
Detroit and Milwaukee 7 per cent first mortgage bonds	67	@ 69	70	@ 75
do do 8 per cent 2d mortgage bonds	67	@ 69	70	@ 75
Erie, \$100, all paid, stamped	22	@ 22½	20½	@ 20½
do 6 per cent convertible bonds	60	@ 70	66	@ 68
do third mortgage, 1858	65	@ 70	70	@ 75
Illinois Central, \$100, all paid	111	@ 112	115½	@ 116½
do 7 per cent, 1875	85	@ 90	85	@ 90
Marietta and Cincinnati 7 per cent bonds	74	@ 76	82	@ 84
Panama 7 per cent general mortgage, 1897	105	@ 107	105	@ 107
Pennsylvania, \$50	43	@ 44	45	@ 47
do 6 per cent second mortgage	95	@ 97	97	@ 99
do general mortgage, 1910	87	@ 89	90	@ 91
Philadelphia and Erie 6 per cent first mortgage, 1881	89	@ 90	90	@ 92
Grand Trunk of Canada	15	@ 15½	15½	@ 16
do equipment mort. bonds, first charge 6 p.c	89	@ 91	93	@ 95
do first preference bonds	61	@ 63	66	@ 68
do second preference bonds	45	@ 46	47½	@ 48½
do third preference stock	83	@ 85	86½	@ 87½
do fourth preference stock	19½	@ 20	22	@ 23
Great Western of Canada	10½	@ 16½	16½	@ 17½
do 6 per cent bonds, 1878	101	@ 103	101	@ 103
do 5½ per cent bonds, 1877-8	97	@ 99	98	@ 100
do 5 per cent preference, issued at 80	3	@ 4 p.	6	@ 7 p.

Towards the close of the week, American securities have shown less firmness, owing to the somewhat unsettled state of the gold market at New York. Consols have attracted very little attention. Annexed are the highest and lowest prices of Consols and of the principal American securities on each day of the week:

	Mar. 12.	Monday.	Tuesday.	Wed'ay.	Thu'ay	Fri'ay.	Sat'day.
Consols.....	92½-92½	92½-92½	92½-92½	92½-92½	92½-92½	92½-92½	92½-92½
U. S. 5-20's, 1882	90½-90½	90½-90½	90½-90½	90½-90½	90½-90½	90½-90½	90½-90½
U. S. 5-20's, 1884	83-90	88-90	88-90	88-90	88-90	88-90	88-90
U. S. 5-20's, 1885	90-90½	90½-90½	90½-90½	90½-90½	90½-90½	90½-90½	90½-90½
U. S. 5-20's, 1887	.....	89½-89½	89½-89½	89½-89½	89½-89½	89½-89½	89½-89½
U. S. 10-40's, 1904	8½-86½	86½-87½	87½-88	87½-88	87½-87½	87½-87½	87-.....
Atlantic & G't West.							
consol'd mort. b'ds	29-28½	28½-29	28½-.....	28½-29	29-.....	29-.....	29-.....
Erie Shares (\$100)	21½-22	21½-21½	21½-21½	21½-21½	19½-20½	20½-20½	20½-20½
Illinois shares (\$100)	110½-111½	111½-112½	112½-114½	114½-115½	114-115½	114-115½	116-116½

Advices from Frankfort state that on the Bourse of that city it appears as if there was to be a revival of the speculative mania of last year. New issues of securities are made almost every day, and they are all subscribed for in confident reliance of a premium. Thus, for the five million marks banco of the Hamburg Commercial and Discount Bank, the applications were for 685 millions, 127½ millions coming from Frankfort alone, and the shares are quoted at 4 pm. This is the more remarkable as there is nothing to prevent other parties from starting similar concerns. In the present case, however, the promoters are of the first respectability. The subscriptions for 7 per cent mortgage bonds of the Michigan Peninsular Railway, \$1,700,000 at 70¢, and of \$2,500,000 7 per cent Chicago and Southwestern, have been beyond the required amount, and only 15 per cent could be allotted. Other American mortgage bonds, especially those for the railway from New Orleans to Mobile, will also be introduced. United States bonds continue firm, although many realizations are effected in exchange for the Russian loan and railway preference bonds.

The directors of the Grand Trunk Railway of Canada have announced the issue of equipment mortgage bonds to the extent of £228,000, to provide the line with additional rolling stock, which has been necessitated by the increasing traffic. The whole of these have been quickly taken up.

The State of Massachusetts loan has been in considerable request, and has been dealt in at 3 per cent premium.

Trade has been quiet, and, considering the period of the year, slack. This may be partly due to the circumstance that the weather remains cold, and that the purchases of spring clothing have not yet been made. The traffic receipts on some of the principal railways show a large increase, but that has been caused by augmented trade now being carried on in coal. The following relates to the trade of Manchester:

This market has continued dull throughout the week in all departments, and only a limited and partial business has been done, which has not been sufficient to prevent a further decline in prices since last Friday. Still there is no feeling of depression, such as is the case when buyers remain absolutely out of the market, without making inquiries. At present, although they do not make numerous large offers, still their inquiries after goods and yarns are sufficient to inspire producers with the idea that a giving way in prices would bring about a considerable business, and producers do not force sales, or attempt to seek business by quoting lower prices. Since Tuesday, inquiries have been chiefly confined to cloth and yarn suitable for Eastern markets, and some business has been done by those producers who were prepared to make a concession on last Friday's prices. Both spinners and manufacturers continue to show a desire to keep up their contracts, and hitherto stocks have been kept down, and are not yet troublesome.

The stock of cotton has again been diminished this week, owing to continued contrary winds, and spinners have again bought much under their consumption. The stock to-day only amounts to 271,000 bales, but there is so much cotton over-due that its smallness creates little uneasiness or inconvenience, and the probability is that large arrivals might be followed by increased buying on the part of the trade. The larger estimates of the crop, which are now almost universally believed in, seem to have totally knocked all speculative tendencies out of the cotton market, and consumers are less influenced by fears of fluctuations in the raw material than they were last year.

The following statement shows the imports and exports of cotton into and from the United Kingdom from September 1 to March 10:

	Imports.	Export	Imports.	Exports.
	1869-70.	1869-70.	1868-69.	1868 69.
American..... bales	581,602	56,608	484,579	82,235
Brazilian	240,649	35,362	278,546	56,024
East Indian.....	779,252	31,208	951,876	391,585

Egyptian.....	114,826	2,433	117,929	4,377
Miscellaneous	65,339	9,261	63,274	12,322
Total.....	1,731,688	412,867	1,846,304	546,543

The Corn trade has been rather firmer, and in some instances good Wheat is rather higher in price. True English wheat has, in fact, realized an advance of 1s. per quarter. The importations of wheat are still considerable, notwithstanding that northerly and easterly winds have for some time past delayed the passage of many homeward bound vessels. The weather is very favorable for spring sowing and a large breadth of land has been sown during the last ten days. The following are the particulars of imports and exports:

FOR THE WEEK ENDING MARCH 5.

	1869-70		1868-69	
	Imports.	Exports.	Imports.	Exports
Wheat..... cwt.	755,624	4,043	464,436	2
Barley.....	128,569	50	223,696	3,662
Oats.....	4,803	1,279	89,463	9,980
Peas.....	548	345	5,795	219
Beans.....	9,134	.....	61,201	485
Indian corn.....	280,421	1,563	252,746	120
Flour.....	60,827	845	51,125	98

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

	Wheat..... cwt.	Barley.....	Oats.....	Peas.....	Beans.....	Indian corn.....	Flour.....
1869-70	24,594,380	4,231,179	5,541,642	733,180	996,171	11,098,725	3,592,196
1868-69	131,763	11,865	46,664	8,700	1,170	12,357	10,150
1869-70	15,516,446	6,633,686	3,838,993	750,341	1,690,002	7,115,969	2,120,926
1868-69	135,451	71,337	64,746	6,472	3,793	642	20,050

Very little accommodation has been obtainable this week under the official minimum of 3 per cent. Towards the close there has been more inquiry for bills, and as six months' bills have been in considerable request, the belief in a higher state of discount is gaining ground. A large supply of money is still locked up at the Bank, owing to the new method of collecting the taxes inaugurated by Mr. Lowe, and this will not be relieved until the dividends are paid early in April. The Bank having, therefore, most of the floating capital, the largest portion of the discount business is secured by that establishment. Annexed are the prices for money:

	1869.		1870.	
	Per cent.	Per cent.	Per cent.	Per cent.
Bank minimum.....	3 @...	3 @...	4 months, ba'k bills	3½ @ 3½
Open-market rates:			6 months' ba'k bills	3½ @ 3½
30 and 60 days' bills	3 @...	2½ @ 3	4 and 6 trade bills.	3½ @ 4
3 months, bills.....	3 @...	2½ @ 3		

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

	'69.		'70.	
	Per cent.	Per cent.	Per cent.	Per cent.
Joint stock banks.....	2	2	Disc't houses, 7 days notice,	2½
Discount houses, at call.....	2	2	do 14 do	2½

No material change has taken place in the value of money on the Continent this week. The supply of bullion in the Bank of France has further increased. The following are the quotations at the leading cities:

	B'k rate		Op. m'kt	
	1869.	1870.	1869.	1870.
At Paris.....	2½	2½	1½	1½-2½
Vienna.....	4	5	4	5
Berlin.....	4	4	2½-3	3½
Frankfort.....	2½	3½	1½-2	3½
Amst'rd'm.....	2½	4	2½	3½
Turin.....	5	5	—	5
Brussels.....	2½	2½	2½-3	2½
Madrid.....	5	5	—	5
Hamburg.....	—	—	1½	3
St. Pet'bg.....	7	6½	6½	6

Foreign bills of exchange have been in considerable request, and the quotations are rather lower.

In the bullion market there is no important feature. Mexican dollars are rather weaker. The following particulars of prices are from Messrs. Pixley & Co.'s circular:

GOLD			
	per oz.	standard.	per oz.
Bar Gold.....	77	9	@ —
do fine.....	77	9	@ —
do Refinable.....	77	11	@ —
Spanish Doubloons.....	—	—	@ —
South American Doubloons.....	78	9	@ —
United States gold coin.....	—	—	@ —

SILVER.			
	per oz.	standard.	per oz.
Bar Silver Fine.....	5	11½	@ —
do do containing 5 grs. gold.....	5	1	@ —
Fine Cake Silver.....	5	5	@ —
Mexican Dollars.....	4	11½	@ —
Spanish Dollars (Carolus).....	—	—	none here.
Five franc pieces.....	—	—	none here.

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

English Market Reports--Per Cable.

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

London Money and Stock Market.—Consols have commanded slightly better rates the past week, the current quotations at the close being 98½ for money and 93½ for the account. United States Five-Twenty bonds have ruled quiet, but steady without material fluctuation. Railway shares have not varied to any extent, closing at about the same figures current at the close of last week. United States bonds at Frankfort have been quoted as ruling flat nearly the entire week.

Table with columns for days of the week (Sat. to Fri.) and various market items like Consols for money, U. S. 6's, Illinois Central shares, Erie Railway shares, and Atl. & G. W. (consols).

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

Table showing daily closing quotations for U. S. 6's (1862) at Frankfort for the week ending March 12, 1870.

Liverpool Cotton Market.—See special report of cotton.

Liverpool Breadstuffs Market.—Breadstuffs have generally ruled quiet but steady, quotations showing no noticeable changes.

Table with columns for days of the week (Sat. to Fri.) and various market items like Flour, Wheat, Corn, Barley, Oats, and Peas.

Liverpool Provisions Market.—Pork has been variable. Lard firm, and the other articles in the reported list without material change.

Table with columns for days of the week (Sat. to Fri.) and various market items like Beef, Pork, Bacon, Lard, and Cheese.

Liverpool Produce Market.—Petroleum shows a fractional reduction, but, with this exception, the market has ruled quiet and remarkably steady.

Table with columns for days of the week (Sat. to Fri.) and various market items like Rosin, Sp turpentine, Petroleum, Tallow, and Linseed oil.

London Produce and Oil Markets.—There have been no changes to notice in this market, excepting a decline of £1 in Whale Oil, to £38. Linseed Cakes exhibited considerable weakness, although not quotably lower.

Table with columns for days of the week (Sat. to Fri.) and various market items like Lins'd c'ke, Linseed, Sugar, Sperm oil, Whale oil, and Clover seed.

COMMERCIAL AND MISCELLANEOUS NEWS.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports this week show a large decrease both in dry goods and in general merchandise, the total being \$4,928,952 against \$7,166,248 last week and 7,532,052 the previous week.

FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.

Table showing foreign imports at New York for the week ending March 19, 1870, compared with 1867, 1868, and 1869.

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 March 22.

EXPORTS FROM NEW YORK FOR THE WEEK.

Table showing exports from New York for the week ending March 22, 1870, compared with 1867, 1868, and 1869.

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:

Table comparing the value of exports from this port to different countries since January 1, 1870, with the same time of 1869.

Table listing various countries and their exports from the port of New York, including Australia, British N. A. Colonies, Cuba, Hayti, Other West Indies, Mexico, New Granada, Venezuela, British Guiana, Brazil, and U. S. American ports.

The following will show the exports of specie from the port of New York for the week ending March 12, 1870:

Table showing exports of specie from the port of New York for the week ending March 12, 1870, including American gold, Mexican dollars, and Foreign silver.

Total for the week... Previously reported... Total since Jan. 1, 1870...

Table showing the total exports of specie from the port of New York since January 1, 1870, compared with the same time in 1869, 1868, 1867, 1866, 1865, 1864, 1863, 1862, and 1861.

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

Table showing imports of specie at this port during the past week, including Silver, Gold, and various currencies from different countries.

Total since Jan. 1, 1870... Same time 1869... Same time 1868... Same time 1867...

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.

Table showing securities held by the U. S. Treasurer in trust for National bank, including For Circulation and For U. S. Deposits.

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:

Table showing national bank currency issued, including Notes issued for ret'd., Mutilated notes burned, and Notes in circulation.

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

Table showing fractional currency received from the Currency Bureau by U. S. Treasurer and distributed weekly, including Received, Distributed, and Destroyed.

Dec. 11	777,103	545,000	450,000
Dec. 18	723,100	692,100	461,200
Jan. 8	607,650	17,618	538,000
Jan. 15	743,481	588,425	631,100
Jan. 22	758,000	539,673	559,100
Jan. 29	566,000	665,233	450,530
Feb. 5	573,000	247,600	552,300
Feb. 12	608,400	725,142	718,800
Feb. 19	625,600	273,295	640,200
Feb. 26	524,700	167,000	326,960
March 5	531,600	444,582	677,600
March 12	490,100	329,286	635,500
March 19	463,100	859,093	522,400

Chicago and Alton Railroad.—Directors' Seventh Annual Report of the Company's affairs and its operations during the year ending December 31st, 1869, is as follows:

"The capital stock and funded debt of the corporation remain substantially the same as represented in the last Annual Report, with the exception of the amount of Sinking Fund Bonds outstanding, which has been reduced during the year by the cancellation of forty six bonds for one thousand dollars each.

The several amounts are as follows:

Common Stock	\$5,145,000	
Preferred Stock	2,425,400	\$7,570,400
Preferred Sinking Fund Bonds outstanding	\$356,000	
First Mortgage Bonds	2,383,000	
Income Bonds	1,087,000	3,826,000
		\$11,396,400

The fixed charges upon your property for the year 1870 (including Sinking Fund and Government tax), may be stated as follows:

Preferred Sinking Fund Bonds—Interest and Sinking Fund	\$72,000 00
Interest on First Mortgage Bonds, say	166,810 00
Interest on Income Bonds	76,090 00
Joliet & Chicago Lease, including Sinking Fund	160,440 00
St. Louis, Jacksonville & Chicago R. R., rental	240,000 00
	\$715,340 00

The following statement will exhibit the gross Receipts and Expenditures for the year 1869:

EARNINGS.	
From Passenger Traffic	\$1,391,597 43
" Freight	3,066,143 73
" Express Companies	109,324 43
" Transportation U. S. Mail	51,542 48
" Miscellaneous Sources	62,954 74
	\$4,681,562 81
EXPENSES.	
For Conducting Transportation	\$574,533 22
" Motive Power	767,186 99
" Maintenance of Way	816,723 78
" " Cars	302,274 26
" General Expenses	96,235 58
" Taxes	119,639 21
	2,676,593 01

Net Earnings..... \$2,004,969 77

Monthly Earnings for six years past have been as follows:

MONTH.	1864.	1865.	1866.	1867.	1868.	1869.
January	\$100,991	\$230,503	\$226,152	\$243,787	\$276,116	\$343,181
February	154,417	275,282	222,241	157,832	275,139	315,098
March	195,802	299,073	290,110	235,961	267,094	338,726
April	162,722	258,480	269,249	281,164	279,121	328,390
May	178,785	322,277	329,851	335,509	303,342	345,832
June	206,050	355,269	371,543	342,357	331,504	402,854
July	224,256	335,985	321,977	354,343	404,012	351,044
August	312,164	409,250	337,263	415,981	558,190	493,231
September	354,554	401,280	342,638	403,993	486,196	506,623
October	320,979	357,956	360,222	426,751	503,745	468,212
November	307,803	307,919	333,029	359,102	409,568	397,515
December	252,015	236,824	271,246	33,169	361,700	340,850

Total	\$2,770,483	\$3,840,091	\$3,695,152	\$3,892,861	\$4,508,642	\$4,681,562
Expenses	\$1,532,105	\$2,006,574	\$2,210,536	\$2,149,128	\$2,463,182	\$2,676,593
Profit	\$1,238,378	\$1,833,517	\$1,484,616	\$1,743,733	\$2,045,460	\$2,004,969

The financial statement for the year is as follows:

INCOME.	
Balance at the credit of this account Jan. 1, 1869	\$984,667 37
Net Receipts, as before stated	2,004,969 77
	\$2,989,637 14
DISBURSEMENTS.	
Interest on Bonds of all Classes	\$270,235 00
Paid Sinking Funds	66,000 00
Rent Joliet & Chicago R. E., exclusive of Sinking Fund	140,701 59
Rent St. Louis, Jacksonville & Chicago R. R.	240,000 00
Dividends Nos. 12 and 13	756,655 00
Government Tax on Dividend and Sinking Fund	42,121 94
Loss by Fire in 1865—Insurance uncollectable	15,000 00
Cost of Improvements charged this account	907,500 86
Transferred to Supply account	500,000 00
	2,938,216 39

Surplus December 31st, 1869..... \$51,420 75

It has heretofore been the practice of this Company to represent what may be properly called its working capital, (invested in materials for Repairs, Fuel, Stationery, and supplies of various kinds required for the operation and repair of its railway), in the statement of its Income account, in which the cost of the same has been from time to time charged as purchases have been made, and the proper credits given as the materials have been consumed or put to their proper use.

The value of such supplies necessarily kept on hand at all times to insure the prompt and efficient working and repair of your railway is very great. It is, however, not the same at all seasons of the year, but the average amount is about \$500,000.

In referring to annual statements heretofore made, many stockholders have assumed that the balances appearing at the credit of the Income account (which have embraced the cost of supplies), were available for the purpose of dividends, notwithstanding the fact that a more careful reading of the reports would in all cases have shown them their error. To avoid any possible future mis-apprehension on that point, it has been decided to open a new account to be called the Supply account, to which a transfer of five hundred thousand dollars (\$500,000), has been made from the Income account, as appears in the foregoing statements.

