

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. 11.

NEW YORK, OCTOBER 22, 1870.

NO. 278.

Bankers and Brokers.

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

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(OF NEW JERSEY.)

FIRST MORTGAGE BONDS

INDORSED BY THE

N.Y. & Oswego Midland

RAILROAD COMPANY.

The only railroad now building from New York Harbor toward the West is the

Great Midland Road.

The First Mortgage Bonds of THE MONTCLAIR RAILWAY COMPANY (the New-Jersey section of the Midland) are now offered to the amount only of

HALF A MILLION OF DOLLARS,

They are payable, principal and interest,

IN GOLD.

The rate of interest is 7 per cent. payable semi-annually, FREE FROM GOVERNMENT TAX. These bonds are secured by a first mortgage to MARCUS L. WARD and ABRAM S. HEWITT, Trustees, on the most valuable and profitable portion of THE MIDLAND RAILROAD, the traffic of which will amply suffice to pay a fair profit on the cost of construction.

THE MONTCLAIR RAILWAY

having been leased perpetually to the New York and Oswego Midland Railroad Company, becomes an integral part of that great work, and its bonds are guaranteed by that Company.

Nearly 200 Miles

In extent of this most important railroad is now completed and in successful operation, and THE MONTCLAIR RAILWAY, constituting the Eastern terminal section—40 miles in length—is in process of rapid construction, and will be completed by December, 1871, contemporaneously with the entire line, thereby establishing a new route from New York westerly by way of Oswego, 50 miles shorter than by the Central, and by way of Buffalo 70 miles shorter than either the Central or the Erie Roads.

We recommend these bonds as a safe and valuable investment, because, First—They are secured by a first mortgage on THE MONTCLAIR RAILWAY and all its franchises, and each bond bears the indorsement of

New York and Oswego Midland Railroad Company,

Second—The local traffic of this road must be large, as it connects New-York City with its most attractive suburbs, thereby insuring a profitable business to the road.

Third—The franchises of the Company, embracing lines of railway and branches to be built, and an independent ferry across Hudson River, all of which are included in the mortgage, confer a value on these bonds in addition to that afforded by the main line.

Fourth—The entire capital of both Companies, amounting at the present time to nearly \$8,000,000 paid in, all of which has been faithfully devoted to the economical construction of the road, is liable for the payment of these bonds.

Fifth—The large rate of interest,

PAYABLE IN GOLD COIN,

affords to holders of Government Bonds a great inducement to change their investment. For instance:

Table with 2 columns: Bond description and Yield. A Government Bond of \$1,000 costs (say) \$1,100. Yielding an income of 60. \$1,100 invested in Montclair Railway bonds, at par, yields an income of 77. Difference \$17, or 2 3/4 per cent.

These bonds are issued in denominations of \$1,000, \$500 and \$100 respectively. For sale by

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For Sale at 70 and accrued interest, by

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THE STATE OF ARKANSAS issues its Bonds in aid of Railroads—ten thousand dollars per mile, for the payment thereof a special tax is collected annually for interest and sinking fund.

THE MEMPHIS AND LITTLE ROCK RAILROAD 138 miles long, is completed and in running order 120 miles. The unfinished section will be completed in December next.

R. C. BRINKLEY, Pres't. Memphis and Little Rock RR.

New-Jersey 7 per Cent

TOWN BONDS,

Authorized by act of the Legislature, and the issue restricted to one-tenth the assessed valuation of the real estate of the following towns:

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REPORT OF THE CONDITION OF THE MARKET NATIONAL BANK in New York, in the state of New York, at the close of business on the 8th day of October, 1870:

Table with 2 columns: Description and Amount. DE.—RESOURCES. Loans and discounts \$2,229,290 69. Overdrafts 8,877 37. United States bonds to secure circulation 600,000 00. United States bonds and securities on hand 100,000 00. Other stocks, bonds and mortgages 1,000 00. Due from other national banks 153,190 39. Due from other banks and bankers 28,071 73. Banking-house 35,000 00. Current expenses \$12,816 20. Taxes paid 8,271 23. Premiums 20,923 48. Checks and other Cash items 14,125 00. Exchanges for clearing-house 31,563 17. Bills of other national banks 285,920 51. Bills of state banks 20,420 00. Fractional Currency (including nickels) 150 00. Specie, viz.: Coin \$3,107 66. Gold Treasury Notes 65,200 00. Gold Checks on other banks payable in gold 17,992 72. Legal-tender notes 86,900 88. Three per cent certificates 521,427 00. Total \$4,145,366 31.

Table with 2 columns: Description and Amount. CR.—LIABILITIES. Capital stock paid up \$1,000,000 00. Surplus Fund 345,619 73. Discount \$28,253 10. Exchanges 663 84. Interest 22,116 01. Profit and loss 10,280 95. Total 61,333 90.

Table with 2 columns: Description and Amount. Circulating notes received from Comptroller 522,800 00. Less amount on hand 1,924 00. Amount outstanding 520,876 00. State bank circulation outstanding 7,500 00. Dividends unpaid 1,890 00. Individual deposits 1,611,408 50. Certified checks 14,569 90. Due to national banks (as per schedule) 1,769,978 40. Due to other Banks and bankers (as per schedule) 149,509 52. Uncollected Checks 12,853 79. Total \$4,145,366 34.

