

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.

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NO. 257.

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:

\$30 to \$100	4 per cent
100 to 1,000	4 1/2 per cent
1,000 and upwards	4 3/4 per cent

JOHN PONDIR,

BROKER,
In Government Bonds, Exchange, Gold and Stocks,
No. 41 EXCHANGE PLACE,
Particular attention given to the negotiation of Railway and other Corporate Loans. Union and Central Pacific Bonds and Stocks a specialty.

Duff & Tienken,

BANKERS AND BROKERS,
15 WALL STREET, NEW YORK.
Wm. H. DUFF, JOHN H. TIENKEN,
Members of the N. Y. Stock and Gold Exchanges.
Stocks, Bonds, Gold and Government Securities bought and sold.
Foreign Gold and Silver Coin, and fine Gold and Silver Bars, constantly on hand.
Interest allowed on Deposits.

BANKING HOUSE OF

LUTHER KOUNTZE,

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

McKim, Brothers & Co.,

No. 47 Wall Street, New York.
BANKERS AND BROKERS,
DEALERS IN GOVERNMENT SECURITIES
Stocks, Bond and Gold bought and Sold exclusively on Commission. Interest allowed on Deposit Accounts

SOUTTER & Co.,

BANKERS,
No. 53 WILLIAM STREET, NEW YORK.
Dealers in Bills of Exchange, Governments, Bonds, Stocks, Gold, Commercial Paper, and all Negotiable Securities.
Interest allowed on Deposits subject to Sight Draft or Check.
Advances made on approved securities.
Special facilities for negotiating Commercial Paper.
Collections both inland and foreign promptly made.
Foreign and Domestic Loans Negotiated.

Foreign Bills.

WILLIAMS & GUION, 63 Wall Street, New York.

TRAVELLERS and COMMERCIAL CREDITS ISSUED, available in all parts of Europe, &c. BILLS OF EXCHANGE drawn in sums to suit purchasers, also Cable transfers.
ADVANCES MADE UPON CONSIGNMENTS OF COTTON, and other Produce to Ourselves or Correspondents.
Alex. S. Petrie & Co., London.
Guiou & Co., Liverpool.

DUNCAN, SHERMAN & Co., BANKERS,

CORNER OF PINE AND NASSAU STS.,
ISSUE
CIRCULAR NOTES AND CIRCULAR LETTERS OF CREDIT,
For the use of Travelers abroad and in the United States, available in all the principal cities of the world; also,
COMMERCIAL CREDITS,
For use in Europe, east of the Cape of Good Hope West Indies South America, and the United State

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

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

Brown Brothers & Co., NO. 59 WALL STREET,

ISSUE
Commercial and Travelers Credits
Available in all parts of the world

Bankers and Brokers.

OFFICE OF Robinson, Chase & Co.,

BANKERS AND BROKERS,
NO. 18 BROAD STREET,
New York, May 27th, 1870.
The undersigned have this day formed a co-partnership for the purpose of transacting a general banking and stock commission business.
EUGENE N. ROBINSON,
GEORGE H. CHASE,
THOMAS B. AIKENS,
WILLIAM T. MORRIS.
P. O. Box 2404.

Gelston & Bussing,

27 Wall Street.
Stocks, Governments and Gold bought and sold on commission.
INTEREST ALLOWED ON DEPOSITS.

W. N. WORTHINGTON,

MEMBER N. Y. STOCK EXCHANGE,
BANKER AND BROKER,
18 NEW 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.

Bankers and Brokers.

C. R. JOHNS,
F. EVERETT,
J. C. KIRBY,
W. VON ROSENBERG
C. R. JOHNS & Co.,
TEXAS LAND AGENCY,
BANKING & EXCHANGE,
AUSTIN, TEXAS.

Purchase and sell real estate, pay taxes and adjust Titles, prosecute Land and money claims against the State and Federal Governments; make collections. Receive deposits and execute Trusts.

J. L. Leonard & Co., BANKERS,

HEAD OF HOUSTON & TEXAS CENTRAL R.R.,
Calvert, Texas.

Adams & Hearne,

BANKERS,
TERMINUS HOUSTON & TEXAS CENTRAL R.R.,
Calvert, Texas.
Draw on National Park Bank, New York.

WM. A. FORT, Late Fort & Trice. | GEORGE W. JACKSON,
Late Cashier 1st Nat. Bank
Gallipolis, O.

FORT & JACKSON,

BANKERS,
WACO, TEXAS.
REFERENCES AND CORRESPONDENCE:—New York: Winslow, Lanier & Co., David Dows & Co. Cincinnati: First National Bank, Merchants National Bank. New Orleans: Louisiana National Bank, Wheelless & Pratt, Bankers. Galveston: T. H. McManhan & Co.

TAUSSIG, FISHER & Co.,

BANKERS AND BROKERS,
No. 32 Broad Street, New York.
Buy and Sell at Market Rates
ALL UNITED STATES SECURITIES,
Solicit accounts from MERCHANTS, BANKERS and others, and allow interest on daily balances, subject to Sight Draft.

Make collections on favorable terms, and promptly execute orders for the purchase or sale of
Gold, State, Federal, and Railroad Securities.

WM. R. UTLEY, GEO. W. DOUGHERTY.

UTLEY & DOUGHERTY,

BANKERS AND BROKERS,
NO. 11 WALL STREET, NEW YORK
Governments, Gold, and all classes of Stocks and Bonds bought and sold on commission. Orders promptly and carefully executed.

WILLIAM ALEXANDER SMITH & CO.,

BANKERS,
No. 40 Wall Street, New York.
DEPOSITS received and interest allowed at best Current Rates.
GOVERNMENT and STATE SECURITIES, GOLD, RAILROAD BONDS, STOCKS, etc., bought and Sold on Commission.
ADVANCES made upon approved Securities.
COLLECTIONS made, and Loans Negotiated.

Manning & DeForest,

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

Foreign Bills.

August Belmont & Co.,
BANKERS,
50 Wall Street,
ISSUE LETTERS of CREDIT for TRAVELERS,
available in all parts of the world, through the
MESSRS. DE ROTHSCHILD
and their correspondents.
Also, make telegraphic transfers of money on California, Europe and Havana.

Bank of British North America.

Incorporated by Royal Charter.
AGENCY, 17 NASSAU STREET, NEW YORK.
COMMERCIAL CREDITS
issued for use in Europe, China, Japan, the East and West Indies, and South America.
JOHN PATON, } Agents
ARCH'D MCKINLAY, }

MORTON, BLISS & Co.,
ISSUE

CIRCULAR NOTES,
issued and paid free of Commission) and letters of Credit for

TRAVELLERS,
ALSO,
COMMERCIAL CREDITS,

Available in all parts of the world on
MORTON, ROSE & CO.,
LONDON.

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

AND
28 STATE STREET, BOSTON,
EXCHANGE ON LONDON.

And Sterling Credits,
DEALERS IN COMMERCIAL PAPER.
Buy and Sell Massachusetts and New York State Stocks.
Government Securities, Stocks Bonds, and Gold bought and sold strictly on Commission.

Tapscott, Bros. & Co.

86 SOUTH STREET, NEW YORK.
Issue Sight Drafts and Exchange payable in all parts of Great Britain and Ireland.
Credits on W. TAPSCOTT & CO., Liverpool. Advances made on consignments. Orders for Government Stocks, Bonds and Merchandize executed.

Tucker, Andrews & Co.

52 Wall Street,
JAS. W. TUCKER & CO.,
3 Rue Scribe, Paris,
BANKERS.
Issue Letters of Credit.
Draw Bills on Paris.
Buy and Sell Bonds and Stocks in London, Paris and Frankfurt, and negotiate Loans on same.

RIDER & CORTIS,

73 BROADWAY, NEW YORK
Successors to
SAML. THOMPSON'S NEPHEW.

Bankers furnished with Sterling Bills of Exchange, and through passage tickets from Europe to all parts of the United States.
Sight Drafts on A. S. Petrie & Co., London, Royal Bank of Ireland, Dublin; Bank of Scotland, Edinburgh. C. Grimshaw & Co., Liverpool. Also on Germany, France and Sweden.

William Heath & Co.,

BANKERS AND BROKERS,
13 BROAD STREET, NEW YORK.
Gold Stock and Bonds bought and sold on Commission. Orders executed in Boston and London.

JAMES T. BATES. J. MUNRO BROWN.
BATES & BROWN,
BANKERS & BROKERS,
11 WALL STREET, NEW YORK.

Boston Bankers.

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

The City Bank, } LONDON.
AND }
Robert Benson & Co., }
Munroe & Co. }
AND } PARIS.
Marcuard, Andre & Co., }
Circular Notes available for Travelers in all parts of Europe and the East.

PARKER & COBB,

BANKERS, 36 DEVONSHIRE STREET,
BOSTON,
Buy and sell Western City and County bonds.

EVERETT & Co.,

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

Southern Bankers.

NATIONAL
Freedman's Savings Bank

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

A. C. KAUFMAN,

BANKER AND BROKER,
CHARLESTON, S. C.
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.

Edward C. Anderson, Jr.

BANKER, FACTOR AND
Commission Merchant,
Savannah, Ga.

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

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BROWN, LANCASTER & CO.,
No. 30 SOUTH STREET, BALTIMORE, MARYLAND.
LANCASTER, BROWN & CO.,
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STOCK BROKER

AND
Exchange Dealer,
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NEW ORLEANS.
General Partner.....J. L. LEVY
Partner in Command.....E. J. HART
Collections made on all points.

Southern Bankers.

GEO. L. HOLMES. ALEX. MACBETH.
HOLMES & MACBETH,
STOCK AND BOND BROKERS,
CHARLESTON, S. C.
Key box 4.

W. N. HAWKS H. CASTLEMAN
Hawks & Castleman,
Stock Brokers and Real Estate Agents
COLUMBUS, GEO.
Government Securities, Gold, Stocks, &c. Bonds of every description, bought and sold on commission

Western Bankers.

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

Dealers in GOLD, SILVER and all kinds
GOVERNMENT BONDS.

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

CHECKS ON LONDON AND PARIS
FOR SALE

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

Hayden, Hutcheson & Co

BANKERS,
NO. 13 S. HIGH STREET,
COLUMBUS, OHIO,
Do a General Banking, Collection, and Exchange Business.

NATIONAL BANK OF THE STATE OF MISSOURI.

in St. Louis.
ESTABLISHED 1837.
Capital paid in\$3,410,300
This Bank, having reorganized as a National Bank is now prepared to do a general banking business. Government Securities, Coin, Gold Dust and Bullion bought and sold at current rates. Special attention given to collections throughout the West
JAMES H. BRITTON, Pres. CHAS. K. DICK ON EDWARD P. CURTIS Cashier

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Stock and Bond Brokers,
NO. 323 NORTH THIRD STREET,
SAINT LOUIS MO.

W. M. F. HEWSON,

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

SECOND NATIONAL BANK,

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

Charles H. Welling,

(Formerly, Welling, Coffin & Co., Philadelphia.)
Broker in Mercantile Paper,
39 WALL STREET, NEW YORK.
JAUNCEY COURT.
Governments, Stocks, Bonds, Gold, Sterling, and Loans negotiated STRICTLY on Commission.
Reference—Messrs. Jay Cooke & Co.

MORTON, GALT & Co.,
BANKERS,

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

Bankers and Brokers.

ROBE RT OPDYKE, WM. A. STEPHENS
G. FRANCIS OPDYKE.

BANKING HOUSE OF

GEO. OPDYKE & Co.,

NO. 25 NASSAU STREET,

(Corner of Cedar street.)

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

Lockwood & Co.,

BANKERS,

94 BROADWAY.

Transact a General Banking business, including the purchase and sale of Government and State Bonds, Railroad Stocks and Bonds, and other securities, on commission.

LITCHFIELD, DANA & STIMSON,
BANKERS AND BROKERS,
No. 18 William St.

Government Securities, Stocks, Bonds and Gold bought and sold on commission.
Accounts of Banks and Individuals solicited and interest allowed on deposits.

WM. B. LITCHFIELD, LEWIS A. STIMSON,
CHARLES H. DANA, WALTER E. COLTON,
E. B. LITCHFIELD, Special

VERMILYE & Co.,

BANKERS,

Nos. 16 & 18 Nassau Street, New York,

DEALERS IN ALL ISSUES OF

GOVERNMENT SECURITIES

AND IN

GOLD AND GOLD COUPONS,

BUY AND SELL ON COMMISSION

RAILWAY STOCKS, BONDS AND

GOLD.

MAKING LIBERAL ADVANCES.

Interest on Deposits.

LEVY & BORG,

DEALERS IN

Southern and Miscellaneous Securities

No. 20 BROAD STREET, NEW YORK.

In connection with the Manhattan Savings Bank Memphis, Tenn.

MUNROE & Co.,

AMERICAN BANKERS,

NO. 7 RUE SCRIBE, PARIS,

JOHN MUNROE & Co.,

NO. 8 WALL STREET, NEW YORK.

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

GEO. F. PADDOCK & COMPANY'S BANK.

Watertown, N. Y.

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

CORRESPONDENTS:

Central Nat. Bank, New York; Jay Cooke & Co.
N. Y. State Nat. Bank, Albany, N. Y.
Special attention paid to collections in New York State and Canada.

Bankers and Brokers.

Bowles Brothers & Co.,

PARIS, LONDON, BOSTON,

19 WILLIAM STREET, N. Y.,

ISSUE

Credits for Travelers in Europe,
Exchange on Paris and the Union Bank of London, in sums to suit.
Subscription agents for the CHRONICLE in Paris.

MARTIN & RUNYON,

Successors to

W. B. Mott & Co.,

STOCK BROKERS,

49 WALL ST., NEW YORK.

Dealers in Governments and Specie. Stocks and Bonds bought and sold on Commission, Government Coupons bought at Market Rates. Collections made in all parts of the United States and Canadas.

Accounts solicited and interest allowed on Deposits.
A. F. R. MARTIN, ENOS RUNYON,
W. B. MOTT, Special.

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.

Farmer, Hatch & Co.,

BANKERS & BROKERS,

78 BROADWAY AND 5 & 7 NEW STREET.

Government and State Securities, Gold, Railroad Bonds and Stocks bought and sold on Commission.
ADVANCES made upon approved securities.
DEPOSITS received subject to Check at sight and interest allowed upon the same.
Daily printed Lists of Stock and Bonds furnished on application

W. B. LEONARD. W. C. SHELDON. W. H. FOSTER.

Leonard, Sheldon & Foster

BANKERS,

No. 10 Wall Street.

Buy and sell Government, State, Railroad and other desirable securities, making liberal advances on same, allow interest on deposits, deal in commercial paper, furnish to travellers and others Letters of Credit current in the principal cities in Europe.

HENRY MEIGS,

Banker and Broker, No. 27 Wall St.,

Member of New York Stock Exchange, (Formerly cashier of the Metropolitan Bank, and late of the firm of H. Meigs, Jr. & Smith). Offers his services for the purchase and sale of Government and all other Stocks, Bonds and Gold. Interest allowed on deposits. Investments carefully attended.

J. & W. Seligman & Co.,

BANKERS,

NO. 59 EXCHANGE PLACE, COR. BROAD ST., N. Y.,

Issue Letters of Credit for Travellers,

Payable in any part of Europe, Asia, Africa, Australia and America.
Draw Bills of Exchange and make telegraphic transfers of money on Europe and California.

BANKING HOUSE

OF

JAY COOKE & Co.,

New York, Philadelphia and Washington.

No. 20 WALL STREET, NEW YORK

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

GOVERNMENT BONDS,

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

Stocks, Bonds and Gold.

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

JAY COOKE & CO.

Financial.

STOKER, TAYLOR & Co.,

BANKERS.

21 NASSAU STREET, NEW YORK.

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

Lounsbury & Fanshawe,

BANKERS & BROKERS,

No. 8 WALL STREET, NEW YORK.

Government Securities,

Gold and Foreign Exchange

RICHARD P. LOUNSBURY WILLIAM S. FANSHAW

THOS. K. FERCUSSON,

BANKER,

SELMA, ALABAMA,

Special attention to Collections.

No charge for collecting city paper.
Refers to Henry Clews & Co., 32 Wall street, N. Y.

Banking House of

HENRY CLEWS & Co.,

32 WALL STREET.

Interest allowed on all Daily Balances of Currency or Gold.

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

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

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

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

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

Railroad, State, City and other Corporate Loans negotiated.

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

Dividends and Coupons collected.

C. & G. WOODMAN,

BANKERS,

30 PINE STREET, N. Y.

Dealers in STOCKS, BONDS, and LAND WARRANTS.

Knauth, Nachod & Kuhne

BANKERS,

New York, AND Leipzig, Saxony,

BROAD ST. 85 BRUHL.

DRAW IN SUMS TO SUIT

the principal cities of Germany, Switzerland, England, France, Sweden, Norway, Holland, Belgium, Russia, Italy, Spain, Denmark, &c.

Issue Letters of Credit for Travelers, available in all parts of Europe.

Financial.

7 Per Cent Gold Loan,
(Free of U. S. Tax)
OF THE
**BURLINGTON, CEDAR RAPIDS &
MINNESOTA R.R. CO.'S**

FIRST MORTGAGE

**Fifty Year Convertible
Bonds,**

A LIMITED QUANTITY FOR SALE

AT 90, AND ACCRUED INTEREST,

The greater part of the Road is already completed, and shows large earnings, and the balance of the work is rapidly progressing.

We unhesitatingly recommend these Bonds as the safest and best investment in the market. U. S. Five-twenties at current prices only return 5 per cent interest, while these pay 8 1/2 per cent in gold; and we regard the security equally good.

Henry Clews & Co.,

BANKERS,

32 Wall-st., New York.

MACON AND AUGUSTA RAILROAD

First Mortgage Bonds.

Interest 7 per cent, payable January and July, in the city of New York. Principal and interest guaranteed by the GEORGIA RAILROAD AND BANKING COMPANY. Total issue, \$10,000 per mile.

This road is seventy-seven miles in length, and connects the two important cities of Augusta and Macon, making a much shorter line from the North to Macon, Montgomery, and cities further South and Southwest, than now exists.

Aside from its own intrinsic value, this security is made exceptionally desirable by the guaranty of the Georgia Railroad and Banking Company, which is one of the soundest corporations in the country.

For sale by

M. K. Jessup & Co., No. 12 Pine st.

S. G. & G. C. WARD,

AGENTS FOR

BARING BROTHERS & COMPANY.

52 WALL STREET, NEW YORK,
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A. V. B. VAN DYCK,

STOCK, BOND AND GOLD BROKER,

NO. 30 BROAD STREET.

CONOVER,

VINCENT & Co.,

BANKERS & BROKERS,

7 WALL STREET, N. Y.

STOCKS, BONDS AND GOLD bought and sold on COMMISSION ONLY.

COLLECTIONS made on all parts of the UNITED STATES AND CANADAS.

Special attention given to

Southern Securities.

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.

AGENCY OF THE

BANK OF BRITISH NORTH AMERICA,

17 NASSAU STREET.

Demand and Time Bills of Exchange, payable in London and elsewhere, bought and sold at current rates, also cable Transfers.

Demand Drafts on Scotland and Ireland, also on Canada, British Columbia and San Francisco. Bill collected, and other Banking business transacted.

JOHN PATON,
ARCH. MCKINLAY, Agents.

Financial.

INDIANAPOLIS, BLOOMINGTON,

AND

WESTERN RAILWAY

7 Per Cent Gold Loan.

The bonds are in denominations of \$1,000 each, secured by a first mortgage on 205 miles of road, from Indianapolis, the largest city and most important railroad center in the State of Indiana, to the City of Pekin, in Illinois.

ONE HUNDRED AND SEVENTY MILES of the line are now IN FULL OPERATION, equipped with new first-class rolling stock, and already EARNING MUCH MORE THAN THE INTEREST ON THE WHOLE ISSUE OF BONDS. The balance, thirty-five miles, is being rapidly constructed, is nearly all graded, and UNDER CONTRACT TO BE FINISHED IN JUNE NEXT.

There are thirty-six depots on the line, LOCATED IN CITIES AND TOWNS THAT CONTAIN, IN THE AGGREGATE, A POPULATION OF 190,000, averaging over 920 to each square mile, within a radius of half a mile of the track, and WITHIN TWENTY MILES OF THE TRACK THERE IS A POPULATION OF ABOUT 60,000.

It passes through the counties of Marion, Hendricks, Montgomery, Fountain, Warren, and Vermillion, in the State of Indiana, and Vermillion, Champaign, De Witt, Platt, McLean, and Tazewell Counties, in Illinois, on the line of the old emigrant State road, which was laid out in the best portion of these States before the time of railroads, was then the main line of Western travel, and consequently became more thickly settled than other sections of the West, as the numerous cities, large villages, and products of these counties demonstrate.

Besides the large agricultural productions of this section the manufacturing interest is very extensive in the large towns, and is rapidly increasing.

The coal-mines at Danville on this line are extensively and profitably worked, and FURNISH BUSINESS FOR OVER THREE HUNDRED COAL CARS on this line at present, and MORE THAN TWICE THAT NUMBER WILL BE REQUIRED TO CARRY COAL ON COMPLETION OF THE REMAINING LINE.

From the present earnings on 170 miles it is safe to assume that the LOCAL BUSINESS ALONE WILL BE AMPLE NOT ONLY TO PAY THE BONDED DEBT, BUT LARGE DIVIDENDS ON THE STOCK.

In addition to the population and wealth of the country, and all that is necessary to support a first-class road, and make it a profitable investment through local traffic, it forms a grand central trunk line for through business, NOT SURPASSED BY ANY ROAD OF EQUAL LENGTH IN THE WEST.

At Indianapolis it connects by main lines with the cities of Columbus, Cleveland, Pittsburgh, Cincinnati, and with the Pennsylvania Central, Baltimore and Ohio Chesapeake and Ohio, and other important Railroad lines. At Pekin, the Western terminus, connections are made with Peoria, Quincy, Keokuk, Burlington, and Omaha. At Bloomington, with the Illinois Central Road, which runs north-west 600 miles to Fort Dodge, Iowa, A very large business will be done with this line. At Danville it connects by rail with Toledo on Lake Erie. A map will show all these to be very important connections in making through lines over this route.

The Loan is placed beyond any contingency by the present earnings from local traffic on 170 miles, which must necessarily be doubled when the trains run through.

THE BONDS ARE CONVERTIBLE at the option of the holder into stock at par at any time, which adds greatly to their value. They may be registered at the Farmers' Loan and Trust Company, if desired.

Coupons payable April and October, free of tax. Total loans \$5,000,000—\$2,000,000 of which are placed in trust with the Farmers' Loan and Trust Company to redeem and cancel \$2,000,000 bonds issued to the Danville, Urbana, Bloomington and Pekin Railroad, now merged into this road, making the loan only \$3,000,000, OVER HALF OF WHICH HAS BEEN SOLD IN EUROPE AND THIS MARKET. The balance we offer at 92 1/2 AND ACCRUED INTEREST. At this low price the Bonds, being so amply secured, will be quickly marketed.

We have been thoroughly posted in regard to the road from the start, have closely inspected it from time to time during construction, and being familiar with the wealth and resources of the country, the responsibility and integrity of the officers and directors of the Company, and the present earnings of the road, it is with pleasure that WE RECOMMEND THE BONDS AS ONE OF THE CHEAPEST AND SAFEST INVESTMENTS IN THE MARKET, sure of a high standard among the best railroad securities in the country.

All marketable securities received in exchange at market rates. Bonds delivered to all points free of express charges.

TURNER BROTHERS,

BANKERS, No. 14 NASSAU STREET.

Financial.

7 Per Cent Gold Bonds

SECURED BY A

**FIRST MORTGAGE ON AN AIR
LINE RAILROAD**

BETWEEN THE CITIES OF

St. Paul's & Milwaukee.

THE WEST WISCONSIN RAILROAD

which now offers a limited amount of its First Mortgage Bonds, branches off from the Milwaukee and St. Paul road at Tomah, Wis., and forms with its connections, an air line from St. Paul's to Milwaukee, saving nearly 100 miles on the great Northwestern route to Chicago.

70 miles of Road are finished and running, from which income is already derived, with rapidly increasing receipts.

SECURITY AND RESOURCES.

The road when completed will be 160 miles in length, and this first mortgage covers not only the entire road and property, but also a

LAND GRANT OF 1,000,000 ACRES.

And the Company is exempted from taxes upon these lands for fifteen years, by special act of legislature.

Eleven counties along the line of the road donate \$50,000 each, with right of way for construction.

The immense tonnage of grain and lumber accumulating weekly at St. Paul's must, upon completion of this road, be carried to Milwaukee and Chicago by this direct route.

THE BONDS

bear seven per cent interest in gold, payable in January and July, have fifteen years to run from January, 1870, are free from government tax, and are offered

AT 90 FLAT,

The advantages, resources, connections and land grant of this Company are fully set forth in a pamphlet which can be obtained at our office.

A large number of these Bonds have been placed in Europe, and we now offer a limited number in this market and recommend them with confidence to our friends and capitalists, fully believing them to be one of the safest and cheapest investments ever offered.

White, Morris & Co.,

Bankers & Financial Agents,

29 WALL STREET.

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, 97 1/2 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.

J. M. WEITH.

GEO ARENTS

J. M. Weith & Arents,

Late J. M. Weith & Co.,

DEALERS IN SOUTHERN AND MISCELLANEOUS SECURITIES,

No. 9 NEW STREET.

Loans Negotiated.

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, MAY 28, 1870.

NO. 257.

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The Chronicle.

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

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CURRENCY LEGISLATION.

Next week Congress will be engaged on one of those delicate and difficult measures by which the business of the country has been so much deranged during the last year. We refer to the Senate Currency bill of last February, as amended by the Committee on Banking and Currency, and introduced into the House by Gen. Garfield. This bill is the special order for Wednesday, and, but for the dulness and stagnation of business, much mischief would be likely to result from its influence in the money market and in the general movements of industrial and commercial enterprise.