The gross receipts of your line for the year exceed those of the preceding year, one hundred seventy-two thousand nine hundred and nineteen dollars and eighty-four cents (\$172,919 84), or 3 8-10 per cent. The increase is found to be from the following sources: From Passenger Traffic, \$86,027 27, or 6 6-10 per cent. From Freight Traffic \$112,514 34, or 3 8-10 per cent.

The aggregate receipts from Express Companies, from the United States for transporting the mails, and from miscellaneous sources, are reduced, as compared with 1868, about 1 per cent, or \$25,621 77.

The Coal Traffic of your line continues to increase rapidly. Commencing in 1865, 6,000 tons were transported, and in 1869, 266,096 tons. The aggregate tonnage of freight transported during the year shows an increase over 1868, of 15 per cent, 90 7-10 per cent of the whole amount being local, and 9 2-10 through.

The number of Passengers transported during the year amounted to 731,553, an increase over 1868 of 122,679, or 20 3-10 per cent. Of the number transported, 689,852, or 94 3-0 per cent were way, 41,701, or 5 7-10 per cent through. The average amount of fares paid by way passengers was one dollar and forty-nine cents. The average in 1868 was one dollar and sixty-eight cents. The foregoing statements show that more than nine-tenths of your entire traffic is local, which cannot be seriously affected by competition.

Not a single passenger was injured during the year.

The operating expenses, including taxes, amount to 57 17-100 per cent of gross receipts, being an increase of 2 57-100 per cent over 1868.

It will be seen from the foregoing statements that, notwithstanding the number of passengers transported during the year was more than 20 per cent greater, and the tonnage of freight transported was increased 15 per cent as compared with the preceding year, the net receipts were about \$40,000 less.

This result is in consequence of the fact that it was found necessary to accept lower rates for transportation, owing to the general reduction of values and especially the reduction in the value of agricultural products, upon which your traffic so largely depends, without being able to make a corresponding reduction in operating expenses. It is a well-known fact that when the price of labor has been increased from any extraordinary cause in a country so sparsely populated as the West, it requires time to reduce it to its proper level, when the causes for its advance no longer exist. At the time of writing this report the cost of labor is less than the average of the past year, and will probably continue to bear a less ratio to the receipts of your Company during the year 1870 than during the preceding year.

The condition of your property has been not only fully maintained, but, as a whole, it has never been at any time in the past equal to that of the present.

During the year, fifty miles, or 18 per cent of the main line has been relaid with new and re-rolled iron.

Five and one-eighth miles of additional side tracks have been constructed. The second, or double, track has been extended from Braceville to Gardner, and grading for extending the same nearly completed from Gardner to Dwight. Other important improvements and additions to bridges, superstructure, &c., have been made.

Eleven Locomotives have been added to the ninety-seven on hand at the commencement of the year, ten by purchase and one constructed at the shops of the Company—the cost of the latter being included with Operating Expenses, and embraced in the aggregate before given.

The condition of the engines has been fully maintained, at a cost per mile run of about 10 per cent less than that of the preceding year.

Illinois Central Railroad Company.—REPORT FOR THE YEAR ENDING DECEMBER 31, 1869.—The gross earnings were \$3,823,482 20, working expenses \$4,924,594 20, State taxes \$479,353 15, and rent of leased lines in Iowa \$532,154 47, leaving net earnings \$2,887,375 38, against \$2,414,984 58 in 1868, being a gain of \$472,390 80, or 19 1/2 per cent. The per centage of expenses to earnings, including State taxes, was 61 1/2 per cent against 64.37 in 1868.

The gross earnings in Illinois were \$7,380,997 90, and the net \$2,732,756 16, being an increase over last year of \$438,009 43.

The gross earnings of the leased lines included in above amount were \$1,442,484 30, working expenses \$741,285 77, State taxes \$14,424 84 and rent \$532,154 47, leaving a net profit of \$154,619 22.

It will be observed that there is an increase of 103 1/2 miles in leased lines in Iowa, as compared with the last report. The extension comprises 54 miles of the Cedar Falls and Minnesota Railroad, and 49 miles of the Iowa Falls and Sioux City Railroad, making a total length of 258 1/2 miles now worked in Iowa.

The tonnage hauled during the year was 1,601,972 tons, against 1,439,675 in 1868, and the average distance each ton was hauled was 158 14-100 miles, against 157 miles in 1868. This, owing to the decline in value of cereals, has been transported at a considerably reduced rate per ton per mile, as compared with the previous year.

Our expenditures on maintenance of way during the year amounted to \$1,314,028 86, which includes the cost of 8,255,610 tons new iron.

The amount charged to permanent expenditures was \$884,776 99, of which \$431,592 70 was for construction, and \$441,713 for equipment.

The bridge across the Mississippi, between Dunleith and Dubuque, opened on the 1st of January, 1869, has been used successfully, and enabled us to transport without interruption a large amount of freight.

The funded debt was reduced \$858,000, and on the 1st January amounted to \$3,519,500, or, deducting the special fund above referred to, leaves an even sum of \$8,000,000.

LAND DEPARTMENT.
The low price of wheat and the almost total failure of corn through the central portion of the State made it difficult for the farmers to pay up in full to the Land Department. The collections amounted to \$2,557,717 70. During the year there were surrendered to the trustees \$1,467,000 of construction bonds. Of the \$3,335,774 construction bonds now in hands of trustees, \$2,579,000 are in advance of collections. There were 85,860 acres sold to 1,521 purchasers for \$899,348 71, being an average of \$10 48 per acre, and of 56 acres to

each purchaser. Up to the close of the year 1,356,830 51-100 acres of the original grant of land had been deeded to purchasers, and returns thereof made to the State authorities. The amount owing to the company for lands sold was \$4,492,851 60, and the number of acres unsold 457,779 17-100, of which nearly 400,000 acres are located south of the centre of the State.

The number of acres of lands remaining unsold at the end of the year was 457,779 17-100 acres, located as follows:

ON MAIN LINE.	
Between Cairo and the Ohio and Mississippi Railroad.....	272,312 52 acres.
Between the Ohio and Mississippi Railroad and Decatur.....	61,054.64 "
Between Decatur and Dixon.....	17,794.26 "
Between Dixon and Dunleith.....	16,533.02 "

ON THE CHICAGO BRANCH.	
Between the Ohio and Mississippi Railroad and Tolono.....	54,355.14 "
Between Tolono and Chicago.....	35,729.59 "

The earnings during the year are \$8,844,320 17, from the following sources:

COMPARATIVE STATEMENT OF EARNINGS FOR THE YEARS 1868 AND 1869.				
	1869.	1868.	Increase in 1869.	Decrease in 1869.
Freight.....	\$6,309,867	\$5,560,302	\$749,564	.....
Passengers.....	2,102,990	1,868,747	234,243	.....
Extra baggage.....	3,342	2,804	538	.....
Sleeping cars.....	24,547	.....	24,547	.....
Mails.....	86,885	84,800	2,085	.....
Express.....	202,045	219,811	.....	\$17,796
Rent of property.....	117,573	113,942	3,631	.....
Dockage.....	13,426	15,017	.....	1,631
Rent of cars.....	23,371	27,162	.....	3,791
Total.....	\$8,844,320	\$7,892,629	\$991,690	.....

* This includes \$701,838 07, the amount of earnings over other roads, exclusive of leased lines.

Showing an increase of \$991,690 93, or 12 56-100 per cent over gross earnings of 1868.

Below is a statement of operation expenditures for the year, amounting to \$4,924,594 20.

	1869.	1868.
Salaries.....	\$175,620 29	\$149,779 62
General expenses.....	257,959 93	187,436 85
Claims and damages.....	68,507 88	114,662 22
Station expenses.....	696,587 00	616,198 85
Train expenses.....	992,749 64	859,245 59
Maintenance of machinery.....	1,246,478 21	1,228,812 44
Maintenance of way.....	1,314,023 86	1,260,443 04
Repairs of fencing.....	107,062 26	106,104 54
Operating St. Charles Air Line.....	7,587 12	7,169 57
Legal expenses.....	17,365 22	17,316 25
Insurance.....	40,673 79	48,332 74
Loss and damages by fire.....	.....	108 70
Total.....	\$4,924,594 20	\$4,690,691 91

Showing an increase of \$333,912 29 over the expenses of 1868, and operation expenses of 965 1/2 miles of road, an increase of 103 1/2 miles, due to the extension of leased lines, accepted at different times during the year.

The proportion of operation expenses, exclusive of charter tax, to earnings, is 55 43 100 per cent.

Chesapeake and Ohio Railroad.—At the recent meeting of the Directors of the Chesapeake and Ohio Railroad Company, the proposals for construction were examined and contracts awarded to the lowest responsible bidders for the greater part of the work on the line between White Sulphur Springs and the Ohio Railroad. Nearly 7,000 men will thereby be at once placed upon the line, and in all probability the section of 75 miles between the Kanawha coal fields and the Ohio River will be completed within the year. The work has been let at figures very satisfactory to the Company, and much below the original estimate of the chief engineers. The Secretary of the Company also reports that the floating debt of the road, nearly, \$1,000,000, has been paid off; the interest of the State in the Blue Ridge Tunnel, \$1,800,000, has also been provided for by the purchase of Virginia bonds. The financial prospects of this Company are altogether flattering, and the subscriptions to the loan in the hands of Messrs. Fisk & Hatch, the financial agents, are reported so encouraging as to justify the most energetic prosecution of the work.

—Attention is called to the business card of Messrs. Evans, Wharton & Co., Bankers and Brokers, 5 Broad street, which will be found on the first page of this paper. This House allows interest on deposits, and attends to all commission business in the purchase or sale of Government securities, stocks, bonds, and gold.

The Bankers' Gazette.

DIVIDENDS.

The following Dividends have been declared during the past week:

COMPANY.	PER CENT.	WHEN PAYABLE.	BOOKS CLOSED.
Railroads.			
Middleborough & Taunton.....	\$2	D'mand	.....
Portland, Saco & Portsmouth.....	\$12	D'mand	.....
Hartford & New Haven.....	\$3	Apr. 1	Mar. 23 to Apr. 1
do. do. scrip.....	\$1 1/2	Apr. 1	Mar. 25 to Apr. 1
Oil Creek & Alleghany.....	2 1/2	Apr. 1	Mar. 25 to Apr. 1
Panama.....	4	Apr. 5	Mar. 26 to Apr. 7
Oil Companies.			
Clinton.....	1	Mar. 25	Mar. 22 to Mar. 26
New York & Alleghany.....	5	Apr. 1	.....

FRIDAY EVENING, March 25.

THE MONEY MARKET.—During the latter half of March money usually flows from this city to the banks in the interior of the State and those of the adjoining States, in preparation for annua

settlements, usually made about April 1st, and ordinarily this has been a season of activity and sometimes of stringency in the money market. At this date of 1869 currency was flowing freely to Boston, Philadelphia and Baltimore, and the rate on call loans was seven per cent, in gold, while the condition of the market was such as to encourage an attempt to "lock up" money. Now, however, the banks are full of currency, and being unable to employ all their demand money at 5@6 per cent, have to lend, in some instances, at four per cent. The last bank statement showed a slight contraction of resources and a moderate expansion of loans, which, so far, was unfavorable; but, with a surplus of \$24,500,000 beyond the reserve required by law, their condition is still one of extreme ease, and likely to be little disturbed by any remittances connected with the April settlements. The currency balance in the Treasury is reported to have been reduced to about \$5,000,000; which has been in favor of an easier condition of the market. The course of Southern Exchanges has turned somewhat in our favor since the falling off in the receipts of cotton, and exchange on this city at New Orleans is now quoted at 1/2 per cent premium, which nearly admits of shipments of currency in this direction at a profit. Upon the whole, therefore, the present indications favor a continuance of ease in money. It is thought probable that the low condition of the Treasury currency balance may induce the Secretary to increase his sales of coin, which, if done, would strengthen the tone of the market.

On call loans the most general rate is 5 per cent; a fair amount is transacted at 6 per cent on stock collaterals, and on Government bonds, loans are made at 4 per cent.

Discounts continue easy, the supply of paper being strictly moderate, for the season and prime acceptances being current at 7@8 per cent, with exceptions at 6 1/2; prime single signatures at 7@9 per cent. Some disturbances of confidence in dry goods paper has been caused by a series of failures. On Tuesday, Messrs. Haviland, Lindsley & Co., dry goods jobbers, Broadway, suspended payment, with liabilities amounting to about \$275,000. On the same day, Messrs. Jenkins, Vaill & Peabody, a long established dry goods commission house also stopped payment, with liabilities estimated at about \$1,000,000. The failure of the latter firm has involved some of the manufacturers whose accounts they held; including J. H. Prentice, Brooklyn, with liabilities stated at \$900,000, who, however, it is reported to-day will continue business; the Sequassen Woolen Mills at Windsor, Conn., and the Lounsbury & Bissel Manufacturing Co., at Norwalk, Conn. The liabilities of these mills, we are unable to ascertain.

The following are the current rates on various classes of loans:

	Per Cent.	Per Cent.
Call Loans.....	4@6	Good Notes..... 9@12
Prime Acceptances.....	7@8	Lower Grades..... 10@18
Prime Notes.....	7@9	Loans on Bond and Mortgage. 7@..
Good Acceptances.....	8@10	

UNITED STATES BONDS.—The bond market continues heavy and weak, prices at the close being from 1/2@3/4 lower, except Sixty-Twos, which are 1/4 higher. The depression does not appear to have arisen from any undue supply arriving on the market; for investors have sold but few bonds; nor yet from any special speculative effort to depress prices, although speculation has, perhaps, predominated in that direction; nor from any pressure of supply, for the Treasury purchases of \$1,000,000 bonds on Thursday drew out offers of only \$2,944,650. The chief causes of the weakness have been a fall in American securities at London, Sixty-Twos having declined to 90 1/4, and a disposition to postpone all operations until more is known as to the probable fate of the Funding Bill now pending in Congress. If there were a reasonable certainty that Congress will do nothing calculated to depreciate bonds, there are many who would become free buyers, not only on speculation but also for investment.

The following were the highest and lowest prices of leading government securities at the Board on each day of the past week:

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
6's, 1881 coup.....	+114 1/4	114 1/4	+114 1/4	114 1/4	+114 1/4	118 1/4
5 20's, 1862 coup.....	+109 1/2	110	+109 1/2	110	+109 1/2	110 1/2
5 20's, 1864 ".....	+108 1/2	109 1/2	+108 1/2	108 1/2	+108 1/2	108 1/2
5 20's, 1865 ".....	+109 1/2	109 1/2	+108 1/2	109 1/2	+108 1/2	109 1/2
5 20's, 1865 ".....	+107 1/2	107 1/2	+107 1/2	107 1/2	+107 1/2	107 1/2
5 20's, 1867 ".....	+108 1/2	109 1/2	+108 1/2	108 1/2	+108 1/2	108 1/2
5 20's, 1868 ".....	+109 1/2	109 1/2	+108 1/2	109 1/2	+108 1/2	109 1/2
10-40's.....	+105 1/2	105 1/2	+105 1/2	105 1/2	+105 1/2	105 1/2
Currency 6's.....	+112 1/2	112 1/2	+112 1/2	112 1/2	+112 1/2	112 1/2

† This is the price bid and asked, no sale was made at the Board.

Purchases by the Government on Thursday, March 24, were \$1,000,000; total offered, \$2,944,650. The total now held is \$103,273,150. Details are as follows:

5-20's of 1862, reg.	Purchase Mar. 24. \$375,400	Total held. \$13,318,550	5-20's of 1865, new, r. . .	Purchased Mar. 24. \$100,250	Total held. \$38,440,400
1862, con.	9,650		1865, new, c.	219,700	
1864, reg.	62,870	14,508,650	1867, reg.		26,542,900
1864, con.	114,100		1867, con.	16,000	
1865, reg.	108,500	7,816,750	1868, reg.		2,656,700
1865, con.	600		1868, con.		

STATE BONDS.—For a number of weeks past there has been an active speculation in the London and Frankfurt markets in all classes of American securities, among which the bonds issued by the States of Virginia and Louisiana have been prominent, the demand having induced a strong advance in the home market. During the course of this speculative furor, old Virginias have risen to 76, new bonds to 75; Louisiana Levee sixes to 79½, and Levee eights to 95. Yesterday witnessed a severe panic on the Frankfurt market under an attempt to realize the advance, which resulted in a break in prices of 3 to 5 per cent. A corresponding depression was also noted in this market, old Virginias dropping to 68, Louisiana Levee sixes to 76, and Levee eights to 90½, the market closing at about the lowest points for these securities. This has exerted a depressing influence upon the balance of the list, though with less important results. Missouri sixes have sold down to 91½ and new Tennessees to 49½, the old having been barely steady at 49. The North Carolinas have not yielded to the pressure, the old remaining firm at 46@47, and the new at 23@23½. The Georgia bonds have also been strong under the prospective readmission of the State to the Union, sixes selling at 87, and sevens at 94. New York State securities have been in good demand for the various issues.

The following are the highest and lowest prices of the active list of State Bonds at the Board on each day of the past week:

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
6s Tenn. x.c.	57½	58	58	58	59	59
6s Tenn. new.	49½	49½	50	50½	50½	50½
6s N. Car., old.	46	46	46	47	46½	47
6s N. Car., new.	23	23½	23½	23½	23½	23
6s Virg. x.c.	73	74	73½	74	73½	73
6s Virg. new.	71	72	71	72	71½	71
6s Louisiana.	76½	76½	77	77½	77	76
6s do new.	72	72	71½	73	73	75
6s La., levee.	76	76½	77	78	79	78
6s La., levee.	81	86	87½	88	91	91
5s Alabama.	70	75	75	75	75	75
6s do.	75	75	75	75	75	75
6s Georgia.	85	85	85	87	87	87
7s Georgia.	98½	98½	98	94	94	93
6s Missouri.	91	91½	92	92½	92½	92
6s S. Carolina.	87½	90	87½	89	86	90
6s do new.	82½	82½	82½	82½	82	82
6s do n.A.&O.	84	86	84	87	84½	87

† This is the price bid and asked, no sale was made at the Board.

RAILROAD AND MISCELLANEOUS STOCKS.—The stock market, in its general features, has not varied materially from last week. There has been considerable fluctuation in prices, induced by speculative maneuvers, but the average range has not materially changed, although the current earnings of a majority of the roads have not been favorable to a firm market. Pacific Mail has been freely attacked, through the circulation of damaging but untrue reports, and the price fell to 30½. Northwestern has fluctuated between 70½ and 73½, partly owing to the speculative position of the stock and partly to a heavy falling off in earnings. Rock Island has been especially firm, having advanced from 118 to 122½, in expectation of a liberal dividend being declared at a meeting of directors to be held to-morrow. Western Union has fallen 3½ owing to the Company having passed its dividend. New York Central has been neglected and weak, falling from 96½ to 92½.