I, A. GILBERT, Cashier of "The Market National Bank of New York," do solemnly swear that the above statement is true, to the best of my knowledge and belief.

Correct—Attest, R. BAYLES, JOHN M. BRUCE, JR., THOMAS ROWE, Directors. State of New York, County of New York: Sworn to and Subscribed before me, this 18th day of October, 1870. THOMAS HINWOOD, Notary Public, in and for the County of New-York.

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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. 11.

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THE TREASURY AND THE BANKS.

Much to the surprise of some of our financial prophets the current week has passed tranquilly and without a single symptom of that monetary activity which for two months past has never failed to be developed. Thursday has been the day when the spasm has usually been the most apparent, but this week has proved a complete exception to the rule, and some anxiety has naturally been awakened as to whether the exemption this week may bring on a double reaction hereafter or whether it indicates the presence of forces which may continue to bring on monetary ease for some time to come. To solve this problem, on which so many financial and commercial ventures depend, we must know how the money market has been kept free from perturbation, and there are two theories which have been advanced to account for it. The first is the prospect of an early peace in Europe. For several days rumor, destitute so far of confirmation, has busily affirmed that Prussia and France have substantially agreed on terms of peace, and that with the hearty consent of both nations the present war is to be immediately brought to an end. What those terms are has been variously reported. We need not discuss them, because a single glance at the course of our gold market, as reported on another page, will serve to show that but little confidence prevails

here in the truth of the pacific rumors. Hence, we may dismiss any explanation of new movements in the loan market here which ascribes them to the general expectation and firm belief in an immediate and lasting peace. Whether we are at the end of the frightful desolation with which war is now blackening and filling with terror the fairest and most fertile plains of modern Europe, or whether the demon of carnage and destruction has yet other work to do, certain it is that as yet no settled belief is cherished here that the war is over, and consequently we cannot ascribe to this belief any events which have happened either in Wall street or elsewhere among us.

A second and more likely reason which has been assigned for the increasing ease in money is founded on the mode in which the payments are made for the gold disposed of by the Treasury every Wednesday, according to Mr. Boutwell's published announcement. This gold in the usual course is paid for in greenbacks every Thursday. The resulting demand for greenbacks on that day incommodes the banks, because it comes upon them in addition to the ordinary demand for greenbacks, resulting from their ordinary settlements through the Clearing House. Now it is well known that the payment of one million of dollars into the Treasury incommodes the banks more and causes a greater pressure on the financial mechanism of the country than the settlement of twenty millions of payments by the banks one among the others. And the reason is plain. Money paid to the Treasury means greenbacks taken directly out of the legal tender reserve and locked up out of bank in the Treasury vaults. Money paid by the banks one among another means simply a Clearing House settlement, which is effected by means of a very small percentage of greenbacks. To apply these obvious principles to the case before us, we have only to remember that the banks have just made their quarterly report to the Comptroller of the Currency. On this report depends, to some extent, the status of the bank as recorded in the Currency Bureau. A bank cannot report a short allowance of greenback reserve without provoking censure from Washington. Deficiency in legal reserve, is therefore, one of the faults which the banks are extremely careful to avoid including in their official reports. This fear on the part of the banks has now passed away, for the report is in, and for a couple of months or more no new report will be called for. Last week and for several weeks past the banks were in daily expectation that the Comptroller might call for their returns. Hence they were careful not to allow for a single day their legal average of reserve to sink below its proper level. Whenever the demands for currency threatened to deplete their reserve, the banks were consequently driven to call in their loans, and thus made trouble in the money market. This week, this long prevailing

necessity has temporarily passed off, and no bank was afraid to let its reserve run down below the legal average, if it was sure that within twenty-four hours the amount could be easily made good in the regular course of business.

Such are the explanations which have been given of the growing ease in money. And in the last argument there is probably some truth. But it must also be remembered that the prevailing ease is due in a large degree to the immense aggregate of floating capital seeking investment. We have an abundant supply of our own domestic capital, and we have also an unusual addition of foreign capital. And this high level to which the currents have risen which supply the reservoir of our loan market gives an efficiency which could not otherwise be secured to such temporary movements among the banks as those to which we have referred. With regard to the foreign capital now floating in the money market, the question is being agitated whether, in the event of an early peace, this foreign capital would be called home so rapidly and so suddenly as to embarrass us or cause severe disturbance. This query is premature, and in reply we need do no more than say that were peace restored to-day, a long time would be needful before financial confidence would be resuscitated. Consequently there would be some delay before the idle capital in the money markets of Europe would be attracted with much force into the newly reopened channels. Longer still would it be before the employed capital which foreigners have placed here on lucrative terms, would be called away to a still more lucrative employment in Europe. And before this interval can possibly mature itself our busy season will have passed, and our loan market will be able to spare all the foreign capital which has any probability of being withdrawn home.