The chief features of this bill are three: First, it authorizes the issue of eighty-five millions of new bank notes to take the place of 40 millions of greenbacks which will be retired, and of 45 millions of certificates of indebtedness which will be paid off. Secondly these 85 millions of bank-notes are to be secured by bonds having interest at 4½ per cent, a new issue of which is authorized for this purpose. Thirdly, the bill has also a clause authorizing the issue of bank notes redeemable in coin. The last of these points concerns the banks of the Pacific States more than those in other parts of the country. The remaining points, however, are of general interest, and demand careful scrutiny. The objections to the issue of a large amount of bank notes for greenbacks are so numerous that the project is believed incapable of passing the

House. For in the first place it would cause a disastrous contraction of the existing currency. It would call in and suddenly cancel 40 millions of greenbacks and 45 millions of greenback certificates. How much of mischief may result from this prodigious contraction of the currency depends to some extent on the time chosen for the withdrawal of the greenbacks and upon other circumstances which we shall find it difficult to control. The rapidity with which the contraction takes place will also have much influence in regulating the spasmodic violence of the symptoms, which will attend the movement.

It has been supposed that the evils of the currency contraction would be compensated by the fact that the greenbacks withdrawn are to be replaced by an equal quantity of bank notes. But this inference is clearly without warrant. For an interval must needs elapse between the contraction of the greenbacks and the substitution of the bank notes. Consequently the effect will be two fold. First, we shall have a violent contraction of the currency, and second, we shall suffer from an equally violent expansion, while thirdly, these two mischievous movements will take place just at the season when the country is preparing for the fall business, and when, consequently, a vast aggregate of widespread mischief must result to the business of the country.

There is, moreover, another aspect of this case. The new banks which are to be called into existence are to have the profits of the issue of this new circulation. But the loss it will entail is to fall upon the people and upon the National Treasury. These 85 millions of bank notes will require the issue of bonds on which over 4 millions of gold interest will be paid every year. The greenbacks withdrawn to make room for these notes cost no interest, and the certificates cost us but three per cent.

This bill, moreover, will withdraw and annihilate forty-five millions of greenback certificates now bearing only three per cent interest, and replace them with 4½ per cent bonds, and it will substitute similar bonds to replace forty millions of non-interest bearing greenbacks. Besides all this it will further contract the currency by locking up in the banks fifteen millions of greenbacks as a reserve to cover their new issue of notes. By what advantages this bill can compensate so many certain evils the public look to General Garfield to inform them.

The experience of the last two or three years has abundantly shown that financial legislation should be proposed and matured with more caution than has heretofore been deemed needful. And of all financial legislation, that which touches the currency demands the most of forethought, because the circulating medium of the country is an instrument of too much delicacy and sensitiveness to be rashly tampered with or disturbed.

CONSTITUTIONAL REFORM IN ILLINOIS.

The work of revising and amending the State Constitution of Illinois has at length been completed, and the finished document is to be submitted to the people of that State at the polls in July. In many respects the work of the convention indicates a marked progress in practical statesmanship, and is a creditable experiment in constitutional and governmental reform. Each article exhibits a clearness of purpose deserving of honest approbation; and although the wisdom of certain provisions may be questioned, it will be admitted by all that the spirit of the convention was admirable and the main features of the instrument excellent, showing originality of thought and careful research and investigation into constitutional provisions in other States.

Among the desirable reforms it proposes, that which, perhaps, most readily impresses the reader, is the decisive manner in which the exercise of unlimited discretionary powers by the Legislature is in many ways held in check. For instance, all special legislation, a fruitful source of evil in every State where it is permitted, is effectually inhibited by a requirement that general laws shall be enacted, and when a general law is applicable, no special law shall be passed. Again, a vote of two-thirds of the members of both houses is necessary to pass a bill over the Governor's veto; and the taking of a stringent oath by the members that they have neither purchased votes to secure their election, nor will accept, directly or indirectly, any compensation for an official act, is made an invariable condition of admission to a seat in either House. Nor can it increase the State debt, except in the case of invasion or insurrection, over \$250,000 in any one year, and the credit of the State cannot be loaned under any circumstances to any corporation or individual; neither House has power to fix its own pay and allowances; the annual appropriations cannot exceed the estimates which it is made the duty of the Governor to send in, unless by a vote of two-thirds of the members of both Houses; and the Governor is empowered to remove any public officer of his appointment when he shall deem it expedient to do so, without any interference on the part of the Legislature. These provisions, and others of importance, give to the Governor necessary powers making him the responsible head of the Government, and place a proper and necessary restraint upon the powers and prerogatives of the Legislature. That these checks upon the Legislature are not too stringent, is attested by our own experience of partisan and venal legislation at Albany during the past few years.

With reference to chartered corporations, the provisions of the new constitution are strict and impartial, and in many respects the recommendations of the Convention are worthy of imitation by similar assemblages in other States. No corporation is to be created by special law, and existing charters under which no organization has been effected are revoked. A general law authorizing the creation of corporations with banking powers must be submitted to the people, and "the suspension of specie payments by banking institutions created by the laws of the State, on their circulation, is never to be allowed or sanctioned." The provisions respecting railroads are published in another column. They will be found to be stringent, and, it is claimed, unfriendly; but, while guaranteeing to such corporations their legal rights in all respects, we do not see that anything more than a judicious care is exercised that they may not intrench upon the rights of the people of the State. Among other things it is provided that no company shall consolidate its stock, property and franchises with those of any other railroad corporation owning a parallel or competing line; and in no case shall any consolidation take place except upon public notice given for at least sixty days to stockholders, in such manner as may be provided by law.

No railroad corporation is permitted to issue any stock or bonds except for money, labor or property actually received and applied to the purpose for which such corporation was created; all stock dividends and other fictitious increase of the capital stock or indebtedness of any such corporation shall be illegal and void; and the capital stock of no railroad corporation shall be increased for any purpose except upon giving sixty days public notice to stockholders. The exercise of the power and right of eminent domain shall never be so construed or abridged as to prevent the taking, by the General Assembly, of the property and franchises of incorporated companies already organized, and subjecting them to the public necessity, the same as that of individuals. The Legislature is authorized to enact such laws as may be needed to correct abuses and prevent discrimination and extortion in the rates of freight or fare, and to enforce the same by the imposition of penalties to the extent, if necessary, of a forfeiture of property and franchises. A careful examination of these provisions shows that, while the charter rights of railroad companies are not abridged or restricted, the convention has fully appreciated the danger to be apprehended from the secret movements of directors in consolidating competing lines and watering the capital stock; and to have sought an adequate and effective remedy for these evils in constitutional provisions beyond the reach of the legislature over which, as experience shows, the railroad companies exercise a practical control. The same is true of the article designed to remedy the abuses of the grain trade at Chicago, by defining the duties of the railroads as common carriers and of the warehouse men as the keepers of public storehouses. It is claimed, and not without reason, that this matter should properly have been left to the Legislature, but since it has become evident that no measure adverse to the interests of the railroad and warehouse rings could be expected to emanate from this source, the action of the convention is wise and timely. The abuses growing out of the coalition between the transportation companies and the warehousemen, of which we spoke at some length in a previous issue, were in their nature so serious and in their consequence so inimical to the interests of legitimate commerce, that extraordinary measures for their correction are fully justified; and the hearty approval expressed by the press and public of the action of the convention in this important particular is sufficient evidence of the wisdom of that body in adopting the article in question.

In addition to the provisions above mentioned, there are others of much general as well as local importance. Among these is an article reorganizing the state judiciary and correcting the principal defects of the present system. An efficient guard is also established for the prevention of improper appropriations of public monies for sectarian purposes, which derives an additional interest from the recent action of our State Legislature. It is provided that neither the Legislature of Illinois nor any county, city, town, school district or other public corporation shall make any appropriation or pay from any public fund any sum of money in aid of churches or for other sectarian purposes, or to help sustain any school, college or seminary belonging to any church organization or sectarian denomination.

From the brief outline we have given of the work of the Illinois Convention, it will be seen that the deliberations of that body were characterized by a high order of intelligence, and that no considerations of personal or party interest were sufficiently strong to warp or influence the judgment of those to whom the important duty of remodelling the State Constitution was entrusted. This is a significant fact, showing, as it does, that, whatever may be the evils incident to or resulting from a political system calculated to foster and perpetuate

grave abuses, recuperative and restorative forces are at work which can and will evolve a cure. Notwithstanding the power of party organizations to control the machinery and determine the results of state and local elections, the delegates to the Convention were chosen from among the most intelligent and independent citizens, and there is every reason to believe that its work, which manifests no partisan leaning, will be accepted by a majority of the people of the state without regard to political prejudices or affiliations. There is much in this to encourage those whose faith in the efficacy and perpetuity of democratic institution has been shaken by the growth of gigantic evils and the apparent apathy of the people with regard to them. The new constitution of Illinois has established the long needed precedent of thorough and systematic governmental reform, and the work of the Convention will doubtless exercise an important influence in other states.

REDUCED CANAL TOLLS AND PROSPECTIVE RAILWAY EARNINGS.

The reduction recently made in tolls levied upon merchandize transported through the canals of this State is conceded, on all sides, to be a very important measure, indicating the development of an enlightened policy too little practiced of late by our public authorities.

But there are valuable private interests which must be more or less affected by the movement, and among these are railroads, especially those great trunk roads which compete for freight with the canals, or have close relations with competing roads. It so happens, also, that besides the advantages which the reduced tolls give the canals, there are other circumstances favoring them, this season, of scarcely less consequence. The cost of operating boats, for instance, has been latterly much reduced; the wages of hands, the cost and feed of horses (especially the former), and the expense of repairs, are all on a much smaller scale than for some years past. Besides this, stimulants to the more rapid transportation which railways afford, are wanting this season. Prices of leading staples are not so high that apprehension of an immediate and disastrous decline need be anticipated, and, consequently, there can be no inclination to hurry forward merchandize by rail, in anticipation of lower prices; then again, money is easy, and rates of discount everywhere low. Monetary necessities of Western operators often prompt large shipments of merchandize to this market by rail; but, with the money market easy, a low rate of freight becomes a consideration of considerable moment.

We thus see that we have four important circumstances operating in favor of the canals the present season. 1. The reduction of canal tolls; 2. the reduced cost of working canal boats; 3. the absence of any speculative feature in the market, to cause supplies of merchandize to be hurried forward; and 4. the want of any money pressure to promote shipments by rail. These are influences which will be universally admitted to exist. There are some other circumstances which probably affect unfavorably canals and railroads alike. For instance, there is no longer any dispute that the corn crop in the Northwest last year was quite deficient, and the quantity to be delivered at the lake ports is much below that which came forward last season, and the movement of corn is a large item in the transportation business during May, June and July. It is also more than probable that the last crop of Spring wheat, which is mostly grown in the Northwestern States, was not a full average, although receipts just now are fully up to last year. The large quantities of wheat in store at Chicago and Milwaukee at the opening of navigation barely afforded employment to lake vessels at low rates, because there was little of the coarser grains to come forward. It would appear, therefore, that while the canals may carry an increased tonnage this season the prospects of the

railroads leading to the West, and for the roads competing with the upper lakes, and for the great trunk roads in New York, are not favorable to so large a tonnage of transportation eastward as last year, while a decline in rates of freight over all the roads east of Chicago appears to be inevitable. We may add that the Kentucky tobacco crop of last year is 30,000 hogsheads short, and the Ohio Valley appears to have very little else to spare to send eastward for some months. The yield of Petroleum, also, though still large, is much less an article of speculation than formerly, and its transportation to market by means of the lateral canals is likely to increase.

We find little, therefore, in any quarter, to promise an increased freight business to any of the leading railroads. What the westward traffic promises may be easily estimated from the reduced imports at this port, and the dullness of trade. The favorable statement of the gross earnings for April was, probably, due to the fact that, early in April, there was a sudden revival of business, forced upon the country by its absolute necessities, after nearly six months stagnation; gold advanced; there was some revival of speculation; dealers made haste to lay in stocks of merchandize somewhat in advance of their wants; an export demand for breadstuffs sprang up, quite unexpectedly, in this market, and necessitated additions to our supplies by rail, while, in this particular, April last year was duller than the average. With regard to other railroad business, however, it is proper to state that the passenger traffic promises to increase. The flow of travel to Europe, which has been so considerable during late summers, seems to be on the decrease, pleasure-seekers having, with the opening of the Pacific Railroad, discovered that our own country has wonders to be visited. The emigration from Europe to the great West also promises to exceed all previous experience. In this branch of transportation, railways have little competition, and an increased passenger traffic will go far towards making up any deficiency which may occur in the earnings from the transportation of freight. Another important fact is the consideration that the net earnings will be larger, in proportion, on account of the great reduction which is now practicable in the cost of operating railways; still this is much a matter of management, in which the progress made upon different roads may be widely at variance, and no satisfactory estimate thereof can be made. It may be fairly presumed, however, that this matter will not be neglected. Looking the whole ground over, therefore, the reader will be able to judge for himself whether there is anything apparent in the immediate future that can seriously affect the value of railway property. As to the canals, the present enlightened policy can not be measured or tried by the increase or decrease of tolls collected, since the lower rates are a direct benefit, not only to every Eastern consumer, but to every Western producer.

Finances of the State of Arkansas.—The taxable value of the real estate of Arkansas for 1870, is \$120,000,000; personal property, \$30,000,000; total of taxable property, \$150,000,000. The debt of the State is \$3,450,000, less than 3 per cent of the taxable valuation. The debt is funded in 30 years 6 per cent bonds, and a special tax of $\frac{1}{4}$ of 1 per cent is levied to pay the interest. Of 2,300,000 acres of land owned by the State, 300,000 acres, worth from \$10 to \$40 per acre, are set apart for the gradual payment of the State debt. Of the other 2,000,000 acres, much of it is rich in minerals and timber, and includes some of the best cotton land in the State. Arkansas is rich in iron, lead, zinc, marble, coal, gypsum, salt, &c. The cotton crop of 1869 was 309,000 bales; of other farm products, \$20,000,000. Arkansas has only 95 miles of railway in operation and 1,200 miles projected, and most of the lines are endowed with land grants from the General or State Governments, and a loan of the State Credit not to exceed in the aggregate 850 miles. The aid of the State is pledged to the Memphis and Little Rock Road and the extension to Fort Smith; the Mississippi, Ouachita and Red River Road; the Little Rock, Pine Bluff and New Orleans Road, and the Cairo and Fulton Railroad. About one million of State bonds have been issued as yet to the companies, and the bonds are made payable to order or to bearer at the request of the companies. It is the purpose of the State Treasurer, Mr. Henry Page, to make the bonds issued hereafter payable to bearer.

Latest Monetary and Commercial English News

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

EXCHANGE AT LONDON— MAY 13.			EXCHANGE ON LONDON		
ON—	TIME.	RATE.	LATEST DATE.	TIME.	RATE.
Amsterdam ...	short.	11.17½ @ 11.18	May 13.	short.	11 87 @ —
Antwerp.....	3 months.	11.19½ @ 12.0½	"	"	25.24 @ —
Hamburg.....	"	13.10 @ 13.10½	"	"	13. 8½ @ —
Paris.....	"	25.37½ @ 25.42½	"	"	25.22½ @ —
Paris.....	short.	25.20 @ 25.25	"	"	"
Vienna.....	3 months.	12.65 @ 12.70	May 13.	3 mos	123.90
Berlin.....	"	6.27 @ 6.27½	"	"	6.23½
Frankfort....	"	1.20½ @ 1.207½	"	short.	119½
Oadiz.....	"	49 @ 49½	May 2	90 days.	50.35
Lisbon.....	90 days.	52½ @ 52½	May 4.	"	52½
Milan.....	3 months.	26.32½ @ 26.37½	"	"	"
Genoa.....	"	" @ "	"	"	"
Naples.....	"	" @ "	"	"	"
New York....	"	"	May 13.	60 days.	109½
Jamaica.....	"	"	Feb. 24.	90 days.	1 p. c. pm.
Havana.....	"	"	May 13.	60 days.	14½
Rio de Janeiro	"	"	April 16.	"	23
Bahia.....	"	"	April 21.	"	24½
Valparaiso...	"	"	Feb. 21.	"	4½ @ 46½
Pernambuco...	"	"	April 28.	"	23½ @ 24
Singapore....	60 days.	4s 5½d	Apr 1 26.	6 mos.	4s 7½d.
Hong Kong...	"	4s 6½d	April 18.	"	4s. 6d.
Ceylon.....	"	2 p. c. dis.	April 12.	"	1s. 11½d.
Bombay.....	"	1s 10¾d	May 11.	"	1s. 11½d.
Madras.....	"	1s 10¾d	April 12.	"	1s. 11½d.
Calcutta.....	"	1s 10¾d	May 11.	"	1s. 11 1-16d.
Sydney.....	30 days.	½ p. c. dis.	April 18.	30 days.	½ p. c. pm.

[From our own Correspondent.]

LONDON, Saturday, May 14, 1870.

At length, and after a protracted period of dry weather, rain has fallen throughout the country, and vegetation has already derived considerable benefit. As yet, however, the fall has been but slight, but there are indications of unsettled weather, and it is to be hoped that the rain will be sufficiently copious to revive vegetation in every district. It is seldom that the atmosphere is so dry as it was in April last. As a rule, we look for showery weather in that month, and a rapid growth of vegetation; but this year scarcely any rain fell, and the natural result was that the supplies of market-garden produce were more than usually scanty. Should we have, however, a continuance of warm rains from the south and southwest, the appearance of the country will be speedily changed. Fruit still promises to be abundant; but spring-grown grain is backward, and does not at present promise well. Some farmers have, I hear, ploughed up the land on which spring wheat had been sown, and re-planted it with barley. This appears to be more the case in the Midland counties.

It is understood that the acreage of land under potato cultivation is even greater than usual. There being but little competition from abroad, and the facilities for conveying the produce to market being great, the potato crop, as a rule, is very remunerative to the grower. By means of the branch lines of railway which have been constructed of late years, fresh districts have been opened up, and the cultivation of the potato has been very largely extended. Notwithstanding this, however, potatoes have not become cheaper. The enormous consumption of the country has prevented any material fall in prices, while the augmented supplies have enabled the trade to purchase at about former prices. This increased consumption is evidently due to the more luxurious habits of the working classes. Of late years, with the increase of wages, meat, and with it potatoes, have been much more largely sought after by the artisan and working classes, and the result is that meat, pork, and bacon are dear, while the price of potatoes has, as stated above, only been kept down by the rapid increase of the supply. The great railway companies, whose lines and branches extend through the potato districts of the Midland and Northern counties of England, and also into Scotland, have markets of their own in London, at the goods station in the metropolis, and the trade are enabled, therefore, to purchase the supplies they require from the trucks in which the produce is conveyed, almost from the spot on which it was raised. This is manifestly a great advantage, and a great saving of expense both to consumer and producer. It is natural also to infer that this rapid growth and consumption of potatoes have their influence on the growth and consumption of wheat, for it is evident that the greater is the quantity of potatoes and meat consumed, the smaller will be the consumption of bread.

Owing to the continuance of dry weather, the trade for wheat has continued to exhibit increased firmness until the close of the present week, and at Liverpool there was more than the usual excitement. After about six weeks of dry weather the crops had commenced to have a thin and sickly appearance, and, in some districts, wheat land has, as stated above, been ploughed up, in

order to make room for later crops. The advance established in prices is about one shilling per quarter. But since the rain of the last two days there has been an easier feeling.

The following statement of imports and exports relates to the United Kingdom:—

FOR THE WEEK ENDING MAY 7.

	1869-70		1868-69	
	Imports.	Exports.	Imports.	Exports.
Wheat.....cwt.	381,565	21,306	360,856	727
Barley.....	187,244	119	84,490	7,055
Oats.....	240,527	1,658	71,684	1,639
Peas.....	48,870	542	6,942	95
Beans.....	23,174	700	20,754	4
Indian corn.....	107,858	440	214,640	14
Flour.....	70,626	1,086	50,740	1,077

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

	cwt.	1869-70	1868-69	1867-68
Wheat.....	28,684,449	233,261	19,732,067	149,663
Barley.....	5,741,811	18,507	7,935,854	97,676
Oats.....	6,772,125	83,954	4,309,638	79,384
Peas.....	916,613	11,129	874,346	23,023
Beans.....	1,299,486	2,043	1,987,540	4,414
Indian corn.....	13,245,900	14,044	9,511,669	895
Flour.....	4,467,675	16,833	2,809,526	23,742

Cotton has been in increased demand throughout the week, and prices are higher. Good stapled cotton is scarce. In reference to the condition of trade at Manchester a report states:

During the week prices have been on the whole steady, but the business doing has been limited, and the demand weak rather than otherwise. The activity in the Liverpool cotton market has compelled producers to hold out for full prices, but buyers have not responded, and the consequence has been that only a small business has been done, and that at prices by no means satisfactory to producers. The scarcity of good cotton continues to operate against those spinners who are confined to the better qualities. At old prices they can sell readily enough, but these rates are totally insufficient to compensate for the advance which is required for the raw material. Late advices from the India and China markets do not offer much encouragement to merchants to go on shipping unless they can get some inducement in the shape of low prices. Since the beginning of the year both spinners and manufacturers have been kept well under contract, and consequently the consumption has been very large. This must go on until running engagements are completed, but unless some alteration in values takes place, there seems to be a probability that the production may once more be reduced, and short time be again resorted to. The demands of the operatives for an advance in wages seems likely to precipitate this policy. Spinners have bought cotton this week fully up to their consumption, and, as the imports have been comparatively small, the market has been hardening in price. This market has responded very slowly, and the advance which spinners have been asking to-day has very materially curtailed business.

The following statement shows the imports and exports of cotton into and from the United Kingdom, from September 1 to May 12 compared with the corresponding period last season:

	Imports.	Exports.	Imports.	Exports.
	1869-70.	1869-70.	1868-69.	1868-69.
American.....bales	1,013,107	76,842	680,504	76,842
Brazilian.....	328,626	43,229	373,291	43,229
East Indian.....	935,887	380,931	1,123,715	390,931
Egyptian.....	149,575	3,416	142,429	3,416
Miscellaneous.....	84,246	10,170	99,544	10,170
Total.....	2,511,441	514,588	2,419,483	514,588

In the woolen districts there has been a moderate degree of animation, a fair legitimate trade having been transacted at full prices. The public sales of colonial wool in London, at which 165,961 bales were brought forward, terminated on Thursday.

"The attendance," remark Messrs. Edenborough & Co., "has been good throughout. At the commencement prices shewed much firmness, with here and there a slight advance on February's rates, and for about three weeks there was a gradual hardening tendency, till for most descriptions an advance of ½d. to 1d. per lb. was freely paid; towards the end of last month, however, a decidedly easier tone set in, and prices receded to about opening rates, at which they closed firmly, the exception being Cape wool, which has throughout sold with spirit, at full rates, and closed at the best values. The growers of fine Sydney and Queensland wool, especially the latter, will no doubt in many cases be much disappointed with the prices realized, and be disposed to say that breed is not appreciated in this market; in this, however, they would be wrong, as the low prices realized are to be attributed almost entirely to the excessive prevalence in most of the best Queensland flocks of seeds, moits, and burrs. These pests, though deteriorating all grades of wool, are especially fatal to the finer descriptions.

Fort Philip Wool as a rule has proved deficient in strength of staple, and though some of the choice flocks are quite equal to any previous season, this is rather the exception.

Adelaides—which at the commencement of the season seemed to the eye in fair condition—have proved to waste on average 4 to 5 per cent more than last year.

New Zealand Wool, consisting almost entirely of scoured wool of last season, has sold fairly well, and owing to the weakness of staple of other kinds, it is expected that when the bulk of the clip is offered in June, comparatively firm rates will be obtained.

Capes.—The unusually small quantity, coupled with the firmer prices of River Plate descriptions, has caused much firmness in prices throughout the sale, the closing rates being the best. In Snow White we do not think the advance over ½d. and occasionally 1d., but Fleece Wool in many cases has obtained quite 1d. to 1½d. more money. Grease is at most ½d. dearer, and in some cases shows no change."

The arrivals of wool for the next sales, which will commence on the 16th of June, already amount to 129,597 bales, and it is expected that the total will be increased to 200,000 bales.

The iron trade is still very firm, and the prospect, in consequence of the extension of railways throughout the world, is considered to be good, not only for months, but for years to come.

Money remains at three per cent both at the Bank of England and in the open market. The chief feature in this department is a falling off in the demand for long-dated paper. For many months past six months' bank paper, as well as similarly dated paper of the first commercial houses, has been sought after, but now that the money market shows a tendency rather to become dearer than cheaper, no such demand exists. Long-dated paper is not likely to be discounted, there-

fore, on such easy terms as has been the case hitherto, for it seems pretty evident that when the autumnal demand for money shall have set in, an upward movement will take place. The present quotations, compared with those of last year, are as under :

	1869.	1870.	1869.	1870.
	Per cent.	Per cent.	Per cent.	Per cent.
Bank minimum....	4 1/2 @...	3 @...	4 months, ba'k bills 4 1/2 @5	3 @3 1/2
Open-market rates:			6 months' ba'k bills 4 1/2 @5	3 @3 1/2
30 and 60 days' bills	4 1/2 @4 1/2	3 @...	4 and 6 trade bills..	5 @5 1/2 3 1/2 @4
3 months, bills....	4 1/2 @4 1/2	3 @...		

On the Continent changes in rates have been unimportant. The supply of bullion in the Bank of France has been diminished by nearly one million sterling, owing, no doubt, to an uneasy feeling in connection with the rate which has recently been given. In other quarters there is no feature of importance. At the leading cities the quotations are as under :

At Paris	B'k rate		Op. m'kt		Turin	B'k rate		Op. m'kt	
	1869.	1870.	1869.	1870.		1869.	1870.	1869.	1870.
Vienna	4	5	4	5	Brussels	5	5	2 1/2	2 1/2
Berlin	4	4	4	3 1/2	Madrid	5	5	—	5
Frankfort	2 1/2	3 1/2	2 1/2	3 1/2	Hamburg	—	—	4 1/2	2 1/2
Amst'rd'm	3 1/2	4	3	3 1/2	St. Pet'g.	7	6 1/2	7	6

The Paris exchange remains high, and there is consequently no demand for gold for export. There continues to be a good inquiry for bills on Italy. Bar silver and Mexican dollars are firm in price. The following prices of bullion are from Messrs. Pixley, Abell, Langley & Blake :

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

SILVER.			
	per oz.	standard.	per oz.
Bar Silver Fine	5 0 1/2	@	5 0 1/2
do do containing 5 grs. gold..	5 0 1/2	@	—
Fine Cake Silver	5 5 1/2	@	—
Mexican Dollars	4 11 1/2	@	—
Spanish Dollars (Carolus)	—	@	—
Five franc pieces	—	@	—
Quicksilver, £6 17s. per bottle; discount 3 per cent.	—	@	—

There has been some discussion this week in reference to a new Spanish loan, which, it is said, will be brought forward on London and Paris by Messrs. Rotschild. Rumor asserts that it will be in a six per cent stock at about 70.