The following were the highest and lowest prices of the active list of railroad and miscellaneous stocks on each day of the last week:

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Central of N.J.	102	102½	102½	104	103	102½
Chic. & Alton.	111	111½	111½	118	112	112
do do pref.	112	112	112	115	112	112
Northwest.	70½	71½	71½	72½	73	71½
do pref.	81	82	82	83	82	82
Rock Island.	118	119	118½	120½	120	122½
Clev., C., & I.	74	74	74	74	74	74
Col. Chic. & I.C.	16½	17	17	18	17	17
Cleve., & Pitts.	97½	98½	98	99	100	100
Del., Lack., & W.	102½	103	103	103	103	103
Erie.	24	25	24	25	25	25
Hann., St. Jos.	106	107	106	106	107	107
do pref.	105	105½	105½	107	107	106
Harlem.	141½	143	142½	144	143	143
Illinois Centr'l.	189	192	188	188	188	188
Lake Shore.	85	85½	85	87	87	87
Mich. Centr.	119	119	119	120	119	119
St. Paul.	58	58	58	59	59	59
do pref.	70	70	70	70	70	70
Morris & Essex.	90	90	90	90	90	90
N.Y. Cent. & H.R.	95	95	95	95	95	95
do scrip.	98	98	98	98	98	98
Ohio, Missis.	28	28	28	29	28	28
do pref.	70	71	71	71	71	71
Fort Wayne.	94	94	94	94	94	94
Reading.	96	96	96	96	96	96
Alton & T.H.	85	87	86	86	86	86
do pref.	68	68	68	68	68	68
Tol., Wab., W.	45	45	45	45	45	45
do pref.	78	78	78	78	78	78
Cumberl. Coal.	25	25	25	27	27	27
Bost. Wat. Pow.	17	17	17	17	17	17
Canton Co.	61	62	62	62	62	62
West. Tel. Un.	32	32	32	32	32	32

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Pacific Mail.	88½	88½	88½	88½	88½	88½
Adams Expr's.	60	61	61	61	61	61
American.	88	88	88	88	88	88
Am. Merch. Un.	88	88	88	88	88	88
Merch. Union.	10	10	10	10	10	10
United States.	47	48	47	47	47	47
Wells, Fargo.	20	20	20	20	20	20
Mariposa Gold.	9	9	9	9	9	9
do pref.	18	18	18	18	18	18
Quicksilver.	10	10	10	10	10	10

* This is the price bid and asked, no sale was made at the Board.

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

Week ending—	Government Bonds.	State & City Bonds.	Company Bonds.	Total amount.
Nov. 4.	4,708,200	1,621,000	457,400	6,786,600
" 11.	2,663,650	999,000	283,100	3,945,750
" 18.	2,613,500	937,000	293,600	3,844,100
" 25.	2,291,550	807,500	373,600	3,472,650
Dec. 2.	3,847,950	1,499,000	488,000	5,834,950
" 9.	5,104,300	1,682,000	414,500	7,200,800
" 23.	3,069,500	587,000	324,000	3,980,500
" 30.	1,426,400	665,000	317,000	2,408,400
Jan. 6.	3,299,200	988,600	345,000	4,532,800
" 13.	5,370,700	2,050,800	611,500	8,033,000
" 20.	4,497,100	1,534,500	576,500	6,608,100
" 27.	5,340,650	1,884,000	642,500	7,867,150
Feb. 3.	2,297,050	2,600,500	1,087,500	5,985,050
" 10.	1,893,400	2,901,500	920,100	5,715,000
" 17.	2,305,000	2,239,500	766,000	5,310,500
" 24.	2,068,900	1,541,700	686,000	4,296,600
March 10.	5,175,450	2,326,000	922,500	8,423,950
" 17.	3,665,000	1,961,500	940,700	6,567,200
" 24.	2,237,050	1,666,111	663,500	4,566,661

THE GOLD MARKET.—There have been no special causes tending to materially affect the course of the gold premium. For the most part, the market has been firmer, under an advancing tendency in foreign exchange, and purchases by parties supposed to be operating concurrently with the management of the funding and specie payment schemes at Washington. To-day, however, under a report that the Government will prepay the money interest and will increase its sales of gold in April, there has been more selling, under which the price declined from 112½ to 111½@111½. The Treasury sold on Wednesday \$1,000,000 gold, the whole amount bid for being \$5,173,000. The lending rate has ranged at 3@5 per cent "for carrying." The speculative movement in the Gold Room has been dull.

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

	Open-Ing.	Low-est.	High-est.	Clos-Ing.	Total Clear ngs.	Balances. Gold.	Currency.
Saturday, Mar. 19.	112	112	112½	112½	46,638,000	1,706,979	1,919,275
Monday, " 21.	112½	112½	112½	112½	40,544,000	1,433,911	1,622,733
Tuesday, " 22.	112½	112½	112½	112½	37,970,000	1,489,658	1,688,895
Wedn'day, " 23.	112½	112½	112½	112½	28,017,000	1,168,193	1,319,963
Thursday, " 24.	112½	112½	112½	112½	36,270,000	935,979	1,567,804
Friday, " 25.	112½	111½	112½	111½	23,462,000	930,560	1,049,511
Current week.	112	111½	112½	111½	212,801,000	7,665,279	9,107,680
Previous week.	112	111½	112½	112½	201,730,000	106,489,27	12,341,121
Jan. 1 '70, to date.	120	110	123	111			

FOREIGN EXCHANGE.—Has been firmer. The supply of cotton bills has been quite large for the season; but some of the foreign bankers appear to have been free buyers on speculation, and rates have consequently been strong, rates being ½@¾ per cent higher than a week ago.

	March 4.	March 11.	March 18.	March 25.
London Comm'l.	108½@108	107½@108	107½@107½	108½@108½
do bkrs' Ing.	108½@108	108½@108	108½@108	108½@108
do do short.	109½@109	108½@109	108½@108	109½@109
Paris, long.	5.20 @5.18	5.20 @5.21	5.23½@5.22	5.22½@5.21½
do short.	5.17½@5.16	5.17½@5.18	5.21½@5.20	5.20 @5.18
Antwerp.	5.22½@5.18	5.20 @5.21	5.23½@5.22	5.23½@5.22
Swiss.	5.22½@5.18	5.20 @5.21	5.24½@5.22	5.24½@5.22
Hamburg.	35½ @ 36	35½ @ 35½	35½ @ 35½	35½ @ 35½
Amsterdam.	40½ @ 40	40½ @ 40	40½ @ 40	40½ @ 40
Frankfort.	40½ @ 40	40½ @ 40	40½ @ 40	40½ @ 40
Bremen.	78½ @ 79	78½ @ 79	78½ @ 78	78½ @ 78
Berlin.	71 @ 71	70½ @ 71	70½ @ 70	70½ @ 70

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

	Custom House.	Receipts.	Sub-Treasury.
	Receipts.	Gold.	Currency.
Mar. 19.	\$284,000 00	\$722,706 11	\$1,483,267 88
" 21.	469,000 00	477,953 69	237,781 56
" 22.	331,000 00	332,843 14	220,997 10
" 23.	925,000 00	503,503 54	1,158,751 33
" 24.	356,000 00	5 0,392 82	1,242,252 77
" 25.	552,000 00	1,092,910 50	176,957 07
Total.	\$2,317,000 00	\$3,629,214 71	4,520,067 71
Balance, March 18.		76,941,056 46	3,823,450 81
Paym'ts during week.	\$80,570,411 17		8,343,458 52
Balance March 25.		77,683,563 20	4,490,294 20
Increase.		697,466 74	666,843 89
Decrease.			

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 March 19, 1870:

BANKS.	AVERAGE AMOUNT OF					
	Capital	Loans and Discounts	Specie	Circulation	Net Deposits	Legal Tenders
New York	\$3,000,000	\$9,656,898	\$5,255,294	\$924,250	\$7,148,400	\$1,472,480
Manhattan	2,050,000	5,985,743	798,717	10,147	4,292,730	722,760
Merchants	3,000,000	6,129,185	1,780,995	886,733	5,415,347	1,787,890
Mechanics	2,000,000	5,480,900	737,000	578,059	4,132,240	755,900
Union	1,500,000	4,687,161	657,240	474,949	3,374,837	545,962
America	3,000,000	7,573,106	1,526,238	1,470	7,198,150	2,384,171
Phoenix	1,800,000	4,177,464	759,033	525,815	2,781,484	274,875
City	1,000,000	5,587,303	1,426,650	.....	4,698,084	150,000
Tradesmen's	1,000,000	2,991,390	197,663	787,209	1,688,519	573,447
Fulton	600,000	2,076,021	266,399	.....	1,746,119	676,766
Chemical	800,000	6,351,311	833,462	.....	4,771,701	1,050,851
Merchants' Exchange	1,235,000	3,353,764	2,361,111	449,064	2,887,337	699,709
National	1,500,000	3,252,784	574,276	482,030	1,500,459	271,524
Butchers'	800,000	2,296,000	77,300	259,600	1,614,100	455,400
Mechanics and Traders'	600,000	1,991,446	25,335	195,720	1,255,177	310,587
Greenwich	200,000	1,076,202	.....	2,967	764,130	141,263
Leather Manuf. National	600,000	3,051,089	555,499	264,837	1,779,553	692,490
Seventh Ward, National	500,000	1,321,662	96,915	173,815	832,855	214,265
State of New York	2,000,000	4,342,105	617,866	482,000	3,971,977	1,820,973
American Exchange	5,000,000	9,171,911	1,151,532	911,941	4,891,951	1,271,000
Commerce	10,000,000	22,459,446	1,017,382	5,825,025	6,282,423	4,974,909
Broadway	1,000,000	7,974,464	88,492	900,000	6,597,816	1,741,662
Ocean	1,000,000	2,597,712	78,338	798,060	1,220,600	487,937
Mercantile	1,000,000	3,729,738	284,863	479,597	3,685,627	852,543
Pacific	422,700	2,165,922	57,209	4,780	1,685,627	328,666
Republic	2,000,000	4,651,984	2,163,791	856,115	5,285,478	1,149,292
Chatham	450,000	2,220,887	230,296	130,813	2,486,922	611,521
People's	412,500	1,350,033	48,300	5,933	1,188,139	237,744
North American	1,000,000	2,662,233	246,427	4,100	2,402,936	389,500
Hanover	1,000,000	2,288,380	280,948	289,813	1,998,819	312,639
Irving	500,000	1,879,000	15,900	189,531	1,726,000	492,000
Metropolitan	4,000,000	11,571,560	2,182,240	2,188,133	6,514,963	362,000
Citizens	400,000	1,562,197	78,473	131,913	1,219,091	311,766
Nassau	1,000,000	2,304,526	81,781	3,979	1,997,967	289,342
Market	1,000,000	2,974,916	252,313	531,198	1,982,055	378,705
St. Nicholas	1,000,000	2,771,132	110,282	717,303	1,905,238	517,248
Shoe and Leather	1,500,000	3,470,509	73,677	869,039	2,021,360	780,800
Corn Exchange	1,000,000	2,742,049	32,310	5,887	1,394,825	242,000
Continental	2,000,000	3,800,750	191,905	564,746	2,139,516	644,000
Commonwealth	750,000	2,573,527	79,219	233,656	2,629,951	1,055,708
Oriental	300,000	1,491,443	10,075	4,810	1,151,631	201,306
Marine	400,000	1,530,010	195,210	360,000	1,462,110	582,900
Atlantic	300,000	1,017,756	39,601	99,434	715,525	176,495
Importers and Traders'	1,500,000	10,221,347	466,656	509,986	10,007,008	2,028,364
Park	2,000,000	15,887,912	2,274,132	861,073	19,555,619	4,465,583
Mechanics' Banking Ass.	500,000	1,165,692	56,969	302,312	1,315,052	607,182
Grocers'	300,000	815,143	42,288	2,015	612,281	132,649
North River	400,000	1,112,147	24,813	11,007	1,021,878	259,943
East River	350,000	1,070,073	19,400	283,500	625,214	193,404
Manufacturers & Mer.	500,000	1,336,439	3,083	677	1,037,431	244,525
Fourth National	5,000,000	18,513,552	1,781,316	2,945,083	15,604,034	3,493,172
Central National	3,000,000	11,944,764	535,219	1,890,000	11,198,674	2,981,835
Second National	300,000	1,392,339	.....	270,000	1,161,897	396,978
Ninth National	1,000,000	5,987,593	413,487	797,969	5,729,883	1,364,959
First National	500,000	4,951,797	895,536	348,927	5,187,450	683,639
Third National	1,000,000	4,453,517	519,959	783,606	4,005,222	833,032
New York N. Exchange	300,000	1,123,961	13,794	268,733	681,685	284,422
Tenth National	1,000,000	1,821,600	38,000	909,000	433,110	321,800
Bowery National	250,000	1,004,323	2,974	225,000	885,173	250,445
Bull's Head	200,000	1,566,265	5,506	6,489	1,668,672	43,900
Stuyvesant	200,000	872,766	1,457	.....	325,689	43,900
Elyeith Ward	200,000	437,851	.....	.....	408,196	83,310
Eighth National	250,000	825,373	5,911	250,000	576,020	219,552
American National	500,000	689,345	36,217	449,055	716,808	305,219
Germania	.....	711,163	.....	.....	670,963	45,000
Manufacturer & Builders	.....	459,310	.....	.....	433,452	45,000
Total	83,970,200	270,003,682	32,014,747	33,699,563	238,816,823	52,771,420

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

Loans	Inc. \$1,863,079	Deposits	Dec. \$1,014,403
Specie	Dec. 1,384,388	Legal Tenders	Dec. 527,584
Circulation	Dec. 136,176		

PHILADELPHIA BANKS.—The following is the average condition of the Philadelphia Banks for the week preceding Monday, March 21, 1870:

BANKS.	Total net					
	Capital	Loans	Specie	L. Tend.	Deposits	Circulation
Philadelphia	\$1,500,000	\$4,970,000	\$702,000	\$876,000	\$3,664,000	\$1,000,000
North America	1,000,000	4,132,449	55,903	916,582	2,828,660	786,000
Farmers' & Mech.	2,000,000	4,833,799	93,665	1,238,474	3,490,206	713,531
Commercial	310,000	2,218,000	2,300	466,000	1,145,000	623,000
Mechanics	800,000	2,304,000	12,792	422,000	1,165,000	478,495
Bank N. Liberties	500,000	2,682,000	70,000	720,000	2,214,000	454,000
Southwark	250,000	1,349,601	14,200	684,100	1,539,100	217,365
Kensington	250,000	1,144,362	4,810	312,000	1,028,330	226,516
Penn Township	500,000	1,359,400	.....	217,005	954,900	175,780
Western	400,000	1,090,071	24,493	382,662	1,351,243	.....
Manufacturers'	570,150	1,530,070	.....	310,000	965,070	441,000
B'k of Commerce	250,000	849,811	.....	198,500	585,986	212,225
Girard	1,000,000	3,573,000	100,000	776,000	2,590,000	587,000
Tradesmen's	200,000	1,306,156	14,387	392,962	955,001	177,934
Consolidation	200,000	1,071,606	.....	271,170	783,724	270,000
City	400,000	1,147,329	7,804	562,244	864,769	358,748
Commonwealth	300,000	983,538	.....	230,711	794,907	212,815
Corn Exchange	500,000	1,745,000	9,200	513,000	1,391,000	450,000
Union	300,000	1,318,000	264,000	255,000	1,525,000	217,000
First	1,000,000	3,451,000	135,000	1,104,000	3,454,000	797,000
Third	300,000	1,025,446	12,700	312,700	944,730	260,505
Fourth	200,000	694,221	700	221,443	755,170	132,235
Sixth	150,000	471,000	.....	97,000	301,000	135,000
Seventh	250,000	725,285	25,032	147,345	444,427	219,285
Eighth	275,000	836,000	.....	224,000	610,000	241,800
Central	750,000	2,548,000	25,000	772,000	2,029,000	592,000
Bank of Republic	1,000,000	2,016,000	8,631	502,000	1,403,000	593,250
Total	15,755,150	51,597,837	1,553,372	13,125,628	39,781,153	10,578,484

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

Capital	.....	Legal Tenders	Increase. \$401,37
Loans	Increase. \$169,192	Deposits	Increase. 398,801
Specie	Decrease. 93,816	Circulation	Decrease. 12,575

BOSTON BANKS.—Below we give a statement of the Boston National Banks, as returned to the Clearing House, Monday, March 21, 1870.

BANKS.	Total net					
	Capital	Loans	Specie	L. T. Notes	Deposits	Circulation
Atlantic	\$750,000	\$1,524,019	\$81,288	\$63,310	\$111,320	\$439,384
Atlas	1,500,000	2,774,915	63,606	79,737	615,971	796,790
Blackstone	1,500,000	3,390,047	73,975	210,560	1,280,012	797,700
Boston	1,000,000	1,864,200	43,928	211,285	573,170	593,786
Boylston	500,000	1,505,237	45,359	122,243	731,861	446,526
Columbian	1,000,000	2,242,215	26,100	301,667	500,620	788,705
Continental	1,000,000	2,026,493	99,058	107,950	726,683	569,104
Eliot	1,000,000	2,640,923	236,500	59,111	996,544	797,920
Everett	200,000	667,947	48,691	17,286	348,530	109,165
Faneuil Hall	1,000,000	2,325,466	63,403	812,666	988,259	575,297
Freeman's	600,000	1,504,847	68,219	59,438	550,858	352,824
Globe	1,000,000	2,480,370	10,382	321,000	1,375,083	357,932
Hamilton	750,000	1,457,034	44,939	79,228	701,648	242,386
Howard	1,000,000	1,804,967	74,350	69,428	465,396	450,000
Market	800,000	1,503,637	49,201	72,945	448,648	350,215
Massachusetts	800,000	1,896,610	117,096	195,491	1,124,001	387,355

Mayerick	400,000	844,445	32,553	84,332	206,181	244,319
Merchants'	3,000,000	6,483,020	380,765	747,059	2,826,793	1,827,215
Mount Vernon	200,000	618,552	53,865	34,773	648,255	176,886
New England	1,000,000	2,383,591	134,135	292,859	698,708	795,909
North	1,000,000	2,290,062	140,164	124,167	592,966	797,844
Old Boston	900,000	1,966,412	156,072	2		

QUOTATIONS OF STOCKS AND BONDS.

THE ACTIVE STOCKS IN THE NEW YORK MARKET ARE NOT QUOTED HERE, AS THE DAILY PRICES ARE GIVEN ON A PREVIOUS PAGE. SOUTHERN SECURITIES ARE QUOTED IN A SEPARATE LIST.

Table with multiple columns: STOCKS AND SECURITIES, Bid, Ask, Railroad Bonds, Bid, Ask, STOCKS AND SECURITIES, Bid, Ask, Railroad Stocks, Bid, Ask. Includes sections for U.S. Governments, State Bonds, City Bonds, and various Railroad and Canal Stocks.

The Railway Monitor.

EXPLANATION OF THE STOCK AND BOND TABLES.

- 1. The Table of Railroad, Canal and Other Stocks... 2. The Tables of Railroad, Canal and Other Bonds... 3. The Table of United States and State Securities... 4. The Table of City Bonds... 5. Quotations of Southern Securities... 6. No reliable prices of Insurance Stocks can possibly be made.

Railroad Earnings for the Latest Week Reported.

Table with columns: Road, Week, 1870, 1869, Inc., Dec. Rows include Chicago & Alton, Chicago and Northwestern, Chicago and Rock Island, Erie, Lake Shore and Mich. Southern, Marietta & Cincinnati, Michigan Central, Milwaukee and St. Paul, St. Louis & Iron Mountain, Toledo Wabash and Western.