There is another point in regard to the loan market which merits some notice. The banks of this city have some of them acquired the questionable habit of trying to attract deposits from country banks by paying on such deposits high rates of interest. With a view to elicit information as to the extent to which this practice is carried Mr. Hulburt has requested the banks to show in their reports the amount of earnings since their organization and the aggregate of interest they have paid on deposits. It is to be desired that the banks will be very full in their reports on these two points which are of no small importance.

DEFALCATIONS, AND HOW TO STOP THEM.

Almost every day brings to light some new fraud of greater or lesser magnitude in Wall street, but we almost never hear of the criminals being brought to justice. We discussed last week one of the most daring of the financial felonies which have recently occurred. Messrs. Stedman & Co., it seems, will recover no part of the \$20,000 gold of which they were robbed, and they are not likely, we fear, to have the satisfaction of punishing the thief. The second of the two certificates has been found during this week. It had been passed into the Custom House, and no trace is said to be discoverable of the person who paid it there. If this be so—if so large a gold note can be paid into the Custom House and no record be kept of the source whence it is received—then we can only say that a change should be made in the arrangements of the cashier's office which will preclude the possibility of so large stolen certificates being received there without leaving behind them a trace of the path by which they have intruded themselves into the Government vaults. There is superfluous help enough employed in the Custom House. Without any new expense and without any additional appointments the cashier could certainly be furnished with force enough to keep a record of all the large gold notes, with the name of the merchant or broker from whom they are

received. In the Bank of England, we believe, such a record is kept of every note of every denomination which is paid in, so that there is no difficulty in finding evidence to aid the officers of justice whenever a fraud or a theft occurs involving notes of the bank. The record for which we contend in the Custom House need not be cumbersome or intricate. The simplest possible statement will suffice of the date, the number of note, and the name of the person responsible for paying it into the Custom House. The registry, moreover, being confined to the larger notes, would not be very voluminous, as only a small proportion of the Custom House receipts are paid in such notes. Had some such registry been in operation the thief might by this time have been a prisoner. But there are said to be indications that he is one of a gang of twelve or thirteen swindlers, who, with their confederates, are well supplied with capital, experience and connexions, and are even now perpetrating and contriving new frauds. It is perhaps one of the most appalling aspects of this state of things that our police detectives are useless to hunt out and arrest the swindlers. Therefore guardians of the public peace can usually do but one thing for us when we are robbed of a large amount of money or of bonds. They can recover the stolen property. And they can get it back for us on two conditions. First, that the thief be not punished, and, secondly, that he be allowed to keep a moiety of what he has stolen. Of course such a thief is expected to remunerate the detectives. And these gentlemen thief-takers, for whose support we are taxed so heavily, become really the ambassadors between the thief and his victim. On the legality of such transactions, we refrain from discussing in this place; nor yet on the demoralization which must invade the detective force when the police, for a bribe, connive at the escape of a confessed swindler, and thus embolden thieves, as well as furnish them with means for future robberies. What we have chiefly to do with is the prevention of such frauds, and the greater frequency with which they occur among us than in any other country in the world, sufficiently proves that we are more careless and defective here than we should be in applying the proper safeguards against crime.

The fact is that the business of Wall street during the past five or six years has received so vast an increase, and has necessitated such rapid and hasty methods for its transaction that the old care and caution which formerly made frauds few has been in too many cases dispensed with. During prosperous times little harm came of this relaxing of good old rules. But now that hundred of brokers, and clerks and speculators throng the gold room and the Stock Exchange who are sometimes unable to earn honestly the means of living, the sharpened wits of a few of them will be sorely tempted to crime—tempted by necessity, by facility, by probable exemption from detection and arrest, and by almost certain escape if detected, provided only they disgorge a part of their ill-gained booty. Let such temptations to crime as these be done away with, and let Wall Street learn to depend more on itself and less on the detectives both for the prevention of crime and for the detection of its criminals, and we shall have less of these crimes to record.

A good example of what we mean occurred a few days ago. A forged check was deposited in the Continental Bank for \$77,500. It was drawn in the name of Hallgarten & Co., and bore the certification of the Park Bank. It was deposited in the Continental Bank by Wells, Fargo & Co., who had received it in payment for \$100,000 Kansas Pacific bonds. The man who uttered this cheque gave the name of Livingstone and said he intended to raise a loan upon them. This little statement ruined his ingenious little swindling bubble. On the discovery of the forgery, Mr. Cornelius F. Timpson the cashier of the Continental Bank held a confer-

ence with Mr. Goddard the Treasurer of Wells, Fargo & Co. Both agreed that the police detectives must be called in, but they thought they would first become their own detectives. In two hours the bonds were discovered, and their discovery was effected by means which no ordinary policeman would have thought of. There are but three institutions in this city which usually lend money on Kansas bonds. In one of these therefore Mr. Timpson expected to find the booty. The last of the three which he visited was the Commercial Warehouse Company. Here the treasure was all safe. Livingston had negotiated on the bonds a loan of \$50,000. He received two cheques of \$25,000 each, one on the Manhattan Company and the other on the Park Bank. These cheques were traced to the office of Caldwell & Co., where Livingston had deposited them with an order to buy him \$30,000 in fifties. Caldwell & Co. said that Livingston had requested them to give him the bonds and the balance of \$17,500 in cash. Their suspicions were aroused, and they refused to do so till Livingston was properly identified by the President of the Commercial Warehouse Company. During the delay thus caused Mr. Timpson arrived, laid claim to the bonds, and was within a little of catching the thief. This unexampled instance of energetic sagacity and prompt action on the part of Mr. Timpson illustrates one of the methods by which Wall street is bound to protect itself against the organized band of swindlers who plunder at their will. To do the police justice, we must add that they have been stimulated by Mr. Timpson's success. The swindler, they say, will soon be in the hands of justice. This is a case in which the severest punishment allowed by law should be visited upon this criminal.