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

	1866.	1867.	1868.	1869.	1870.
Circulation.....	26,650,817	23,043,607	24,463,569	24,087,157	23,444,745
Public deposits.....	5,936,219	7,534,212	5,774,277	5,680,834	8,831,433
Other deposits	18,620,672	17,513,323	20,061,034	17,465,098	16,333,966
Government securities	10,837,056	12,866,314	13,277,696	14,070,798	12,931,695
Other securities.....	30,943,259	19,255,506	19,390,437	19,303,841	19,018,333
Reserve	1,202,810	11,060,772	11,312,958	7,943,419	11,337,155
Coin and bullion	12,323,805	19,245,277	20,291,338	16,563,389	19,781,400
Bank rate	10 p. c.	3 p. c.	2 p. c.	4 1/2 p. c.	3 p. c.
Consols.....	87 1/2	92 1/2	94 1/2	92 1/2	94 1/2
Price of wheat.....	45s. 9d.	64s. 9d.	74s. 7d.	44s. 4d.	43s. 3d.
Mid. Upland cotton...	12 1/2 d.	11 1/2 d.	12d.	11 1/2 d.	*10 1/2 d.
40 mule yarn, fair 2d quality.....	1s. 8d.	1s. 5d.	1s. 3 1/2 d.	12 1/2 d.	*1s. 3 1/2 d.

* Price May 5.

In the Stock Exchange there has been considerable firmness, foreign Government securities being especially in demand. In Five-Twenty bonds a large business has been transacted, and yesterday a marked improvement was apparent. The demand seems to be for investment and hence this market is particularly strong. The same, however, cannot be said of the market for American railway shares. These with the exception of Illinois Central, have been flat, while there are no reliable quotations for the recent issues. Indeed, it is extremely doubtful if the recent loans have been subscribed, the Indianapolis, Bloomington and Western Railway of Indiana and Illinois Company having been compelled to again seek the advertising columns of the London and provincial newspapers, in order to secure further subscriptions. It cannot surely be difficult to ascertain how it is that English capitalists and investors are adverse to American railways. The proceedings in connection with the Erie Railway have produced a profoundly unfavorable impression, and it is quite clear that, so long as the matters in dispute with the Erie directors are unsolved and unsettled, American railway shares, with some few exceptions, will be looked upon with disfavor. The following are the highest and lowest prices of consols and of the principal American securities on each day of the week :

	Monday.	Tuesday.	Wed'ay.	Thu'ay	Friday.	Sat'day.
Consols.....	93 1/2-94	93 1/2-94 1/2	94 -94 1/2	94 -94 1/2	94 1/2-94 1/2	94 1/2-94 1/2
U. S. 5-20's, 1862.....	88 1/2-88 1/2	88 1/2-88 1/2	88 1/2-88 1/2	88 1/2-88 1/2	89 -89 1/2	89 -89 1/2
U. S. 5-20's, 1864.....	86 -88	86 -88	86 -88	86 -88	86 -88	86 -88
U. S. 5-20's, 1865.....	88 -90	87 1/2-88	87 1/2-88 1/2	88 -88 1/2	88 1/2-88 1/2	88 1/2-88 1/2
U. S. 5-20's, 1867.....	89 1/2-90 1/2	89 1/2-90 1/2	89 1/2-90 1/2	89 1/2-90 1/2	90 -90 1/2	90 -90 1/2
U. S. 10-40's, 1904.....	85 1/2-85 1/2	85 1/2-85 1/2	85 1/2-86	85 1/2-86	85 1/2-86	85 1/2-86
Virginia 6 per cent.	55 1/2-56	56 -	55 1/2-56	55 -	55 -	55 -
Atlantic & G't West. consol'd mort. b'ds	28 -	28 -28 1/2	28 -28 1/2	28 1/2-29 1/2	29 -	28 1/2-29 1/2
Erie Shares (\$100).....	18 1/2-18 1/2	17 1/2-18 1/2	17 1/2-18	18 -	18 1/2-18 1/2	18 1/2-18 1/2
Illinois shares (\$100)	112 1/2-112 1/2	112 1/2-112 1/2	112 -112 1/2	112 1/2-112 1/2	111 1/2-112 1/2	112 1/2-112 1/2

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.—The market for Consols has been steady, quotations closing about the same as last week; United States securities have been steady throughout the week.

	Sat.	Mon.	Tues.	W.	Thu.	Fri.
Consols for money.....	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2
“ for account.....	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2
U. S. 6s (5 20's) 1862..	89 1/2	88 1/2	89 1/2	89 1/2	89 1/2	89 1/2
“ “ “ old 1865..	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2
“ “ “ 1867..	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2
U. S. 10-40s.....	86	86	86 1/2	86	86 1/2	86 1/2
Illinois Central shares.	111 1/2	110	110 1/2	110 1/2	110 1/2	111 1/2
Erie Railway shares ..	18 1/2	18 1/2	18 1/2	18 1/2	19	18 1/2
Atl. & G. W. (consols).	28 1/2	28 1/2	28	28	28	28

The daily closing quotations for U. S. 6's (1862) at Frankfurt were—
Frankfort..... 95 1/2 95 1/2 95 1/2 95 1/2 95 1/2 95 1/2

Liverpool Cotton Market.—See special report of cotton.

Liverpool Breadstuffs Market.—The market has been quiet during the past week, with but little change of prices.

	Sat.	Mon.	Tues.	Wed.	Thu.	Fri.
Flour, (Western).... p. bbl	20 3	20 3	20 3	20 3	20 3	20 9
Wheat (No. 2 Mil. Red) p. ctl	8 0	7 11	8 1	8 1	8 2	8 4
“ Red Winter.....	8 9	8 9	8 10	8 10	8 10	9 2
“ (California white) “	9 7	9 7	9 7	9 7	9 8	9 9
Corn (W. m'x'd) p. 480 lbs n'w	29 3	29 3	29 3	29 3	29 3	29 9
Barley (Canadian), per bush	5 0	5 0	5 0	5 0	5 0	5 0
Oats (Am. & Can.) per 45 lbs	2 5	2 5	2 5	2 5	2 5	2 5
Peas (Canadian) per 504 lbs	35 6	35 6	35 6	35 6	35 6	35 6

Liverpool Provisions Market.—The market closed quiet, the prices of lard and cheese showing a decline, while the other prices remain unchanged.

	Sat.	Mon.	Tues.	Wed.	Thu.	Fri.
Beef (ex. pr. mess) p. 364 lbs	106 0	106 0	106 0	106 0	106 0	106 0
Pork (Etn. pr. mess) p. 304 lbs	102 6	102 6	102 6	102 6	102 6	102 0
Bacon (Cumb. cut) p. 112 lbs	58 6	58 6	58 6	58 6	58 6	58 6
Lard (American) “ “	69 0	68 6	68 6	68 6	68 6	68 6
Cheese (fine) “ “	74 0	74 0	74 0	73 0	72 0	72 0

Liverpool Produce Market.—Nothing of interest has transpired during the week, prices being quoted about the same as at the close of last week.

	Sat.	Mon.	Tues.	Wed.	Thu.	Fri.
Rosin (com Wilm.) per 112 lbs	4 9	4 9	4 9	4 9	4 9	4 9
do Fine Pale.....	12 0	12 0	12 0	12 0	12 0	12 0
Sp turpentine.....	29 3	29 3	29 3	29 3	29 3	29 3
Petroleum (std white) p. 9 lbs	1 6 1/2	1 6 1/2	1 6 1/2	1 6 1/2	1 6 1/2	1 6 1/2
“ spirit	1 1	1 1	1 1	1 1	1 1	1 1
Tallow (America) p. 112 lbs.	44 0	44 0	44 0	44 0	44 0	44 0

London Produce and Oil Markets.—These markets remain quiet, the prices of linseed cake showing an advance, while the prices of linseed oil shows a decline.

	Sat.	Mon.	Tues.	Wed.	Thu.	Fri.
Lins'd c'ke (obl) p. tn. £9 15 0	£9 15 0	£9 15 0	£9 15 0	£9 15 0	£9 15 0	£10 0 0
Linseed (Calcutta) .. 0 61 6	0 61 6	0 61 6	0 61 6	0 61 6	0 61 6	0 61 6
Sugar (No. 12 Dch std) per 112 lb.....	31 9	31 9	31 9	31 9	31 9	31 9
Sperm oil.....	90 0 0	90 0 0	90 0 0	90 0 0	90 0 0	90 0 0
Whale oil.....	38 0 0	38 0 0	38 0 0	38 0 0	38 0 0	38 0 0
Linseed oil per ton.....	32 5 0	32 5 0	32 5 0	32 5 0	31 10 0	31 10 0

COMMERCIAL AND MISCELLANEOUS NEWS.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports this week show an increase in dry goods, and also an increase in general merchandise. The total imports amount to \$6,646,173 against \$5,262,126 last week, and \$6,202,293 the previous week. The exports are \$3,610,420 this week against \$3,667,044 last week, and \$3,419,985 the previous week. The exports of cotton the past week were 6,972 bales, against 7,170 bales last week. The following are the imports at New York for week ending (for dry goods) May 20, and for the week ending (for general merchandise) May 21 :

FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.

	1867.	1868.	1869.	1870.
Dry goods.....	\$925,729	\$1,135,503	\$1,612,207	\$1,665,580
General merchandise..	3,365,761	2,333,463	5,461,833	4,980,593
Total for the week....	\$4,291,490	\$3,469,371	\$7,074,090	\$6,646,173
Previously reported....	\$9,363,697	\$1,453,654	\$12,758,699	\$11,116,906

Since Jan. 1..... \$103,653,187 \$91,923,025 \$128,932,789 \$119,763,079

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

To	Since Jan. 1, 1870.	Same time 1869.
Great Britain.....	\$35,247,705	\$34,717,450
France.....	2,715,522	2,581,742
Holland and Belgium..	1,795,898	2,251,610
Germany.....	7,140,437	7,725,807
Other Northern Europe.....	916,211	1,357,801
Spain.....	1,192,494	937,010
Other Southern Europe.....	2,169,038	2,217,253
East Indies.....	46,671	49,163
China and Japan.....	937,454	1,303,918
Australia.....	912,184	874,961
British N. A. Colonies.....	1,242,681	1,494,760
Cuba.....	3,795,060	1,931,992
Haiti.....	1,054,932	408,333
Other West Indies.....	2,546,551	3,314,832
Mexico.....	718,609	574,232
New Granada.....	1,562,431	832,314
Venezuela.....	313,819	280,104
British Guiana.....	366,284	581,259

Brazil.....	1,273,620	1,335,774
Other S. American ports.....	1,608,871	1,873,196
All other ports.....	502,831	1,355,615

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

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports, for the week ending May 24 :

EXPORTS FROM NEW YORK FOR THE WEEK.			
	1867.	1868.	1869.
For the week.....	\$1,885,222	\$3,657,521	\$3,853,146
Previously reported.....	79,133,620	69,143,215	64,064,594
Since Jan. 1.....	\$80,953,842	\$72,805,766	\$67,917,740
			\$68,460,545

The following will show the exports of specie from the port of New York for the week ending May 21, 1870 :

May 16—Brig Angostura, Ciudad Bolivar—American gold.....	\$15,000	May 19—Str. Hansa, Paris—Mexican silver....	9,280
May 17—Steam Hammonia, Hamburg—American silver ..	3,500	For London—Mexican silver....	41,446
Foreign silver.....	5,500	Gold bars.....	104,700
For London—Gold bars.....	104,700	May 21—Str. H'ry Chauncey, Panama—American gold ...	1,500
May 17—Str. Lavnia Bell, Bermuda—American gold....	3,000	May 21—St. Donau, London—Gold bars.....	327,000
May 18—Str. Scotia, Liverpool—Gold bars.....	83,000	May 14—St. City of London, Liverpool—British gold.....	4,870
Total for the week.....	\$716,496		
Previously reported.....	9,490,414		
Total since Jan. 1, 1870.....	\$10,206,910		

Same time in		Same time in	
1869.....	\$11,962,577	1860.....	\$11,314,821
1868.....	29,000,359	1859.....	20,431,929
1867.....	14,994,478	1858.....	11,333,491
1866.....	16,964,006	1857.....	11,423,045
1865.....	9,658,117	1856.....	9,477,159
1864.....	21,700,989	1855.....	11,457,549
1863.....	18,529,471	1854.....	10,583,446
1862.....	16,289,254	1853.....	4,891,005
1861.....	2,904,791	1852.....	9,823,839

The imports of specie at this port for the last week reported were as follows :

May 16—Str Arizona, Aspinwall—Silver.....	\$500	May 20—Str. City of Port au Prince, Port au Prince—Gold.....	320
May 19—Brig Curacoa, Curacoa—Silver.....	420	May 21—Str. North American, St. Thomas—Gold.....	26,615
Gold.....	450		
Total for the week.....	\$28,305		
Previously reported.....	6,888,327		
Total since Jan. 1, 1870.....	\$6,916,632		
Same time 1869.....	8,644,624		
Same time 1868.....	3,064,855		
Same time 1867.....	1,056,073		

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 ; and balance in the Treasury :

Nov.	Circulation.	For U. S. Deposits.	Total.	Bal. in Treas.		Coin certificates outst'd'g.
				Coin.	Currency.	
Nov. 6	342,552,250	19,508,600	362,060,250			
Nov. 20	342,501,750	19,408,000	361,909,750			
Nov. 27	340,502,650	19,358,000	359,860,650			
Dec. 4	342,501,350	19,358,000	361,864,350			
Dec. 11	342,499,050	19,291,000	361,791,050			
Dec. 18	342,533,050	19,181,500	361,714,550			
Jan. 8	342,425,050	19,041,000	361,466,050			
Jan. 15	342,425,050	18,991,000	361,416,050			
Jan. 22	342,303,350	8,941,000	361,244,350			
Jan. 29	342,313,350	18,721,000	361,034,350			
Feb. 5	342,310,350	18,571,000	360,881,350			
Feb. 12	342,307,350	18,496,000	360,803,350			
Feb. 19	342,396,350	18,393,500	360,789,850			
Feb. 26	342,398,350	17,808,500	360,206,850			
March 5	342,384,350	17,683,500	360,067,850			
March 12	342,364,350	17,483,500	359,847,850			
March 19	342,363,650	17,253,600	359,617,150			
March 26	342,392,650	17,159,500	359,552,150			
Apr 1	342,294,650	16,989,500	359,284,150			
Apr 9	342,274,650	16,955,500	359,230,150			
Apr 16	342,246,350	16,959,500	359,196,850			
Apr 23	342,542,350	16,673,000	359,215,350	112,514,000	19,250,000	35,620,000
Apr 30	342,251,350	16,663,000	358,914,350			
May 7	342,273,550	16,510,000	358,783,550	110,724,000	19,000,000	34,019,000
May 14	342,269,550	16,410,000	358,679,550	105,783,000	11,555,000	35,426,500
May 21	342,262,550	16,340,000	358,602,550	107,285,000	9,357,000	26,755,600

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

Week ending.	Notes issued for red'd.		Mutilated notes burned.		Notes in circulation
	Current week.	Aggregate.	Current week.	Aggregate.	
Nov. 6.....	155,170	17,279,430	124,430	17,434,474	299,774,375
Nov. 13.....	152,070	17,432,500	309,452	17,742,926	299,621,713
Nov. 20.....	204,700	17,697,230	108,900	17,851,826	299,777,543
Nov. 27.....	112,110	17,809,250	152,050	18,003,876	299,737,613
Dec. 11.....	157,100	18,122,150	176,251	18,507,457	299,744,272
Dec. 18.....	143,700	18,265,920	126,250	18,433,707	299,741,792
Jan. 8.....	238,840	18,609,090	182,950	18,907,907	299,680,957
Jan. 15.....	216,110	18,905,200	167,230	19,075,137	299,750,837
Jan. 22.....	216,680	19,121,880	218,890	19,294,027	299,745,610
Jan. 29.....	191,660	19,312,540	186,100	19,480,127	299,765,170
Feb. 5.....	188,270	19,500,810	268,750	19,748,877	299,592,381
Feb. 12.....	288,350	19,789,160	317,375	20,066,252	299,563,356
Feb. 19.....	193,340	20,038,800	285,200	20,351,342	299,569,871
Feb. 26.....	293,830	20,382,800	196,747	20,548,189	299,674,354
March 5.....	219,820	20,602,200	240,600	20,788,799	299,657,349
March 12.....	279,320	20,881,520	231,790	21,020,589	299,692,949
March 19.....	179,640	21,061,160	256,905	21,277,394	299,615,784
March 26.....	287,840	21,349,000	289,400	21,566,794	299,614,224
April 2.....	212,320	21,561,320	219,850	21,786,644	299,575,894
April 9.....	212,860	21,774,150	213,167	21,999,811	299,526,608
April 16.....	257,450	22,031,630	239,170	22,238,981	299,567,788
April 23.....	245,770	22,277,400	272,863	22,511,846	299,546,308

April 30.....	230,655	22,508,055	313,500	22,825,346	299,467,363
May 7.....	291,170	22,799,225	202,000	23,027,446	299,543,633
May 14.....	251,520	23,050,745	289,400	23,316,846	299,512,553
May 21.....	255,500	23,306,245	305,341	23,622,187	299,447,712

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

Week ending.	Fractional Currency.			Leg. Ten Distrib'd
	Received.	Distributed.	Destroy'd.	
Nov. 6.....	1,289,300	879,614	492,190	.....
Nov. 20.....	1,007,000	643,000	350,990	.....
Nov. 27.....	256,477	316,204	424,000	.....
Dec. 4.....	658,500	261,291	446,367	.....
Dec. 11.....	777,100	545,000	450,000	.....
Dec. 18.....	723,100	692,100	461,200	.....
Jan. 8.....	609,650	617,678	528,000	.....
Jan. 15.....	743,481	588,425	631,100	.....
Jan. 22.....	758,000	539,672	559,100	.....
Jan. 29.....	566,000	665,238	470,539	.....
Feb. 5.....	573,000	247,600	552,300	.....
Feb. 12.....	608,400	726,142	718,800	.....
Feb. 19.....	625,600	273,295	640,200	.....
Feb. 26.....	524,700	167,000	326,900	.....
March 5.....	531,600	444,582	677,600	.....
March 12.....	490,100	329,206	635,500	.....
March 19.....	463,100	859,093	522,400	.....
March 26.....	539,700	454,933	487,159	.....
April 2.....	556,200	196,503	660,800	.....
April 9.....	501,916	352,863	576,800	.....
April 16.....	485,500	1,903,382	437,100	.....
April 23.....	555,500	606,588	624,000	5,439,290
April 30.....	752,000	492,325	785,175	.....
May 7.....	39,000	1,810,059	621,100	894,468
May 14.....	504,000	796,539	531,200	1,814,047
May 21.....	497,500	861,803	812,700	329,631

The Pacific Mail Steamship Co.—OFFICIAL EXHIBIT OF ITS ASSETS AND LIABILITIES.—OFFICE OF PACIFIC MAIL STEAMSHIP COMPANY, NEW YORK, May 26, 1870.—A special meeting of the Board of Directors was held at the Company's office, Thursday, May 26, 1870, at 1 o'clock P. M. The Special Committee of the Board of Directors, appointed for the purpose, submitted the following :

To the Board of Directors :
The undersigned committee, appointed by the Board of Directors to prepare a statement upon the affairs of the company, beg leave respectfully to submit the following, showing the company's assets and liabilities, viz. :

ASSETS.	
Cash on hand and call loans.....	\$313,420 92
Time loans.....	262,599 06
INVESTMENTS:	
\$200,000 U. S. 5-20s cert.....	\$223,237 50
250,000 U. S. 10-40s cert.....	274,750 00
27,149 shares P. M. S. S. stock.....	2,714,900 00
3,063 shares Panama Railroad stock at \$150.....	459,450 00
Cash in hands of agents and pursers.....	50,785 82
Coal, 63,050 tons.....	1,221,560 62
Outfits and supplies.....	297,444 97
REAL ESTATE:	
San Francisco, including wharf and franchise.....	932,269 51
Warehouse, San Francisco.....	127,530 78
1,668 shares F. F. Dry Dock.....	100,335 99
Benicia.....	26,324 50
Oregon.....	2,367 75
San Diego.....	1,215 00
Hong Kong, with wharf, godowns, &c.....	161,221 76
Yokohama, with godowns and coal sheds.....	62,317 97
Hioo.....	991 34
Taboga Water Works, &c.....	40,000 00
Islands (Bay of Panama).....	25,000 00
Aspinwall Iron Wharf, house, warehouses, &c.....	350,677 94
Canal street wharf.....	25,000 00
Spring street wharf.....	10,000 00
STEAMERS:	
Colorado.....	750,000 00
Sacramento.....	600,000 00
Constitution.....	600,000 00
Henry Chauncey.....	600,000 00
Arizona.....	600,000 00
Rising Star.....	600,000 00
Montana.....	600,000 00
New York.....	500,000 00
Costa Rica.....	400,000 00
Ocean Queen.....	380,000 00
Golden Age.....	300,000 00
St. Louis.....	75,000 00
Northern Light.....	75,000 00
Ariel.....	75,000 00
Clara Clarita.....	30,000 00
Sonora.....	20,000 00
Taboga.....	15,000 00
America.....	1,017,942 22
Great Republic.....	1,058,234 72
Japan.....	1,049,434 72
China.....	1,006,252 42
Alaska.....	964,138 39
Oregonian.....	500,000 00
Ancon.....	167,502 13
Lighters.....	101,799 83
STEAMERS:	
Ocean Queen and Rising Star voyages not yet completed.....	26,618 93
Unsettled acc'ts with connecting steamship companies, &c.....	39,652 22
Balance to debit of profit and loss.....	212,238 55
Total.....	\$20,096,245 26
LIABILITIES.	
Capital stock.....	\$20,000,000 00
Unsettled accounts with agents and pursers.....	84,711 69
Freights on coal in transitu.....	10,782 80
Freight insurance account.....	750 77
Total.....	\$20,096,245 26

The steamers have been well kept up by repairs as needed, the same being charged to current expenses ; they are valued below their original cost and the same as at the date of the last statement presented to you, May, 1869, when they were all, either in actual service or reserve, profitably employed.

The steamers are now employed as follows :
The "Alaska," "Henry Chauncey" and "Arizona" are running twice a month between New York and Aspinwall, two being in commission and one in reserve.
The "Constitution," "Colorado," "Sacramento" and "Montana," three

in commission and one in reserve, twice a month, between Panama and San Francisco.

The "Great Republic," "China," "Japan" and "America," three in commission and one in reserve, once a month, between San Francisco and Hong Kong.

The "Costa Rica," "New York," "Oregonian," "Golden Age" and "Ariel," four in commission and one in reserve, four times a month between Yokohama and Shanghai.

The "St. Louis," as for several years past, is stationed at Panama as a spare ship.

The "Ocean Queen" and "Rising Star," thrown out of employment by the reduction of the Aspinwall line, have been placed temporarily in the European trade.

The "Northern Light" is worth to the Company only what she will break up for.

The "Ancom" and "Taboga" are used as tugs in the Bay of Panama.

The "Golden City" was totally lost February 22. She has been written off the books. The amount at which she was valued, \$650,000, has been carried to the debit of profit and loss.

INVESTMENTS.

The 3,063 shares of Panama Railroad Company's stock is valued on the books at \$459,450, being at the rate of \$150 per share.

The 27,159 shares of its own stock, owned by the Company, stand on the books at par, being also a liability for the same amount.

The loans and securities are perfectly good.

All our other property (such as real estate, warehouses, wharves, &c.,) is in good condition.

The property in Japan and China is admirably adapted to our business, present and prospective, and fully worth the valuation given; so likewise that at San Francisco, which includes a commodious wharf of 700 feet in length, with a valuable exclusive State franchise for about twenty-four years; three large bonded warehouses, from which income is derived; also, 1,668 shares of the San Francisco Dry Dock, from which dividends are received.

The coal on hand, 63,050 tons, stands at less than cost.

The Committee find that at this time last year, the date of the last published statement, the Company was employing four steamers per month on the route between New York and San Francisco, via the Panama Isthmus, and earning and paying to the stockholders therefrom a reasonable return on the capital invested. This service has been reduced to two steamers per month, and has ceased, for the time being, to be profitable.

This falling off in the Panama business has been mainly caused by general commercial depression, and by the construction of the Pacific Railroads; on the other hand, it is a reasonable expectation to indulge that the China branch of the service will be greatly benefited by the operations of the same railway route, in encouraging immigration, supplying markets, developing and stimulating production, and providing by rail the means of transit. The business of the China line, including the Shanghai branch, has continued to improve, meeting every reasonable expectation, and is now earning a return over and above a moderate allowance for depreciation and insurance.

Under a Government mail contract for ten years, with a subsidy of \$500,000 a year, the first steamer was dispatched from San Francisco for Hong Kong on Tuesday, January 1, 1867. From that date till September departures were made once in three months, thence twice in three months, or six-weekly, till June, 1868, when we began the full monthly service, which has since been regularly maintained.

Each increase of the service, though that of the main line has been trebled, and that of the Shanghai branch augmented six fold, has resulted, after a short time, in an increase of the average business done, and in improved rates, while the average expenses have been reduced. We think the time has arrived when the trade demands a semi-monthly line across the Pacific, and the Company is now seeking the assistance of the Government to enable it to provide such increased facilities. Should our efforts prove successful we shall be able to utilize on that route some of our steamers not otherwise employed; future events will have to determine how many steamers can be thus provided for, as well as to the disposition of any others which may become unemployed.