Eric Railway Earnings.—Mr. Jay Gould made the following statement in his remarks before the Senate Railroad Committee of the New York Legislature: I have had estimates prepared showing the amount of the gross earnings of the past three months, together with the amount paid for labor during the same period, as compared with the three corresponding months of the preceding year, as follows:

Table comparing Eric Railway earnings for Dec 1868, Jan 1869, Feb 1869 vs Dec 1869, Jan 1870, Feb 1870. Includes total earnings and labor costs for three months.

New England R. R. Items.—The Ogdensburg and Lake Champlain Railroad has been leased to the Vermont Central and Vermont and Canada Railroads for the term of twenty years. By the

terms of the lease, the Ogdensburg and Lake Champlain Railroad Company are to receive for the first three years six per cent per annum, for the three succeeding years seven per cent, and eight per cent for the remaining fourteen years. This effects a practical consolidation of the roads between Lake Champlain and Boston for business purposes.

The Supreme Court of the State of Maine has recently made a decision which is important to shareholders. In April, 1847, the Portland Saco, and Portsmouth Railway Company leased their road to the Eastern and Maine Railway Companies, in consideration of the payment in coin, semi-annually, of the sum of \$8 for each and every share of the capital stock of the Portland, Saco and Portsmouth Railway Company.

A recent decision of the Supreme Court of Vermont practically restores the Rutland and Burlington Railway Trustees of the first mortgage. In a suit instituted by Messrs. Cheever and Hart, Trustees under the first mortgage, against the Rutland Railway Company, the Supreme Court decided that the first mortgage bonds must be paid before June 1, 1870, or the possession of the road be surrendered on that day to the first mortgage bondholders.

MONTHLY EARNINGS OF PRINCIPAL RAILROADS.

Large table showing monthly earnings for various railroads from 1867 to 1870. Columns include railroad names and years. Rows include Central Pacific, Chicago and Alton, Chicago & Northwestern, Chic. Rock Is. and Pacific, Clev. Col. Cin. & I., Illinois Central, Lake Shore & M. S., 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.

Table with columns: COMPANIES, Stock Outstanding, DIVIDEND (Periods, Last paid Date, Rate), and PAR. Lists various railroad companies like Allegheny Valley, Atlantic and Gulf, etc.

The prices formerly given in this column will hereafter be found on the quotation page at the end of Bankers' Gazette.

Table with columns: COMPANIES, Stock Outstanding, DIVIDEND (Periods, Last paid Date, Rate), and PAR. Lists various canal and miscellaneous companies like Chesapeake and Delaware, Erie and Pittsburgh, etc.

N. Y. & BROOKLYN CITY PASSENGER RAILROADS.

Quotations by Geo. K. Sistare, Broker in City Securities, 24 Nassau Street.

Table with columns: NAME OF ROAD, PAR, STOCK, LAST DIVIDENDS PAID. Lists various streets and routes like Bleeker street and Fulton Ferry, Broadway (Brooklyn), etc.

The prices formerly given in this column will hereafter be found on the quotation page at the end of Bankers' Gazette.

The prices formerly given in this column will hereafter be found on the quotation page at the end of Bankers' Gazette.

NATIONAL AND STATE SECURITIES.

Table with columns: DENOMINATION, Amount Outstanding, INTEREST (Rate, Payable), Principal Due. Includes sections for National (March 1, 1870), State Securities, and various state bonds like ALABAMA, ARKANSAS, CALIFORNIA, etc.

The prices formerly given in this column will hereafter be found on the quotation page at the end of Bankers' Gazette.

Table with columns: DENOMINATIONS, Amount Outstanding, INTEREST (Rate, Payable), Principal Due. Includes sections for General Statutes Loan, various state bonds like MISSISSIPPI, MISSOURI, NEVADA, etc., and other securities.

The prices formerly given in this column will hereafter be found on the quotation page at the end of Bankers' Gazette.

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 1 and 2 of Bonds will be published next week.

Table with columns: COMPANIES, AND CHARACTER OF SECURITIES ISSUED, Amount Outstanding, INTEREST (Rate, When paid, Where paid), Principal payable. Includes entries for Morris & Essex, Nashville & Chattanooga, etc.

The prices formerly given in this column will hereafter be found on the quotation page at the end of Bankers' Gazette.

Table with columns: COMPANIES, AND CHARACTER OF SECURITIES ISSUED, Amount Outstanding, INTEREST (Rate, When paid, Where paid), Principal payable. Includes entries for Peoria & Bureau Val., Philadelphia & Erie, etc.

The prices formerly given in this column will hereafter be found on the quotation page at the end of Bankers' Gazette.

RAILROAD, CANAL AND MISCELLANEOUS BOND LIST.

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Table with columns: COMPANIES, AND CHARACTER OF SECURITIES ISSUED, Amount Outstanding, INTEREST (Rate, When paid, Where paid), Principal payable. Includes sections for Railroads, Southern, and other regional bonds.

The prices formerly given in this column will hereafter be found on the quotation page at the end of Bankers' Gazette.

Table with columns: COMPANIES, AND CHARACTER OF SECURITIES ISSUED, Amount Outstanding, INTEREST (Rate, When paid, Where paid), Principal payable. Includes sections for Railroads, Street Passenger R.R., Canal, and Miscellaneous bonds.

The prices formerly given in this column will hereafter be found on the quotation page at the end of Bankers' Gazette.

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, 1870, and for the corresponding period in 1869:

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

	For the week.	Since Jan. 1, 1870.	Same time 1869.		For the week.	Since Jan. 1, 1870.	Same time 1869.
China, Glass and Earthenware—				Metals, &c—			
China	87	1,550	1,598	Cutlery	96	1,035	1,004
Earthenware	3,144	8,891	8,514	Hardware	232	1,588	1,233
Glass	1,204	89,053	83,491	Iron, RR bars	4,354	25,828	77,399
Glassware	232	2,977	2,074	Lead, pigs	7,141	121,052	107,711
Glass plate	2-2	2,106	2,215	Spelter, lbs.	3	682,091	2,772,859
Buttons	93	1,591	1,686	Steel	8,122	21,207	36,334
Coal, tons	147	9,221	6,127	Tin, boxes	18,286	104,141	2-6,639
Cocoa, bags	141	6,639	5,271	Tin slabs, lbs.	40,436	936,372	1,191,747
Coffee, bags	3,884	175,769	227,216	Rags	2,656	16,120	29,633
Cotton bales	....	415	307	Sugar, hhd, tcs & bbls	12,604	59,163	35,919
Drugs, &c.—				Sugars, boxes & bags	7,320	174,269	195,454
Bark, Peruvian	....	1,638	5,531	Tea	1,751	2,935	240.4 9
Blea powders	780	3,704	4,855	Tobacco	368	9,368	11,320
Brimstone, tons	....	1,632	4,029	Waste	32	197	857
Cochineal	40	978	575	Wines, &c—			
Cream Tartar	....	638	572	Champag'e, bks	3,627	28,479	27,420
Gambier	....	3,461	6,090	Wines	240	20,005	20,490
Gums, crude	....	118	44	Wool, bales	475	12,742	11,012
Gum, Arabic	97	771	554	Articles report'd by value—			
Indigo	1	1,596	1,886	Cigars	25,658	212,569	\$166,883
Madder	30	553	2,529	Corks	513	17,927	21,811
Oils, essence	4	85	55	Fancy goods	41,156	413,361	435,044
Oil, Olive	13	2,116	4,370	Fish	22,904	188,919	152,561
Opium	25	284	283	Fruits, &c—			
Soda, bi-carb.	500	15,116	20,853	Lemons	....	75,765	46,161
Soda, sal.	1,100	8,122	3,772	Oranges	2,857	299,453	250,197
Soda, ash	1,919	5,791	6,358	Nuts	17,152	119,518	233,378
Flax	25	430	295	Raisins	15,352	105,062	475,733
Furs	45	960	1,240	Hides undressed	110,902	1,948,921	2,562,127
Gunny cloth	....	604	2,990	Rice	....	27,204	48,746
Hair	140	977	2,534	Spices, &c—			
Hemp, bales	1,107	19,938	28,005	Cassia	15,295	72,075	86,880
Hides, &c—				Ginger	....	5,246	6,558
Bristles	16	155	378	Pepper	....	3,834	38,211
Hides, dressed	238	6,827	3,021	Saltpetre	....	58,863	29,687
India rubber	221	10,630	9,588	Woods—			
Ivory	1	175	1,016	Cork	....	18,588	39,980
Jewelry, &c—				Fustic	....	11,114	24,205
Jewelry	54	684	532	Logwood	6,390	104,625	107,075
Watches	16	251	238	Mahogany	....	43,565	21,577
Linseed	28,265	97,229	124,000				
Molasses	2,068	29,512	34,221				

COTTON.

FRIDAY, P. M., March 25, 1870.

By special telegrams received by us to-night from the Southern ports we are in possession of the returns showing the receipts, exports, &c., of cotton for the week ending this evening March 25. From the figures thus obtained it appears that the total receipts for the seven days have reached 53,169 bales (against 44,866 bales last week, 66,726 bales the previous week, and 73,197 bales three weeks since), making the aggregate since September 1, 1869, up to this date, 2,358,317 bales, against 1,806,947 bales for the same period in 1868-9, being an increase this season over last season of 551,370 bales. The details of the receipts for this week (as per telegraph) and the corresponding week of 1869 are as follows:

RECEIPTS.	1870.	1869.	RECEIPTS.	1870.	1869.
Rec'd this week at—			Rec'd this week at—		
New Orleans, bales	23,822	9,900	Florida.....bales	317	293
Mobile	3,711	2,519	North Carolina.....	356	321
Charleston	1,578	3,200	Virginia.....	2,881	2,563
Savannah	5,759	5,303	Total receipts	53,169	32,393
Texas	7,634	3,942	Increase this year	20,776	....
Tennessee, &c.	7,111	4,352			

The exports for the week ending this evening reach a total of 72,562 bales, of which 38,339 were to Great Britain and 34,173 bales to the Continent, while the stocks at all the ports, as made up this evening, are now 459,071 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 March 25.	Exported to—		Total this week.	Same w'k 1869.	Stock.	
	G. Brit	Contin't			1870.	1869.
New Orleans	13,335	22,108	35,443	16,478	204,364	136,584
Mobile	2,987	4,186	7,173	4,039	65,195	46,402
Charleston	1,802	1,961	3,763	196	19,256	19,635
Savannah	5,306	1,813	7,119	956	47,024	46,244
Texas	3,750	813	4,563	....	37,232	17,398
New York	9,713	5,253	14,966	6,593	60,000	107,605
Other ports	1,496	....	1,496	800	26,000	31,125
Total	38,339	34,173	72,562	29,062	459,071	404,993
Total since Sept. 1.	971,681	496,020	1,467,701	955,558	....	....

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 43,500 bales, while the stocks to-night are 54,078 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 Sept. 1, to March 18, the latest mail dates. We do not include our telegrams to-night, as we cannot insure the accuracy or obtain the detail necessary, by telegraph.

PORTS.	RECEIPTS SINCE SEPT. 1.		EXPORTED SINCE SEPT. 1 TO				SHIP-M'TS TO NORTH PORTS.	STOCK.
	1869.	1868.	Great Britain.	France	Other foreign	Total.		
New Orleans	895,483	697,410	330,498	154,859	140,354	625,711	103,206	215,551
Mobile	256,846	191,608	101,800	11,415	12,556	125,771	29,082	69,982
Charleston	197,536	163,737	59,739	1,825	7,050	68,614	110,114	23,074
Savannah	403,100	295,504	149,743	81,180	7,979	188,902	160,121	60,456
Texas	175,474	115,049	71,800	1,545	12,595	85,940	43,810	85,158
New York	89,276	80,066	206,133	11,948	48,807	266,888	....	54,000
Florida	18,964	14,114	....	....	....	....	....	6,917
North Carolina	50,060	32,280	50	....	....	50	....	48,975
Virginia	170,476	127,849	7,436	....	....	7,436	....	156,612
Other ports	47,933	58,187	6,093	....	19,734	25,827	....	21,000
Total this year	2,305,148	....	933,292	212,772	249,075	1,395,139	658,837	481,686
Total last year	....	1,775,754	613,183	155,819	159,666	98,668	662,839	407,903

The past week prices have taken another downward turn, under the influence of more liberal receipts at our ports, and also during the last three days, of less favorable Liverpool advices. It appears by the cable reports this afternoon that the arrivals at Liverpool of American cotton this week (which for some time have been kept back by unfavorable winds) have been large, reaching 96,000 bales. This has relieved the Liverpool market, improving the supply, and consequently left an unfavorable influence upon prices here. The decline has, from these causes, been continued day by day, as will appear from the quotations of upland cotton each day of the week, given in our table below. Offerings have, however, been very small, and yet the inquiry has been so limited there has been more than sufficient to meet the small demand. To-day, in spite of these adverse influences, the tone of the market has improved, the stock being very small and the short sales large, and the close was steady at an advance on all grades below middling of $\frac{1}{4}$ @ $\frac{1}{2}$ c. With the falling off in the rates for cotton on the spot, the wild speculation in future contracts has also lost spirit, and prices have declined to about the same extent, though to-day there has been a slight reaction. Sales of this description reach a total of 12,909 bales (all low middling, or on the basis of low middling, except as hereinafter stated,) of which 600 bales were for March, 100 at 22 $\frac{1}{2}$, 100 at 22 $\frac{3}{8}$, 100 at 22 $\frac{1}{2}$, and 300 at 21 $\frac{1}{2}$; 4,000 bales for April, 400 at 22 $\frac{1}{2}$, 200 at 22 $\frac{1}{2}$, 400 at 22, 100 at 21 $\frac{1}{2}$, 1,400 at 21, 950 at 21 $\frac{1}{2}$, 200 at 20 $\frac{1}{2}$, and 150 at 20 $\frac{3}{8}$; 3,409 bales for May, 1,309 at 22 $\frac{1}{2}$, 100 at 22 $\frac{1}{2}$, 300 at 22 $\frac{3}{8}$, 200 at 21 $\frac{1}{2}$, 100 at 21 $\frac{1}{2}$, 1,000 at 21, 300 at 20 $\frac{3}{8}$, 100 at 20 $\frac{1}{2}$; 4,300 bales for June, 600 at 22 $\frac{1}{2}$, 200 at 22 $\frac{3}{8}$, 700 at 22 $\frac{1}{2}$, 200 at 22, 300 at 21 $\frac{1}{2}$, 100 at 21 $\frac{1}{2}$, 500 at 21, 300 at 21 $\frac{1}{2}$, 100 at 20 $\frac{3}{8}$, 300 at 21, 400 at 20 $\frac{1}{2}$, 100 at 20 $\frac{3}{8}$, 300 at 20 $\frac{1}{2}$, and 200 average middling at 23 $\frac{1}{2}$; also 600 bales for April, May and June, $\frac{1}{2}$ d each month, 300 at 22 $\frac{3}{8}$, and same amount at 22 $\frac{1}{2}$. The total sales for immediate delivery this week foot up 13,141 bales (including 472 bales to arrive), of which 2,435 bales were taken by spinners, 632 bales on speculation, 7,598 bales for export, 2,476 bales in transit, and the following are the closing quotations:

	Upland and Florida.	Mobile.	New Orleans.	Texas.
Ordinary.....per lb.	18 $\frac{1}{2}$ @....	18 $\frac{1}{2}$ @....	19 @....	19 $\frac{1}{2}$ @....
Good Ordinary.....	20 $\frac{1}{2}$ @....	20 $\frac{1}{2}$ @....	20 $\frac{1}{2}$ @....	21 @....
Low Middling.....	21 $\frac{1}{2}$ @....	22 @....	22 $\frac{1}{2}$ @....	22 $\frac{1}{2}$ @....
Middling.....	22 $\frac{1}{2}$ @....	23 @....	23 $\frac{1}{2}$ @....	23 $\frac{1}{2}$ @....

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

	Total sales.	Ordinary.	Good Ordinary.	Low Middling.	Middling.
Saturday	2,489	19 @....	21 $\frac{1}{2}$ @....	22 $\frac{1}{2}$ @....	23 $\frac{1}{2}$ @....
Monday	787	19 @....	21 @....	22 $\frac{1}{2}$ @....	23 $\frac{1}{2}$ @....
Tuesday	2,664	18 $\frac{1}{2}$ @....	20 $\frac{1}{2}$ @....	21 $\frac{1}{2}$ @....	22 $\frac{1}{2}$ @....
Wednesday	3,404	18 $\frac{1}{2}$ @....	20 $\frac{1}{2}$ @....	21 $\frac{1}{2}$ @....	22 $\frac{1}{2}$ @....
Thursday	1,800	18 $\frac{1}{2}$ @....	20 $\frac{1}{2}$ @....	21 $\frac{1}{2}$ @....	22 $\frac{1}{2}$ @....
Friday	1,997	18 $\frac{1}{2}$ @....	20 $\frac{1}{2}$ @....	21 $\frac{1}{2}$ @....	22 $\frac{1}{2}$ @....

STOCKS OF COTTON AT INTERIOR TOWNS.—Below we give the figures received to-night, showing the stocks of cotton at the interior ports at the close of business to-day, and add those for last week and the corresponding periods of last year for comparison:

	1870.		1869.	
	March 25.	Mar. 18.	March 25.	Mar. 18.
Augusta, Ga.	22,465	22,969	17,900	18,600
Columbus, Ga.	12,900	12,600	12,485	13,300
Macon, Ga.	14,535	15,062	8,320	8,900
Montgomery, Ala.	10,825	11,470	1,385	7,018
Selma, Ala.	5,500	5,800	5,985	6,500
Memphis, Tenn.	18,220	22,713	25,509	25,716
Nashville, Tenn.	5,415	5,310	6,580	6,797
Total	89,860	95,924	78,164	86,831

The foregoing shows the interior stocks have decreased during the week about 6,164 bales, (of which decrease over 4,000 bales was at Memphis,) and that they are now 11,696 bales in excess of the same period of last year.

VISIBLE SUPPLY OF COTTON.—The following table shows the quantity of cotton in sight at this date of each of the two past seasons:

	1870.	1869.
Stock in Liverpool.....bales.	871,000	258,000
Stock in Glasgow.....	63,374	89,768
Stock in Havre.....	300	400
Stock in Marseilles.....	62,800	52,900
Stock in Bremen.....	7,806	8,550
Stock rest of Continent.....	9,600	25,250
Afloat for Great Britain (American).....	25,000	13,000
Afloat for Havre (American and Brazil).....	291,000	160,000
Total Indian Cotton afloat for Europe.....	41,000	17,720
Stock in United States ports.....	131,260	229,785
Stock in inland towns.....	459,071	404,993
Total	89,860	78,164

These figures indicate an increase in the cotton in sight to-night of 234,846 bales compared with the same date of 1869.