But there is another class of financial irregularities which require more safeguards. We refer to the defalcations of bank clerks. Thousands of young men with limited salaries hold confidential places in banks and financial institutions where money passes through their hands to a large amount every day. In their spendthrift days of prodigality the habit of profuse expenditure is easily formed, and the report of sudden wealth won by speculation is apt to dazzle a man in pecuniary difficulties. Amidst much perplexity and with many misgivings the first peculation thus occurs. The money is "borrowed," and is faithfully repaid. A second "borrowing" is easier than the first, and perhaps is less promptly replaced. At length the peculation amounts to thousands. Loss instead of gain crowns the speculations of our young investor's stolen money. He wakes from his dream and sees himself a felon if discovered. To prevent such a shock to his family and friends he plunges recklessly into a deeper abyss of debt, and crime, and peculation, till at length discovery comes, and all is over. Now we say that the superior officers of banks and monetary corporations owe it to themselves and to their juniors to diminish the temptations to peculation which abound in this age more than in any other that has ever passed over this country. No young man becomes a speculator all at once. His habits of extravagance, of speculation, of prodigality cannot fail to be known, to should awaken suspicion. Time was when such habits would have been held, in certain well known banks, to justify the dismissal of a confidential clerk if persisted in after censure. The chief safeguard in such cases is, however, the enforcing of an occasional holiday, in which, without notice, the bank clerks are each removed for a couple of days and a competent accountant put in his place. A scheme by which a dozen banks in this city would employ such a man to go from bank to bank in irregular order, and without notice to the clerk whom he is to substitute, would do more to prevent defalcations than any other expedient yet devised. Five thousand dollars a year for

the services of such a man would be a small tax on a dozen rich banks, and beside the moral evil the plan would extinguish, the pecuniary losses it would prevent might perhaps amount to millions. Whether some such precautions be adopted or no, our bank directors and our leading financial officers cannot escape the duty of preventing defalcations by every means in their power, and of punishing the proved defaulter, whoever he may be.

THE MEASURE OF DAMAGES FOR PERSONAL INJURIES ON RAILWAYS.

Among the unsettled branches of the common law, as administered in the United States and in England, there are few in which the want of defined and established principles is the constant occasion of such persistent and unsatisfactory litigation as in that which determines how damages shall be assessed against corporations, in cases of bodily injury inflicted by accident. Railway travel is so rapid and so general, the forces employed by it are so vast, and the materials and the skill required to control them properly are of such eminent excellence that the least falling short in construction or management may result in great loss of life; and many injuries are done to passengers which seem incapable of being traced to any negligence whatever on the part of the railway servants. In the numberless instances of claims for damages on this account, there is every degree of care or of carelessness in management, from the highest diligence down to negligence so gross that the law regards it as criminal; there is every degree of injury, from a temporary bruise to gross mutilation or even death; there is every degree of pecuniary value in the lives destroyed or crippled, from the head of a profession, where personal earnings are an annual fortune, but whose loss impoverishes a large family, down to the helpless invalid, already only a burden upon friends, the removal of whom from life is a loss only to the affections. With all these conflicting elements in each case, and in the almost entire absence of any general principles to govern it, it is not surprising that each case is usually heard upon its own merits, that is, according to the feelings or prejudices of the jury, and the ingenuity and eloquence of counsel, and that the result in one affords no means whatever of foreseeing the result in another, and so avoiding litigation.

This state of affairs has given rise to very earnest efforts to find a remedy. But the efforts have been as varied, and generally as unsuccessful, as the law now is confused and uncertain; and, in fact, have often made it worse. A general complaint has been made by corporations that juries almost always sympathize strongly with the injured persons, and do not at all remember that the soulless body corporate has any rights whatever; that, therefore, when the measure of damages is left to them, their verdict is often cruel in its severity upon the company. A few years ago there was a succession of such verdicts given against one of the principal railway companies in the United States; and the company, believing itself liable in this way to wrong under the forms of law, applied to the Legislature of Pennsylvania to limit the amount of damages to be recovered against corporations for personal injuries. The Legislature, which has often been accused of yielding too much to the interest of railway managers, passed a law restricting verdicts in all such cases to a maximum of three thousand dollars. It is a curious comment on this law that, soon after it was passed, an accident on the Erie railway, caused beyond question by gross negligence on the part of some of the responsible servants of that company, took place within the limits of Pennsylvania, by which many passengers were killed and others shockingly mutilated. In one case the injuries were so severe that a New York jury assessed them at thirty thou-

sand dollars, and in other cases other juries awarded nearly as much; but it has not yet been decided by the New York Court of Appeals whether, in an accident which occurred in Pennsylvania, the measure of damages is not limited by the local law.