All of which is respectfully submitted by your Committee.

A. A. Low, Chairman,
WILLIAM DENNISTOUN,
ALLEN McLEAN, President, } Committee.

Whereupon, on motion—The statement of the Committee was unanimously received and adopted by the Board, and ordered to be published for the benefit of the stockholders. Attest,

THEODORE T. JOHNSON, Secretary.

Tennessee Debt.—A subscriber, who is familiar with the financial affairs of Tennessee, sends us the following statement of the debt of that State as it stands at present, several of the items stated are necessarily approximate figures:

Debt as stated October 1, 1869.....	\$39,212,243
Bonds issued since October 1, 1869, viz:	
To Tennessee and Pacific Railroad	\$835,000
To East Tennessee and Western North Carolina RR	150,000
To Mineral Home Railroad	100,000—
Interest due January 1, 1870, about.....	1,135,000
Liability for notes of Bank of Tennessee, as per recent decision	3,500,000
United States Supreme Court, about.....	1,500,000
Total.....	\$45,347,243

There is also some floating debt.

In this connection, the following, from the Nashville Union, is of interest:

SATURDAY, May 21.—Senate met at 10 o'clock, and was called to order by Speaker Thomas.

TENNESSEE AND PACIFIC RAILROAD.

Mr. Clementson, Chairman of Joint Select Committee on Railroad Investigation, submitted the report of the Committee on the Tennessee and Pacific Railroad, which report was received and ordered to be

transmitted to the House. The Committee find by records in the office of the Secretary of State that there have been issued to said road eleven hundred and eighty-five thousand dollars in the bonds of the State, being 1,185 bonds of \$1,000 each, 300 of which bonds were issued in accordance with the act of May 24, 1866. The others were issued under an act passed Dec. 7, 1867.

The report shows that the 1,185 bonds mentioned were received by Gen. George Maney as President of said road, and that 953 of them have been hypothecated as security for loans negotiated for construction and equipment, and that the remaining bonds are in possession of the company. That 29½ miles of road are prepared for iron, and track is now being laid; that no work had been done when the first State bonds were issued, but that \$51,000 of individual stock had been subscribed and \$600,000 in county subscriptions; that the 953 bonds were hypothecated for loans falling due—\$293,546, July 1, 1870, and \$80,000 26th May, 1870, and to be paid before the 953 bonds can be released; that \$16,000 of individual stock has been paid in, and that \$300,000 in bonds of Davidson, Wilson and Smith counties, each, have been subscribed. In conclusion, the report says: "The Committee would respectfully call the attention of the Legislature to the very limited security the State has for the large amount of bonds issued to said road—\$1,185,000. * * * The Committee would suggest that it is highly important that some legislation should be at once enacted that would protect the large interest of the State in said road, and secure the State from very great impending loss."

EAST TENNESSEE AND WESTERN NORTH CAROLINA RAILROAD.

Mr. Clementson also submitted the report of the Committee in regard to the East Tennessee and Western North Carolina Railroad, showing that \$400,000 in the bonds of the State had been issued to said road.

KNOXVILLE AND CHARLESTON RAILROAD.

The report of the Committee relative to the condition of the Knoxville and Charleston Railroad was also received and ordered to be transmitted to the House. The report shows that 710 State bonds—\$1,000 each—have been issued to said road, most of which have, in disregard of law, been sold for less than their par value; that all its property is worth about \$574,250—\$135,745 less than the principal debt of the State. The Committee recommend such legislation as may be best deemed to secure the State against the danger of further loss.

—\$100,000 of South Carolina bonds were bought by the State Agent, May 27 on sealed proposals, for the Sinking Fund. The offers amounted to \$704,000. The awards were as follows:

\$5,000 Cammann & Co., January and July, 1867.....	80
25,000 Morton, Bliss & Co., Jan. and July, 1867.....	82
25,000 Morton, Bliss & Co., Jan. and July, 1867.....	82½
25,000 Morton, Bliss & Co., Jan. and July, 1867.....	82½
10,000 Kutter, Luckemeyer & Co., April and Oct.....	81½
10,000 Vibbard, Foote & Co., April and Oct.....	81½

\$100,000 Total.

Charlotte, Columbia & Augusta Railroad.—From the report of the President it appears that the earnings of the road during the year ending December 31, 1869, were:

From passengers.....	\$199,516 94
" freight.....	188,765 39
" mails.....	14,467 43
" minor sources.....	1,035 68
And the expenditures were.....	\$403,785 49
Leaving for payment of interest and taxes, and account of Augusta Division.....	226,536 59

The stockholders of the Charlotte and South Carolina and Columbia and Augusta Railroad Companies met in separate and general conventions, in Columbia, on the 7th and 8th of July, 1869, and agreed to consolidate their respective interests into one corporation—The Charlotte, Columbia and Augusta Railroad Company. An amended charter, with all necessary legislation for this purpose, was obtained from the States of North Carolina, South Carolina and Georgia. According to the terms of consolidation, the stock of the Charlotte and South Carolina Railroad was valued at par, while 112½ of the Columbia and Augusta Railroad made 100 in the new company, or one share of the former of 10 was merged with 4½ shares of the latter at \$25 each. These estimates were on account of the different values of the currency according to which the two roads had been built. Each of these corporations then transferred to the Charlotte, Columbia and Augusta Railroad Company all their respective rights and property, upon condition that it should assume all their respective liabilities.

The stockholders immediately thereafter, with the view of fulfilling the conditions, authorized the President and Directors to issue bonds of this company (secured by mortgage) to an amount not exceeding \$2,100,000, to be used for the purpose of funding the floating debt, and retiring the bonds heretofore issued by the said two companies, respectively, and now outstanding and for the purpose of completing the construction and outfit of the road to Augusta, and for other purposes.

For the purpose of avoiding, in any reasonable contingency, the necessity in future of a second mortgage, the authority was made more ample as to the amount of bonds than the then existing liabilities of the company required.

In conformity, however, with the foregoing resolution, your directors have caused a mortgage to be executed, with an authority to issue not exceeding \$2,000,000 of first mortgage bonds. These bonds bear seven per cent interest, payable semi-annually at the agency of the company, in the city of New York, and mature on the 1st of January, 1895. They are handsomely engraved and well executed, and are very freely received in exchange for the two classes of bonds heretofore issued by the former respective companies, for the reasons that they are more amply secured than either of these bonds, by the value of the property mortgaged, and the increased business of the road. In like manner the exchange and consolidation of the stock of the late corporations is being cheerfully and freely made by the holders for the stock of this company

This brief outline of the formation of this company, and its subsequent acts in carrying out the directions of the stockholders will enable you the better to understand the following statement of receipts and expenditures to which your attention is invited.

As consolidation did not take place until the 8th of July, 1869, the accounts of the former companies were necessarily kept separate and distinct, and were so continued until the end of that month, for obvious reasons.

The gross earnings are.....\$403,785 49
The operating expenses are 225,996 59

Leaving the net earnings.....\$177,788 90

Or about 44 per cent of the gross earnings.

You will, however, readily perceive, from the foregoing synopsis, that for only five months of the fiscal year which terminated on the 31st of December last, the receipts of this company were \$218,798 03, or \$33,810 57 more than the aggregate receipts for seven months of the two former companies.

The net earnings of the company during the year have been applied to the payment of debts, interest, equipment and the completion of the bridge across the Savannah river.

Rutland Railroad.—In order to settle the outstanding claims under the first mortgage of the Rutland and Burlington Railroad, to relieve the Company from all incumbrances and place it under corporate management the Directors are authorized to issue a preferred 7 per cent stock, free of Government tax, which is offered to the holders of both the preferred and common stock on terms which render it equal to a 10 per cent investment. We understand the holders of the preferred stock have almost unanimously subscribed for their proportion, and a similar subscription on the part of the holders of the common will enable the directors to settle all claims under mortgages and give the corporation the entire and absolute control of the property. A circular has been issued to the holders of common stock which sets forth the conditions on which the subscriptions will be received, and by which they can secure one of the most desirable investments in the market for the money advanced, and also protect and secure the ultimate value of their stock. When all outstanding claims are settled the preferred stock will not exceed \$4,300,000 on 120 miles of road, with its equipment, machine shops, wharfs, &c. The Company has hitherto been embarrassed by expensive litigations, but the property once under a corporate management, cannot fail to show largely increased earnings.—*Boston Journal.*

Indiana, Bloomington and Western Railroad.—The formal opening of this road from Danville to Pekin was celebrated at Bloomington recently, on which occasion a gold watch was presented to Dr. H. Conkling, a director of the company residing in Bloomington, for his services in securing the location of the road.

—The officers of the Chicago and Alton Railroad have executed a perpetual lease of the Louisiana and Missouri Railroad, which will give Chicago a direct line to Fort Scott. The company will construct a road from Jacksonville or White Hall, Illinois, to the Mississippi River, where the trains will connect by transfer boats with the Louisiana and Missouri road for Kansas City and St. Joseph. Branches will also be built through Glasgow or Booneville to Sedalia.

—The projected air-line road between New York and Philadelphia is being surveyed, and the company propose to commence by constructing a line from Trenton, through Mercer and Somerset counties, to meet the New Jersey Central road at Round Brook, on the Raritan River, 31 miles from Trenton.

—A Western paper gives the following as the statement of earnings and expenses of the Lake Shore road for the past year, as presented to the directors at their recent meeting :

Gross receipts from all sources\$12,945,598
Operating expenses.....\$7,419,165
Taxes, State and National..... 492,361
7,911,527

Net earnings.....\$5,034,070
The disbursements have been for interest or funded debt, and dividends of June and December, each 4 per cent respectively, and taxes..... 4,317,698

Leaving a surplus of.....\$716,372

—The net earnings of the Mariposa estate during February were \$16,050, as compared with \$4,039.93 in February of last year, a gain of \$12,010.07. There are now 90 stamps at work on the estate, and the managers are now putting up 60 more at the Ophir mills to run by water. The gross yield per day is nearly \$1,000, and the cost of reduction is reported at the low figure of \$1 per ton.

The Ways and the Railways of the West.—CHICAGO, MAY 14, 1870.—More mysterious than the ways of a woman are the ways of the West to a man brought up on New England hard pan, soil six feet deep, and black as muck, roads impassable for eight months in the year, when the farmer fain would use them, and roads fair only the remaining four months, when the farmer can't use them. The great way of the West, accordingly, is the railway. Chicago is but one vast freight and passenger depot. She sends out her iron horses in all directions to gather tribute to her wealth and enterprise. A bold, brave, cheeky city is this Chicago, and yet, with all her enterprise and push, the city of the future is not Chicago. I expect to live to see a city not far from where Burlington, Iowa, is at present situated, far superior in population and permanent power to Chicago. The currents of trade get every year further south. Frozen lakes five months in seven must sooner or later kill the rapid growth. My reasons for so extraordinary a belief as the one I have projected are the following: Iowa remains as yet comparatively an unsettled land. She has a soil that could sustain 24,000,000 of people, and were she all under cultivation, would net not far from \$800,000,000 annually. There is no possibility of a failure of her corn, her stock, or her fruit crop. And the moment the day is inaugurated that shall open up a railway—not in the interest of Chicago, as every Iowa line now is, but in the interest

of Burlington and Iowa, by the completion of the Burlington, Cedar Rapids & Minnesota Railway—a dozen different roads will spring up, all centring at Burlington.

Since Henry Clews took hold of this enterprise, it promises to be pushed rapidly forward to completion. It was to some minds a bold move to send a road up the Mississippi river, but why should it be? Is not this the pathway to the Northwest, and is it not true that, as a lumber mart, a depot for coal, a place for manufactures, a depot for grain for New Orleans, and a depot for beef from the prairies and hogs from the incomparable State of Iowa, that Burlington or some point near it must soon become the chief city of the valley of the Mississippi.

The Bankers' Gazette.

DIVIDENDS.

The following Dividends have been declared during the past week:

COMPANY.	PER CENT.	WHEN PAYABLE.	BOOKS CLOSED.
Miscellaneous.			
New York & Alleghany Oil Co.....	5	June 1.	May 25 to June 1.
New York Produce Exchange.....	7	June 13.	May 21 to June 13.
Sherman & Barnsdall Oil Co.....	10cts.	May 26	May 24 to May 26.

FRIDAY EVENING, May 27.

THE MONEY MARKET.—We have to report a continuance of extreme ease in the money market. The relations of the city banks with the interior are such as to encourage an accumulation of funds here rather than otherwise, and hence each successive bank statement shows an accumulation of currency. The last bank statement exhibited a gain of \$1,076,000 in legal tenders, and a further addition to the lawful money reserve arose from an increase of \$1,663,000 in the specie line. The deposits stood \$4,110,000 higher; but of this increase \$1,877,000 arose from an expansion of the loans. For the purpose of showing the present condition of the banks as compared with a year ago, we present the following statement:

	May 21, 1870.	May 22, 1869.
Loans.....	\$280,500,000	\$270,300,000
Specie.....	34,100,000	15,400,000
Circulation.....	33,200,000	33,900,000
Deposits.....	226,500,000	199,400,000
Legal Tenders.....	59,000,000	57,800,000

There is still a large accumulation of bank notes in the hands of the banks. On the 24th of March, according to the official returns to the Comptroller, there was \$2,600,000 held by the National banks of this city alone, so that it is quite reasonable to suppose that the steady accumulation since has carried up the total supply to about \$7,500,000. This currency is virtually so much dead weight in the hands of the banks, being unavailable except for retail payments over the counter. The banks, in order to get rid of it, are selling it at a discount of $\frac{1}{4}$ per cent; but this is found unsatisfactory, as the currency quickly comes back again. The banks are still lethargic about promoting redemption; notwithstanding that they are paying 4 per cent upon a large proportion of these useless funds.

On call loans the rate was ranged at 3@5 per cent; the lower figure, however, is exceptional, the rate on the bulk of transactions being 4@5 per cent.

Discounts continue quiet and easy. There is very little paper offered, and prime names are eagerly taken at $5\frac{1}{2}$ @6 per cent, with exceptions at both 5 per cent and 7 per cent. We hear of transactions in six months paper at 6 per cent.

UNITED STATES BONDS.—The bond market has been on the whole, irregular and lower, although decidedly strong at the close at an advance upon our last quotations. The large offerings at the bond purchases of the Treasury produced an effect which has been continued into this week, but the comparative lightness of the offerings yesterday (being only \$3,728,000) produced a stronger feeling, and for the last two days the market has exhibited a decided buoyancy. In addition to these causes the firmer tone evinced by the London quotations for Five-Twenties, and the rise in exchange, and the advance in gold from 113 $\frac{1}{4}$ to 115 $\frac{1}{2}$ have also had a very direct tendency to strengthen prices. There has been nothing in the course of legislation at Washington to materially affect the bond market. The Committee on Ways and Means have been employed exclusively on the Revenue Bill, and according to report there is little probability of any action being taken on the funding bill during the present session, owing not only to the predominant disposition to allow the measure to stand over, but also to the pressure of other questions to which public opinion or political considerations attach more importance. Prices close at $\frac{1}{2}$ @ $\frac{3}{4}$ advance on the lowest quotations of the week. The Treasury purchases this week amount to \$1,000,000.

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

Table with columns for days of the week (Saturday to Friday) and various security types (e.g., 6's, 1881 coup., 5-20's, 1862 coup.).

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

Purchases by the Government on Thursday, May 26th, were \$1,000,000; total offered, \$3,728,450. The total now held is \$114,323,050. Details are as follows:

Summary table of purchases showing 5-20's of 1862, 1864, 1865, 1866, 1867, 1868, and 1869, with columns for purchase amount and total held.

STATE BONDS.—These securities have been moderately dealt in throughout the week, though without special activity or animation. The prominent features were the new Tennessees, which under free purchases were carried up at the close to 57 1/2, the old issues ranging at 60 1/2 @ 61 1/2.

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

Table showing highest and lowest prices for various state bonds (e.g., 6s Tenn. x.c., 6s Tenn., 6s N.Car., etc.) from Saturday to Friday.

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

RAILROAD AND MISCELLANEOUS STOCKS.—The stock market has not changed materially in respect to the speculative situation. Stocks have been, to a large extent, transferred from the railway circles into the hands of street holders, who now, through small combinations, are the chief manipulators of the market, and chiefly in the direction of higher prices.

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

Table listing prices for various stocks including N.Y. Cent & H.R., Erie, Reading, Lake Shore, Wash., Pittsburg, Northwest, Rock Island, Fort Wayne, St. Paul, Adams Expr's, Am. Merch. Un., United States, Wells, Fargo, and Cumberl. Coal.

Table showing prices for various commodities and securities (e.g., Consolid Coal, Canton Co., Chic. & Alton, etc.) from Saturday to Friday.

* 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:

Table summarizing the amount of government bonds, state and city securities, and railroad bonds sold from January to May.

THE GOLD MARKET.—The chief influences affecting the gold market have been the foreign exchange and the export of gold. There has been a heavy falling off in the receipts of cotton this week, and the supply of cotton bills have been quite light.

Under reports, apparently got up for effect, that the probability of Congress considering Mr. Garfield's currency were strengthening, the price fell to 113 1/2; but this decline was only temporary, and the quotation has since steadily risen to 115 1/2 and closes at 114 1/2.

The Treasury has purchased during the week \$1,000,000 gold, the total bid for under the proposals being \$5,745,000.

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

Table showing gold premium quotations (Open, Low, High, Close) and balances (Clearings, Gold, Currency) from Saturday, May 21 to Friday, May 27.

FOREIGN EXCHANGE.—The course of foreign exchange is indicated in the preceding remarks upon the gold market. The market closes firm at the subjoined rates.

Table showing foreign exchange rates for London, Paris, Antwerp, Swiss, Hamburg, Amsterdam, Frankfurt, Bremen, and Berlin from May 6 to May 27.

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

Table detailing transactions at the Custom House and Sub-Treasury, including receipts and payments in gold and currency for May 21 to May 27.

NEW YORK CITY BANKS.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on May 21, 1870:

Table with columns: BANKS., Capital, Loans and Discounts, Specie, Circulation, Net Deposits, Legal Tenders. Lists various banks like New York, Manhattan, Merchants, etc.

The deviations from the returns of previous week are as follows: Loans... Inc. \$1,877,763; Deposits... Inc. \$4,110,607; Specie... Inc. 1,603,029; Legal Tenders... Inc. 1,076,301; Circulation... Dec. 1,2332

Table showing totals for a series of weeks past, with columns: Loans, Specie, Circulation, Deposits, Legal Tenders, Aggregate Clearings. Includes dates from Jan 8 to May 21.

Table showing the latest quotations for bank stock, with columns: Bid, Asked, Bank Name. Lists New York, Manhattan, Merchants, etc.

PHILADELPHIA BANKS.—The following is the average condition of the Philadelphia Banks for the week preceding Monday, May 23, 1870:

Table with columns: Banks, Capital, Loans, Specie, L. Tend., Deposits, Circulation. Lists Philadelphia, North America, Farmers & Mech., etc.

Table with columns: Bank Name, Capital, Loans, Specie, Legal Tenders, Deposits, Circulation. Lists Western, Manufacturers, B'k of Commerce, etc.

Total... 15,755,150 52,500,343 1,019,943 16,450,837 44,233,016 10,564,075

The deviations from last week's returns are as follows: Capital... Increase \$265,710; Legal Tenders... Increase \$276,052; Loans... Increase \$265,710; Deposits... Increase \$427,635; Specie... Decrease 114,969; Circulation... Decrease 1,671

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

Table with columns: Date, Loans, Specie, Legal Tend., Deposits, Circulation. Shows weekly data from Jan 3 to May 23.

BOSTON BANKS.—Below we give a statement of the Boston National Banks, as returned to the Clearing House, Monday, May 23, 1870.

Table with columns: Banks, Capital, Loans, Specie, L. T. Notes, Deposits, Circulation. Lists Atlantic, Atlas, Blackstone, Boston, Boylston, etc.

Total... 47,350,000 106,840,256 4,068,744 9,684,654 41,160,009 25,199,719

The deviations from last weeks returns are as follows: Capital... Dec. \$109,383; Legal tender notes... Inc. 99,951; Loans... Dec. 476,946; Deposits... Inc. 515,360; Specie... Dec. 476,946; Circulation... Dec. 2,484

Table with columns: Date, Loans, Specie, Legal Tenders, Deposits, Circulation. Shows weekly data from Jan 3 to May 23.

QUOTATIONS OF STOCKS AND BONDS.

The Daily Prices of the Active Stocks and Governments are Given on a Previous Page. Quotations are of the Per Cent Value, Whatever the Par may be. Southern Securities are Quoted in a Separate List.

Table with multiple columns: STOCKS AND SECURITIES, Bid, Ask, Railroad Bonds, Bid, Ask, Railroad Stocks, Bid, Ask, City RR Bonds, Bid, Ask, Canal Stocks, Bid, Ask, Miscellaneous Stocks, Bid, Ask. Includes various government bonds, railroad securities, and city stocks.

The Railway Monitor.

EXPLANATION OF THE STOCK AND BOND TABLES.

1. Prices of the Active Stocks and Bonds are given in the "Bankers' Gazette" ante; quotations of other securities will be found on the preceding page.

2. Quotations of Southern Securities are given in a separate Table.

3. No reliable prices of Insurance Stocks can be made.

4. The Table of Railroad, Canal and Other Stocks, on the next page, comprises all Companies of which the stock is sold in any of the principal cities (except merely local corporations). The figures just after the name of the company indicate the No. of the CHRONICLE in which a report of the Company was last published. A star (*) indicates leased roads; in the dividend column x=extra; s=stock or scrip.

5. The Tables of Railroad, Canal and Other Bonds occupy in all, four pages, two of which will be published in each number. In these pages the bonds of Companies which have been consolidated are frequently given under the name of Consolidated Corporation. The date given in brackets immediately after the name of each Company, indicates the time at which the statement of its finances was made. In the "Interest Column" the abbreviations are as follows: J. & J.=January and July; F. & A.=February and August; M. & S.=March and September; A. & O.=April and October; M. & N.=May and November; J. & D.=June and December. Q.-J.=Quarterly, beginning with January; Q.-F.=Quarterly, beginning with February. Q.-M.=Quarterly, beginning with March.

6. The Table of United States and State Securities will be published monthly, on the last Saturday of the month.

7. The Table of City Bonds will be published on the third Saturday of each month. The abbreviations used in this table are the same as those in the tables of railroad bonds mentioned above. The Sinking Fund or assets held by each city are given on the same line with the name.

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, Cleveland & Pittsburg, Kansas Pacific, Michigan Central, Milwaukee and St. Paul, Missouri Pacific, St. Louis, Alton & Terre Haute, Toledo, Wabash and Western.

Kansas Pacific Railway.—The following are the earnings of this road for each month of 1869, and for the past months of the present year:

Table with columns: Month, 1869, 1870. Rows include January, February, March, April, May, June, July, August, September, October, November, December, Total.

Louisville & Nashville Railroad.—Comparative statement of earnings for six months, from July to December, 1869, inclusive, and corresponding six months of 1868:

Table with columns: Month, 1868, 1869, Increase. Rows include July, August, September, October, November, December, Total.

The Kansas City, St. Joseph, and Omaha Railroad.—This is a new name applied to two old roads which have recently been consolidated—the St. Joseph and Council Bluffs and the Missouri Valley roads. The first named road extends up the east of the Missouri river, very near its bank, from St. Joseph to Council Bluffs, a distance of 133 miles. It was owned chiefly by the New England capitalists who control the Hannibal and St. Joseph and the other "Joy" roads. It forms a link in a line to St. Louis, over which through cars are run. The Missouri Valley Railroad extends from Kansas City up the east side of the Missouri to St. Joseph, 69 miles, and thence diverges from the river and extends nearly due north 61 miles further to a station near the Iowa line called Norway. Thus the total length of the road is 130 miles. The section below St. Joseph, in connection with the St. Joseph and Council Bluffs road, forms a direct river line from Kansas City to a point opposite Omaha (three miles from Council Bluffs station) 202 miles in length. This is now the trunk line of the Kansas City, St. Joseph, and Omaha Railroad, while the line from St. Joseph to the Iowa line forms a branch.—Railroad Gazette.

The St. Louis and Iron Mountain Railroad Company is preparing to build a section twenty miles long, from Pilot Knob, Mo., in a southerly direction toward Bruno, Wayne County. This section has very heavy grading and rock work, and it is thought that the preparation of the road bed will cost \$500,000. By a law of the Missouri Legislature, in 1858, the road is to have a subsidy of \$15,000 per mile. It has also a land grant.

The 25th annual report of the Northern (N. H.) Railroad shows an income of \$689,623, and an ordinary expenditure of \$434,470, leaving an unexpended balance of \$257,390, which has been put into dividends and improvements. The number of passengers has increased during the year 10 per cent, and the amount of freight 17 per cent. There have been laid 685 tons of new rails and 1,800 new sleepers, and 2,993 tons of rails have been taken up, repaired, and relaid. An average reduction of 8 per cent has been made in the passenger and freight rates.

PORTLAND, ME., MAY 25.—At a special meeting of the stockholders of the Portland and Kennebec Railroad to day, the action of the directors in leasing their road for 999 years to the Maine Central Railroad Company was unanimously ratified. The consolidation of the Maine Central and Portland and Kennebec Railroads necessitates a change of gauge on the part of the former road, as well as upon the European and North American Railroad. The change is soon to be effected.

The lease of the Erie and Pittsburg Railroad having been formally transferred to the Pennsylvania Railroad Company, President Thomson of the latter company has issued an order assuming control of the road, and designating J. N. McCullough as General Manager.

MONTHLY EARNINGS OF PRINCIPAL RAILROADS.