EXPORTS FOR THE YEAR AND CONSUMPTION OF SPINNERS.—Of the receipts at the ports thus far our spinners have taken, up to March 18, about 440,666 bales, as may be seen by the following:

Stock on hand September 1, 1869..... bales.	12,343
Received at ports since Sept. 1 to March 18, '70.	2,305,148
Total supply thus far.....	2,317,491
Exported to Foreign ports since Sept. 1 to March 18.....	1,395,139
Stock on hand March 18.....	481,686

Taken by spinners out of receipts at the ports. 440,666
 During the whole of last season our spinners took from the ports 698,195 bales, and by so doing increased their stock (for the sake of being on the safe side we will adopt the smaller figure) say 50,000 bales. Hence, if they close this season with the same stock, and the year's consumption were the same, they would require from the ports, before September 1st, 207,529 bales more than they have already taken, as shown below:
 Taken from the ports during all last season..... 698,195
 Of which went into increase of stock end of year. 50,000
 Taken from the ports and consumed last year..... 648,195
 Taken from the ports this year to March 18..... 440,666

Leaving to be taken this year. bales. 207,529
 But the average weekly consumption this year will not equal last year's consumption. It is estimated at only 16,000 bales per week, against more than 17,000 bales during 1868-9, and hence our spinners will require from the ports only about 150,000 bales for the remainder of the season, if they carry over no more stock than they carried over last year. We have left out of this calculation the overland movement, as there will be in it no material difference for the two years.

Now if we return to the figures of future supply, as given last week (deducting, however, 100,000 bales so as to keep our conclusions within safe limits), the movement during the balance of the season would be about as follows:

Receipts at the ports from March 18 to Sept. 1..	400,000
Stock at the ports March 18.....	481,686
Total supply from March 18 to Sept. 1.....	881,686
Required by the mills as above.....	150,000

Leaving for export and increase of stock.. bales. 731,686
 Say we increase stocks to..... 100,000

Export from March 18 to Sept. 1, 1870..... 631,686
 Add export up to March 18..... 1,395,139

Total exports for the year..... bales. 2,026,825

We do not claim exactness for the above, but we think these figures show pretty conclusively that we shall export this season 2,000,000 bales of cotton, unless during the Summer the prospects for the next crop should become very unfavorable.

The exports of cotton this week from New York show an increase over last week, the total reaching 14,193 bales, against 12,161 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.
	March 1.	March 8.	March 15.	March 22.		
Liverpool.....	6,930	11,344	9,847	11,304	205,362	154,233
Other British Ports.....	.....	.....	396	.....	771	2,610
Total to Gt. Britain.	6,980	11,344	10,237	11,304	206,133	156,843
Havre.....	.....	2,073	.....	569	11,945	14,775
Other French ports.....	.....	.....	.....	.....	3	.....
Total French.....	.....	2,073	.....	569	11,948	14,775
Bremen and Hanover.....	2,203	2,490	1,517	2,072	27,868	23,681
Hamburg.....	170	763	407	243	16,548	15,189
Other ports.....	.....	.....	.....	.....	2,582	293
Total to N. Europe.	2,373	3,243	1,924	2,320	46,998	39,168
Spain, Oporto and Gibraltar &c	.....	.....	.....	.....	.....	2,498
All others.....	.....	.....	.....	.....	1,809	323
Total Spain, etc.....	.....	.....	.....	.....	1,809	2,826
Grand Total.....	9,353	16,660	12,161	14,193	266,828	213,612

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.....	1,947	54,992	1,435	35,562	303	3,355	.....	70
Texas.....	1,338	30,407	983	5,021	.....	722	.....	.....
Savannah.....	1,035	120,185	561	16,668	77	13,365	.....	12,808
Mobile.....	.....	12,290	930	9,119	.....	.....	.....	.....
Florida.....	118	6,456	.....	.....	.....	.....	.....	.....
South Carolina.....	687	86,331	253	3,337	93	5,793	84	12,933
North Carolina.....	519	38,005	.....	73	.....	900	94	2,716
Virginia.....	1,823	79,638	745	30,587	.....	92	325	28,885
North'n Ports.....	305	4,864	1,113	47,658	.....	5	.....	144
Tennessee, &c.....	5,763	95,070	209	16,321	.....	14,753	1,139	17,215
Foreign.....	.....	659	22	196	.....	.....	.....	6
Total this year	13,565	529,497	6,251	164,592	473	38,985	1,642	76,107
Total last year.	11,845	522,429	2,956	164,473	1,206	33,739	1,440	59,934

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 80,504 bales. So far as the Southern ports are concerned, these are the same export reported by telegraph, and published in the CHRONICLE last Fri-

day, except Galveston, and the figures for that port are the exports for two weeks back. With regard to New York, we include the manifest 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 Colorado, 3,326... Denmark, 1,141... Pa'my a, 977... City of Washington, 599... Etna, 66... per ships Armada, 2,348... Hannibal, 1,522... Neptune, 1,325... 11,304	11,304
To Havre, per steamer Pereire, 569.....	569
To Bremen, per steamer America, 1,023... per bark Pallas, 1,049... 2,072	2,072
To Hamburg, per steamer Cimbria, 248.....	248
NEW ORLEANS—To Liverpool, per ships Omaha, 3,750... Trenton, 2,988... Caledonia, 3,623... per barks Moreno, 1,765... Sheffield, 1,640... John Geddie, 1,928... Maggie Chapman, 2,285..... 17,989	17,989
To Havre, per ships J. F. Chapman, 2,879... Invest'gator, 1,917... La Louisiana, 3,671... Richard McManus, 2,392..... 10,859	10,859
To Bremen, per ships Auguste, 1,971... Ocean, 1,491..... 3,462	3,462
To Cronstadt, per barks Neversink, 2,154... H. D. Brookman, 2,037... per brig Friede, 500..... 4,691	4,691
To Barcelona, per bark India, 2,041.....	2,041
To Vera Cruz, per schooner Frank Palmer, 536.....	536
MOBILE—To Liverpool, per steamer City of Dublin, 3,818... per ship Maud, 3,204... per bark J. W. Barre, 1,402..... 8,424	8,424
CHARLESTON—To Liverpool, per ship Missouri, 118 Sea Island and 2,452 Upland... per bark David McNutt, 102 Sea Island and 1,700 Upland..... 4,402	4,402
SAVANNAH—To Liverpool, per ships Braemar, 2,447 Upland and 73 Sea Island... Mag' et, 2,626 Upland and 44 Sea Island..... 5,190	5,190
To Havre, per bark Grae, 1,000 Upland.....	1,000
GALVESTON—To Liverpool, per barks Francis Carville, 1,045... Golden West, 1,033... Rose Brae, 1,441 and 12 Sea Island..... 3,531	3,531
To Bremen, per barks Texas, 1,758... Erna, 1,730..... 3,488	3,488
BALTIMORE—To Liverpool, per bark E. B. Howe, 698.....	698
Total.....	80,504

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

	Liverpool.	Havre.	Bremen.	Hamburg.	Cronstadt.	Barcelona.	Vera Cruz.	Total.
New York.....	11,304	569	2,072	248	.....	.....	.....	14,193
New Orleans.....	17,989	10,859	3,462	.....	4,691	2,041	536	30,578
Mobile.....	8,424	.....	.....	.....	.....	.....	.....	8,424
Charleston.....	4,402	.....	.....	.....	.....	.....	.....	4,402
Savannah.....	5,190	1,000	.....	.....	.....	.....	.....	6,190
Galveston.....	3,531	.....	3,488	.....	.....	.....	.....	7,019
Baltimore.....	698	.....	.....	.....	.....	.....	.....	698
Total.....	51,538	12,428	9,022	248	4,691	2,041	536	80,504

GOLD EXCHANGE AND FREIGHTS.—Gold has fluctuated the past week between 111½ and 112½, and the close to-night was 111½. Foreign Exchange closed firm, with only a moderate business however. The following were the closing rates: 109½@109½ for London banker's long, and 108½@109 for short. Freights closed at ½ l. by steam, and 5-52d. by sail, to Liverpool; ¾ c. by steam, and ¾ c. by sail to Havre; ¾ c. by steam, and ¾ c. by sail, to Bremen.

BY TELEGRAPH FROM LIVERPOOL.—

LIVERPOOL, March 25—5 P. M.—The market has ruled quiet to-day. The sales of the week have been 59,000 bales, of which 7,000 were taken for export and 4,000 for speculation. The stock in port is estimated at 371,000 bales, of which 183,000 are American. The receipts of the week have been 123,000 bales, of which 96,000 are American. The stock at sea bound to this port is estimated at 418,000 bales, of which 292,000 are American.

	March 25.	Mar. 18.	Mar. 11.	Mar. 4.
Total sales.....	59,000	60,000	46,000	48,000
Sales for export.....	7,000	5,000	5,000	5,000
Sales on speculation.....	4,000	5,000	3,000	3,000
Total stock.....	371,000	295,000	271,000	292,000
Stock of American.....	183,000	111,000	115,000	128,000
Total afloat.....	418,000	417,000	433,000	412,000
American afloat.....	292,000	320,000	313,000	286,000

Trace Report—The market for yarn and fabrics at Manchester is reported quiet. The following table will show the daily closing prices for the week:

Price Midd. Uplds	Sat.	Mon.	Tues.	Wed.	Thu.	Fr.
“ Orleans.....	11½@..	11½@..	11½@11½	11½@..	11½@..	11½@..
“ U p. to arrive.....	@..	@..	@..	@..	@..	@..

EUROPEAN AND INDIAN COTTON MARKETS.—In reference to these markets, our correspondent in London, writing under the date of March 12, states:

LIVERPOOL, March 12.—The Cotton Market continues depressed and, though the prevalence of easterly winds still curtails the choice, prices have further declined for almost every description. In Sea Island the business has been very trifling, and prices favor the buyer. American has fallen ¼d per lb in the middle, and ½d in the lower grades. Brazil has been in moderate demand, and quotations are generally ¼d per lb lower. Egyptian continues very depressed and irregular in price, the general decline being fully ½d to ¾d per lb. In East Indian the transactions have again been on a very moderate scale, at a further decline, averaging about ½d in Surat, and ¾d to 1d in Madras and Bengal. The transactions “to arrive” continue numerous, and at declining rates. The latest quotations are: American, basis of Middling, from any port, Feb.-March shipment, per steamer 10 11-16d; March-April and April-May 10½d—New Orleans, ship named, 11d—Mobile, ship named, 10½d—Savannah, ship named and due, 10½d—Low Middling, Texas, shipping or shipped, 10½d; ship named, 10½d—Dhollerah, fair new Merchants, via Cape, April-May shipment, 8 13-16d @8½—Oomrawuttee, fair new Merchants, via Cape, January-February shipment, 9½d; February-March, March-April, 9 1 per lb. The sales of the week, including Forwarded, amount to 46,320 bales, of which 2,980 are on speculation, and 4,900 declared for export, leaving 38,440 bales to the trade.

Description.	—Ord. & Mid—		—Fair &—		—G'd &—		—Same date 1869—	
	Ord.	Mid.	G'd fair	fine.	Mid.	Fair.	Good	
Sea Island.....	17	19	22	25	30	48	27	30
Stained.....	8	10	12	13	14	16	13	14
Upland.....	9%	10%	10%	11	11½	11½	12	12½
Mobile.....	10	10%	10%	11½	11½	11½	12½	12½
New Orleans.....	10	10%	11%	11 5-16	11½	11½	12 5-16	13½
Texas.....	10	10%	11%	11 5-16	11½	11½	12 5-16	13½

The following are the prices of middling qualities of cotton at this date and since 1867:

	1867.	1868.	1869.	1870.		1867.	1868.	1869.	1870.
Mid. Sea Island	23d	26d.	27d.	19d.	Mid. Pernamb	18½d.	9½d.	11½d.	11½
Upland...	13%	10%	11	11½	Egyptian.	14	9	10	10
Mobile....	13%	10 3-16	12%	11½	Broach....	10%	9	8	8
Orleans ..	13%	10%	12 5-16	11½	Dhollerah	10%	9	8	8

TOBACCO.

FRIDAY, P. M., March 25, 1870.

There is an increase in the exports of crude tobacco this week, the total from all the ports reaching 806 hhds., 201 cases, 709 bales, 37 ceroons, against 522 hhds, 184 cases, 281 bales 203 hhds. stems for the previous seven days. Of these exports for this week 366 hhds., 115 cases, 457 bales and 33 ceroons were from New York; 20 hhds., 59 bales and 2 ceroons from Baltimore, 6 hhds. 1 case, and 193 bales from Boston. The direction of to the shipments of hhds was as follows: To Liverpool, 72; to Bremen, 303; to Havre 179; to Gibraltar, 106; to Lisbon, 76; and the balance to different ports. During the same period the exports of manufactured tobacco reached 160,845 lbs., of which 92,595 lbs. were to Liverpool. The full particulars of the shipments from all the ports were as follows:

Exp'd this week from	Hhds.	Cases.	Bales.	Ceroons.	Hhds. & Trces.	Stems.	Pkgs.	Man'd lbs.
New York	366	115	457	33	....	515	143,695
Baltimore	20	..	59	2	....	34	11,475
Boston	6	1	193	....	....	86	....
Philadelphia	....	....	....	....	....	....	5,675
New Orleans	414	....	....	2	....	....	....
San Francisco	....	85	....	....	....	7	....
Total	806	201	709	37	....	642	160,845
Total last week	522	184	281	....	203	68	140,363
Total previous week	81	165	1,081	1	....	48	85,428

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, 1869.

To	Hhds.	Cases.	Bales.	Cer's & tcs.	Stems.	Pkgs.	Man'd lbs.
Great Britain	1,700	116	190	121	....	1,153	789,456
Germany	5,533	854	12,541	2,250	604	67	123,005
Belgium	44	....	....	....	....	....	3,787
Holland	2,385	....	....	....	504	....	....
Denmark	....	....	....	....	....	....	....
Italy	3,297	11	....	....	....	13	....
France	1,823	7	121	....	....	....	....
Spain, Gibralt. &c	898	540	303	....	....	....	42,945
Mediterranean	....	....	....	....	....	....	....
Austria	564	....	....	....	....	....	....
Africa, &c	247	26	17	....	....	134	5,772
China, India, &c	....	184	....	....	....	....	13,044
Australia, &c	6	....	....	....	....	....	305,248
B. N. Am. Prov.	157	109	198	....	....	618	22,674
South America	165	1,122	1,535	....	....	2,752	114,261
West Indies	320	1,173	2,947	....	....	1,122	274,433
East Indies	....	....	....	....	....	....	....
Mexico	....	20	....	....	....	....	9,442
Honolulu, &c	2	116	....	....	....	10	....
All others	485	93	1,720	....	....	208	22,211
Total since Nov 1	18,488	4,251	23,767	2,371	1,108	6,134	1,859,832

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

From	Hhds.	Cases.	Bales.	Cer's & tcs.	Stems.	Bxs. & pkgs.	Lbs. Man'd
New York	6,841	3,327	8,977	2,267	....	4,875	1,764,948
Baltimore	8,354	108	12,940	2	1,108	44	57,439
Boston	657	540	2,333	....	....	1,160	4,600
Philadelphia	....	....	....	....	....	10	33,345
New Orleans	2,606	1	66	2	....	15	....
San Francisco	....	275	....	....	....	30	....
Total since Nov 1	18,488	4,251	23,767	2,371	1,108	6,134	1,859,832

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

From	RECEIPTS AT NEW YORK SINCE NOVEMBER 1, 1869.		—Previously—		—This week—	
	hhd.	pkgs.	hhd.	pkgs.	hhd.	pkgs.
Virginia	64	1,346	766	23,136	23,200	21,432
Baltimore	3	....	332	428	328	428
New Orleans	....	40	84	142	84	132
Ohio, &c	578	201	3,933	3,026	4,288	3,227
Other	....	10	....	430	....	440
Total	645	1,597	5,115	27,162	5,518	23,880

The market for Tobacco the past week shows a slight improvement in business, but is still inactive and prices unsettled.

In Kentucky Leaf the sales for the week amount to only about 300 hhds, all in small lots, about one-third for export the balance to cutters and the trade, prices ranging from 8 to 14c. There is complaint of the scarcity of desirable lots.

Seed Leaf shows a little better business. The sales embrace 34 cases Ohio at 21c; 125 do do, and 17 do Western, private terms; and 100 cases Connecticut Wrappers, crop of 1868, at 45@50c. The market for this description is more unsettled than any other. The high prices which have been paid in the growing districts causes extreme views to be maintained here by holders, but buyers are generally much below these outside limits.

In Spanish Tobacco the business has been limited to 150 bales Havana, at 80c@\$1.

Manufactured Tobacco continues quiet and prices unsettled. The following are the exports of tobacco from New York for the past week:

EXPORTS OF TOBACCO FROM NEW YORK.

	Hhds.	Cases.	Bales.	Ceroons	Pkgs.	Man'd lbs.
Liverpool	49	....	....	....	....	92,595
London	....	....	....	....	....	38
Glasgow	....	....	....	....	....	8,768
Bremen	74	50	410	....	....	....
Hamburg	....	....	20	....	....	....
Havre	7	....	....	....	....	....
Cadiz	4	....	....	....	....	....
Gibraltar	106	....	....	....	....	9,696
Lisbon	76	....	....	....	....	2,341
Adelaide	....	....	....	....	....	21,437
Danish West Indies	3	....	....	....	....	....
Dutch West Indies	....	....	6	....	....	2,281
Canada	....	....	5	....	....	....
British N. A. Col.	15	....	....	....	....	....
British West Indies	....	13	....	....	....	2,888
British Australia	....	....	....	....	....	21,437
Cuba	....	46	....	....	....	250
Africa	9	....	16	....	....	....
Hayti	3	....	....	....	515	....
China	....	6	....	....	....	3,444
Total	366	115	457	33	515	165,132

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

From Baltimore—To Liverpool, 21 hhds., 2 tcs and 34 pkgs manufactured. To St. Johns, P. R., 59 bales and 11,475 lbs. man'd.
 From Boston—To Halifax, 6 hhds. To Hayti, 93 bales and 150 half bales. To Port au Prince, 50 half bales. To other British Provinces, 1 case and 86 boxes.
 From New Orleans—To Liverpool, 13 hhds. To Havre 172 hhds. To Bremen, 229 hhds and 2 tcs.
 From San Francisco—To Honolulu, 20 cases, To Tahiti, 8 cases. To China, 25 cases. To Japan, 16 cases. To Victoria, 16 cases. To Petropaulowekl, 7 packages.

BREADSTUFFS.

FRIDAY, March 25, 1870, P. M.

The market has been quite unsettled the past week, and in flour and wheat the lowest prices of the season have been marked; but the close is generally better.

The receipts of flour by rail have been liberal, while the demand early in the week was limited to the current wants of the trade. Foreign and coastwise shippers did very little, and prices became very irregular, the bulk of business showing some decline, especially in the medium and better grades. In the last day or two a better export demand has sprung up, mainly on Liverpool orders, and there has been some speculation, several lines of extra State having been taken for the next three months at \$4 80.

Wheat has arrived pretty freely by rail, and the quality of these supplies being very poor, they have not been saleable except at very low prices; several large parcels of rejected Spring have been sold at 88@90c, and inferior No. 2 Spring at \$1 05@@\$1 07. But the better grades of Red have, ruled comparatively steady, and to-day shippers operated fairly at \$1 10@\$1 14 for No. 2 Chicago and Milwaukee, with Amber Winter \$1 25 in store. The advance, however, somewhat checked business.

Corn is very scarce, and since yesterday morning has advanced 3c. per bushel, with an active business to-day at \$1 @ \$1 05 for Western mixed, new and old.

Oats have been fairly active, but a speculative advance, which took place early in the week, has not been fully sustained; a boatload of Western sold to-day at 57½c., delivered, and car lots of State at 62c.

Rye very quiet and nominal. Barley has been moving very fairly; 18,000 bushels good Canada West sold to-day at \$1 05, and two-rowed State 85c. Barley Malt and Canada Peas very unsettled.