On the other hand, it is complained by persons who have suffered from such injuries that their claims for compensation are unreasonably hard to collect. It is true that juries very often make liberal allowances, though rarely such as would be chosen by the recipients, in preference to an entire escape from injury; but the very uncertainties of the law afford a great many loopholes of escape from payment, which rich corporations are never slow to perceive and take advantage of. The policy of railway companies is generally to discourage such suits, and to make them as expensive and as unproductive as possible; in order that other people, in a similar condition, may be deterred from prosecuting them. Therefore let no unlucky passenger who loses a leg or an eye, or has his ribs crushed, by the freak of a heedless switchman or a drunken engineer, imagine that when he has the verdict of the jury he has the equivalent of money itself as a compensation for his injury. The company is sure to find some dark question as to the character of the negligence of which they are accused, some doubtful instruction of the court, or some error of the jury, on which to found an "appeal," and to keep him paying costs and fees, perhaps for years longer, before—if ever—he receives his money. If there is need of greater precision in the law, for the sake of checking the disposition to give excessive damages, there is surely still greater need of it, for the sake of assuring to the claimant whose case is a good one any damages at all. It is now a common thing for such cases to linger in various courts, under successive appeals, five years, before a final settlement is reached; and then, too often, only by large concessions on the part of the worn-out claimant.

There are, indeed, some who see the evil of this fruitful cause of litigation, and would put a stop to it by putting an end to the liability of railway companies for personal injuries. The *London Economist*, of October 8th, has a forcible argument which tends to support this view. It attacks the fundamental doctrine of responsibility for the acts of servants. When servants were slaves, it says, it was reasonable that the master who owned them should be liable for injuries done by them, although his liability even then was limited to the value of his slave; but now, when a man employs another to do general or domestic service, just as he employs his baker or his butcher in the special work of preparing his food, there is no obvious reason why he should be held responsible for injuries done by one more than by the other. And it would extend the argument, by analogy, to the case of persons employed by a railway company, asking why the negligence of a conductor or brakeman, if it injures passengers, should be paid for in exemplary damages by the corporation, any more than the negligence of another person whom it may employ, for instance, to purchase its supplies in the market. The *Economist* hints that every man should, on principle, be responsible for the results of his own negligence, and for that only.

With the application of this argument to domestic servants we have no question here; but whatever its force, it has no bearing whatever in the case of railway companies. These are institutions to which the community has granted great franchises, upon a general contract that they shall be reasonably utilized in its service; and with whom every traveler makes a particular contract for his own safe transit over its road. It is the business of the company to secure that safe transit; by seeing to it that everything which enters into the construction of its way and its rolling stock,

and every person in its service, are perfectly fitted to insure it. If anything prevents the company from carrying its passengers in safety, the presumption must be that some precaution has been neglected. They have in their own hands the whole work from the beginning; and it is sound public policy to give them the strongest possible motive to do the work in the best manner. If only their neglectful servant were liable to the passenger for the results of neglect, the company would lose a large part of the motive to care which they now have; and it is plain enough from the frequency of the so-called accidents, that, with all the occasional severity of juries, this motive is already quite as weak as the public safety will permit.

The subject is a proper one to engage the attention of legislatures; and ought to be so met and regulated by the laws that our courts shall be freed from the scandalous delays and unjust irregularities of assessment which now mark such cases. The laws ought to make definite rules, showing, first, when a railway company shall be liable to pay damages, and secondly how the damages shall be determined. On the first question, it is very doubtful whether the rule ought not to be made universal, that a railway ticket is a guaranty to its purchaser of safe transit to his destination; and that any injury received on the way, from the railway company, its agents or machinery, entitles him to compensation. It is the discussion of what constitutes negligence with conflicting evidence upon details of it, that makes up most of the litigation in this class of cases now. But this is idle work; the fact of an accident ought to be proof enough of negligence, where it does not result from the gross folly or wilful self-sacrifice of the passenger himself. There are some railways, indeed, on which passengers are so closely guarded, that even suicide is made almost impossible. On the Lyons line in France a man cannot kill himself without more trouble than the same act would give him in his chamber at home. Let the companies be made distinctly responsible for the lives and persons entrusted to them, and required to prove, when injury is done, not that their conduct falls within some dim legal definition of a certain degree of reasonable prudence, but that they have actually made their cars safe places for their passengers, or pay the damages. They will then use a degree of watchfulness and care in constructing and operating their lines, and in selecting their servants, such as their threatened profits will require.