Large table with multiple columns for different railroads: Central Pacific, Chicago and Alton, Chicago & Northwestern, Chic. Rock Is. and Pacific, Clev. Col. Cin. & I., Illinois Central, Marietta and Cincinnati, Michigan Central, Milwaukee & St. Paul, North Missouri, Ohio & Mississippi, Pacific of Mo., Iron Mt., St. L. Alton & T. Haute., Toledo, Wab. & Western, Union Pacific. Each column shows monthly earnings for 1868, 1869, and 1870.

RAILROAD, CANAL, AND MISCELLANEOUS STOCK LIST.

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

Main table containing stock lists for Railroads, Canals, and Miscellaneous companies. Includes columns for Company Name, Stock Outstanding, Dividend Periods, Last Paid Date, and Rate. The table is organized into three main sections: Railroads, Canals, and Miscellaneous.

The prices will be found on the quotation page previously.

N. Y. & BROOKLYN CITY PASSENGER RAILROADS.

Table listing passenger railroads with columns for Name of Road, Par, Stock, and Last Dividends Paid. Includes entries like Bleeker Street and Fulton Ferry, Broadway (Brooklyn), etc.

NATIONAL AND STATE SECURITIES.

DENOMINATION.	Amount Outstanding	INTEREST.		Prin- cipal Due.
		Rate.	Payable.	
National (May 1, 1870).				
<i>Bearing Coin Interest—</i>				
Loan of '61 (act Feb 8, '61), reg...	13,232,000	6	Jan. & July	1881
do '61 (do do), cpn...	5,183,000	6	do	1881
Oreg. War (act Mar. 2, '61), yearly	915,000	6	July	1881
do (do do), 1/2 year	169,650,750	6	Jan. & July	1881
Loans (acts July 17 & Aug 5 '61, reg	94,667,370	6	Jan. & July	1881
& Mar. 3, '63), cpn...	129,500,000	6	do	1881
Loan: 5-20's (act Feb. 25, '62), reg...	385,190,700	6	May & Nov.	1882
do (do do), cpn...	74,677,450	6	do	1882
Loan: 5-20's (act Mar. 3, '64), reg...	54,766,350	6	May & Nov.	1884
do (do do), cpn...	64,248,800	6	do	1884
Loan: 5-20's (act Mar. 3, '65), reg...	136,978,450	6	May & Nov.	1885
do (do do), cpn...	116,810	6	do	1885
Loan: 5-20's (act Mar. 3, '65N), reg...	216,188,950	6	Jan. & July	1885
do (do do), cpn...	198,318,550	6	do	1885
Loan: 5-20's (act Mar. 3, '65), reg...	271,376,300	6	Jan. & July	1887
do (do do), cpn...	11,518,500	6	do	1887
Loan: 5-20's (act Mar. 3, '65), reg...	50,999,859	6	Jan. & July	1888
do (do do), cpn...	5,250,000	5	do	1888
Loan of '58 (act June 14, '58), reg...	14,750,000	5	Jan. & July	1874
do (do do), cpn...	6,071,000	5	do	1874
Loan of '60 (act June 22, '60), reg...	988,000	5	Jan. & July	1871
do (do do), cpn...	139,423,650	5	do	1871
Loan: 10-40's (act Mar. 3, '61), reg...	65,140,650	5	Mar. & Sept.	1904
do (do do), cpn...	65,140,650	5	do	1904
<i>Bearing Currency Interest—</i>				
Pacific RR. Bonds (Jul. 1, '62 & Jul. 2, '64	61,457,320	6	Jan. & July	1895
Three per cent. Legal Tender cer-	45,567,000	3		
tificates (act of Mar. 2, '67) ...	14,000,000	3		
Navy Pension Fund				
State Securities.				
ALABAMA (June, '70) \$7,870,400:				
State Bonds	168,000	5	May & Nov.	1872
do do (extended)	1,941,000	5	do	1883
do do (do)	473,800	5	do	1886
Sterling Bonds (extended)	712,800	5	Jan. & July	1886
do do	82,500	6	do	1886
New Bonds	800,000	8	Jan. & July	'86-'88
New Bonds, 1-70, gold	2,000,000	8	Jan. & July	1890
Endorsement for RR's (about)	2,600,000	8		1889
ARKANSAS (April, '70) \$4,425,000:				
Bonds of 1869	4,425,000	6	Jan. & July	'99-'00
Little Rock & Ft. S., Act. '68	1,500,000	7	Apr. & Oct.	1900
CALIFORNIA (April, '70) \$1,122,500:				
Civil Bonds of 1857 (gold)	2,138,000	7	Jan. & July	1877
do do of 1860	138,500	7	do	1880
Soldiers' Relief Bonds	424,500	7	do	1883
do Bounty Bonds	805,000	7	do	1884
CONNECTICUT (Apr. 1, '69) \$6,674,992:				
War Bonds (May, '61) 10 or 20 y'r	2,000,000	6	Jan. & July	'71-'81
do do (Oct, '61) 10 or 20 y'r	2,000,000	6	do	'72-'82
do do (Nov, '63) 20 years	2,000,000	6	do	1883
do do (May, '64) 10 or 20 y'r	2,000,000	6	April & Oct.	'74-'84
do (non-taxab.) (May, '65) 20 y'r	2,000,000	6	do	1885
FLORIDA (Feb., '69) \$500,000:				
State Bonds	500,000	7	June & Dec	'96-'98
GEORGIA (Jan., '70) \$6,014,500:				
Western & Atlantic RR. Bonds	100,000	7	Jan. & July	1872
do do	176,900	7	May & Nov.	1874
Bonds, per act March 12, 1868	3,900,000	7	Jan. & July	'68-'87
Western & Atlantic RR. Bonds	1,519,000	6	do	'68-'74
do do	75,000	6	May & Nov.	1874
Atlantic & Gulf RR. Bonds	734,000	6	Feb. & Aug.	'78-'86
ILLINOIS (Nov. 30, '69) \$5,124,935:				
Ill. & Mich. Canal Bonds	27,000	6	Jan. & July	1871
do do sterling coup	767,221	6	various.	1871
do do sterling reg	429,400	6	do	1871
Internal Improvement (new)	1,697,811	6	Jan. & July	1871
Interest Bonds of 1847	982,476	6	do	1878
Interest stock of 1847	134,311	6	do	1878
R-funded Stock bonds	694,000	6	do	var.
Normal University bonds	45,000	6	do	1880
Thornion Loan bonds	163,000	6	Mar. & Sept.	1880
War Bonds	516,800	6	Jan. & July	1880
INDIANA (May, '70) \$15,900,000:				
State Stock Certificates	1,500,000	5	Jan. & July	1866
KANSAS (Nov. '68) \$1,035,175:				
Bonds issued from '61 to '68	989,500	7	Jan. & July	'76-'98
Bonds Funding Ter. Debt. &c.	100,175	6	July	'83-'84
KENTUCKY (Oct., '69) \$3,307,177:				
Bonds of 1841-'42	913,000	6	S. F. \$1,287,	71-'72
Bonds of 1843	63,000	5	Apr. & Oct.	1873
Bonds to North Bank of Ky	211,000	6	Mar. & Sept.	1870
Bonds of 1843	94,000	5	May & Nov.	1871
Bond for Military Purposes	316,000	6	Apr. & Oct.	1871
Bonds held by Board of Education	1,648,283		Various.	'79-'94
LOUISIANA \$12,588,880:				
Charity Hospital	86,000	6	S. F. \$7,287,	853
1863, Relief of State Treasury	750,000	6	Mar. & Sept.	1872
Bonds to various rail roads	2,553,000	6	Jan. & July	1893
1845, Levee Bonds	1,000,000	8	Various.	'69-'06
1870, do do	4,000,000	6	Various.	1886
1870, do do	2,000,000	8	May & Nov.	1907
1866, Funding Coupons	495,880	6	J. J. & F.A.	'86-'88
1857, Free sch. lfd (held by State)	645,000	6	Jan. & July	1897
1867, Mech. & Merc. Fair	50,000			'68-'77
1863, Mi. & Mex. Gulf Canal	239,300	7.3	Mar. & Sept.	1899
1869, Penitentiary Bonds	500,000	7	Mar. & Sept.	1909
1868, N. La. & Texas R.	250,000	8	Apr. & Oct.	1909
MAINE (Jan. 1, '70) \$8,100,000:				
Civil Loan Bonds, 1855-61	384,000	6	Various.	'70-'78
War Loan of 1861	800,000	6	do	1871
do do of 1863	525,000	6	Mar. & Sept.	1883
Bounty Loan of 1863	475,000	6	Feb. & Aug.	1880
War Loan of 1864	2,832,500	6	June & Dec.	1889
Municipal War Deb's assumed	3,684,400			
MARYLAND (Oct., '69) \$12,692,938:				
Ches. & O. Canal Loan (sterling)	1,855,335	5	S. F. \$7,228,	413
Susq. & Tide W. Canal (sterling)	773,000	5	Jan. & July	1890
Balt. & Ohio R. R. (sterling)	2,288,883	5	do	1865
Railroad and Canal Loans	35,204	5	do	1890
Balt. & Susq. R. R. Loan	1,250,836	5	J., A., J. & O	'65-'90
Railroad & Canal Loans	269,000	3	do	1890
Bounty Loan	1,938,217	6	do	70-'90
Relief of the South	3,046,791	6	Jan. & July	1883
do do	100,000	6	do	1873
MASSACHUSETTS (Oct. 1, '69) \$27,934,421:				
State Almshouse Loan	\$100,000	5	May & Nov.	1872
do do do	110,000	5	Apr. & Oct.	'73-'74
State House Loan	165,000	5	do	'73-'74
Lunatic Hospital, &c., Loan	94,000	5	Jan. & July	1874
Lunatic Hospital (West. Mass.)	50,000	6	June & Dec	1870
General Statutes Loan	150,000	5	Jan. & July	1870

The prices will be found on the quotation page previously.

DENOMINATIONS.	Amount Outstanding	INTEREST.		Prin- cipal Due.
		Rate.	Payable.	
<i>Marked thus * are in default for interest</i>				
Loan, funding Public Debt	164,000	6	June & Dec.	'70-'72
Back Bay Lands Loan	220,000	5	May & Nov.	1882
Union Fund Loan	3,000,000	6	Jan. & July	'71-'76
do do do	600,000	5	do	'77-'78
Coast Defense Loan	888,000	5	do	1883
Bounty Fund Loan	200,000	5	do	1894
do do do	4,379,500	5	May & Nov.	1894
do do do (sterling)	4,000,744	5	do	1894
War Loan (currency)	3,505,000	6	Mar. & Sep.	'71-'86
Western Railroad Loan (str'g)	3,143,096	5	Apr. & Oct.	'69-'71
do do (str'g)		5	Apr. & Oct.	1888
Troy & Greenf. RR. Loan (st'g)	554,180	5	Apr. & Oct.	'83-'90
do do (home)	966,500	5	do	'88-'90
do do (sterlin)	2,952,400	5	do	'91-'99
Southern Vermont RR. Loan	200,000	5	Apr. & Oct.	1800
Eastern Railroad Loan	125,000	5	Jan. & July	1871
Norwich & Worces. RR. Loan	400,000	6	do	1877
Bost. Harf. & Eric RR. (st'rl)	1,936,000	5	do	1900
MICHIGAN (Jan. 1, '70) \$2,408,000:				
Renewal Loan Bonds	192,000	6	Jan. & July	1878
Two Million Loan	1,663,000	6	do	'72-'83
War Bounty Bonds	463,000	7	May & Nov.	1893
Ste Marie Canal Bonds	84,000	6	Jan. & July	1879
MINNESOTA (June, '69) \$300,000:				
State Buildings Loans	100,000	7	Jan. & July	1877
do do (new)	100,000	7	do	1878
Southern War Loan 1862	100,000	7	May & Nov.	1872
MISSISSIPPI (Jan. 1, '67) \$:				
State Bonds (Banks)*	7,000,000	6		'41-'71
MISSOURI (Jan. 1, '70) \$21,594,000:				
State Bonds	417,000	6	S. F. \$5,725,	069
Bonds of 1867-68	2,855,000	6	Jan. & July	'82-'90
Bonds to North Mo. RR	3,085,000	6	do	1887
Bonds to Cairo & Fulton RR	422,000	6	do	'74-'78
Bonds to Platte Co RR	540,000	6	do	'89-'90
Bonds to Iron Mountain RR	2,475,000	6	do	'74-'89
Pacific RR	5,567,000	6	do	'72-'89
S. W. Br. Pacific RR	1,614,000	6	do	1876
S. W. Br. Pacific RR (guar)	1,589,000	7	do	1876
Hannibal & St. Joseph RR	3,000,000	6	do	'73-'86
NEVADA (June 1, 1869) \$558,760				
Bonds of 1867	500,800	15	Jan & July	1872
N. HAMPS. (Oct. 1, '69) \$2,749,200:				
War Debt of July, '61-'62	899,300	6	Jan. & July	'70-'78
do of Sept. 1, 1864	600,000	6	Mar & Sep.	'84-'89
do of July 1, 1866	1,000,000	6	Apr. & Oct.	'70-'74
N. JERSEY (Nov. 30, '69) \$3,096,100:				
War Bonds of 1861 (tax free)	1,299,800	6	Jan. & July	'70-'84
do of 1863 (tax free)	1,002,900	6	do	'86-'96
do of 1864	593,400	6	do	'97-'02
N. YORK (Oct. 1869) \$43,265,306:				
General Fund Bonds	700,000	7	S. F. \$8,417,	270
Bounty Fund Bonds, coupon	1,878,000	7	J., A., J. & O.	1870
do do do, registered	21,000,000	7	Jan. & July	1877
General Fund Bonds	1,189,780	6	do	1878
do do	800,000	6	do	Will.
Canal Fund Bonds	2,442,400	6	J., A., J. & O.	1872
do do do	5,451,800	6	do	1873
do do do	2,168,000	6	do	1874
do do do	1,373,000	6	do	'75-'77
General Fund Bonds	900,000	5	Jan. & July	1875
do do do	348,107	5	do	Will
Canal Fund Bonds	1,123,420	5	J., A., J. & O.	1874
N. CAROLINA (Oct. 1, '69) \$29,815,015:				
Bonds for railroads, etc. *	12,376,245	6	in As. \$27,72	4.6 0
do do do ex coup *	2,417,400	6	Jan. & July	'68-'98
Funding Bonds* (new)	1,721,400	6	Apr. & Oct.	'68-'98
do do do	12,600,000	6	Jan. & July	1909
New Bonds RR. (special tax)	12,600,000	6	Apr. & Oct.	1899
OHIO (Jan. 1, '70) \$10,016,581:				
Loan due after 31st Dec., 1870	1,515,677	6	do	1898
do do 31st Dec., 1875	1,600,000	6	do	1875
do do 30th June, 1881	4,095,399	6	do	1881
do do 31st Dec., 1886	2,400,000	6	do	1886
Domestic Bonds (Union Loan)	400,000	6	May & Nov	1871
OREGON (Sept, '68) \$176,150:				
Relief and Bounty Bonds	176,156	7	Jan. & July	'75-'85
PENNA (Dec 1 '69) \$32,662,878:				
Stock Loan (of 1840)	1,483,815	5	Jan. & July	1870
Inclined Plane (1849)				

RAILROAD, CANAL AND MISCELLANEOUS BOND LIST.

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

Table with columns: COMPANIES, AND CHARACTER OF SECURITIES ISSUED., Amount Outstanding, INTEREST. (Rate, When paid, Where paid), Principal payable. Includes entries for Railroads like Alabama & Chilton, Albany & Susquehan, etc.

The prices will be found on the quotation page previously.

Table with columns: COMPANIES, AND CHARACTER OF SECURITIES ISSUED., Amount Outstanding, INTEREST. (Rate, When paid, Where paid), Principal payable. Includes entries for Railroads like Charlotte Co. & Aug., Chesapeake & Ohio, etc.

The prices will be found on the quotation page previously.

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 entries for Railroads, Des Moines Valley, Dubuque & Sioux City, etc.

Table with columns: COMPANIES, AND CHARACTER OF SECURITIES ISSUED, Amount Outstanding, INTEREST (Rate, When paid, Where paid), Principal payable. Includes entries for Railroads, Jamestown & Franklin, Jeff. Mad. & Indianap., etc.

The prices will be found on the quotation page previously.

The prices will be found on the quotation page previously.

SOUTHERN SECURITIES.

Quotations from N. Y. Stock Exchange, and also by J. M. Welch & Arents, 9 New Street, and A. C. Kaufman, Charleston, South Carolina.

Table of Southern Securities including State Securities, City Securities, Railroad Securities, and various bonds and stocks with bid/ask prices.

INSURANCE STOCK LIST.

Table of Insurance Stock List with columns for Capital, Net Assets, Dividends, and Last Paid for various insurance companies.

PETROLEUM STOCK LIST.

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

GOLD AND SILVER MINING STOCK LIST.

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

COPPER MINING STOCK LIST.

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

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

Imports of Leading Articles.

The following table, compiled from Custom House returns, shows 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	199	4,088	3,960	Cutlery	91	1,798	1,821
Earthenware	330	17,826	25,430	Hardware	85	3,067	2,080
Glass	556	176,345	252,362	Iron, RR bars	6,818	171,480	288,870
Glassware	207	7,974	6,317	Lead, pigs	12,901	218,126	221,117
Glass plate	196	4,167	4,388	Spelter, lbs.	5,533	4,184,404	6,228,320
Buttons	100	2,476	2,536	Steel	3,833	50,832	67,118
Coal, tons	316	8,079	18,793	Tin, boxes	30,268	281,954	538,023
Cocoa, bags	1,785	11,708	11,616	Tin slabs, lbs.	1,365	1,308,556	1,626,705
Coffee, bags	12,680	333,918	491,506	Rags	1,158	37,184	45,467
Cotton bales		1,649	946	Sugar, hhd's, tcs & bbl's	17,579	189,707	188,177
Drugs, &c—				Sugars, boxes & bags	8,829	336,298	408,404
Bark, Peruvian	791	5,263	8,761	Tea	57,748	552,024	511,882
Blea powders	500	7,877	14,415	Tobacco	1,115	18,266	20,176
Brimstone, tons	552	4,725	7,116	Waste	20	624	840
Cochineal	96	1,760	1,350	Wines, &c—			
Cream Tartar	288	1,325	893	Champagne, bks	2,097	54,441	51,205
Gambier	1,610	5,071	11,553	Wines	5,382	90,349	73,517
Gums, crude		260	415	Wool, bales	271	16,033	22,325
Gum, Arabic	377	1,863	1,589	Articles reported by value—			
Indigo	15	2,586	3,251	Cigars	\$35,612	\$457,991	\$351,711
Madder	82	851	5,766	Corks	8,573	31,103	52,857
Oils, essence	11	137	81	Fancy goods	49,290	808,819	794,616
Oil, Olive	1,780	13,447	25,684	Fish	590	287,772	342,357
Opium	91	872	349	Fruits, &c—			
Soda, bi-carb.	50	40,871	47,493	Lemons	29,600	269,505	110,726
Soda, sal.	319	19,867	15,201	Oranges	88,727	713,004	445,575
Soda, ash	636	13,281	18,381	Nuts	30,298	248,214	390,984
Flax	22	787	926	Raisins	92,544	431,937	581,544
Furs	87	1,520	2,573	Hides undressed	118,051	3,908,851	4,620,458
Gunny cloth		1,411	3,106	Rice	11,886	71,643	189,052
Hair	205	1,579	4,735	Spices, &c—			
Hemp, bales	135	37,475	47,885	Cassia		163,638	127,385
Hides, &c—				Ginger		10,877	16,711
Bristles	24	522	732	Pepper		15,977	51,327
Hides, dressed	510	15,822	5,621	Saltpetre	23,175	174,855	118,833
India rubber	426	15,350	19,571	Woods—			
Ivory		1,331	1,074	Cork	452	47,699	72,803
Jewelry, &c—				Fustic	946	29,143	40,237
Jewelry	98	1,900	921	Logwood		132,987	202,374
Watches	34	494	461	Mahogany	1,953	61,405	40,741
Linseed		203,272	250,467				
Molasses	3,924	74,913	97,700				

COTTON.

FRIDAY, P.M., May 27, 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 May 27. From the figures thus obtained it appears that the total receipts for the seven days have reached 30,737 bales (against 44,055 bales last week, 38,286 bales the previous week, and 57,836 bales three weeks since), making the aggregate since September 1, 1869, up to this date, 2,750,047 bales, against 2,036,668 bales for the same period in 1868-9, being an increase this season over last season of 713,379 bales. The details of the receipts for this week (as per telegraph) and the corresponding week of 1869 are as follows:

RECEIPTS.			RECEIPTS.		
Rec'd this week at—	1870.	1869.	Rec'd this week at—	1870.	1869.
New Orleans, bales	10,465	4,422	Florida.....bales	178	8
Mobile	2,163	1,837	North Carolina.....	703	108
Charleston	2,605	1,770	Virginia.....	1,789	1,621
Savannah	5,036	1,811			
Texas	2,117	1,069	Total receipts.....	30,737	16,416
Tennessee, &c.	5,676	3,710	Increase this year.....	14,321	.....

The exports for the week ending this evening reach a total of 38,421 bales, of which 37,005 were to Great Britain and 1,416 bales to the Continent, while the stocks at all the ports, as made up this evening, are now 302,013 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 May 27.	Exported to—		Total this week.	Same w'k 1869.	Stock.	
	G. Brit	Cont'n't			1870.	1869.
New Orleans	16,097	970	17,067	15,610	116,277	47,113
Mobile	9,337	.....	9,337	5,943	36,159	26,372
Charleston	.....	.....	.....	1,654	9,261	5,592
Savannah	3,292	.....	3,292	3,266	42,207	11,993
Texas	1,106	.....	1,106	1,069	27,309	5,406
New York	6,523	446	6,974	5,435	55,000	37,312
Other ports	645	.....	645	110	15,000	15,891
Total	37,005	1,416	38,421	33,087	302,013	150,209
Total since Sept. 1	1,280,283	643,193	1,923,481	1,354,649	.....	.....

From the foregoing statement it will be seen that, compared with the corresponding week of last season, there is an increase in the exports this week of 3,917 bales, while the stocks to-night are 151,804 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 May 20, 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	1,079,194	770,270	456,885	236,056	187,529	880,470	131,177	125,005
Mobile	291,284	219,548	139,097	14,429	17,905	171,431	36,883	44,230
Charleston	223,356	184,818	81,368	1,825	7,330	90,523	130,335	7,260
Savannah	458,470	338,663	176,417	40,149	15,899	232,465	189,412	43,331
Texas	227,257	138,985	107,719	6,757	12,798	127,274	56,818	28,462
New York	117,358	97,458	263,994	17,486	59,869	341,349	.....	43,000
Florida	20,888	15,406	.....	.....	.....	.....	.....	.....
North Carolina	54,594	34,398	50	.....	.....	50	.....	500
Virginia	191,053	147,678	9,640	.....	.....	9,640	.....	5,538
Other ports	55,856	74,665	8,113	.....	23,745	31,858	.....	12,000
Total this year	2,719,310	.....	1,243,283	316,702	325,075	1,885,060	783,921	312,221
Total last year	.....	2,021,639	906,347	199,760	215,455	1,321,562	748,573	198,81

The market the past week has been very dull, with prices declining almost daily. This has been mainly due to the more favorable advices from Bombay, the total shipments for the week ending last Friday being in excess of the corresponding periods of 1869, so that the deficit since January 1 up to that period was reduced to 209,500 bales, against a deficit of 219,500 bales the previous Friday. Advices received this week indicate even more favorable figures for the past seven days, while Manchester and Liverpool reports have been dull, with quotations off from 1/4 @ 1/2 d. Under the weight of these adverse influences, prices here have gradually given way, holders showing more desire to meet the views of buyers, notwithstanding our own receipts have during the same time very materially decreased. But even at the decline little disposition to operate has been manifest, so that the actual sales have been small, and the close to-night was heavy, with a willingness on the part of holders to make concessions to realize, but not pressing sales. For forward delivery the movement has also been very moderate, the disposition to wait the development of future events being very general among both buyers and sellers. Sales of this description reach 8,550 bales (all low middling or on the basis of low middling), of which 1,100 bales were for May, 200 at 22 1/2, 100 at 22 1/4, 500 at 22, 300 at 21 3/4; 1,400 bales for June, 100 at 22 1/2, 400 at 22 1/4, 100 at 22 1/2, 400 at 22, 300 at 21 3/4, and 100 at 21 1/2; 5,150 bales for July, 1,050 at 22 1/2, 1,600 at 22 1/4, 300 at 22, 500 at 22 1/2, 300 at 22 1/4, 100 at 22 3/16, 1,200 at 21 3/4, and 100 at 21 1/2; 200 bales for September at 20 3/4; 500 bales for October, 100 at 19 3/4, 100 at 19 1/2, 200 at 20, and 100 at 19 9/16; 200 bales for November at 19. The total sales for immediate delivery this week foot up 9,679 bales (including 161 bales to arrive), of which 5,227 bales were taken by spinners, 686 bales on speculation, 3,766 bales for export, and the following are the closing quotations:

	Upland and Florida.	Mobile.	New Orleans.	Texas
Ordinary.....per lb.	18 1/2 @.....	18 1/2 @.....	19 @.....	19 1/2 @.....
Good Ordinary.....	20 1/2 @.....	20 1/2 @.....	21 @.....	21 1/2 @.....
Low Middling.....	21 1/2 @.....	22 1/2 @.....	22 1/2 @.....	22 3/4 @.....
Middling.....	22 1/2 @.....	23 1/2 @.....	23 1/2 @.....	23 3/4 @.....
Good Middling.....	24 @.....	24 1/2 @.....	24 1/2 @.....	24 3/4 @.....

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

	Total sales.	Ordinary.	Good Ordinary.	Low Middling.	Middling.
Saturday	555	18 1/2 @.....	21 @.....	22 1/2 @.....	23 1/2 @.....
Monday	792	18 1/2 @.....	21 @.....	22 1/2 @.....	23 @.....
Tuesday	922	18 1/2 @.....	21 @.....	22 1/2 @.....	23 @.....
Wednesday	2,587	18 1/2 @.....	20 1/2 @.....	22 @.....	22 1/2 @.....
Thursday	2,875	18 1/2 @.....	20 1/2 @.....	22 @.....	22 1/2 @.....
Friday	1,948	18 1/2 @.....	20 1/2 @.....	21 1/2 @.....	22 1/2 @.....