The following are closing quotations:

Flour—	Wheat, Spring, per bush.	\$0 90@ 1 20
Superfine..... 4 bbl. \$4 40@ 4 35	Red Winter.....	1 22@ 1 23
Extra State.....	Amber do.....	1 25@ 1 28
Extra Western, common to good.....	White.....	1 40@ 1 65
Double Extra Western and St. Louis.....	White California.....	1 50@ 1 55
Southern supers.....	Corn, Western Mix'd.....	98@ 1 05
Southern, extra and family.....	Yellow, Southern new.....	1 02@ 1 05
California.....	White, Southern, new.....	1 02@ 1 05
Rye Flour, fine and superfine.....	Rye.....	98@ 1 00
Corn Meal.....	Oats.....	55@ 62
	Barley.....	90@ 1 10
	Malt.....	90@ 1 15
	Peas, Canada.....	98@ 1 15

RECEIPTS AT NEW YORK.

	—1869—		—1870—	
	For the week.	Since Jan. 1.	For the week.	Since Jan. 1.
Flour, bbls.	45,475	421,910	45,879	494,976
Corn meal, bbls.	9,110	93,045	9,525	93,759
Wheat, bush.	257,310	1,413,810	71,108	665,443
Corn, bush.	185,490	1,973,760	42,916	403,486
Rye, bush.	190	4,305	360	1,560
Barley, &c., bush.	62,005	237,715	55,974	234,134
Oats, bush.	53,305	320,735	27,956	472,704

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

To	Flour, bbls.	C. meal, bbls.	Wheat, bush.	Rye, bush.	Barley, bush.	Oats, bush.	Corn, bush.
Gt. Brit. week	7,455	....	145,663	....	....	....	....
Since Jan. 1.	171,503	25	1,839,359	....	....	....	....
N. A. Col. week	200	350	....	....	....	....	5,743
Since Jan. 1.	9,854	2,723	....	....	....	....	5,743

West Ind. week..	7,524	998	.....	.....	9	.....	6,920
Since Jan. 1.....	74,669	14,774	.....	.....	6,743	.....	30,351
Total exp't, week	21,160	1,448	157,091	.....	300	.....	24,053
Since Jan. 1, 1870.	331,835	13,797	2,014,178	6,709	9	6,605	81,018
Same time, 1869.	220,422	27,762	1,992,073	.....	49	32,893	688,600
Since Jan. 1 from—							
Boston.....	18,733	483	.....	.....	2,597	.....	1,807
Philadelphia.....	23,449	5,200	39,973	.....	495	.....	15,482
Baltimore.....	68,188	4,563	194,843	.....	960	.....	89,130

The following tables, prepared for the CHRONICLE by Mr. E. H. Walker, of the New York Produce Exchange, show the grain in sight and the movement of breadstuffs to the latest mail dates:

IN STORE IN NEW YORK AND BROOKLYN WAREHOUSES.

	1870.	1870.	1869.	1868.
	Mar. 19.	Mar. 12.	Mar. 20.	Mar. 21.
Wheat, bush.....	2,266,076*	2,341,321	1,666,397	967,843
Corn, bush.....	427,070	449,000	1,211,647	1,548,811
Oats, bush.....	952,390	1,032,683	1,719,721	1,483,480
Barley, bush.....	165,225	225,597	48,861	21,498
Rye, bush.....	39,083	39,089	205,019	11,671
Peas, bush.....	16,040	16,030	53,556	3,501
Malt, bush.....	92,914	92,637	41,134	41,174
Total grain, bush.....	4,958,898	4,229,360	4,946,335	4,006,975

*Including about 53,000 bushels of California.

RECEIPTS AT LAKE PORTS FOR THE WEEK ENDING MARCH 5, 1870.

At	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	(196 lbs.)	(60 lbs.)	(56 lbs.)	(32 lbs.)	(48 lbs.)	(56 lbs.)
Chicago.....	27,023	86,331	107,192	30,670	17,356	5,693
Milwaukee.....	5,328	60,187	5,130	5,989	2,255	897
Toledo.....	3,793	20,350	16,360	11,670	4,400	.....
Detroit.....	18,638	24,708	7,353	2,055	3,993	.....
Cleveland.....	4,300	26,000	12,000	3,000	900	.....
Totals.....	59,082	217,576	150,037	53,234	28,874	6,590
Previous week.....	83,900	376,350	207,043	68,958	23,577	10,859
Correspond'g week, 69.	91,231	287,275	649,595	182,053	23,205	29,172
" " 68	47,900	72,625	182,887	62,814	5,686	2,603
" " 67.	40,051	150,192	339,318	88,909	25,254	20,825

COMPARATIVE RECEIPTS at the same ports, for four years, from Jan. 1 to March 19:

	1870.	1869.	1868.	1867.
Flour.....bbls.	741,773	1,228,311	625,436	708,946
Wheat.....bush.	3,961,289	4,742,457	2,098,670	2,122,202
Corn.....bush.	2,394,469	6,230,175	6,074,263	2,438,707
Oats.....bush.	1,155,683	1,912,918	1,248,228	1,018,728
Barley.....bush.	348,896	303,768	303,190	228,314
Rye.....bush.	133,209	346,096	127,443	190,293
Total.....	7,993,531	13,535,414	9,956,794	5,998,744

And from August 1st, to and including March 19, for four years:

	1869-70.	1868-69.	1867-68.	1866-67.
Flour.....bbls.	3,034,319	3,773,010	2,930,026	2,879,605
Wheat.....bushels.	31,346,136	29,156,001	26,173,710	18,751,468
Corn.....bush.	15,802,576	18,149,270	19,409,398	17,287,503
Oats.....bush.	8,547,476	14,964,854	12,115,877	5,381,497
Barley.....bush.	2,249,098	2,512,617	1,771,205	1,489,867
Rye.....bush.	962,762	1,837,253	1,273,195	1,371,770
Total grain, bushels.....	53,903,052	67,003,923	60,633,385	44,332,105

COMPARATIVE SHIPMENTS of flour and grain from the ports of Chicago, Milwaukee, Toledo, and Cleveland, from Jan. 1 to March 19, inclusive, for four years:

	1870.	1869.	1868.	1867.
Flour, bbls.....	633,379	955,572	.....	.....
Wheat, bush.....	1,091,878	1,369,395	.....	.....
Corn, bush.....	1,476,040	2,194,673	.....	.....
Oats, bush.....	363,767	674,297	.....	.....
Barley, bush.....	130,252	194,539	.....	.....
Rye, bush.....	53,221	294,658	.....	.....
Total grain, bush.....	3,115,033	4,727,567	.....	.....

SHIPMENTS FROM SAME PORTS FOR WEEK ENDING MARCH 12.

	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	bbls.	bush.	bush.	bush.	bush.	bush.
Week ending March 12..	49,088	103,809	83,523	23,254	13,439	6,638
Previous week.....	67,763	114,942	156,757	53,370	12,153	8,550
Cor. week, 1869.....	91,327	82,819	282,129	55,491	13,535	30,000

GRAIN "IN SIGHT, MARCH 12, 1870."

	Wheat.	Corn.	Oats.	Barley.
	bush.	bush.	bush.	bush.
In store and afloat at New York.....	2,516,076	427,070	952,391	165,225
In store at Buffalo.....	612,500	22,550	132,700	47,405
In store at Chicago.....	3,576,041	617,759	1,007,750	203,818
store at Milwaukee.....	2,432,000	21,425	56,649	12,228
In store at Toledo.....	430,761	140,018	67,555	25,975
In store at Detroit.....	135,378	1,342	20,961	10,765
In store at Oswego.....	400,000	75,000	800	22,600
In store at St. Louis.....	68,096	68,273	48,963	4,104
Rail shipments from Chicago and Milwaukee & Toledo for week.....	105,809	83,523	28,254	13,439
Total in store and in transit	Mar. 19. 10,276,961	1,461,960	2,310,122	505,889
" " Mar. 12. 10,429,203	1,522,501	2,441,454	572,926	
" " Mar. 5. 10,626,382	1,559,105	2,551,527	669,373	
" " Feb. 19. 10,649,669	1,630,770	2,513,798	72,194	
" " Feb. 12. 10,688,731	1,512,358	2,462,902	815,531	
" " Feb. 5. 10,633,731	1,543,358	2,462,902	825,520	
" " Jan. 29. 10,930,554	1,465,124	2,417,243	928,340	
" " Jan. 22. 10,683,341	1,367,429	2,421,741	1,065,128	

GROCERIES.

FRIDAY EVENING, March 25, 1870.

There has been nothing in the course of business which has impelled the several markets under this head in any common direction, and they accordingly vary quite widely in the phases they present. Gold has been steady, at a higher premium, and money has been easily obtained at moderate rates.

In other lines of business there have been several heavy failures, but if there has been any special cause for these disasters it has failed to make itself definitely felt in

this line of trade. There is a general uncertainty of feeling among buyers, which will probably last until the final settlement of the financial schemes before Congress, and the settled line of policy on their part is to buy only for the supply of immediate wants. The Spring trade does not yet attain any size, the inland orders coming forward very slowly.

Imports of the week have been more important than usual. Five tea vessels have arrived with a total of 2,871,443 pounds of tea, chiefly greens. Imports of Rio coffee amount to 23,227 bags, and of St. Domingo 9,452 bags, nearly all of the latter being exported again to Europe. Arrivals of sugar are also much larger, including 13,211 boxes and 13,826 hhd.

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

	At N. York.	Total at all ports
	this Week.	since Jan. 1.
Tea.....	lbs. 2,871,443	14,429,715
Tea (indirect import).....	pkgs.	12,864
Coffee, Rio.....	bags 23,227	323,866
Coffee, other.....	bags 13,895	71,849
Sugar.....	boxes 13,211	138,426
Sugar.....	hhd. 13,826	87,684
Sugar.....	bags 18,826	190,958
Molasses.....	hhd. 2,776	69,082
		18,699,306
		8,777
		271,519
		102,898
		138,426
		83,634
		186,644
		69,000

TEA.

There has been no noticeable fluctuation in prices since our last report, if we except a little additional firmness in the tone of the market for fine chops of green tea. A large sale of Japans, comprising 20,500 half chests, was first announced yesterday, but as this covers sales made of teas here and to arrive, and extending over a period of some time past, it does not indicate any particular animation in this description. In connection with this sale we may add that the Japan teas expected to arrive up to the first of May next are understood to have been already sold. The sales of the week include 4,564 half chests of Green, 3,406 do of Oologs, and the sale here and to arrive of 20,500 half chests of Japan.

Imports of Tea for the week have included the following cargoes, viz: "Nantib," from Amoy, 309,633 lbs of Black; "Dilpussund," from Shanghai, with 776,998 lbs of Green; "Nettie Merryman," from Shanghai, with 33,320 lbs of Green; "N. B. Palmer," from Shanghai, with 83,993 lbs of Black, and 1,051,677 lbs of Green, and "Janet Ferguson," from Yokohama, with 665,324 lbs of Japans.

COFFEE.

In Brazil Coffees the week has been one of rather active trade, and the market has fully recovered from the want of firmness noticed in our last. On the sales made, full prices have been realized, and at the close holders are demanding even better rates.

In other descriptions there has been more activity in West Indian, for which prices are firm. East Indian is dull and easier. The market closes with a day of unusual activity, in which the firmness of prices has been rather strengthened. The sales of the week include 14,698 bags of Rio, 6,540 do of Santos, 1,678 bags of Maracaibo, 155 do Java, 175 do of Lagu yra and 3,650 St. Domingo.

Imports of the week have included the following cargoes of Rio, viz: "St. Ursula," 4,500 bags; "Henrietta," 3,690 bags; "Merrimack," 6,159 bags; "Favorita," 8,878 bags. Of other sorts, the receipts of St. Domingo have been very liberal, amounting to 9,452 bags, and receipts from Aspinwall were 1,512 bags.

The stock of Rio March 24 and the imports since Jan. 1 are as follows:

In Bags.	New York.	Phila- delphia.	Balti- more.	New Orleans.	Savan. & Mobile.	Gal- veston.	Total.
Stock.....	34,077	.....	21,300	5,331	6,340	.....	67,548
Same date 1869.	74,963	.....	20,500	10,000	3,000	.....	120,968
Imports.....	151,777	.....	113,302	51,942	14,800	3,045	333,366
" in 1869.	180,611	4,200	52,039	24,084	7,784	2,800	271,519

Of other sorts the stock at New York, March 24, and the imports at the several ports since Jan. 1 were as follows:

In Bags.	Stock.	Import.	Import.	Import.	Import.	Import.	Total imports at all the ports.
Java.....	†815	7,279	†9,300	.....	.....	.....	.....
Singapore.....	.....	.....	.....	.....	.....	.....	.....
Ceylon.....	1,500	.....	.....	.....	.....	.....	.....
Maracaibo.....	8,242	24,231	.....	.....	.....	.....	.....
Laguayra.....	306	2,129	.....	.....	.....	.....	.....
St. Domingo.....	.....	13,372	1,642	.....	.....	.....	.....
Other.....	3,504	4,124	.....	.....	100	82	.....
Total.....	14,367	57,657	10,942	.....	3,218	32	71,849
Same '69.....	26,110	81,099	21,906	2,500	100	523	102,398

* Includes mats, &c., reduced to bags. † Also 25,670 mats.

RIO DE JANEIRO, Feb. 23, 1870.—Boje & Co's Market-Report says:

The market has, notwithstanding the firmness of our dealers, continued pretty active during the past fortnight, and holders have again found opportunity to raise their pretension. This rise in prices has tended to check transactions, which no doubt would have been heavier if the disproportion between prices of the consuming markets and ours was not still too large to give room for a prudent speculation. This disproportion we have however little hope of seeing levelled through a fall in prices here, as the continued moderate receipts from the interior do not allow the stock to increase, and as, at the same time, the selection still leaves much to wish for. We estimate the total sales since the 25th ult. at 180,000 bags. The stock to-day consists of 60,900 bags and the arrivals during the month have averaged about 5,000 bags per day. Exchange has since the departure of the last American mail ruled steady at 19½d. for bank bills and 20d. for commercial paper until a few days ago, since when, it has been difficult to find money for trade bills below 20½d, the market closing firm.

Comparative shipments of coffee to the United States in the month

of November, December and January in the last three years: 1867-8, 291,834, average, 97,100; 1868-9, 294,664, average, 98,200; 1869-70, 854,193, average, 118,100 bags.

Vessels sailed for the United States since our last report dated Jan. 25, 1870, with 88,342 bags; in the same period there sailed for Europe 20 vessels, with together 46,564 bags—making a total of 129,906 bags.

Vessels cleared and ready for sea have 4,018 bags. Vessels loading or about to load for the United States have 28,900 bags; Santos, 9,752 bags.

SUGAR.

The receipts of raw have been unusually large during the week past, and the consequent accumulation of stocks, in spite of a fair amount of trade, has weighed heavily upon the market. Prices have steadily declined, and close 1/4 cent lower than a week ago, for all grades. The low prices have induced refiners to purchase quite liberally, but the trade have held off almost entirely.

Refined sugars have sold freely, but at constantly declining rates. Prices are fully 1/2 per cent lower than a week ago, and close drooping and heavy. Raw Sugars—We find no signs of any improvement at the close, the market being inactive and weak. Refined Sugars—A further drop of 1/8c has been made in prices to-day, with very little doing. The sales for the week include 3,705 hhds of Cuba, of all descriptions, 245 do of Porto Rico, 102 do of Demerara, 3,770 boxes of Havana and 1 600 bags.

Imports for the week at New York, and stock on hand March 24 were as follows:

	Cuba, bxs.	Cuba, *hhds.	P. Rico, *hhds.	Other, *hhds.	Brazil, bgs.	Manilla, &c bgs.
Imports this week	13,211	13,286	240	300	...	...
Stock on hand	95,894		59,347			271,513
Same time 1869	32,362		16,142			53,843
" 1868	19,011		15,236			15,270

Imports at the several ports since Jan. 1 1869:

Imports since Jan 1, at	Boxes		*Hhds		Brazil, Manilla bgs.	
	1870.	1869.	1870.	1869.	1870.	1870.
New York	66,739	83,922	57,246	50,760	27,000	79,859
Boston	4,852	7,002	7,646	8,564	4,610	44,988
Philadel.	11,329	11,473	8,673	14,873	16,900	...
Baltimore	10,262	13,992	14,073	9,088	8,126	9,470
N. Orleans	6,599	22,038	46	349	...	...
Total	99,781	138,426	87,684	83,634	56,636	134,317

* Including tierces and barrels reduced to hhds.

MOLASSES.

In foreign there has been some inquiry for fine grades of new crop suitable for grocery trade, and the limited sales have been confined to this description. The market has, however, been very quiet, and prices easier. The stock of Cuba has increased during the week, and the poorer qualities are somewhat depressed in consequence. Refiners have not purchased at all, but we notice the arrival of 808 hhds direct on their account.

Domestic Molasses of fine quality has been in good demand, and with a light supply of the better grades prices for the latter are a shade firmer. The sales comprise 277 hhds of Cuba, 462 do of Porto Rico, 111 do of Demerara, and 718 bbls of New Orleans.

The receipts of the week at New York, and stock on hand March 24 were as follows:

	Cuba, *Hhds.	P. Rico, *Hhds.	Demerara, *Hhds.	Other, *Hhds.	N. O. Bbls.
Imports this week	2,736	37	...	...	...
Stock on hand	15,466	621	2,271	1,200	1,200
same time 1869	11,590	310	916	600	600

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

Total imports since Jan. 1 at	*Hhds	
	1870.	1869.
New York	28,097	36,774
Boston	9,590	9,111
Philadelphia	19,716	14,434
Baltimore	7,821	4,549
New Orleans	3,858	4,132
Total at all ports	69,082	63,000

* Including tierces and barrels reduced to hhds.

SPICES.

The trade is very moderate, confined altogether to a jobbing business. Prices have been fully supported, and there is some additional firmness, but no quotable advance has been made.

FRUITS.

Foreign dried Fruits have been inactive, and as usual, with a dull market, prices for nearly all descriptions are easier. Seedless Raisins are lower. Turkish Prunes, are quiet and steady. Citron is still firm, and held at higher figures. No decided decline in the market is anticipated, or considered at all probable, owing to the high figures demanded at the points of export. Domestic Dried Fruits are weak, and the tendency of prices is to lower figures. State apples are dull at 9@9 1/2c. Western can be obtained at 8@8 1/2c. Southern slice at 12 1/2c., the latter alone meeting with any demand. Pared peaches are steady for choice at 21@22c., but the inferior qualities are lower. Unpared peaches are quiet. Blackberries are nominally steady. Foreign Green Fruit has been supplied less abundantly from the piers, yet prices are about as last quoted, Sicily oranges bringing \$3 50@4 50; do. lemons, \$3 50@4 75. Havana oranges bring \$11 per M. Barracoa cocoanuts are selling at \$45 per M. with husks, and \$50 per M. without. Barracoa bananas bring \$2 75@3 per bunch. Domestic Green Fruits are steady. The receipt of 1,000 bbls. of apples this week has stopped speculation and the advance in prices; choice fruit command \$4 75@5.

We annex ruling quotations in first hands

Tea.