The other rule, that by which damages shall be assessed, is beset with more difficulty. But, although it is of less importance in itself, the estimates of juries affording a rough approximation to justice, on the average, which answers a good purpose in default of a better method, yet we are persuaded that much aid might be given to the courts and juries, by a well devised rule, which would tend to make the assessment far more uniform and equitable. Several of the questions often discussed at length, and decided in different ways by different tribunals, might properly be set at rest by law. For instance, ought anything to be paid for the loss of pleasure or comfort, or for the infliction of pain, apart from the actual pecuniary loss inflicted by stopping the sufferer's labor? Shall the loss of life or of time, in a wife or child, be the subject of compensation to a husband or parents? Shall allowance be made for the peculiar circumstances of an injured person; one, for instance, who is prevented by an injury from earning a special sum of money, or from prosecuting the labors of a lucrative profession; or who is driven by temporary disability, from a situation of profit, and thus left out of employment? Shall the peculiar profession or trade of the injured man be taken into account at all; or must all men's lives and time be valued at the same rate? All these questions, and many more, have actually been the

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subjects of elaborate discussion in some of these cases, confusing the minds of juries, and exaggerating the irregularities of their verdicts, when a few general rules on the subject might easily be framed into a simple code, which would afford them a guide in their deliberations, if not infallible, at least trustworthy and useful.

It will be seen that such modifications of the law are as desirable in the interest of the railway companies as in that of the traveling public. They would do away with many of the evils now most complained of by the corporations. Suits at law of this class would no longer be contested so fiercely and so long, nor would their result be, as now, so doubtful as to make them matters of speculation, often undertaken "by a set of low attorneys" with a contingent interest in the verdict; nor would the money of the companies be wasted, as now, in litigation; for we believe every lawyer of experience will admit that in these cases railways, on the average, pay from five to ten dollars in costs and fees for every one that they pay upon final judgments of the court. These are the real grievances which afflict the companies as well as the claimants, because they obstruct the cause of justice. As for the complaint urged so strenuously by the *Economist*, that under the present system the liability of railways is unlimited, "and if a large number of valuable lives, or even one or two, happen to be in an accident, the sum they have to pay is enormous," most men will only say it serves them right. Their business is not to take "valuable lives," or lives at all. The law does not in this discriminate against railways; but every man's liability is "unlimited" when he is negligent in a matter endangering the lives of others, and he may be held to answer for it with his goods or his person. Why should railway companies enjoy a special license to kill and maim "more than their even Christian?" No reason is hinted at, but that their business is one in which they "cannot possibly help the occasional negligence of a servant," and the least possible negligence may be fatal. In other words, they ought to be exempted from liability simply because their business is a peculiarly dangerous one, requiring more care and diligence than others. But this looks to us like a good reason for requiring of them precisely that additional and exceptional diligence which their business demands.

is expected, indeed, that in the course of a few days fighting will have been vigorously resumed at Paris; but all accounts agree that the Parisians are prepared to make a desperate resistance. The greatest hope that we have of peace would seem to be in the fact that Winter is fast approaching; and the many impediments which will then be thrown in the way of active warfare may induce the combatants to come to some arrangement. With all the uncertainty which exists with regard to the future, it is by no means unnatural that trade should be extremely inactive. October ought to be a busy month, but there is no animation anywhere, and even the woolen districts complain of the existing depression. It is said, however, that the Germans have given out some large orders for blankets and other woolen goods, with a view to providing their army with warm clothing for a Winter campaign. It is certainly very evident that both France and Germany will feel the effects of this unhappy and disastrous war long in the future; but, unfortunately, the end has not yet come, and there is very little doubt but that much suffering will have to be endured before the combatants will come to terms. M. Thiers' mission to the neutral States has proved fruitless. The old Orleanist will live to see the day when the two nations—Germany and Italy—which he desired to see disunited and weak, in order that France might appear great, shall have become united, and one, at least, become the greatest military power in Europe.

More business has been transacted in securities this week than for some time past. Money is very abundant, and accommodation is obtainable in some quarters as low as 2 per cent. Foreign stocks, therefore, are dealt in to a considerable extent by those who have sufficient means and influence to borrow largely, and these have further advanced in price. British railway shares have also been in demand for investment, and have improved in value; and an advance of about 1 per cent has taken place in American Government bonds. In Atlantic and Great Western Railway securities considerable business has been transacted, the majority of the bond and debenture holders having acceded to the proposal for reorganization made by the directors. Erie Railway shares have not commanded much attention, and Illinois Central are steady. The following have been the highest and lowest prices of consols and the principal American securities on each day of the week :

	Monday.	Tuesday.	Wed'ay.	Thu'ay.	Friday.	Sat'day.
Consols.....	91½-92½	92 -92½	92½-92½	92½-92½	92½-92½	92½-92½
U. S. 5-20's, 1882....	90½-90½	90½-91½	91 -91½	91½-91½	91½-91½	91½-91½
U. S. 5-20's, 1884....	88 -90	88 -90	90 -....	89 -91	89 -91	89 -91
U. S. 5-20's, 1885....	89½-....	89½-90½	90½-90½	90½-90½	90½-....	90½-90½
U. S. 5-20's, 1887....	88½-....	88½-89	89 -89½	89½-89½	89½-89½	89½-89½
U. S. 10-40's, 1904....	85½-85½	85 -85½	85½-....	86½-86	86 -....	85½-86½
Atlantic & G't West. consol'd mort. b'ds	25½-26½	26 -26½	26 -26½	26½-27	27 -28	27½-....
Erie Shares (\$100)...	17½-18½	17 -17½	17½-17½	18½-....	17½-....	17½-18
Illinois shares (\$100)	109 -110	109 -110	109 -110	110 -....	109 -110	109 -109½