RECEIPTS AND EXPORTS.—The receipts, though much smaller than a week ago, continue liberal, the total being almost double the total for the same period last year. There is undoubtedly much cotton still back, and our estimate last week of the amount to come forward before the first of September will, in the end of the season, be found to have been correct. In the exports this week it will be noticed that the movement to the Continent is very small, while the shipments to Great Britain continue liberal.

BOMBAY SHIPMENTS.—We are endeavoring to make arrangements by which we shall receive the Bombay figures Friday night; at present they do not reach the city until noon of Saturday. Up to last Saturday the shipments to Great Britain since January 1 had been 349,000 bales, against 548,000 bales last year, and to the Continent 124,000 bales, against 134,000 bales last year, showing a deficit this year of 209,000 bales. Private advices this week indicate a liberal movement in progress—the receipts are large, the amount on shipboard is in excess of last year, and consequently it is generally believed that the clearances will show a corresponding increase.

FORWARD DELIVERY SALES.—It appears that some of our readers even yet have a very imperfect idea of the nature of forward delivery sales, and are all the time looking for a "corner," because the sales maturing in a given month exceed the stock held here at any time during that month. We have stated many times, and repeat it now, that each sale by no means represents a new contract. A contract for 100 bales has sometimes been sold as many as forty times, and represents therefore 4,000 bales, but would require only 100 bales to settle it. This fact illustrates the nature of this business and shows how small a stock would serve to meet the engagements of any single month. All, therefore, who are waiting for a "corner" to help them out are likely to be disappointed.

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.	
	May 27.	May 20.	May 27.	May 20.
Augusta, Ga.	12,755	13,420	6,565	7,825
Columbus, Ga.	6,345	7,050	3,074	3,790
Macon, Ga.	7,280	7,760	1,490	1,765
Montgomery, Ala.	5,445	5,885	2,119	1,400
Selma, Ala.	3,300	4,100	1,350	1,800
Memphis, Tenn.	14,100	15,888	9,505	12,103
Nashville, Tenn.	5,542	5,606	1,807	2,889
Total	54,767	59,709	25,910	31,572

The foregoing shows the interior stocks have decreased during the week about 4,942 bales, and that they are now 28,857 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.	606,000	423,000
Stock in London.....	28,592	72,717
Stock in Glasgow.....	350	300
Stock in Havre.....	94,270	38,040
Stock in Marseilles.....	11,900	13,000
Stock in Bremen.....	19,050	7,050
Stock rest of Continent.....	40,000	20,000
Afloat for Great Britain (American).....	120,000	149,000
Afloat for France (American and Brazil)....	71,443	33,101
Total Indian Cotton afloat for Europe.....	223,011	483,500
Stock in United States ports.....	302,013	150,209
Stock in inland towns.....	54,767	25,910
Total.....	1,571,396	1,415,827

These figures indicate an increase in the cotton in sight to-night of 155,569 bales compared with the same date of 1869.

GUNNY BAGS AND CLOTH.—Bags have sold pretty freely all the week at firm and advancing prices. At the close to-day the market is very sensitive, and holders avoid naming a price for any large lot. The stock here is now very small, being only 1,900 bales, against 10,300 bales for the same period last year. Sales during the week are 500 bales to arrive at 15½c. gold, in bond, and 2,700 bales to arrive at 15½c.; also 250 bales light weights on spot at 21½c. currency, duty paid. We quote 425 lbs. at 23@23½c. cash, currency, duty paid, and 440 lbs. at 24c. cash, currency, duty paid. Cloth also continues very firm, holders not being anxious to sell, many of them looking for a further material advance. Stocks here and at Boston are as follows:

	1870	1869	Decrease.
Stock in New York May 27.....bales	3,424	10,600	7,176
Stock in Boston May 27.....do	3,100	13,700	10,600
Total.....	6,524	24,300	17,776

Sales of this week are 100 bales at 29½c. currency, duty paid; 100 bales at 30c., and 200 bales Borneo at 20c. gold in bond.

The exports of cotton this week from New York show a decrease from last week, the total reaching 6,972 bales, against 7,170 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.
	May 3.	May 10.	May 17.	May 24.		
Liverpool.....	5,750	6,061	6,203	6,473	263,030	223,214
Other British Ports.....	.....	.....	.....	.....	954	3,055
Total to Gt. Britain.	5,750	6,061	6,203	6,473	263,984	226,269
Havre.....	1,694	.....	138	.....	17,483	18,452
Other French ports.....	.....	.....	.....	.....	3	.....
Total French.....	1,694	.....	138	.....	17,486	18,452
Bremen and Hanover.....	43	139	316	499	35,662	32,241
Hamburg.....	101	226	111	.....	17,536	18,814
Other ports.....	.....	.....	402	.....	4,862	1,157
Total to N. Europe.	144	365	829	499	58,060	52,239
Spain, Oporto and Gibraltar &c.....	.....	.....	.....	.....	.....	2,498
All others.....	.....	.....	.....	.....	1,809	1,193
Total Spain, etc.....	.....	.....	.....	.....	1,809	3,688
Grand Total.....	7,588	6,426	7,170	6,972	341,349	300,648

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.....	2,623	77,899	.....	43,113	39	3,429	.....	70
Texas.....	1,873	41,337	.....	8,651	.....	722	.....	.....
Savannah.....	2,333	140,855	1,961	19,750	494	15,660	.....	13,303
Mobile.....	713	15,557	.....	9,119	.....	.....	.....	.....
Florida.....	141	6,904	.....	.....	.....	.....	.....	.....
South Carolina.....	2,358	103,884	101	3,949	66	6,161	152	14,451
North Carolina.....	445	43,256	.....	128	44	1,096	.....	2,759
Virginia.....	1,813	92,146	621	35,902	.....	92	177	32,636
North'n Ports.....	9	5,741	1,435	56,558	.....	5	360	728
Tennessee, &c.....	3,569	120,545	649	18,670	501	16,860	957	22,333
Foreign.....	.....	659	.....	216	.....	.....	.....	6
Total this year.....	15,877	648,783	4,767	195,559	1,144	44,025	1,646	56,286
Total last year.....	6,257	585,414	6,266	198,813	1,243	49,127	810	71,180

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 50,466 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday, except Galveston, and the figures for that port are the exports for two weeks back. With regard to New York, we include the 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:

NEW YORK—To Liverpool, per steamers Scotia, 952 .. Tarifa, 147.....	Total bales.
Minn-sota, 3,349 .. Helvetia, 186... City of London, 897... Mara-	6,473
thon, 460... per ship Trimountain, 482.....	499
To Bremen, per steamers Hansa, 480 .. Donau, 19.....	9,752
NEW ORLEANS—To Liverpool, per steamer Lumsden, 3,163.....ships	7,627
Caravan, 4,281... Coronet, 2,308.....	2,120
To Havre, per barks Pawnee, 1,871... Daniel Draper, 2,532 .. per	1,257
ship John Montgomery, 3,224.....	
To Bremen, per steamer Frankfurt, 2,120.....	
To Barcelona, per bark Olimpia, 1,257.....	

To Cronstadt, per bark Annie, 1,258.....	1,258
To Vera Cruz, per brig Maragaret Johnson, 370.....	370
CHARLESTON—To Liverpool, per bark A. B. W yman, 151 Sea Island and	3,051
2,900 Upland.....	3,158
SAVANNAH—To Liverpool, per ship D. W. Chapman, 40 Sea Island and	2,465
3,118 Upland.....	8,053
To Cronstadt, per barks Johannes, 465 Upland .. Alamo, 2,000....	1,810
TEXAS—To Liverpool, per bark Koeniggratz, 1,217... per ships DeWolf,	1,362
3,300... Expon der, 3,535.....	645
To Havre, per bark Lincoln, 1,810.....	645
To Bremen, per bark Iris, 1,362.....	153
NORFOLK—To Liverpool, per bark Thor, 645.....	395
BALTIMORE—To Liverpool, per bark Loretta, 158.....	19
To Bremen, per steamer Baltimore, 395.....	2
BOSTON—To Liverpool, per steamer Samaria, 16.....	
To Fayal and a market, per bark Fre onia, 2.....	
Total.....	50,466

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

	Liver- pool.	Havre.	Bremen.	Barce- celona.	Cron- stadt.	Vera Cruz.	Total.
New York.....	6,473	.....	499	.....	.....	.....	6,972
New Orleans.....	9,752	7,627	2,120	1,257	1,258	370	22,384
Charleston.....	3,051	.....	.....	.....	.....	.....	3,051
Savannah.....	3,158	.....	.....	.....	2,465	.....	5,623
Texas.....	8,053	1,810	1,362	.....	.....	.....	11,225
Norfolk.....	645	.....	.....	.....	.....	.....	645
Baltimore.....	153	.....	395	.....	.....	.....	548
Boston.....	16	.....	.....	.....	.....	.....	16
Total.....	31,301	9,437	4,376	1,257	3,723	370	50,466

To Fayal and a market, from Boston, 2.
By TELEGRAPH FROM LIVERPOOL.

LIVERPOOL, May 27th—5 P. M.—The market has ruled dull to-day, with sales footing up 8,000 bales, including 1,000 bales for export and speculation. The sales of the week have been 56,000 bales, of which 5,000 were taken for export, and 51,000 for speculation. The stock in port is estimated at 606,000 bales, of which 384,000 are American. The receipts of the week have been 69,000 bales, of which 26,000 were American. The stock at sea, bound to this port, is estimated at 301,000 bales, of which 120,000 bales are American.

	May 27.	May 20.	May 13.	May 6.
Total sales.....	56,000	59,000	83,000	61,000
Sales for export.....	5,000	6,000	7,000	5,000
Sales on speculation.....	4,000	6,000	17,000	7,000
Total stock.....	606,000	590,000	527,000	541,000
Stock of American.....	384,000	388,000	324,000	335,000
Total afloat.....	303,000	311,000	356,000	306,000
American afloat.....	120,000	122,000	180,000	180,000

The following table will show the daily closing prices for the week:

	Sat.	Mon.	Tues.	Wed.	Thu.	Fr.
Price Midd. Uplds.....	10½@11	10½@11	10½@11	10½@11	10½@11	10½@11
“ Orleans.....	11¼@12	11¼@12	11¼@12	11¼@12	11¼@12	11¼@12
“ U. D. to arrive.....	@	@	@	@	@	@

EUROPEAN AND INDIAN COTTON MARKETS.—In reference to these markets, our correspondent in London, writing under the date of May 14, states:

LIVERPOOL, May 14.—The following are the prices of American cotton:

Description.	Ord. & Mid.	Fair & G'd	Same date 1869.
Sea Island.....	16½ 19	22-25 30-48	26 23 31
Stained.....	8 10	12-13 14-16	12 13 17

	Ord.	G. Ord.	L. Mid.	Mid.	G'd Mid.	Mid. F.
Upland.....	9½	10½	10½	11½	11-16	11½
Mobile.....	10	10½	11	11½	11½	11½
N. O. & Texas.....	10	10½	11½	11-16	11½	12½

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

	1867.	1868.	1869.	1870.
Mid. Sea Isl'd 18d 27d. 26d. 19d.	12½	12	11½	11½
Upland 11½ 12 11½ 11½	12	11½	11½	11½
Mobile 11½ 12½ 11½ 11½	11½	12½	11½	11½
Orleans 11½ 12½ 11½ 11-16	11½	12½	11½	11-16

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

	1870.	1869.	1868.	1867.
American.....	98,510	84,650	180,360	33,619
Brazilian.....	7,200	14,990	39,630	20,898
Egyptian, &c.....	4,560	10,530	36,280	1,822
West Indian.....	780	300	3,180	3,126
East Indian ..	64,210	159,940	76,540	73,575
Total.....	175,260	270,410	335,990	133,035

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

	SALES, ETC., OF ALL DESCRIPTIONS.		Total this year.	Same period 1869.	Average weekly sales.
	Trade.	Ex-Specula- tion.			
American..bales.	31,020	2,700	12,500	46,520	601,690
Brazilian.....	8,450	.....	740	9,220	138,480
Egyptian.....	4,720	180	300	5,200	77,080
West Indian....	420	420	50	890	18,620
East Indian... ..	13,870	4,090	2,910	20,880	415,860
Total.....	58,480	7,390	16,830	82,710	1,231,730

	Imports		Total.	This day.	Same date 1869.	Dec. 31, 1869.
	To this date 1870.	To this date 1869.				
American.....	23,169	755,956	495,769	1,039,118	323,850	181,990
Brazilian.....	17,182	158,321	203,978	499,251	53,670	56,970
Egyptian.....	5,753	100,130	106,632	226,540	50,220	63,020
West Indian..	.....	17,795	28,516	89,027	6,310	5,530
East Indian... ..	9,632	186,030	191,199	1,141,343	92,850	66,400
Total.....	55,756	1,218,232	1,026,094	2,995,273	526,900	373,910

Of the present stock of cotton in Liverpool, 63 per cent. is American, against 48.75 per cent last year. Of Indian cotton the proportion is nearly 17.75 per cent., against 17.75 per cent.

BOMBAY, May 7.—Our cotton market remained without quotable change for some days, but, under the influence of bad accounts from Liverpool, prices have latterly given way, closing, however, with a better feeling; a fall in the exchange, and the low rates of freight now current, permitting the execution of European orders. The latest

prices paid are : Machine-ginned fair Broach, 10d cost and freight ; fair Dhollera, 9½d cost and freight ; fair Oomrawuttee, 9d cost and freight. The sales during the week sum up to 4,600 candies, and, in addition, about 2,100 candies have changed hands for future delivery. Weekly sailings to Liverpool and Havre, via Cape, 19,000 bales; ditto, via Suez Canal and overland, 12,000 bales. Our piece goods market opened with animation, and improved rates were obtainable, but the demand has latterly subsided, and we close slightly easier.

MADRAS, May 7.—Up country purchases, new Western cotton, 8½d per pound cost and freight ; old Western cotton, 8¼d per pound, cost and freight.

ALEXANDRIA, April 29.—The shipments since November 1 have been as follows:

From Nov. 1 to April 21—	Gt. Britain.	Continent.	Total.
1869-70.....bales.	129,239	37,723	166,962
1868-9.....	126,082	41,457	167,539
1867-8.....	146,367	37,822	184,189
1866-7.....	141,098	27,341	171,439
1865-6.....	123,212	25,416	148,618
1864-5.....	176,949	33,966	210,915

TOBACCO.

FRIDAY, P. M., May 27, 1870.

There is an increase in the exports of crude tobacco this week, the total from all the ports reaching 2,634 hhds, 674 cases, 650 bales, and 34 hhds stems, against 2,154 hhds, 666 cases, 170 bales 6 tcs and 163 hhds stems for the previous seven days. Of these exports for this week 939 hhds, 638 cases, and 278 bales were from New York ; 957 hhds from Baltimore ; 189 bales and 34 hhds stems from Boston ; 733 hhds from New Orleans, and 37 cases and 58 bales from San Francisco. The direction of the shipments of hhds was as follows: To Valencia, 524 ; to Gibraltar, for orders 137 ; to Liverpool, 46 ; to London, 8 ; to Bremen, 1,446 ; to Alicante, 420 and the balance to different ports. During the same period the exports of manufactured tobacco reached 191,623 lbs., of which 81,846 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. & T'rces.	Hhds. Stems.	Man'd Pkgs.	lbs.
New York.....	939	638	278	.....	.....	.....	182,890
Baltimore.....	957	.....	189	.....	34	.....	7,469
Boston.....	5	.....	125	.....	.....	34	2,364
Philadelphia.....	.....	.....	.....	.....	.....	.....	.....
New Orleans.....	733	.....	.....	.....	.....	.....	.....
San Francisco.....	.....	36	58	.....	.....	.....	.....
Total	2,634	674	650	.....	34	34	191,623
Total last week.....	2,154	666	170	.....	6	163	140,491
Total previous week.....	1,573	325	2,245	.....	.....	198	238,161

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

RECEIPTS AT NEW YORK SINCE NOVEMBER 1, 1869.

From	This week		Previously		T'ls in Nov. 1	
	hhds.	pkgs.	hhds.	pkgs.	hhds.	pkgs.
Virginia.....	35	2,733	1,079	42,518	1,114	45,251
Baltimore.....	11	103	616	528	627	626
New Orleans.....	.....	.....	223	214	223	214
Ohio, &c.....	1,581	686	11,295	10,257	15,876	10,943
Other.....	.....	3	.....	442	.....	445
Total	1,627	3,525	16,213	53,954	17,840	57,479

The market for Tobacco has been dull the past week, buyers and sellers being wide apart in their views.

Kentucky Leaf begins to come forward pretty freely, but is being sparingly offered, and at prices which, for the lower qualities, are fully one cent per pound above the limits of shippers. The sales for the week are only about 600 hhds., of which 350 hhds. are for the general export trade, and the balance to dealers and cutters, prices ranging from 8 to 16c. Holders seem quite indifferent to the present views of buyers, and offer their goods very sparingly.

Seed Leaf presents much the aspect of Kentucky. Receipts are liberal, but not put upon the market, holders preferring to wait till the time when the wants of exporters shall more urgently assert themselves ; in the meantime prices are wholly unsettled, and the sales of the week are only 194 cases Ohio at 10 to 12c., 29 cases Western at 15½c., and 100 cases in small lots at a wide range of prices.

Spanish Tobacco has ruled very quiet, and we have only to notice sales of 200 bales at 85c. to \$1 02½.

Manufactured Tobacco is not so active as last week, but rules firm.

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

EXPORTS OF TOBACCO FROM NEW YORK.

	Hhds.	Cases.	Bales.	Manuf'd lbs.
Liverpool.....	34	.....	.....	81,846
London.....	8	512	.....	24,461
Bremen.....	197	.....	.....	.....
Hamburg.....	.....	.....	168	.....
Valencia.....	524	.....	.....	.....
Gibraltar, for orders.....	137	.....	.....	12,617
Dutch West Indies.....	.....	.....	.....	11,392
Canada.....	.....	.....	30	.....

British West Indies.....	8	16	.....	10,387
French West Indies.....	15	.....	.....	.....
Cuba.....	.....	.....	.....	35,575
Canary Islands.....	11	.....	.....	.....
Hayti.....	.....	80	.....	.....
New Grenada.....	.....	110	.....	.....
Venezuela.....	5	.....	.....	6,612
Total	939	638	278	182,180

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

From Baltimore—To Mayaguez, 2,573 pounds.... To Liverpool, 12 hhds. To Demerara, 7 hhds, 1,784 pounds.... To Berbice, 2 hhds.... To St. Johns, P. R., 54 bales, 3,112 pounds.... To Bremen, 936 hhds, 34 do stems, and 135 bales. From Boston—To Cape de Verd's and a market, 198 bales, 10 half boxes .. To Surr am, 2 hhds.... To St. Thomas, 1 hhd.... To Hayti, 30 half bales.... To St. Pierre, Mique'on, 2 bales, 20 boxes. To other British Provinces—2 hhds, 4 boxes, 2,364 pounds. From New Orleans—To Bremen, 313 hhds.... To Alicante, 420 hhds. From Philadelphia—To Port Spain, 8,525 pounds leaf. San Francisco—To Hong Kong, 20 cases, 58 bales.... To Honolulu, 16 cases.

BREADSTUFFS.

FRIDAY, May 27, 1870, P. M.

Flour and Wheat, especially the lower grades, have had an upward tendency during the week, but the coarser stuffs have been dull and depressed.

The receipts of Flour have been largely increased, but a considerable portion thereof had been previously sold for arrival, and consequently did not come directly upon our market. The current demand, therefore, in the lower grades, has not been well supplied, and buyers for shipment have been compelled to contract with our local millers for flour they needed. This has been especially true for common superfine, and we also notice 4,000 barrels from winter wheat to cross the equator, at \$6, being taken in place of Southern shipping extras, which are scarce. Lines of State and Western shipping extras have sold at \$4 85@5 15, the latter price delivered alongside. At the close nothing desirable can be had under \$5, and Round Hoop Ohio, from winter wheat, must be quoted at \$5 30@5 35. The receipts have slightly fallen off in the past few days, and the accounts from abroad have been better. The higher grades have ruled quiet.

Wheat has gradually gained strength, although the business has been limited to the most pressing necessity of buyers. Receipts have been small ; the stock in store is much reduced, and the offerings have been very poor and unsatisfactory, the only desirable wheat available to buyers being some Milwaukee wheat received by rail, and the Amber Winter in store. Two loads (15,000 bushels) wheat arrived through from the canal to-day, and it is expected that next week the total receipts will average about 100,000 bushels per day, when the real strength of the market will be tested. The receipts at the western ports continue on a large scale, but an unusually large proportion seems to be absorbed before reaching tide-water. This may not be the case throughout June, however. Our market to-day, was strengthened by a further advance in Liverpool, and No. 2 Milwaukee sold at \$1 23@1 24 ; No. 1 at \$1 30, and Amber Winter at \$1 35, which are the highest figures paid in some months.

Corn has become extremely scarce, and full prices have been obtained, but the demand has been limited. To-day, buyers took only a few broken parcels. The receipts at Chicago of nearly 400,000 bushels in two days, caused lower prices in a few days to be generally anticipated. Fair to choice new Western mixed sold to-day at \$1 09@1 14.

Rye has arrived very freely from the canal, and the market for this article is quite unsettled. The supply is mostly from Canada, which is worth about 90c in bond. Domestic, by the car load, sold to-day at \$1 10. Barley and Barley Malt are nearly out of season.

Oats have arrived very sparingly, but the demand has also been limited, and prices have not been fully supported. Very few are coming forward by canal, but we are arriving at a season in which the consumption falls off, and the receipts by rail appear to be equal to our wants. Canada Peas have sold fairly at 95@97 in bond.

The following are closing quotations :

Flour—	Wheat, Spring, per bush.	\$1 05@1 30
Superfine..... 8 bbl. \$4 70@4 90	Red Winter.....	1 31@1 33
Extra State..... 5 00@5 20	Amber do.....	1 34@1 36
Extra Western, com-	White.....	1 45@1 65
mon to good..... 4 95@5 15	White California.....	.....
Double Extra Western	Corn, Western Mix'd.....	1 07@1 14
and St. Louis..... 5 40@8 50	Yellow, Southern new.....	1 16@1 17
Southern supers.....	White, Southern, new.....	.....
Southern, extra and	Rye.....	90@1 15
family..... 6 25@9 00	Oats.....	63@65
California.....	Barley.....	80@1 00
Rye Flour, superfine.....	Malt.....	85@1 00
4 25@5 75	Peas, Canada.....	95@1 18
Corn Meal..... 5 25@5 75		

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

RECEIPTS AT NEW YORK.				EXPORTS FROM NEW YORK.			
	1870.	Same	1870.	1870.	1869.	1868.	1867.
	For the week.	time Jan. 1.	1, 1869.	For the week.	Jan. 1.	week.	Jan. 1.
Flour, bbls.	81,480	1,078,966	827,185	27,881	656,254	20,802	866,707
C. meal, bls.	1,175	26,402	132,000	1,718	33,921	2,242	67,471
Wheat, bush.	247,192	2,884,995	2,141,440	234,575	4,639,868	146,716	2,975,440
Corn, bush.	104,827	926,038	2,370,360	9,546	128,969	28,926	1,316,562
Rye, bush.	74,338	136,616	49,540	6,923	13,632	.....	.....
Barley, bush.	22,500	570,928	631,670	.....	9	.....	70
Oats, bush.	135,173	1,228,932	1,180,195	200	10,987	.....	39,079

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.
	May 21.	May 14.	May 22.	May 23.
Wheat, bush.	831,370*	965,786	764,599	472,503
Corn, bush.	59,363	76,207	213,613	1,069,478
Oats, bush.	399,100	414,376	506,178	572,572
Barley, bush.	105,591	113,490	388	575
Rye, bush.	25,479	20,502	99,312	59,359
Peas, bush.	2,296	2,296	34,675	19,841
Malt, bush.	82,884	82,884	100,705	23,472
Total grain, bush.	1,507,083	1,675,511	1,719,470	2,217,800

*Including 50,000 bushels of California.

RECEIPTS AT LAKE PORTS FOR THE WEEK ENDING MAY 21, 1870.

At	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	(196 lbs.)	(60 lbs.)	(56 lbs.)	(32 lbs.)	(48 lbs.)	(56 lbs.)
Chicago	31,602	292,858	715,520	299,117	22,460	16,402
Milwaukee	17,847	527,146	17,126	33,358	4,940	4,296
Toledo	18,350	1,816,165	98,690	10,290	.....	.....
Detroit	11,323	29,013	1,454	9,075	350	.....
Cleveland	5,790	41,900	4,900	21,150	1,050	350
Totals	84,812	999,082	837,600	372,990	28,500	21,048
Previous week	81,079	873,216	446,943	201,073	25,942	15,044
Correspond'g week, '69	102,061	605,091	409,937	278,651	4,130	10,762
" '68	72,903	628,264	551,839	316,021	3,419	3,696
" '67	51,845	241,832	434,470	117,271	15,574	14,934

COMPARATIVE RECEIPTS at the same ports, for four years, from Jan. 1 to May 21:

	1870.	1869.	1868.	1867.
Flour, bbls.	1,373,240	2,080,375	1,330,441	1,106,118
Wheat, bush.	8,108,008	7,829,203	5,429,045	3,319,532
Corn, bush.	5,904,392	10,455,817	10,940,137	8,184,911
Oats, bush.	2,849,471	3,579,725	3,082,549	2,006,111
Barley, bush.	601,860	381,599	374,459	501,894
Rye, bush.	235,629	461,485	176,511	387,160
Total grain, bush.	17,339,360	22,707,829	20,001,725	14,399,671

And from August 1st, to and including May 21, for four years:

	1869-70.	1868-69.	1867-68.	1866-67.
Flour bbls.	3,678,781	4,621,544	3,635,024	3,278,775
Wheat bushels.	35,492,875	32,242,740	29,504,085	20,048,838
Corn	19,312,509	22,674,842	24,275,273	23,033,707
Oats	9,831,259	16,631,561	13,850,184	6,368,880
Barley	2,502,112	2,630,448	1,785,374	1,667,947
Rye	1,095,182	2,002,642	1,322,291	1,598,590
Total grain, bushels.	68,253,937	76,182,233	70,737,207	52,717,962

SHIPMENTS FROM SAME PORTS FOR WEEK ENDING MAY 21.