Duty: 25 cents per lb.		New Crop.		Duty paid—		New Crop.		Duty paid—	
Hyson, Common to fair	75 @ 90	do	do Ex f. to finest	70 @ 75	Unool. Japan, Com. to fair	80 @ 85	do	do Sup'r to fine	90 @ 95
do Superior to fine	95 @ 110	do	do Ex f. to finest	10 @ 125	do	do Ex f. to finest	10 @ 125	do	do Superior to fine
do Ex fine to finest	15 @ 45	do	do Superior to fine	90 @ 110	do	do Ex fine to finest	10 @ 125	do	do Ex fine to finest
Y'g Hyson, Com. to fair	65 @ 80	do	do Ex fine to finest	120 @ 155	do	do Superior to fine	80 @ 95	do	do Ex fine to finest
do Super. to fine	90 @ 110	do	do Superior to fine	90 @ 110	do	do Ex fine to finest	10 @ 125	do	do Ex fine to finest
do Ex fine to finest	20 @ 55	do	do Ex fine to finest	140 @ 175	do	do Superior to fine	80 @ 90	do	do Ex f. to finest
Gunp. & Imp., Com. to fair	90 @ 110	do	do Sup. to fine	15 @ 30	do	do Sup'r to fine	80 @ 90	do	do Ex f. to finest
do Super. to fine	15 @ 30	do	do do Ex. f. to finest	40 @ 75	do	do Ex f. to finest	10 @ 130		
do do Ex. f. to finest	40 @ 75								
H. Sk. & Tw'kay, C. to fair	58 @ 63								
do do Sup. to fine	65 @ 68								

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 12 @ 12 1/2	Native Ceylon	gold 17 1/2 @ 19
do good	gold 11 @ 11 1/2	Maracaibo	gold 16 1/2 @ 18 1/2
do fair	gold 10 1/2 @ 10 3/4	Laguayra	gold 16 1/2 @ 18 1/2
do ordinary	gold 9 1/2 @ 9 3/4	St. Domingo, in bond	gold 10 @ 10 1/2
Java, mats and bags	gold 20 @ 21 1/2	Jamaica	gold 15 @ 16 1/2

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	8 1/2 @ 8 1/2	do do do 19 to 20	12 1/2 @ 12 1/2
do fair to good	9 @ 9 1/2	do do white	11 1/2 @ 12 1/2
do pr me	9 1/2 @ 9 1/2	Porto Rico, refining grades	8 1/2 @ 9 1/2
do fair to good grocery	9 1/2 @ 9 1/2	do grocery grades	9 1/2 @ 11
do pr. to choice	10 @ 10 1/2	Brazil, bags	8 1/2 @ 9 1/2
do centrifugal hds & bxs	8 1/2 @ 10 1/2	Manila, bags	8 1/2 @ 8 1/2
do Melado	4 1/2 @ 7	Hards	12 1/2 @ 12 1/2
do molasses	8 @ 9 1/2	White sugars, A	12 @ 12 1/2
Hav'a, Box, D.S. Nos. 7 to 9	8 1/2 @ 9	do do B	11 1/2 @ 11 1/2
do do do 10 to 12	9 1/2 @ 9 1/2	do do extra C	11 1/2 @ 11 1/2
do do do 18 to 15	10 @ 10 1/2	Yellow sugars	10 1/2 @ 11 1/2
do do do 1 1/2 to 1 1/2	11 1/2 @ 11 1/2		

Molasses.

Duty: 8 cents per gallon.		do Clayed new	38 @ 40
New Orleans (new)	per gall. 60 @ 80	Barbadoes new	30 @ 50
Porto Rico, new	45 @ 63	Old crop Cuba	25 @ 28
Cuba Muscovado, refining new	39 @ 42		

Spices.

Duty: mace, 40 cents; nutmegs, 50; cassia and cloves, 20; pepper and pimento, 15; and ginger root, 5 cents per lb.

Cassia Batavia, gold, per lb	43 @ 45	Pepper, in bond (gold)	12 @ 27
Cassia, in mats, gold per lb	44 @ 45	Pepper, Singapore	26 1/2 @ 27
Ginger, race and Af (gold)	11 1/2 @ 11 1/2	do Sumatra	18 @ 27
Mace	1 20 @ 1 25	Pimento, Jamaica (gold)	5 1/2 @ 4
Nutmegs, casks	98 @ 1 00	do in bond (gold)	5 1/2 @ 4
do cases Penang	1 00 @ 1 05	Cloves (gold)	.. @ 26

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, per cent ad val.

Raisins, Seedless new per mat	.. @ 8	Figs, Smyrna	per lb .. @ 14
do Layer, new per box	4 10 @ ..	do New	per lb .. @ 20
do Valencia, per lb	15 1/2 @ 16	Brazil Nuts	9 1/2 @ ..
Currants, new	per lb 12 @ 13	Filberts, Sicily	18 @ 18 1/2
Citron, Leghorn	.. @ 40	Walnuts, Bordeaux, new	10 @ 11
Prunes, Turkish new	14 @ ..	Macaroni, Italian	15 @ 17
Dates	9 1/2 @ ..	Dried Fruit	
Almonds, Languedoc	25 @ ..	Apples, Southern	per lb 8 @ 10
do Provence	20 @ ..	do do sliced	12 @ 13
do Sicily, Soft Shell	16 @ 17	Blackberries	12 @ 12 1/2
do Shelled, Spanish	35 @ 38	Peaches, pared new	21 @ 22
Sardines	per ht. box .. @ 29	Peaches, unpared	9 @ 11
Sardines	per qr. box 16 1/2 @ 17		

THE DRY GOODS TRADE.

FRIDAY, P. M., March 25, 1870.

Affairs in this market have become more settled during the past week, and with the advance of the season, and a steadier tone in the gold market, both purchasers and holders of goods have been able to form more mature opinions than they could possibly do in the fever heat of excitement which prevailed three weeks ago. There has been a reaction in the prices of those brands of prints which were offered at such extremely low prices by the leading jobbers, and the parties chiefly benefitted by the warfare in this line of goods, were those country merchants who bought most largely and who have laid in stock at 15 to 25 per cent less cost than their neighbors can do, who are just now purchasing. The effect, however, has been injurious to the general trade of the season, and in every part of the country where a few pieces of these cheap prints have gone, there will be a disturbing element among the dry goods houses.

Under the present circumstances, prices are probably about fair—certainly not too high. The tendency of gold will more probably be upwards than to any lower basis, and cotton, although the prices for future delivery are lower, will not be likely to influence the market without a further material decline, as the effect has been already discounted.

The exports of dry goods for the past week, and since January 1, 1870, and the total for the same time in 1869 and 1860 are shown in the following table:

	FROM NEW YORK.		FROM BOSTON	
	Domestics. pkgs.	Val.	Dry Goods. packages.	Domestics. pkgs.
Exports to Liverpool.....		\$.....	19	\$7,692
Cuba.....	62	3,072	12	1,212
Mexico.....	71	2,035	4	744
Venezuela.....	14	993		
Africa.....			12	870
Hayti.....	81	14,014		
British Provinces.....				30
Hamburg.....			4	1,421
Bremen.....			1	209
Dutch West Indies..	37	2,218		
Canada.....			4	993
British West Indies.	4	277		
Havre.....			1	1,188
Brazil.....	7	858		
Argentine Republic.	23	2,034		
China.....	600	54,000		
Total for week....	845	\$179,523	57	\$14,529
Since Jan. 1, 1870....	3,317	499,408	727	207,278
Same time 1869....	6,384	662,721	548	40,242
" " 1868....	2,959	245,617	1,060	367,333
" " 1867....	1,148	148,882	1,831	4,549
" " 1866....	143	22,186	524	2,923
" " 1865....	22,806			14,359

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

BROWN SHEETINGS AND SHIRTINGS have been quiet throughout the week, with slight declines in nearly all of the standards. The decline in raw material has unsettled the market for these goods and has resulted in limiting sales to a much smaller amount than might have reasonably been expected. This has also tended to weaken prices, although there has been no change of importance beyond what is noticed above. Agawam F 36 12, Albion A 36 11½, Amoskeag A 36 15, Atlantic A 36 15½, do P 36 12½, do L 36 13½, do V 33 12½, do N 30 12½, Appleton A 36 15, Augusta 36 15, do 30 13, Broadway 36 12½, Bedford R 30 8½, Booth H 27 11, do O 34 11½, do S 40 13½, do W 45 18½, Commonwealth O 27 8, Grafton A 27 8½, Graniteville AA 36 16, do EE 36 15, Great Falls M 36 12, do S 33 11½, Indian Head 36 15, do 30 13, Indian Orchard A 40 14, do C 36 12½, do BB 36 11½, do W 34 10½, do NN 36 13½, Laconia O 39 14½, do B 37 14, do E 36 11½, Lawrence A 36 12½, do C 36 —, do F 36 13, do G 34 12, do H 27 10½, do LL 36 12, Lyman O 36 13, do E 36 14½, Massachusetts BB 36 12½, do J 30 12, Medford 36 15, Nashua fine 33 14, do 36 16, do E 40 17½, Newmarket A 12½, Pacific extra 36 15, do H 36 15, do L 36 13½, Pepperell 7-4 35, do 8-4 35, do 9-4 40, do 10-4 45, do 11-4 55, Pepperell E fine 39 14, do R 36 13, do O 33 12, do N 30 12, do G 30 13, Pocasset F 30 10, do K 36 13½, do Canoe 40 15, Saranac fine O 33 14, do R 36 16, do E 39 17½, Sigourney 36 10½, Stark A 36 14½, Swift River 36 11½, Tiger 27 8½.

BLEACHED SHEETINGS AND SHIRTINGS are in much the same condition as brown goods; the market is quiet and trade has been without animation. Standard brands of the best qualities have been fairly firm, but the light movements serve but poorly to sustain prices. Lower grades have been inactive, with apparently little demand for the goods at current figures. The market closes with more activity but prices are, for most fabrics, weak, with apparent disposition to lower rates. Amoskeag 46 19, do 42 17½, do 54 24, do A 36 16, do Z 24 —, American A 36 12½, Androscoggin L 36 16½, do Z 36 18, Auburn 36 —, Attawaugan XX 36 12½, do X 36 9½, Atlantic Cambric 36 24, Ballou & Son 36 13, do 31 11, Bartletts 36 14½, do 33 15½, do 31 13½, Bates XX 36 17, do B 33 14, Blackstone 36 15½, do D 37 13½, Booth B 36 15, do C 33 13½, do E 36 12½, do H 28 11½, do O 30 12½, do R 23 9½, do W 45 19, Clarks 36 20, Dwight 40 21, Ellerton 10-4 39½-45, Forestdale 36 16, Fruit of the Loom 36 17, Globe 27 8, Gold Medal 36 14½, Green Mfg Co 36 12, do 31 10, Great Falls Q 36 16½, do J 33 —, do S 31 12, do A 32 13½, Hill's Semp. Idem 36 16, do 33 14½, Hope 36 14½, James 36 15, do 33 13½, do 31 —, Lawrence B 36 15, Lonsdale 36 17, Masonville 36 17, Newmarket C 36 14, New York Mills 36 24, Pepperell 6-4 30, do 8-4 40, do 9-4 45, do 10-4 50, Rosebuds 36 15½-6, Red Bank 36 11, do 33 10½, Slater J. & W. 36 —, Tuscarora 36 19, Utica 5-4 32½, do 6-4 37½, do 9-4 62½, do 10-4 67½, Waltham X 33 13½, do 42 18, do 6-4 30, do 8-4 40, do 9-4 45, do 10-4 50, Wamsutta 45 25, do 40½ 25, do 36 21½, Washington 33 9½.

PRINTING CLOTHS have improved, especially gray goods, which have been in better request at advanced prices. The sales at Fall River have been somewhat above those of the previous week, at advancing rates, the market to-day closing steady, with a fair demand, at 7c.; and the stock in that market is considerably reduced.

PRINTS remain the prominent feature of the domestic market. The various competing jobbers continue to cut prices; yet the market is in a better condition than at the close of the previous week. The agents of several of the leading makes are holding their goods at advanced prices, though jobbers, in some cases, continue to offer the goods below agents' prices. All of the best styles of standard makes are firm, and in ready request. Albion solid 11½, Albion ruby 11½, Allens 11, Atlantic 6½, Dunnell's 12, Hamilton 11, Home —, Hope 7½, Lancaster 10½, London mourning 10, Mallory 11½, Manchester 11½, Merrimac D 12, do pink and purple 14, do W 13½, Oriental 10½, Pacific 12, Richmond's 11, Simpson Mourn'g 10½, Sprague's pink 12, do blue and white 11½, do shirtings 11, Wamsutta 7.

DRILLS continue inactive, with no demand beyond what is occasioned by the immediate wants for home distribution. Amoskeag 16, Augusta 16, Boot —, Graniteville D 16, Hamilton 17, Laconia 17, Pepperell 17, Stark A 16, do H 14½.

GINGHAMS have been more settled, with a healthy trade doing. Prices are unchanged and are fairly maintained. Allamance plaid, 18½; Amoskeag, 17; Bates, 17; Caledonia, 14½; Clyde, 11; Earleton, extra, 22½; Glasgow, 15; Gloucester, 14½; Hadley, 14; Hampden, 16; Hartford, 13½; Lancaster, 17; Lancashire, 15; Pequa, 12½; Park Mills, 14; Quaker City, 14; Roanoke, 12½; Union, 12½.

MOUSSELINE DE LAINES have been less active, and the distribution progresses slowly. Sales are below anticipations, and are, in the aggregate, considerably below previous seasons. Prices are low but quite firm.

Hamilton, 17; Tycoon Repe, 27½; Lowell, 17; Manchester, 17; do all wool, 37½; Pacific, 17; do Armures, 18; do plain, 18; do Robe de C, 22½; do plain Oriental, 18; do Anilines, 22½; do Serges, 21; do Al. acas, 21; do do 6-4, 22½; Percales 4 4, 27½; Pekin Lustres, 18-21.

PRINTED LAWNES AND PERCALES are moving with but little activity. Trade is improving somewhat, but is below previous seasons, and by no means up to expectations.

OTHER COTTON GOODS have, as a rule, been weak, and prices in several instances have been marked down. Cotton Bags, Spool Cotton, Corset Jeans, and some other goods are quoted lower.

CHECKS.—Caledonia 70 26, do 50 26, do 12 26½, do 10 24, do 8 19, do 11 22½, do 15 27½, Cumberland 15, Jos Greers, 55 16½, do 65 18½, Kennebeck 25, Lanark, No. 2, 12½, Medford 13, Mech's No. A 1 29, do 85 18, Miners 10 24, do 50 25, do 8 19, Park No. 60 19, do 70 22, do 80 24, do 90 27½, do 100 30, Pequa No. 1,200 13½, do 1,600 20, do 2,000 25, do 2,800 27½, Star Mills 12 16, do 18 18, do 20 20, Union No. 20 25, do 50 27½, do 18 22½, Watts No 80 16.

TICKINGS.—Albany 10½, American 14½, 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 do 36 30, Cordis AAA 28, do BB 16½, Hamilton 24, Lewiston A 36 34, do A 31 29, do A 30 27, do B 30 25, Mecs. & W'km's 29, Pearl River 30, Pemberton AA 24, do E 17½, Swift River 15, Thorndike A 16, Whittenton A 22½, Willow Brook No. 1 27, York 30 26, do 32 32½.

STRIPES.—Albany 10½, Algoden 16½, American 13-14, Amoskeag 21-22, Boston 12½, Hamilton 20-21, Haymaker 14, Sheridan A 13, do G 14, Uncasville A 14-15, do B 15, Whittenton AA 22½, do BB 17, do C 15, York 23.

DENIMS.—Amoskeag 30, Bedford 19, Beaver Cr. CC —, Columbian heavy 28, Haymaker Bro. 16½, Manchester 20, Otis AXA 25, do BB 23, do CC 21, York 30.

CORSET JEANS.—Amoskeag 12½, Androscoggin 16, Bates 11½, Everetts 15½, Indian Orchard Imp. 12½, Laconia 14½, Naumkeag —, Newmarket 12, Washington satteen 17.

CAMBRICS.—Amoskeag 8½, Portland 7½, Pequot 9½, Victory H 8½, do A 9, Washington 9.

COTTON BAGS.—American \$37 50, Androscoggin \$40 00, Arkwright A \$40 00, Great Falls A \$41 00, Lewiston \$40 00, Stark A \$42 50, do C 3 bush \$60 00, Union \$27 50.

WOOLEN GOODS are without important change. There is but a light demand on first hands, but the low prices are well maintained throughout.

CASSIMERES are the most active of all woolen goods, but the volume of trade continues light for the season. Fancy Cassimeres in fine styles, are moving with some activity, which, with the limited supply of seasonable styles in the market tends to maintain current prices.

DOBSKINS are languid with light sales, and the usual limited demand.

SHAWLS have been in better request, and the demand is improving. Trade is rather backward but the indications promises a fair season's business. Open centre double Paisleys are almost entirely out of the market, but fresh invoices are expected and the trade will undoubtedly be supplied during the week. Ristori's have been reduced to \$2 75, in jobbers' hands, by the package or single shawl. This price, however, seems too low to afford manufacturers a profit, and appearances are favorable for a reaction.

CARPETS are dull and weak, with light transactions. Nearly all styles have experienced a decline during the week. We quote: Tap Brussels, J. Crossley & Sons, \$1 45; English Brussels, \$2 05 @ 2 25; Roxbury Tap Brussels, \$1 35; Body Tap Bigelow, \$2 00; Lowell extra 3-ply, \$1 42½; do. extra super, \$1 15; do. super, \$1; Hartford Carpet Co., extra 3-ply, \$1 50; do. imported 3-ply, \$1 42½; do. superfine, \$1 12½; do. medium superfine, \$1 00; do. body Brussels 5-frame, \$2 15; do. body Brussels 4-frame, \$2 05; do. body Brussels 3-frame, \$1 95; Ingrains, Philadelphia makes, 70c. @ \$1 00; do. cotton warp, 50c.

FOREIGN GOODS were more active during the early part of the week under review, and transactions were heavier. Toward the close, however, trade in first hands have been light, although a better feeling is apparent. Jobbers are doing a good business, and the distribution progresses much more satisfactorily. Gray effects in marls are in better demand, and prices for all styles of Dress goods are firm. Other imported fabrics are moving slowly, and are generally weak in price, although late advices indicate the European market as very firm.

IMPORTATIONS OF DRY GOODS AT THE PORT OF NEW YORK.