No further change has been made by the directors of the Bank of England in their rates of discount this week. The supply of money has further increased, but the Bank return is less favorable than had been anticipated, owing to the quarterly payments, which this quarter are more than usually heavy, in consequence of the payment of the Michaelmas rents by the farmers. This, no doubt, absorbs a large amount of cash, and is probably one cause of so small an increase in the supply of bullion. The greater part of this, however, will no doubt find its way back to London in the course of about a month. A large supply of gold is expected from Australia to-night, and further large quantities are on their way. The rates of discount are as follows :

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

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

	1869.	1870.
Joint stock banks.....	1½	1½
Discount houses at call.....	1½	1½
Discount houses with 7 days' notice.....	1½	1½
Discount houses with 14 days' notice.....	1½	1½

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.....	24,586,250	25,079,861	25,297,000	24,834,293	25,272,858
Public deposits.....	6,266,199	7,557,442	5,306,624	3,971,069	6,580,482
Other deposits.....	17,454,673	18,302,800	18,022,416	19,642,125	18,163,298
Government securities	12,419,043	12,894,872	15,039,716	12,211,953	12,983,332
Other securities.....	22,149,550	17,164,197	16,054,128	16,377,534	17,254,654
Reserve.....	7,494,341	14,581,999	11,050,030	10,212,458	13,112,985
Coin and bullion.....	16,467,508	24,109,034	20,707,945	19,477,928	22,888,185
Bank rate.....	4½ p. c.	2 p. c.	2 p. c.	2½ p. c.	2½ p. c.
Consols.....	89½	94½	94½	93½	92½
Price of wheat.....	52s. 2d.	63s. 5d.	54s. 4d.	49s. 8d.	46s. 1d.
Mid. Upland cotton.....	15d.	8½d.	10½d.	12½d.	8½d.
No. 40 mule yarn, fair 2d quality.....	1s. 9d.	1s. ¾d.	1s. 1¾d.	1s. 3d.	1s. 2d.

Latest Monetary and Commercial English News

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

EXCHANGE AT LONDON— OCT. 7.			EXCHANGE ON LONDON.		
ON—	TIME.	RATE.	LATEST DATE.	TIME.	RATE.
Amsterdam...	short.	11.18 @11.18½	Oct. 7.	short.	11 59 @ —
Antwerp.....	3months.	25.47½ @25.55	"	"	25.15 @ —
Hamburg.....	"	13.10½ @13.10½	"	"	13. 8½ @ —
Paris.....	"	25.70 @26. 0			
Vie.....	short.	Nominal.			
Berlin.....	3months.	13.77½ @12.82½	Oct. 7.	3 mos.	12.44
Frankfort.....	"	6.27 @ 6.27½	"	"	6.23½ @ —
London.....	"	120½ @120½	"	short.	1.19½ @ —
Cadix.....	"	49 @49½	Sept. 28.	90 days.	50 40
Lisbon.....	90 days.	51½ @52½			
Milan.....	3 months.	26.75 @25.85			
Genoa.....	"	"			
Naples.....	"	"			
New York.....	"	"	Oct. 7.	60 days	109
Jamaica.....	"	"			
Havana.....	"	"	Oct. 3.	60 days.	20 per cent.
Rio de Janeiro	"	"	Sept. 13.	90 days.	20
Bahia.....	"	"	Sept. 17.	"	20
Valparaiso.....	"	"	Aug. 17.	"	46
Pernambuco.....	"	"	Sept. 11.	"	19½ @20½
Singapore.....	60 days.	4s. 5d.	Sept. 16.	6 mos.	4s. 4½d.
Hong Kong.....	"	4s. 5d.	Sept. 3.	"	4s. 4½d.
Ceylon.....	"	2 p. c. dis.	Sept. 3.	"	3½ p. c.
Bombay.....	"	1s 10 -1s 10½	Oct. 6.	"	1s. 10½d.
Madras.....	"	1s 10 -1s 10½	Sept. 2.	"	1s. 10½d.
Calcutta.....	"	1s 10 -1s 10½	Oct. 4.	"	1s. 10½d.
Sydney.....	30 days.	½ dis.	Aug. 10.	30 days	½ dis.-¼ pm.

[From our own Correspondent.]

LONDON, Saturday, October 8, 1870.

There has been a slight increase of business in the Stock Exchange markets this week, and in most classes of securities a decided improvement in prices has taken place. Some have entertained the hope that the preliminaries of peace will soon be arranged, but at present there seems to be no indications that the French are about to succumb. It

There are but few important features in the Continental money markets, but at Hamburg the quotation is rather firmer. The following are the rates at the leading cities :

At Paris		Vienna		Brussels		St. Petersburg	
B'k rate	Op. m'kt	B'k rate	Op. m'kt	B'k rate	Op. m'kt	B'k rate	Op. m'kt
1869. 1870.	1869. 1870.	1869. 1870.	1869. 1870.	1869. 1870.	1869. 1870.	1869. 1870.	1869. 1870.
5	6	6	6	2 1/2	7	5	7
4 1/2	4 1/2	3 1/2	4 1/2	5	7		

Continental bills of exchange have been in active request, bills on Holland, Belgium, Italy, and Russia having been largely dealt in. The Italian exchange has never been so favorable as at the present time, business having been done yesterday at 26.75. This is one of the effects of Italian unity.