	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	bbls.	bush.	bush.	bush.	bush.	bush.
Week ending May 21	95,898	1,220,852	372,588	222,173	13,872	17,190
Previous week	91,955	1,256,767	483,121	104,051	21,752	4,692
Cor. week, 1869	138,446	1,071,936	482,619	194,001	2,700	7,463

COMPARATIVE SHIPMENTS of flour and grain from the ports of Chicago, Milwaukee, Toledo, and Cleveland, from Jan. 1 to May 21, inclusive, for four years:

	1870.	1869.	1868.	1867.
Flour bbls.	1,358,329	1,882,899	.....	.....
Wheat bush.	7,658,864	5,698,349	.....	.....
Corn	4,113,821	6,653,613	.....	.....
Oats	1,377,750	2,398,295	.....	.....
Barley	276,759	174,664	.....	.....
Rye	148,669	467,713	.....	.....
Total	13,575,863	15,398,134	.....	.....

GRAIN "IN SIGHT," MAY 21, 1870.

	Wheat.	Corn.	Oats.	Barley.
	bush.	bush.	bush.	bush.
In store at New York	831,370	59,363	399,100	105,591
In store at Buffalo	534,100	52,600	63,600	1,320
In store at Chicago	1,623,235	890,037	864,282	75,431
In store at Milwaukee	932,000	3,621	37,737	4,641
In store at Toledo*	348,453	95,349	60,945	5,266
In store at Detroit	33,319	8,352	23,279	6,563
In store at Oswego*	300,000	30,800	20,000	30,000
In store at St. Louis	73,886	170,865	81,701	2,535
Afloat on New York Canals	984,547	95,006	65,586	.....
Afloat on lakes for Buffalo and Oswego	914,665	276,072	107,727	.....
Rail and water shipments from Chicago and Milwaukee & Toledo for week	162,871	205,876	105,409	13,872
Total in store and in transit	6,771,436	1,987,941	1,829,426	255,219
" " " "	6,861,438	1,454,372	1,481,201	305,641
" " " "	6,716,815	1,523,115	1,542,609	253,457
" " " "	6,700,433	1,354,972	1,554,032	323,397
" " " "	7,723,312	1,302,719	1,583,069	404,183
" " " "	8,359,894	1,161,959	1,096,115	455,569
" " " "	9,379,142	1,142,314	2,020,830	462,320
" " " "	9,839,026	1,354,566	2,164,316	505,279

*Estimated.

GROCERIES.

FRIDAY EVENING, May 27, 1870.

We still find but little of a really encouraging nature in the leading articles under this head, though holders of the stocks pretend to great confidence, and generally insist upon full previous rates—the ease in the money market aiding them materially in assuming this position. Buyers have in some instances been more numerous, and temporarily infused a little animation into the market for the

goods sought after, but all operations were calculated to a nicety on actual wants, and an immediate withdrawal followed the making up of invoices previously decided upon. The cost of Coffee still exceeds the views of consumers, and with little or no distributive trade, jobbers will not purchase. Teas fairly active and steady. Spices tending upward. Sugars rather feverish, but the advance of last week hardly sustained. Molasses dull and more or less nominal.

Imports of the week have included several cargoes of tea, 27,274 bags of Rio coffee, and about 6,951 bags of other sorts; fair receipts of sugar and molasses, including 12,066 bags of Manila sugar.

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 New York this week.	Total at all ports since January 1.
	1870.	1869.
Tea lbs.	2,814,202	29,712,550
Tea (indirect import) pkgs.	.....	31,496
Coffee, Rio bags.	27,274	513,598
Coffee, other bags.	6,951	174,352
Sugar boxes.	4,664	194,571
Sugar hhd.	7,345	286,625
Sugar bags.	12,066	353,898
Molasses hhd.	4,650	181,392

TEA.

There has again been a very good aggregate of business transacted in invoices and in most cases about former prices were obtained, the market showing a generally uniform tone and closing steady. Fine qualities of Green still appear to be the favorites, and it is probable that the sales of these could be increased somewhat were it not for the fact that buyers persistently demand that prices be accepted nearly if not quite as low as upon the common grades. Sales of 10,239 Greens, 4,631 Oolongs, and 3,200 Japans.

Imports of Tea have included 472,650 lbs. Japans, per "Havelock," from Yokohama; 815,557 lbs. do per "Crest of the Wave," 109,466 lbs. Black, per "Music," from Hong Kong; 15,987 lbs. Black; 987,710 lbs. Green, and 42,832 lbs. Japans, per "Harlaw," from Shanghai.

The following table shows the comparative shipments of Tea from China and Japan to the United States from June 1 to April 4, in two years, and importations into the United States (not including San Francisco), from January 1 to date, in 1869 to 1870:

	SHIPMENTS FROM CHINA & JAPAN FROM JUNE 1 TO APRIL 4.	IMPORTS FROM CHINA & JAPAN INTO THE U. S. SINCE JAN. 1.
	1869-70.	1869-70.
Black	12,956,886	12,292,406
Green	18,209,097	11,416,766
Japan	9,250,852	10,152,889
Total	40,416,835	39,278,520

The indirect importations, including receipts by P. M. Steamers via Aspinwall, have been 31,496 pkgs since January 1, against 15,464 last year.

COFFEE.

The market for Brazils has outwardly shown quite a dull and uninteresting tone during the greater portion of the week, the accommodation has somewhat increased and neither buyer or seller appeared to take much more than ordinary trouble to alter the position. There has in reality, however, been a strong effort on the part of each conflicting interest to force from the other some concession, and matters have evidently settled down into a question of endurance between importers and jobbers. The latter as a rule hold at this point smaller stocks probably than for many years, some of the most extensive houses carrying only 500@1,000 bags, but as the distribution is made at the moment they manage to work along hoping to wear out the patience of owners of cargoes, and bring about a decline. Holders of the supply in bond on the other hand claim with much reason that the statistical position is unusually strong, and that they have no fear but that when their goods go into consumption it will be at full prices. Some little nervousness has prevailed in view of the odd lots continually dropping in per steamers from Europe, though the total is still too small to have any serious effect. For the other styles we find a continued strong market but no activity beyond an ordinary jobbing call. Orders from the interior are still far and far between and current values are evidently having the effect to greatly reduce the consumption. The recent telegram from Rio Janiero was rather unfavorable for holders of Rio, but not more so than anticipated and has yet failed to give buyers any advantage. The weeks transactions include 8,557 bags Rio and Santos, 932 bags Maracaibo; 150 bags Ceylon; 584 bags St. Domingo for consumption, 1,467 bags do for export, and 981 bags do shipped to Europe direct from first hands.

Arrivals of Coffee for the week have included the following cargoes of Rio Str "Bremen," 2,144 bags; str "Lafayette," 1,874 bags; str "Bellona," 3,080 bags; str "North America," 4,536 bags; str "Smidt," 2,462 bags; str "Main," 1,600 bags; "Moses Rogers," 6,191 bags; "Elise Smidt," (Santos) 5,387 bags; also, 975 bags of sundries.

The stock of Rio, May 26, and the imports since January 1 are as follows:

	New York.	Phila. delphia.	Balti- more.	New Orleans.	Savan. & Gal-veston.	Total.
Stock	41,751	.....	9,893	2,000	5,000	58,644
Same date 1869	110,182	.....	40,000	19,000	6,500	175,682
Imports	252,463	.....	187,955	76,602	20,892	538,912
" " in 1869	328,900	8,200	125,506	64,668	15,485	543,559

Of other sorts the stock at New York, May 26, and the imports at the several ports since January 1 were as follows:

	(New York) stock.	Boston import.	Philadel. import.	Balt. import.	N. Orle's import.	Total imports at all the ports.
In bags	.....	.....	.....	.....	.....	.....
Java and Singapore	7850	33,022	36,469	.....	.....	.....
Ceylon	500	.....	500	.....	.....	.....
Maracaibo	10,905	45,285	.....	.....	.....	.....
Laguayra	1,467	5,809	.....	3,052	.....	.....
St. Domingo .. . . .	.....	30,087	.....	.....	.....	.....
Other	5,366	10,490	166	400	360	213
Total	20,439	124,693	41,990	3,952	3,478	174,352
Same time, 1869	36,124	139,852	28,031	20,856	300	190,285

* Includes mats, &c., reduced to bags. † Also, 36,918 mats; besides about 6,800 mats in second hands.

SUGAR.

The activity in Raw Sugars current at the close of our last report was soon materially reduced, and though subsequently some comparatively free sales were effected, including a few parcels for the Canadian trade, prices lost what little buoyancy they possessed and buyers again began to secure the advantage both on the cost and grading of goods. The reaction, to be sure, was not sharp, nor has it yet amounted to much, but there is an evident want of vigor

to the market and all attempts to stimulate a generally higher rate of values have proved futile. The recent demand was mainly from refiners in receipt of liberal orders for their reduction, but these orders are now pretty well provided for, and not being repeated to any extent the outlet for raws is reduced accordingly. Indeed the hand to mouth system of operating is adhered to with much tenacity by all classes of buyers, and reports of injury to crop, shipments to Europe, a probable continuation of present duties, the likelihood of large quantities of sugar being wanted to preserve the prospective liberal fruit crop fail to cause a deviation from this course, which takes only just such parcels as can be used to immediate and positive advantage. The accumulation was reduced somewhat, but the falling away is gradually being made good by fresh arrivals. Refined sugars have reached much higher figures on a brisk demand, and some refiners are sold ahead of production, but of late buyers have been less plenty. The general market closes unsettled. The sales of raw include 5,178 hhds Cuba, 1,485 hhds Porto Rico, 435 hhds Demerara, 25 hhds St. Croix, 850 boxes Havana, 32 hhds, 140 cases, 150 bbls Mexican, and 150 hhds Melado.

Imports at New York, and stock in first hands, May 26, were as follows:

	Cuba, bxs.	Cuba, *hhds.	P. Rico, *hhds.	Other, *hhds.	Brazil, bags.	Manilla, bags.	Melado, hhds.
Imports this week...	4,664	4,216	2,326	809	54,358	158,698	11,628
since Jan. 1 1870	122,558	133,732	15,692	15,569	54,358	158,698	11,628
same time '69	235,715	150,436	10,432	18,156	83,871	89,080	...
Stock in first hands..	104,156	88,548	88,113	347,534	106,789	2,124	2,185
Same time 1869.....	134,403	88,113	88,113	347,534	106,789	2,124	2,185
" " 1868.....	42,560	52,215	52,215	8,098	8,098	...	...

HAWAII, May 20.—The Weekly Report says: "Sugar.—Clayed.—The demand has been very active during the whole week, buyers having entered the market with a good disposition to operate freely, and as holders have retained their previous firmness concerning prices, a small advance has in some cases been paid for good sugars. The sales which have been reported during the week amount to about 40,000 boxes of all classes—against 35,000 last week—

Shipments this week from Havana and Matanzas have been as follows:

To	Boxes.	Hhds.	To	Boxes.	Hhds.
New York.....	4,028	2,075	Baltimore, &c.....	2,831	1,462
Boston.....	110	237	New Orleans.....	500	...
Total export of the week to all countries.....	68,952	7,250			

The general movement at both ports has been as follows:

—Rec'ts this w'k—	—Exports since January 1.—				—Stock at date.—	
	Boxes.	Hhds.	To U. S.	To all Ports.	Boxes.	Hhds.
1870.....	55,519	3,838	195,910	77,532	779,754	100,687
1869.....	67,294	4,675	353,811	57,433	804,250	69,439
1868.....	72,335	4,210	233,443	52,041	763,901	64,174

MOLASSES.

This market presents no new features worthy of special notice. Really first class grocery grades when offered appear to find a fair outlet and command about former rates, and there is occasionally a call from refiners, but the general tone slow and buyers in no case can be induced to pay an advance. The general stock is liberal and easily available with holders still apparently quite willing to sell on any good offer in preference to holding supplies and incurring further expenses. Inferior grades must still be considered as entirely nominal, as not even a bid can be obtained. The little domestic now to be found sells readily in a jobbing way at very full rates to retail dealers. The transactions for the week embrace 325 hhds Cuba, Muscovado, part old, 250 hhds Cuba clayed, 935 hhds Porto Rico, 225 hhds Barbadoes, 303 hhds St. Kitts, and 150 bbls New Orleans.

The receipts at New York, and stock in first hands, May 26, were as follows:

	Cuba, *hhds.	P. Rico, *hhds.	Demerara, *hhds.	Other, *hhds.	N. O. bbls.
Imports this week...	1,928	1,551	166	1,005	...
since Jan. 1.....	55,244	11,952	3,332	4,132	9,121
same time 1869.....	70,505	7,969	5,725	6,874	14,134
Stock in first hands.....	16,448	2,308	1,912	3,052	500
same time '69.....	7,006	189	877	...	...
same time '68.....	5,9.5	3,411	...	...	...

Imports of Sugar & Molasses at leading ports since Jan. 1.

The imports of sugar (including Melado), and of Molasses at the leading ports from January 1 to date, have been as follows:

	Sugar.				Molasses.			
	Boxes.	Hhds.	Boxes.	Hhds.	Boxes.	Hhds.	Boxes.	Hhds.
New York.....	122,558	235,714	168,216	179,024	214,056	219,338	74,660	90,384
Boston.....	16,025	16,014	40,509	29,969	92,528	81,523	34,483	26,150
Philadelphia.....	16,966	29,473	34,536	38,624	26,418	23,561	51,428	52,397
Baltimore.....	21,583	22,036	41,054	36,205	20,396	...	16,658	12,286
New Orleans.....	17,439	57,951	2,810	4,650	...	...	4,663	10,677
Total.....	194,571	361,188	286,625	283,472	353,898	279,422	181,292	192,394

* Including tierces and barrels reduced to hhds.

SPICES.

The principal feature of the week has been a sharp speculative call for nutmegs, based upon receipts of a short crop, much buoyancy in prices at the place of growth, and considerable excitement in the European markets. The movement embraced some 2,800 cases, about all available here and to arrive, and the bulk was taken on English account to be held for orders. An advance of 3@5c per pound, gold, is now asked. Mace naturally shows an advancing tendency, but we learn of no movement. Other goods quiet, but firmly held.

FRUITS.

The first three days following our last report the market was active and prices for all kinds tended upward, since there have been fewer purchasers but prices continue steady. Currants have sold quite freely at better prices. Turkish Prunes are in fair demand for small lots, but prices are shaded by importers. Considerable Citron has been sold since our last on private terms. Fire Crackers have advanced with a good demand, closing at \$2 60 per box, and some are held at higher prices.

Domestic Dried have been very quiet the past week with prices favoring the buyer; receipts continue light, but stocks on hand of most descriptions are more than sufficient to meet the demands of the trade; a lot of Western apples has been sold at 4c per pound. There are no prime pared Peaches in first hands and very few held by jobbers. Blackberries are lower; prices for other kinds are nominally without change, but holders readily grant concessions. Foreign green fruits from the Mediterranean are in active demand with the supply hardly sufficient, and prices tend upward. Palermo Mountain and Messina Oranges sell from stores at \$5 50@6 per box for repacked and \$5@5 50 for selected do. Lemons at \$4 25@4 75 per box. At auction to-day Messina Oranges sold at 95c @ \$6 10 per box, and do Lemons at \$2 10@2 50. West India arrive pretty freely but meet with ready sale at about former prices. Pineapples are selling at \$12@14 per C; Bananas at \$1 50@3 per bunch.

Baracoa Cocoanuts at \$35@40 per M, and Carthagea at \$65@68 per M. Domestic green Apples are steady; a car-load of Russetts came in this week and sold at \$5 per bbl. Strawberries are plenty and comparatively cheap, selling from 10@15c per quart. Peanuts continue in demand at firm and advancing prices for Wilmington's. Pecans have been rather quiet, but are firmly held. Canned goods continue to sell well but at low and irregular prices for most kinds.

We annex ruling quotations in first hands. On the purchase of small lots prices are a fraction higher.

Tea.

New Crop.	(Duty paid)	New Crop.	(Duty paid)
Hyson, Common to fair.....	65 @ 75	H. Sk. & Tw'ky Ex. f. to finest	70 @ 75
do Superior to fine.....	80 @ 95	Uncol. Japan, Com. to fair..	73 @ 78
do Ex. fine to finest.....	1 05 @ 1 30	do Sup'r to fine.....	80 @ 90
Young Hyson, Com. to fair.....	65 @ 75	do Ex. f. to finest.....	95 @ 1 15
do Super. to fine.....	85 @ 1 10	Oolong, Common to fair.....	60 @ 70
do Ex. fine to finest.....	1 25 @ 1 60	do Superior to fine.....	75 @ 95
Gunp. & Imp., Com. to fair.....	75 @ 90	do Ex. fine to finest.....	1 05 @ 1 40
do Sup. to fine.....	1 15 @ 1 30	Souc. & Cong., Com. to fair.....	69 @ 70
do Ex. fine to finest.....	1 40 @ 1 75	do Sup'r to fine.....	75 @ 90
Hyson Sk. & Tw. C. to fair.....	58 @ 63	do Ex. f. to finest.....	1 00 @ 1 30
do do Sup. to fine.....	65 @ 68		

Coffee.

Rio Prime, duty paid.....	gold. 17 1/2 @ 18 1/2	Native Ceylon.....	gold. 17 1/2 @ 19
do good.....	gold. 16 1/2 @ 17 1/2	Maracaibo.....	gold. 16 1/2 @ 19
do fair.....	gold. 15 1/2 @ 16 1/2	Laguayra.....	gold. 17 @ 19
do ordinary.....	gold. 15 @ 15 1/2	St. Domingo, in bond.....	gold. 9 1/2 @ 10
Java, mats and bags.....	gold. 20 1/2 @ 22 1/2	Jamaica.....	gold. 15 @ 16 1/2

Sugar.

Cuba, Inf. to com. refining.....	8 1/2 @ 8 3/4	Havana, Box, white.....	11 1/2 @ 12 1/2
do fair to good refining.....	9 @ 9 1/2	Porto Rico, refining grades.....	8 1/2 @ 9 1/2
do prime.....	9 1/2 @ 9 3/4	do do grocery grades.....	9 1/2 @ 10 1/2
do fair to good grocery.....	9 1/2 @ 9 3/4	Brazil, bags.....	8 1/2 @ 9 1/2
do pr. to choice grocery.....	9 1/2 @ 10 1/2	Manilla, bags.....	8 1/2 @ 8 3/4
do centrifugal, hhds. & bxs.....	8 1/2 @ 10 1/2	White Sugars, A.....	12 1/2 @ 12 1/2
do Melado.....	4 1/2 @ 7 1/2	do do B.....	11 1/2 @ 12
do molasses.....	8 @ 9 1/2	do do extra C.....	11 @ 11 1/2
Hav'a, Box, D. S. Nos. 7 to 9.....	8 1/2 @ 9 1/2	Yellow sugars.....	11 @ 11 1/2
do do do 10 to 12.....	9 1/2 @ 9 3/4	Crushed and granulated.....	12 @ 12 1/2
do do do 13 to 15.....	10 1/2 @ 10 3/4	Powdered.....	12 @ 12 1/2
do do do 16 to 18.....	10 1/2 @ 11 1/2	Clarified, different refineries.....	@
do do do 19 to 20.....	12 @ 12 1/2		

Molasses.

New Orleans (new).....	80 @ 1 00	Cuba centrifugal.....	30 @ 38
Porto Rico (new).....	40 @ 65	Old Crop Cuba.....	20 @ 28
Cuba Muscovado (new).....	36 @ 44	English Islands (new).....	30 @ 50
Cuba Clayed (new).....	35 @ 39		

Rice.

Rangoon, dressed, gold in bond	3 @ 3 1/2	Carolina.....	8 @ 8 1/2
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Spices.

Cassia Batavia.....	gold \$ D. 46 1/2 @ 47	Pepper, in bond..... (gold)	11 1/2 @ 12
Cassia, in nuts.....	do 47 @ 48	Pepper, Singapore.....	27 @ 27 1/2
Ginger, race and Af (gold).....	11 1/2 @ 12	do Sumatra.....	26 1/2 @ 27 1/2
Mace.....	do 1 23 @ 1 28	Pimento, Jamaica..... (gold)	18 1/2 @ 19
Nutmegs, casks.....	1 05 @ 1 07 1/2	do in bond.....	do @ 4
do cases Penang.....	1 07 1/2 @ 1 10	Cloves.....	do 25 1/2 @ 26

Fruits and Nuts.

Raisins, Seedless, new # mat.....	7 1/2 @ 7 5/8	Brazil Nuts.....	7 1/2 @ 8
do Layer, old, # box.....	2 80 @ 3 00	Filberts, Sicily.....	12 @ 13
do Layer, new, # box.....	3 95 @ 4 00	do Barcelona.....	@ 11
do Valencia, # m.....	15 @	African Peanuts.....	@
do London Layer.....	15 @ 4 50	Walnuts, Bordeaux, new.....	9 @ 11
Currants.....	11 1/2 @	Macaroni, Italian.....	14 @ 15 1/2
Citron, Leghorn.....	41 @ 42	Fire Crack, best No 1 # box	2 60 @
Prunes, Turkish, old.....	@ 9 1/2	DOMESTIC DRIED FRUITS.	
Prunes, Turkish, new.....	18 1/2 @ 14	Apples, State..... # m.	7 @ 8 1/2
Prunelles.....	16 @	do Western.....	4 @ 6
Dates.....	@ 6	do Southern.....	5 @ 7
Figs, Smyrna..... # m.	11 @ 17	do sliced.....	10 @ 12
Cherries, German.....	10 @ 11	Peaches, pared, East Shore.....	24 @ 25
Canton Ginger.....	@ 10 1/2	do do Georgia.....	18 @ 22
Almonds, Languedoc.....	23 @	do unpared, hlvs & qrs	6 1/2 @ 8
do Provence.....	20 @	Blackberries.....	11 1/2 @ 12 1/2
do Ilica.....	@ 21 1/2	Cherries pitted.....	18 @ 22
do Sicily, soft shell.....	16 @	Pecan Nuts..... # m.	11 @ 12
do Shelled, Spanish.....	35 @ 38	Hickory Nuts..... # bush.	1 00 @ 1 10
do paper shell.....	50 @	Peanuts, Vag'd to fancy do	2 00 @ 3 25
Sardines..... # hf. box.	27 1/2 @ 28	do com. to fair do	1 25 @ 2 00
Sardines..... # qr. box.	15 1/2 @ 16	do Wil. g'd to best do	1 50 @ 2 25

Grocers' Drugs and Sundries.

Alum.....	3 1/2 @ 3 3/4	Sic. Licorice.....	16 @ 17
Bi-Carb. Soda.....	4 1/2 @ 4 3/4	Calabra Imitation.....	@ 21
Borax.....	30 @ 31	Madder.....	10 @ 12
Sal Soda, Cask.....	2 1/2 @ 2 3/4	Indigo, Madras.....	gold. 1 20 @ 1 25
Sulphur.....	@ 4 1/2	do Manilla.....	gold. 80 @ 1 15
Saltpetre.....	10 @ 16	Cordage, Manilla, 1/2 and 3/4	22 1/2 @ 23
Copperas.....	1 1/2 @ 2	do do Large sizes.....	@ 22
Campbor, in bbls.....	75 @ 76	Sisal.....	do @ 20
Castile Soaps.....	12 1/2 @ 12 3/4	do Bed Cords.....	1 75 @ 2 50
Epsom Salts.....	3 1/2 @ 4	Jute do.....	1 50 @ 2 50

THE DRY GOODS TRADE.

FRIDAY, P. M., May 27, 1870.

The present week has brought about no important changes in the dry goods market, except a further decline in the light trade noted in our last review. There are a few buyers in the city who represent the State, or "near-by" trade, but their purchases are light. The city retail trade is moderately active, and the movements in this direction are of fair remnants of the most seasonable goods.

The general tone of the market has been quite steady, and but few changes have been made in our quotations. The fluctuations in prices have in no instance been wide, and are caused rather by the absence of a demand for goods, or the accumulation of excessive stocks, than by any outside influences. In a few instances some slight advance has been obtained by a scarcity of the goods, in the face of a steady demand.

The most activity is now noticeable in woollen goods, especially of domestic manufacture. In these, the demand from clothiers and cloth jobbers for the heavy weights are becoming more animated, and the present movements are of liberal amounts.

The city retail trade is reported as being in a healthy condition, and the collections from this, as well as the interior trade in all sections, are made with ease.

The foreign goods market continues without special feature, and trade in this department lags.