The importations of dry goods at this port for the week ending March 18, 1870, and the corresponding weeks of 1869 and 1870, have been as follows:

	ENTERED FOR CONSUMPTION FOR THE WEEK ENDING MARCH 25, 1870.		1869.		1870.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of wool...	875	\$309,557	677	\$263,327	1,135	\$470,797
do cotton...	824	266,355	1,391	376,364	1,729	456,302
do silk....	393	350,88	415	366,966	826	581,726
do flax.....	946	217,042	1,023	233,465	1,126	250,390
Miscellaneous dry goods.	493	121,815	719	134,859	638	215,030
Total.....	3,536	\$1,265,087	4,230	\$1,373,481	5,454	\$1,974,295
WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET DURING THE SAME PERIOD.						
Manufactures of wool...	787	\$272,874	695	\$240,916	618	\$230,930
do cotton...	582	153,890	324	78,994	485	130,966
do silk.....	130	133,105	73	82,972	126	130,129
do flax.....	2,370	139,486	324	78,774	891	146,963
Miscellaneous drygoods.	3,252	53,757	383	27,592	1,948	55,017
Total.....	7,121	\$753,112	1,804	\$509,549	4,068	\$694,005
Add entered for consumption	3,536	1,265,087	4,230	1,373,451	5,424	1,974,295
Totalth'w'n upon m'rk't	10,657	\$2,018,199	6,034	\$1,883,029	9,522	\$2,668,300
ENTERED FOR WAREHOUSING DURING THE SAME PERIOD.						
Manufactures of wool...	536	\$189,567	793	\$242,904	601	\$223,353
do cotton...	244	69,582	395	93,743	421	115,758
do silk.....	53	43,454	90	123,008	78	97,543
do flax.....	314	84,378	413	119,611	520	115,219
Miscellaneous drygoods.	610	18,512	1,409	26,458	72	12,787
Total.....	1,757	\$405,093	3,100	\$610,814	1,692	\$565,160
Add entered for consumption	3,536	1,265,087	4,230	1,373,451	4,454	1,974,295
Total entered at the port.	5,293	\$1,670,180	7,330	\$1,934,295	7,146	\$2,539,455

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Premiums outstanding December 31st, 1868.. \$341,638 88
Premiums received during the year 1869..... 1,099,111 53

Total Premiums.....\$1,371,795 36

Premiums marked off as earned from January 1st to December 31st, 1869.....\$1,082,311 00

Less Return Premiums..... 79,649 93

Net Earned Premiums.....\$1,002,661 07

Paid during same period:
Losses, Expenses, Commissions and Reinsurance, less Salvages\$718,144 12

Cash paid to Stockholders for Interest..... \$31,724 50

Cash paid to Dealers as an equivalent for the Scrip Dividends of Mutual Companies.....\$119,848 66

The Assets of the Company on the 31st December 1869, were as follows:

United States, State, Bank and other Stocks	\$404,826 25
Loans on Stocks and other Securities.....	53,589 28
Cash on hand and in Banks, and with Foreign Bankers.....	86,850 82
Interest on Investments due, but not collected.....	4,822 00
Bills receivable and Premiums due and collectable.....	499,581 44
Security Notes.....	300,000 00
Scrip, Salvages and other Claims due the Company.....	77,810 15
	\$1,427,830 02

The Board of Trustees have resolved to pay to the Stockholders an INTEREST DIVIDEND OF THREE AND ONE HALF (3½) PER CENT, free of Government Tax, on and after TUESDAY, February 1st.

TRUSTEES.

James Freeland,	A. Foster Higgins,
Samuel Willets,	Francis Hathaway,
Robert L. Taylor,	Aaron L. Reid,
William T. Frost,	John D. Wood,
William Walt,	Geo. W. Hennings,
James D. Fish,	Henry Eyre,
Ellwood Walter,	Joseph Slagg,
D. Colden Murray,	Edward Merrill,
Townsend Scudder,	Daniel I. Willets,
Samuel L. Ham,	L. Edgerton,
Bryce Gray,	Henry B. Kunhardt,
N. L. McCready,	John S. Williams,
William Nelson, Jr.,	Charles Dimon,
Harold Dollner,	Paul N. Spofford,
Jos. Willets,	James Douglas,

ELLWOOD WALTER, President,
ARCHD. G. MONTGOMERY, Jr., Vice-Pres't.
ALANSON W. HEGEMAN, 2d Vice-Pres'd't.
C. J. DESPARD, Secretary.

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

**Ætna Insurance Comp'y,
HARTFORD, CONN.
INCORPORATED 1819.**

Cash Capital.....\$3,000,000 00
Assets.....\$5,549,504 97

**SPRINGFIELD
FIRE & MARINE INSURANCE CO.,
SPRINGFIELD, MASS.
INCORPORATED 1849.**

Cash Capital.....\$500,000 00
Assets.....\$936,246 65

**Providence Washington
INSURANCE COMPANY,**

OF PROVIDENCE, R. I.

ORGANIZED 1799.

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

AMERICAN

INSURANCE COMPANY,

OF PROVIDENCE, R. I.

ORGANIZED 1831.

Cash Capital.....\$200,000 00
Assets.....\$372,219 38

JAS. A. ALEXANDER, Agent.

Insurance.

OFFICE OF THE
ATLANTIC
Mutual Insurance Co.,

NEW YORK, January 26, 1870.

The Trustees, in conformity to the charter of the Company, submit the following Statement of its affairs on the 31st December, 1869:

Premiums received on Marine Risks, from
1st January, 1869, to 31st December, 1869, \$6,090,637 82
Premiums on Policies not marked off 1st
January, 1869..... 2,538,001 23
Total amount of Marine Premiums..... \$8,628,639 05

No Policies have been issued upon Life Risks, nor upon Fire Risks disconnected with Marine Risks,

Premiums marked off from 1st January, 1869, to 31st December, 1869..... \$6,472,915 41

Losses paid during the same period..... \$2,802,245 46

Returns of Premiums and Expenses..... \$1,237,630 49

The Company has the following Assets, viz.:

United States and State of New York Stock,
City, Bank and other Stock..... \$7,856,290 00
Loans secured by Stocks and otherwise... \$,148,400 00
Real Estate and Bonds and Mortgages,.... 210,000 00
Interest and sundry Notes and Claims due the Company, estimated at..... 207,568 81
Premium Notes and Bills Receivable..... 2,513,452 60
Cash in Bank..... 533,797 53
Total amount of Assets..... \$14,469,508 94

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 First of February next.

The outstanding certificates of the issue of 1866 will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the First of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment and cancelled. Upon certificates which were issued (in red scrip) for gold premiums, such payment of interest and redemption will be in gold.

A dividend of FORTY Per Cent is declared on the net earned premiums of the Company, for the year ending 31st December, 1869, for which certificates will be issued on and after Tuesday, the Fifth of April next
By order of the Board,

J. H. CHAPMAN, Secretary.

TRUSTEES:

J. D. Jones, Joseph Gaillard, Jr.
Charles Dennis, C. A. Hand,
W. H. H. Moore, James Low,
Henry Colt, B. J. Howland,
Wm. C. Pickersgill, Benj. Babcock,
Lewis Curtis, Robt. 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, Sheppard Gandy,
William E. Dodge, Francis Skiddy,
David Lane, Charles P. Burdett,
James Byrce, Robt. C. Fergusson,
Daniel S. Miller, Samuel G. Ward,
Wm. Sturgis, William E. Bunker,
Henry K. Bogert, Samuel L. Mitchill,
Dennis Perkins, James G. DeForest,
Robert L. Stuart.

J. D. JONES, President.
CHARLES DENNIS, Vice-Pres't.
W. H. H. MOORE, 2d Vice-Pres't.
J. D. HEWLETT, 3d Vice-Pres't.

Insurance.

OFFICE OF THE
Pacific Mutual Insurance
COMPANY.

HOWARD BUILDING, 176 BROADWAY,
New York, January 13, 1870.

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, 1869..... \$104,463 46
Premiums received from January 1 to December 31, 1869, inclusive 611,290 80

Total amount of Marine Premiums..... \$715,751 26
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 worked off as Earned, during the period as above..... \$608,830 22
Paid for Losses and Expenses, less Savings, &c., during the same period..... 324,344 50
Return Premiums..... 36,697 03

The Company has the following Assets:

Cash in Bank..... \$36,015 51
United States and other Stocks.... 583,009 90
Loans on Stocks Drawing interest. 196,700 00
Premium Notes & Bills Receivable \$865,725 41
Subscription Notes in advance of Premiums..... 231,561 05
Reinsurance and other Claims due the Company, estimated at..... 46,000 00
20,142 7

Total Assets..... \$1,166,129 23

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 1st day of February.

The whole of the OUTSTANDING CERTIFICATES OF THE COMPANY, OF THE ISSUE OF 1865, will be redeemed and paid in cash to the holders thereof, or their legal representatives, on and after TUESDAY, the 1st day of February, from which date interest thereon will cease. The Certificates to be produced at the time of payment and cancelled.

A Dividend in scrip of THIRTY-FIVE PER CENT, free of Government Tax, is declared on the net amount of Earned Premiums for the year ending December 31st 1869, for which Certificates will be issued on and after TUESDAY, the 5th day of April next.

TRUSTEES:

John K. Myers, William Leconey,
A. C. Richards, Wm. T. Blodgett,
G. D. H. Gillespie, H. C. Southwick,
C. E. Milnor, Wm. Hegeman,
Martin Bates, James K. Taylor,
Moses A. Hoppock, Adam T. Bruce,
B. W. Bull, Albert B. Strange,
Horace B. Claffin, A. Augustus Low,
W. M. Richards, Dean K. Fenner,
A. S. Barnes, Emil Heineman,
Egbert Starr, Jehal Read,
A. Wesson, William A. Hall,
John A. Bartow, Francis Moran,
Oliver K. King, Theo. W. Morris,
Alex. M. Earle, Robert Slimmon,
John K. Waller, Stephen C. Southmayd

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

PHOENIX

FIRE INSURANCE COMPANY
OF HARTFORD, CONN.

Capital and Surplus \$1,600,000.

D. W. C. SKILTON, Sec'y. H. KELLOGG, Pres't.
G. H. BURDICK, Ass't Sec'y. A. W. JILSON, Vice-P't

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

EZRA WHITE & SONS, Agen'ts.

No. 50 William Street.

THE
NORTH BRITISH
AND
Mercantile Insurance Co

OF
LONDON AND EDINBURGH.

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

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

EZRA WHITE, Manager,
SAM. P. BLAGDEN, Ass't Manager
WM. CONNER, Jr., } Associate Managers.
CHAS. E. WHITE, }

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

Financial.

A First-Class Security at a Low Price.

FIRST MORTGAGE

CONVERTIBLE BONDS

OF THE

ST. LOUIS AND
SOUTHEASTERN

RAILROAD

OF ILLINOIS,

Principal and Interest Payable
in Gold.

Interest at 7 Per Cent, Payable May and November.

Price 92 1/2 and Accrued Interest
in Currency.

27 MILES COMPLETED, 112 MILES TO BUILD.
ISSUE OF BONDS LIMITED TO \$16,000
PER MILE.

This road connects St. Louis with Southeastern Illinois, Western Kentucky, and the entire railroad system of the Southeastern States by the SHORTEST AND BEST LINE. It constitutes 75 miles of the Louisville and St. Louis Air Line—a part of the through line to the East by the Chesapeake and Ohio Railroad; also 100 miles of the Evansville and St. Louis road. The country adjacent, hitherto nearly destitute of railroad facilities, is thickly populated and highly productive, abounding in mineral products. THE SALT WORKS OF GALLATIN COUNTY, on this line, now worked, are of unlimited capacity, and are the only ones within 500 miles of St. Louis.

THE COAL BEDS UNDERLYING IT ARE THE RICHEST IN ILLINOIS. The demand for coal at St. Louis will alone fully employ the road, while the profits thereon within the limit of three years will more than pay the interest upon the entire debt of the Company. The road will control a large and profitable local business, an exceedingly valuable through traffic, and will pay without fail the interest on its bonds, as well as handsome dividends upon the capital stock.

In offering these securities for sale, we refer investors to a pamphlet in our possession, now ready for distribution, prepared by General E. F. Winslow, President, and by Brevet Major-General J. H. Wilson, U. S. A., Director, containing a highly favorable statement, signed by W. Milnor Roberts, Esq., one of the most distinguished railway constructors and engineers of the country.

After a thorough investigation of the merits of this enterprise, we confidently recommend the above named securities as a perfectly safe and profitable investment. Further particulars furnished on application.

GEORGE OPDYKE & Co.,

No. 25 Nassau-St.

PRICES CURRENT.

The Duties on Foreign Imports were published in the CHRONICLE of August 14, 1869

Table listing various commodities such as ASHES, BEEWAX, BONES, BREADSTUFFS, BRICKS, BUTTER AND CHEESE, CANDLES, COAL, COCOA, COPPER, CORKS, COTON, DRUGS AND DYES, FISH, FLOUR, FRUITS, GUNNY BAGS, GUNNY CLOTH, GUNPOWDER, HAIR, HAY, HEMP, HIDES, LIME, MOLASSES, NAILS, OAKUM, OILS, PAINTS, PETROLEUM, RICE, SALT, SEED, SILK, SPIRITS, SUGAR, TALLOW, TEAS, TIN, TOBACCO, WINE, and WOOL.

Table listing various commodities such as Oil anis, Oil cassia, Oil bergamot, Oil lemon, Oil peppermint, Oil vitriol, Opium, Turkey, Oxalic acid, Phosphorus, Prussiate potash, Quicksilver, Rhubarb, China, Sago, pearled, Salaperatus, Sal ammoniac, ref. gold, Sal soda, New'le, ref. g'd, Sarsaparilla, H., g'd, in b'd, Sarsaparilla, Mex., Seneca root, Senna, Alexandria, Senna, East India, Shell Lac, Soda ash (80 p. c.) gold, Sugar lead, W'e, Sulp. quinine, Am., Sulp. morphine, Tartaric acid (chrysal) gold, Taploca, Verdigris, dry & ex. dry, Vitriol, blue, DUCK, DYE WOODS, FISH, FLOUR, FRUITS, GUNNY BAGS, GUNNY CLOTH, GUNPOWDER, HAIR, HAY, HEMP, HIDES, LIME, MOLASSES, NAILS, OAKUM, OILS, PAINTS, PETROLEUM, RICE, SALT, SEED, SILK, SPIRITS, SUGAR, TALLOW, TEAS, TIN, TOBACCO, WINE, and WOOL.

Table listing various commodities such as HORNS, IRON, STORE PRICES, LEATHER, LIME, LUMBER, MOLASSES, NAILS, OAKUM, OILS, PAINTS, PETROLEUM, RICE, SALT, SEED, SILK, SPIRITS, SUGAR, TALLOW, TEAS, TIN, TOBACCO, WINE, and WOOL.

Table listing various commodities such as Refined in bond, prime L., S. to W. (110@115 test), Standard hite, Naptha, refin., 68-78 grav., Residuum, PROVISIONS, STORE PRICES, LEATHER, LIME, LUMBER, MOLASSES, NAILS, OAKUM, OILS, PAINTS, PETROLEUM, RICE, SALT, SEED, SILK, SPIRITS, SUGAR, TALLOW, TEAS, TIN, TOBACCO, WINE, and WOOL.

Iron and Railroad Materials.CHAUNCEY VIBBARD,
EMERSON FOOTE.ALEX. P. FISK,
EDWARD FOOTE**Vibbard, Foote & Co.,**

40 BROADWAY, NEW YORK,

Steel Rails,

Iron Rails,

Old Rails,

AND

RAILWAY EQUIPMENTS.

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

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

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No. 7 Bowling Green, New York.

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(Via Queenstown,)

CARRYING THE UNITED STATES MAILS.

THE LIVERPOOL AND GREAT WESTERN
STEAM COMPANY will dispatch one of their first-
class full-power iron screw steamships from

PIER No. 46 NORTH RIVER, EVERY WEDNESDAY,

as follows:

MANHATTAN, Captain Forsyth...	Mar. 30, at 3 P.M.
MINNESOTA, Captain Price.....	Apr. 6, at 9 A.M.
IDAHO, Captain Cutting.....	Apr. 13, at 3 P.M.
NEVADA, Captain Green.....	Apr. 20, at 9 A.M.
COLORADO, Captain Williams.....	Apr. 27, at 3 P.M.
NEBRASKA, Captain Girard.....	May 4, at 11 A.M.

Cabin passage, \$80 gold.
Steerage passage, (Office No. 29 Broadway) \$80 cur-
rency.For freight or cabin passage apply to
WILLIAMS & GUNN, No. 63 Wall-st.**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. Freight rates 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 Wharves,
Boston.*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.**

JOHN S. KENNEDY. HENRY M. BAKER. JOHN S. BARNES

J. S. KENNEDY & Co.,

41 CEDAR ST., COR. OF WILLIAM ST.,

**GENERAL RAILWAY AGENTS AND
MERCHANTS.**Buy and sell Railway Bonds and Negotiate Loans to
Railways.**IMPORTERS OF****Iron Rails, Steel Rails, Old Rails,
Bessemer Pig Iron, Scrap,
Steel Tyres, boiler plates, &c.****AGENTS FOR**The Bowling Iron Company, Bradford England.
The West Cumberland Hematite Iron Co., Workington
England.Supply all Railway Equipment and undertake all
Railway business generally.**NAYLOR & CO.,****NEW YORK, BOSTON, PHILA.,**
99 John street. 80 State street. 205 So. 4th street**CAST STEEL RAILS,****CAST STEEL TYRES,**Cast Steel Frogs, and all other Steel Material for
Railway Use.

HOUSE IN LONDON:

NAYLOR, BENSON & CO.,
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who give special attention to orders for

Railroad Iron,

as well as Old Rails, Scrap Iron and Metals.

Norway and Swedes Iron**WM. JESSOP & SONS,**Importers of Norway & Swedes Iron, including
UB, AB, SF, and other brands, which they
offer for sale at 91 and 93 John street, New York
and 133 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.****Henry Lawrence & Sons,****MANUFACTURERS OF CORDAGE****FOR EXPORT AND DOMESTIC USE.**

192 FRONT STREET, NEW YORK

Iron Cotton Ties.The undersigned, Sole Agents in New York, for the
sale and distribution of the**ARROW TIE AND SELF-FASTENING
WROUGHT IRON BUCKLE TIES.**Manufactured by J. J. McCOMB, Liverpool, respect-
fully solicit orders for delivery in New York or other
ports in the United States, or at Liverpool.**SWENSON, PERKINS & CO.,**

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WM. D. R. MILLAR,**IMPORTER AND DEALER IN****Railroad & Steamboat
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John Dwight & Co.,**MANUFACTURERS OF****SALERATUS,****SUPER CARB. SODA, &C.,**

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Iron and Railroad Materials**To Railroad
COMPANIES.**We beg to call the attention of Managers of Rail-
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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 all sizes, pat-
terns and weight of rail for both steam and horse
roads, and in any quantities desired either for IMMEDIATE OR REMOTE delivery, at any port in the
United States or Canada and always at the very low-
est current market prices. Contracts will be made
payable in United States currency for American, and
in either currency or gold (at the option of the buyer)
for foreign, and when desired, we will contract to
supply roads with their monthly or yearly require-
ments.Orders for Foreign Rails, will be taken for transmis-
sion by Mail or through the cable to our**LONDON 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.,**
NO. 71 BROADWAY.**GILEAD A. SMITH,****Bartholomew House, opposite Bank
of England.**

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Old Rails,

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COOKE & Co., Washington, Messrs. E. W. CLARKE
& Co., Philadelphia, Mr. J. EDGAR THOMSON, Phila-
delphia**Cheapest and Best.****BUTLER'S PATENT COTTON TIE**
FOR BALING COTTON.This Tie is made of the best Belgian Iron, and re-
ceives the highest premium at the Louisiana State
Fair for strength and simplicity.
For sale very cheap.**QUIN & ARNOLD, Agents,**
43 BROAD STREET.**Danas & Litchfield,**

18 William 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****BURDEN SPIKES.****J. WILLIAM DAVIS,**
REAL ESTATE BROKER,
NEW ORLEANS, LA.Prompt attention given to buying, selling and leas-
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taxes, collecting rents, etc.

EDWARD NALLE.

B. C. CAMMACK.

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158 Common Street, New Orleans.

Liberal Cash advances made on Consignments.