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

	FROM NEW YORK.		FROM BOSTON		Domestics.
	Domestics.	Val.	Dry Goods.	Val.	
Total for week....	1,173	\$101,834	25	\$4,376	54
Since Jan. 1, 1870....	6,693	818,843	1,285	347,478	1,509
Same time 1869....	10,031	1,067,945	1,293	252,701	1,189
" " 1868....	11,208	1,057,188	2,930	733,626	5,444
" " 1867....	4,134	574,063	2,825	605,691	3,362
" " 1866....	1,430	207,162	1,631	539,318	1,583
" " 1865....	39,273	....	....	....	22,444

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

BROWN SHEETINGS AND SHIRTINGS.—The majority of standard makes find a steady, though by no means liberal, sale; and since many of the manufacturers have restricted their production to the propable wants of the trade, there is little probability of a decline in prices. In consequence of the limited inquiry, the stocks of medium and lower grades have become excessive in agents' hands. There is, however, but little disposition manifested on the part of holders to make concessions on any but the low grades, although it seems probable that the movement in medium goods could be stimulated by a slight reduction below the present asking prices. Agawam F 36 11½, Amoskeag A 36 14½, do B 36 14, Atlantic A 36 15, do D 12½, do H-14½, do P 36 12, do L 36 13, do V 33 12½, do N 30 10½, Appleton A 36 15, Augusta 36 14, do 30 13, Broadway 36 12, Bedford R 30 8½, Boott H 27 11, do O 34 11½, do S 40 12½, 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 11, Indian Head 36 15, do 30 13, Indian Orchard A 40 13½, do C 36 12, do BB 36 11, do W 34 10, do NN 36 14½, Laconia O 39 14½, do B 37 13, do E 36 11½, Lawrence A 36 11½, do C 36 —, do F 36 13, do G 34 12, do H 27 10, do LL 36 12, Lyman C 36 13, do E 36 14½, Massachusetts E 33 11½, do J 30 11½, Medford 36 15, Nashua fine 33 13, do 36 15, do E 40 17, Newmarket A 12½, Pacific extra 36 14½, do H 36 14½, do L 36 13, Pepperell 7-4 30, do 8-4 35, do 9-4 40, do 10-4 45, do 11-4 50, Pepperell E fine 39 13½, do R 36 12½, do O 33 11½, do N 30 10½, Pocasset F 30 8½, do K 36 13½, do Canoe 40 15, Saranac fine O 33 13, do R 36 15, do E 39 17, Sigourney 36 10½, Stark A 36 14½, Swift River 36 11, Tiger 27 8½.

BLEACHED SHEETINGS AND SHIRTINGS.—Traffic in bleached cottons continues fair, in comparison with other goods; but the distribution of all with the exception of some of the leading makes, is somewhat of a laborious task. Standard goods of favorite makes find comparatively easy sale, and the stocks of these goods are kept sufficiently light to maintain prices with some firmness. Of the lower grades, the accumulated stocks in first hands have become somewhat excessive; and although without general change, our quotations are to some extent nominal. Amoskeag 46 19, do 42 17, do 54 20, do A 36 15½, do Z 24 11, American A 36 12½, Androskoggin L 36 16, Arkwright WT 36 17½, Auburn —, Atlantic Cambric 36 21, Ballou & Son 36 13½, do 31 11, Bartletts 36 15, do 33 14, do 31 13, Bates XX 36 17, do B 33 14, Blackstone 36 14½, do D 37 13½, Boott B 36 15, do C 33 13½, do E 36 12, do H 28 11½, do O 30 11½, do R 23 9, do W 45 19, Clarks 36 20, Dwight 40 21, Ellerton 10-4 39½-45, Forestdale 36 15, Fruit of the Loom 36 17, Globe 27 8, Gold Medal 36 14, Green Mfg Co 36 10½, do 31 10, Great Falls Q 36 16½, do J 33 —, do S 31 11½, do A 32 13, Hill's Semp. Idem 36 16, do 33 14½, Hope 36 14, James 36 15, do 33 13½, do 31 —, Lawrence B 36 13½, Lonsdale 36 17, Masonville 36 17, Newmarket C 36 13½, New York Mills 36 24, Pepperell 6-4 30, do 8-4 40, do 9-4 45, do 10-4 50, Rosebuds 36 15, Red Bank 36 11, do 33 10½, Slater J. & W. 36 —, Tuscarora 36 19, Utica 5-4 30, do 6-4 35, do 9-4 60, do 10-4 65, 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 29, do 40½ 26, do 36 21½, Washington 33 9½.

PRINTS.—There is a steady trade of moderate magnitude in progress in all dress fabrics, of which Prints enjoy a fair proportion. The movements are not heavy, however, and manufacturers are afforded an opportunity to increase their stocks, or at least to fill some of the orders for goods "to arrive," with which many of the leading mills have been crowded. The light summer styles of all the favorite makes have been cleared out of the market, and the present transactions are confined entirely to medium and dark styles. There have been no notable changes in prices, and the list appears well sustained. Albion solid 11, Albion ruby 11½, Allens 11, do pinks 12, do purples 11½, Arnolds 9, Atlantic 6½, Dunnell's 12, Hamilton 11½, Hope 7, Lancaster 10½, London mourning 10, Mallory 11½, Manchester 11½, Merrimac D 12, do pink and purple 14, do W 13½, Oriental 10½, Pacific 11½, Richmond's 11½, Simpson Mourn'g 10½, Sprague's pink 12, do blue and White 11, do shirtings 10½, Wamsutta 7@7½.

PRINTING CLOTHS.—The trade in these goods continue without change, and the movements are fully up to those of the previous week. At Fall River to-day there is a fair demand and prices firm at 6½@7c.

COTTON DRILLS.—Little improvement is reported in the export demand for Drills, the demand for home consumption constituting the bulk of the trade. Amoskeag 15½, Augusta 16, Graniteville D 16, Hamilton 16, Laconia 15½, Pepperell 15, Stark A 15, do H 14.

GINGHAMS.—There is but a moderate inquiry for any excepting the best qualities of leading makes, the general trade remaining in much the same condition as at the time of our last review. Amoskeag, 17; Clyde, 11; Earleton, extra, 22½; Glasgow, 15; Gloucester, 14½; Hadley, 14; Hampden, 16; Hartford, 12½; Lancaster, 17; Lancashire, 15; Pequa, 12½; Park Mills, 14; Quaker City, 14; Roanoke, 12½; Union, 12½.

MOUSSELINE DE LAINES.—There are no features to record in connection with these fabrics, and only small sales appear to be made at nominal prices. Hamilton, 17; Lowell, 17; Manchester, 17; do all wool, 37½; Pacific, 17; do Armures, 18; do plain, 18; do Robe de C, 20; do plain Oriental, 17; do Anilines, 20; do Serges, 21; do Alpacas, 21; do do 6-4, 23½; Percales 4-4, 23½; Lu (ras, 17.

PRINTED LAWNS AND PERCALES.—The movements in Lawns continue fair, though rather below anticipations. Percales of the best makes meet steady sale in considerable quantities. Pacific Percales are quoted at 23½c; Lancaster, 17@21c; Manchester, 15c; Merrimac, 18c; Pacific 1400, Lawns, 17c; do Organdies, 20c; Sprague's 1400, 12½c; Victoria 1200, 15c; Atlantic 1400, 17c.

OTHER COTTON GOODS do not appear to present any new aspect, and in no instance is there more than a moderate trade doing. All staple goods seem well sustained, though in many instances our quotations will be found nominal.

CHECKS.—Caledonia 70 26, do 50 27½, do 12 26½, do 10 23, do 8 18, do 11 22½, do 15 27½, Cumberland 15, Jos Greers, 55 16½, do 65 18½, Kennebeck 24, Lanark, No. 2, 10, Medford 13, Mech's No. A 1 29, do 85 18, Miners 10 24, do 50 25, do 8 19, Park No. 60 17½, do 70 19½, do 80 21½, do 90 25, do 100 26, Pequa No. 1,200 13½, do 1,600 17½, do 2,000 25, do 2,800 27½, Star Mills 12 16, do 18 18, do 20 20, Union No. 20 24, do 50 26, do 18 22, Watts No 80 16.

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

CORSET JEANS.—Amoskeag 12½, Androskoggin 13½, Bates 10½ Everetts 15½, Indian Orchard Imp. 11½, Laconia 12½, Naumkeag —, Newmarket 11½, Washington satteen 16.

CARPETS.—Tap Brussels, \$1 49; 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 10; do. body Brussels 4-frame, \$1 90; do. body Brussels 3-frame, \$1 80; Ingrains, Philadelphia makes, 70c.@\$1 00; do. cotton warp, 50c.

DENIMS.—Amoskeag 30, Bedford 19, Beaver Cr. CC 22, Columbian heavy 28, Haymaker Bro. 16½, Manchester 20, Otis AXA 25, do BB 23, do CC 20, York 30.

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

TICKINGS.—Albany 10½, American 14½, Amoskeag A C A 54, do A 27, do B 22, do C 20, do D 18, Blackstone River 15, Conestoga extra 32 25, do do 36 30, Cordis AAA 28, do BB 16½, Hamilton 22½, Lewiston A 36 34, do A 31 29, do A 30 27, do B 30 25, Mees. & W'km's 29, Pearl River 30, Pemberton AA 24, do E 17, Swift River 15, Thorndike A 16, Whittenton A 22½, Willow Brook No. 1 27, York 30 25, do 32 31.

WOOLEN GOODS.—The movements in heavy woollens from first hands have been considerably larger during the present week, though the market is hardly so buoyant as might have reasonably been anticipated. There is an active demand from jobbers for faced goods of heavy weights, and the leading manufacturers of these goods report their sales as being unusually large. There is no inquiry for this style of goods from the clothing trade, but this branch is taking fair amounts of plain heavy cassimeres and overcoatings, with an occasional lot of fancy goods. Prices are unchanged, and first hands manifest no disposition to make concessions, inasmuch as the present rates are well sustained, and the prospects are rather favorable for an advance than otherwise.

FOREIGN GOODS.—The business of this department is flat and without more than ordinary interest. Sales of moderate amounts of staple fabrics are effected to supply the current wants of the consuming trade, and Lawns, Grenadines, Japanese Poplins, and other gray effects, which are in limited supply, are fairly maintained. The rapid decline in the volume of business during the last week or ten days has affected values greatly, and the decline in the prices of nearly all imported Dress fabrics has been unusually large, many worsted fabrics have experienced a falling off of from 15 to 20 per cent in importers and jobbers' hands. This is partly due to the fact that buyers are making their purchases with extreme caution, and in no case can they be induced to take larger quantities of goods than there is visible outlet for. Imported Linens are quiet, with but little trade doing, but without important change in prices.

IMPORTATIONS OF DRY GOODS AT THE PORT OF NEW YORK.

The importations of dry goods at this port for the week ending May 26, 1870, and the corresponding weeks of 1868 and 1869, have been as follows:

	1868.		1869.		1870.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of wool...	537	\$167,949	337	\$125,370	676	\$251,834
do cotton...	475	143,596	493	130,330	630	162,472
do silk.....	300	227,862	265	246,386	367	287,795
do flax.....	561	112,381	433	90,868	426	114,760
Miscellaneous dry goods.	251	69,617	323	93,457	326	126,268
Total.....	2,124	\$721,465	1,851	\$686,411	2,425	\$943,119
WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET DURING THE SAME PERIOD.						
Manufactures of wool...	323	\$126,016	296	\$113,983	359	\$134,462
do cotton...	141	36,350	190	49,041	357	96,791
do silk.....	37	36,780	36	42,302	46	49,605
do flax.....	346	56,514	240	57,279	369	75,964
Miscellaneous dry goods.	2,260	26,964	220	14,729	3,508	41,823
Total.....	3,112	\$292,624	982	\$277,334	4,639	\$398,648
Add ent'd for consu'pt'n.	2,124	721,465	1,851	686,411	2,425	943,119
Totalth'wn upon m'rk't	5,236	\$1,014,089	2,833	\$963,745	7,064	\$1,341,767
ENTERED FOR WAREHOUSING DURING THE SAME PERIOD.						
Manufactures of wool...	529	\$174,169	604	\$213,504	259	\$77,746
do cotton...	300	71,305	338	91,541	94	27,616
do silk.....	86	54,458	68	101,814	15	10,583
do flax.....	597	121,633	519	114,041	197	45,261
Miscellaneous dry goods.	4,213	42,123	59	22,925	81	10,463
Total.....	5,695	\$463,738	1,588	\$543,825	646	\$171,674
Add ent'd for consu'pt'n.	2,124	721,465	1,851	686,411	2,425	943,119
Total entered at the port	7,819	\$1,185,203	3,439	\$1,230,236	3,071	\$1,114,793

Financial.

FIRST MORTGAGE

Seven Per Cent Bonds

OF THE

CLEVELAND, MOUNT VERNON & DELAWARE RAILROAD COMPANY OF OHIO,

PRINCIPAL AND INTEREST PAYABLE IN GOLD

Free of Government Tax.

PRINCIPAL PAYABLE JANUARY 1, 1900,

and can be Registered at the Farmers' Loan and Trust Company, in New York.

Interest Payable January and July in the City of New York.

Length of the Road, 181 miles. Whole issue of Bonds only \$1,500,000, being less than \$11,500 PER MILE.

SIXTY-FIVE MILES of the Road have been completed and running for some years past, and the road is now earning about 10 PER CENT net, on the amount of bonded debt per mile. There are 66 miles to be completed, 43 of which have been graded and well advanced to completion, leaving only about 23 miles of new road to be built.

The entire road passes through one of the most fertile agricultural sections of the State, and about the centre of the line reaches the COAL FIELDS of Holmes County, containing coal of an excellent quality, which will find a ready market at both the termini of the road; assuring a profitable, permanent and growing business, independent of its other promising resources.

These Bonds are now offered to investors at 90 CENTS, and the interest from 1st January last in currency, by the undersigned, who, from thorough acquaintance with the country through which the road passes, and a personal knowledge of the enterprise and the parties connected with it, have no hesitation in recommending them as one of the most reliable, profitable and desirable securities to be obtained at a like cost.

Pamphlets, with map, furnished on application.

The market price allowed for Government and other securities in exchange for the above bonds.

Lawrence Bro's & Co.,

16 WALL STREET,

Bankers & Agents of the Company.

A SAFE INVESTMENT.

First Mortgage Bonds of the Chicago, Cincinnati and Louisville Railroad Company.

These bonds are part of the first and only issue of the Company for \$1,000,000, covering its entire property and are at the rate of \$13,700 per mile. Of the whole amount \$600,000 have been already placed, leaving but \$400,000 to be sold. They are 7 per cent coupon bonds, due in 1887, interest payable 1st January and July in New York. The Road is in operation. It is 73 miles long, extending from Laporte on the Lake Shore and Michigan Southern to Peru, where it connects with the Toledo, Wabash and Western and the Peru and Indianapolis Roads. It runs through one of the finest sections of Indiana, and makes a connecting link in the best through line from Chicago to Indianapolis, and thence to Cincinnati and Louisville.

We confidently offer these bonds as a desirable security to investors, AS THE NET EARNINGS OF THE ROAD FROM THE OPENING HAVE BEEN IN EXCESS OF THE INTEREST ON ITS BONDED DEBT, AND ARE CONSTANTLY INCREASING. Besides it is designed to extend the Road to Lake Michigan at New Buffalo or Michigan City the coming season, which will also greatly increase its earnings.

J. A. UNDERWOOD & SON,
18 Exchange Place.
CALDWELL & CO.,
27 Wall Street.

\$5,000 REWARD.

STOLEN FROM US, ON THE 12TH INST., \$52,000 KANSAS PACIFIC R. R. FIRST MORTGAGE BONDS, Nos. 677, 3310 to 3350, 6001 to 6020, inclusive payment of which has been stopped. The above reward will be paid for recovery of the Bonds and apprehension of the party who absconded with the same.

DABNEY, MORGAN & CO., 58 Exchange-place

Dry Goods.

C. B. & J. F. Mitchell,

COMMISSION MERCHANTS,

87 & 89 Leonard Street, New York,

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For the Sale of

COTTONS AND WOOLENS.

AMERICAN SILKS.

MANUFACTURED BY

CHENEY BROTHERS,

Hartford and South Manchester, CONNECTICUT.

- BLACK GROS GRAIN SILKS.
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- FLORENTINES.
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- TRAMS AND ORGANZINES.
- FINE ORGANZINES for
- SILK MIXTURE CASSIMERES.

Silks for Special Purposes to order.

SOLD BY

A. T. STEWART & Co.

Brinckerhoff, Turner & Polhemus,

Manufacturers and Dealers in

COTTON SAIL DUCK

And all kinds of

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

Also, Agents

United States Bunting Company.

A full supply all Widths and Colors always in stock
13 & 15 Lispehard Street.

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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 BRITISH LINEN CO. BANK, and its various ranches, Scotland.
ADVANCES made on consignments, &c.
STOCKS and BONDS bought and sold at New York Stock Exchange.

RAILROAD GAZETTE.

A Journal of Transportation, valuable to all Railroad Directors, Stockholders and Employees.

Railroad Questions discussed by Practical Railroad Men.
Illustrated Description of Railroad Inventions.
Railroad Engineering and Mechanics.
Record of the Progress of Railroads.
Railroad Reports and Statistics.
General Railroad News.
Railroad Elections and Appointments.
Twenty-four large quarto pages, published every Saturday on and after April 2, 1870.
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Transportation.

GREAT

SOUTHERN MAIL ROUTE

TO

NEW ORLEANS, MEMPHIS, AND MOBILE--ALL RAIL.



Leave New York

At 8:10 A.M. for RICHMOND, and Points on the Coast, At 9:00 P.M. from foot of Cortlandt street, via New York and Philadelphia Line, by GREAT SOUTHERN MAIL ROUTE TRAIN, for Richmond, New Orleans, Mobile, Memphis, Chattanooga, Nashville, Atlanta, Macon, and intermediate points.

STATIONS.	Miles.	GO'G SOUTH.		GO'G NORTH.	
		Time.	Time.	Time.	Time.
NEW YORK.....	0	Lv. 9:30 p.m.	Ar. 6:19 a.m.		
WASHINGTON.....	228	" 6:55 a.m.	" 9:00 p.m.		
GORDONSVILLE.....	324	" 12:55 p.m.	" 12:45 p.m.		
BRISTOL.....	610	" 6:00 a.m.	" 7:38 p.m.		
KNOXVILLE.....	741	" 1:14 p.m.	" 11:15 a.m.		
*CLEVELAND.....	823	" 5:55 p.m.	" 6:27 a.m.		
†CHATTANOOGA.....	850	" 8:00 p.m.	" 4:45 a.m.		
NASHVILLE.....	1001	Ar. 5:00 a.m.	" 6:00 p.m.		
†CORINTH.....	066	Lv. 9:00 a.m.	" 5:44 p.m.		
§GRAND JUNCT. ON.....	1107	" 11:52 a.m.	" 3:30 p.m.		
MEMPHIS.....	1159	Lv. 2:55 p.m.	" 12:15 p.m.		
**JACKSON.....	139	Lv. 11:45 p.m.	" 4:97 p.m.		
ATLANTA.....	92	Ar. 8:35 a.m.	" 7:25 p.m.		
MACON.....	1055	" 1:40 p.m.	" 7:55 a.m.		
MONTGOMERY.....	1127	" 8:00 p.m.	" 5:45 a.m.		
MOBILE.....	1352	" 8:00 a.m.	" 5:30 p.m.		
NEW ORLEANS.....	1502	" 10:10 a.m.	" 7:00 a.m.		

* Change cars for Atlanta, Macon, Montgomery, Selma, West Point, Eufaula, Mobile, Savannah, and intermediate points.
† Change cars for Nashville and New Orleans. No change from this point to New Orleans.
‡ Change cars for Mobile, via M. & O. R. R.—All Rail
§ Change cars for Memphis.
** Change cars for Vicksburg.

J. B. YATES,

General Eastern Passenger Agent.

PACIFIC MAIL STEAMSHIP COMPANY'S

THROUGH LINE

To CALIFORNIA & CHINA,

Touching at Mexican Ports



AND

CARRYING THE UNITED STATES MAILS.

On the 5th and 21st of Each Month.

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

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

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

F. R. BABY, Agent



FOR LIVERPOOL,

(Via Queenstown,)

CARRYING THE UNITED STATES MAILS.

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

PIER No. 46 NORTH RIVER, EVERY WEDNESDAY as follows:

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- COLORADO, Captain Williams..... June 3, at 1 P.M.
- NEBRASKA, Captain Guard..... June 13, at 4 P.M.
- MANHATTAN, Captain Forsyth..... June 22, at 1 P.M.
- MINNESOTA, Captain Whineray..... June 29, at 4 P.M.
- IDAHO, Captain Price..... July 6, at 11 A.M.

Cabin passage, \$30 gold.
Steerage passage, (Office No. 29 Broadway) \$30 currency.

For freight or cabin passage apply to
WILLIAMS & GUNION, No. 63 Wall-st.

R. T. WILSON & Co.,

LATE

WILSON, CALLAWAY & Co.,

Bankers and Commission Merchants,

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Government Securities, Stocks, Bonds and Gold bought and sold on the most liberal terms. Merchant 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

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 83
 Premiums on Policies not marked off 1st January, 1869, 2,533,001 23
 Total amount of Marine Premiums, \$8,623,639 06

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, \$2,302,245 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, \$3,148,400 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,
 E. 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 Byroe, Robt. C. Fergusson,
 Daniel S. Miller, William E. Bunker,
 Wm. Sturgis, Samuel L. Mitchell,
 Henry K. Bogert, James G. DeForest,
 George Perkins, 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, \$715,754 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, 324,944 50
 Return Premiums, 56,697 03

The Company has the following Assets:

Cash in Bank, \$86,015 51
 United States and other Stocks, 583,009 90
 Loans on Stocks Drawing interest, 196,700 00
 Premium Notes & Bills Receivable, \$65,725 41
 Subscription Notes in advance of Premiums, 234,561 05
 Reinsurance and other Claims due the Company, estimated at, 46,000 00
 20,142 77
 Total Assets, \$1,165,129 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 R. 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, Jehial 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 LECONEY, 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. JILLSON, Vice-P't

Losses promptly adjusted by the Agents here, and paid in current money.
 EZRA WHITE & SONS, Agents.

No. 50 William Street.

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OF LONDON AND EDINBURGH.

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

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

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

Insurance.

OFFICE OF THE

MERCANTILE

Mutual Insurance Co.,

No. 35 Wall Street.

NEW YORK, January 20, 1870.

The following Statement of the affairs of the Company, on the 31st December, 1869, is published in conformity with the requirements of its Charter:

Premiums outstanding December 31st, 1869, \$341,633 83
 Premiums received during the year 1869, 1,039,111 58

Total Premiums, \$1,371,795 36

Premiums marked off as earned from January 1st to December 31st, 1869, \$1,032,311 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, \$91,724 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, 53,539 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, 499,531 44
 Security Notes, 200,000 00
 Scrip, Salvages and other Claims due the Company, 77,810 15
 \$1,427,380 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 Merritt,
 Townsend Scudder, Daniel T. 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'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, \$936,216 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.

PRICES CURRENT.

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

Table listing various commodities such as ASHES, BEESWAX, BREADSTUFFS, BUTTER AND CHEESE, CANDLES, CEMENT, COAL, COCOA, COPPER, CORKS, COTTON, DRUGS AND DYES, GUNNY BAGS, HAY, HEMP, HIDES, HONEY, and HOPS, with their respective prices.

Table listing various commodities such as Manna, Mustard seed, Nutgalls, Oil anis, Oil cassia, Oil bergamot, Oil lemon, Oil peppermint, Oil vitriol, Opium, Oxalic acid, Phosphorus, Prussiate potash, Quicksilver, Rhubarb, Sago, Salacratius, Sal ammoniac, Sal soda, Sarsaparilla, Sarsaparilla, Seneka root, Senna, Senna, East India, Shell Lac, Soda ash, Sugar lead, Sulp. quinine, Sulphate morphine, Tartaric acid, Taploca, Verdigris, Vitriol, DUCK, DYE WOODS, FISH, FLAX, FRUITS, GUNNY BAGS, GUNNY CLOTH, GUNPOWDER, KENTUCKY RIFLE, MEAL, DEER, SPORTING, HAY, HEMP, HIDES, HONEY, and HOPS.

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

Table listing various commodities such as Pork, Beef, Hams, Shoulders, Lard, RICE, SALT, SEED, SILK, SPIRITS, STEEL, SUGAR, TALLOW, TEAS, TIN, TOBACCO, WINES, and WOOL, with their respective prices.

Cotton.

VIBBARD, FOOTE & CO.,
AND
CHARLES G. JOHNSON,
PROPRIETORS AND MANUFACTURERS OF
COTTON TIES,
ENGLAND, NEW YORK AND NEW ORLEANS
SELF-FASTENING BUCKLE TIE.

This is for the planter, the compress and the ship; the best and most convenient Tie manufactured. It is recommended by all of the dealers in New Orleans after a thorough investigation as to the merits of the various ties in use. They are made of the best quality of English iron, nicely painted, put up in bundles of uniform weight and are sold under a guaranty to give entire satisfaction.

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65 Beaver street, New York.
Sole Agents for the Atlantic States.
For sale by dealers throughout the country.

Iron Cotton Ties.

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

ARROWTIE AND SELF-FASTENING WROUGHT IRON BUCKLE TIES.

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

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NALLE & CAMMACK,
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158 Common Street, New Orleans.

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Sugar.

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STATE OF ALABAMA.

THE CITY BANK
of Selma.

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

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REAL ESTATE BROKER,
NEW ORLEANS, LA.
Prompt attention given to buying, selling and leasing of plantations and other real estate, paying of taxes, collecting rents, etc.

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Giving in every instance entire satisfaction, and at one-half the expense, with double the light of the best Kerosene Head Light ever made, superior in its simplicity, durability, economy and brilliancy.

OLD HEAD LIGHTS ALTERED
at a small cost.

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perfectly, safe, reliable, very small and effective, warranted all we recommend them.

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J. S. KENNEDY & Co.,
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Buy and sell Railway Bonds and Negotiate Loans to Railways.

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Supply all Railway Equipment and undertake all Railway business generally.

JNO. F. TANNER. H. H. WALKER. JNO. MCANERNEY, JR

TANNER, WALKER & McANERNEY,
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DEALERS IN

Railway Supplies.

Securities of all kinds negotiated on favorable terms.

B. D. HASELL & Co.,
GENERAL RAILWAY AGENTS,
And dealers in Railway Iron, Equipment and Supplies.
317 BROADWAY Entrance on Thomas Street.

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NEW YORK, BOSTON, PHILA.,
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CAST STEEL TYRES,
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who give special attention to orders for

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as well as Old Rails, Scrap Iron and Metals.

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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.
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Henry Lawrence & Sons,
MANUFACTURERS OF CORDAGE
FOR EXPORT AND DOMESTIC USE.
192 FRONT STREET, NEW YORK

John Dwight & Co.,
MANUFACTURERS OF
SALERATUS,
SUPER CARB. SODA, & C.,
No. 11 Old Slip, New York,

Iron and Railroad Materials

CHAUNCEY VIBBARD, EMBERSON FOOTE, **ALEX. P. FISKE, 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.
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