In the silver market there has been a slight increase of firmness, but the advance established is very trifling. There is no demand for gold for export of importance. The following prices of bullion are from the circular of Messrs. Pixley, Abell, Langley & Blake :

GOLD		s.	d.	s.	d.
Bar Gold	per oz. standard.	77	9	@	—
do fine	do	77	9	@	—
do Refinable	do	77	11	@	—
Spanish Doubloons	per oz.	—	—	@	—
South American Doubloons	do	78	8	@	—
United States gold coin	do	76	8	@	—

SILVER.		s.	d.	s.	d.
Bar Silver Fine	nearest per oz. standard.	5	0 1/2	@	—
do do containing 5 grs. gold	per oz. standard.	5	0 1/2	@	—
Fine Cake Silver	per oz. no price.	—	—	@	—
Mexican Dollars	(last price) flat per oz.	4	10 1/2	@	—
Spanish Dollars (Caroline)	per oz.	—	—	—	none here.
Five franc pieces	per oz.	—	—	—	none here.

Commercially, business is very quiet. Cotton is again lower, and all other departments are very inactive. The following relates to the trade of Manchester :

This market has been very quiet, but quotations and prices are not altered, at least nominally. In some departments which did not participate in the business which was transacted in the beginning of the week prices have been scarcely so firm, and producers might have been rather more easy to deal with, but buyers, having for the most part supplied their wants, have to-day shown an indifference about buying. A week since, after considerable depression and decline in the Liverpool cotton market, spinners began to buy more freely; and at the same time merchants here, finding that they could make some comparatively cheap purchases of cloth and yarn suitable for India and China markets, began to give out a fair amount of orders. The tone of the market consequently improved, and on Monday, Tuesday and Wednesday a fair business was done in the qualities of yarn and cloth above alluded to. The demand, however, did not extend generally to other departments, and the market to-day has been flat.

The imports of cotton into Liverpool this week have been large, amounting to 90,000 bales, of which upwards of 24,000 have come from Havre. These large arrivals have given spinners confidence that they need not fear an advance in the price of cotton at present. Being without stocks, they have bought rather freely during the week, having taken 62,000 bales out of sales of 78,000 bales. A remarkable feature of the week's business in cotton is that the sales on speculation are only put down at 2,000 bales. Having the fear of an advance in cotton off their minds, producers are consequently disposed to go on selling whenever they can encounter a good demand, and thus the production gets taken off, although not always at prices which repay manufacturers. It is significant also that there seems to be a disposition on the part of the Americans to send off cotton early this season, and at moderate prices. No doubt they feel the absence of continental buyers this year, owing to the war, as the better qualities of early cotton have been generally secured by French and German buyers.

The following statement shows the imports and exports of cotton into and from the United Kingdom from September 1 to October 6 compared with the corresponding period last year :

	1870.		1869.	
	Imports.	Exports.	Imports.	Exports.
American	51,818	17,106	15,325	13,010
Brazilian	29,648	4,562	55,860	9,242
East Indian	222,687	48,581	314,255	77,649
Egyptian	7,115	392	6,001	759
Miscellaneous	87,873	798	11,975	2,071
Total	399,141	71,437	403,916	102,781

The following statement shows the extent of our exports of the principal cotton, linen, silk and woollen goods during the first eight months of the present and last two years :

TO THE UNITED STATES.			
	1868.	1869.	1870.
Cotton piece goods	58,418,883	80,887,616	80,056,205
Cotton thread	1,123,697	1,291,101	1,154,968
Linen piece goods	54,512,005	72,189,128	68,867,552
Linen yarn	837,184	839,699	781,723
Silk piece goods	253,963	298,823	429,638
Woollen cloth	2,095,396	2,102,943	2,603,517
Carpets and druggets	2,257,847	3,922,301	3,811,893
Worsted stuffs	51,008,956	52,881,549	47,987,911
Total	170,508,931	214,413,160	205,693,407

TO FRANCE.			
	1868.	1869.	1870.
Cotton yarn	2,402,506	1,153,099	1,647,090
Cotton piece goods	21,726,308	29,151,720	28,512,403
Cotton thread	84,999	146,899	59,677
Linen yarn	1,799,528	2,334,375	3,824,519
Linen piece goods	2,352,811	3,047,800	4,644,345
Woollen yarn	5,668,971	2,714,300	2,385,588
Woollen cloth	1,229,757	1,869,776	4,789,219
Carpets and druggets	599,628	677,350	434,801
Worsted stuffs	10,674,668	11,886,201	13,800,143
Total	46,529,176	52,821,520	60,126,083

TO THE HANSE TOWNS.			
	1868.	1869.	1870.
Cotton yarn	26,759,360	20,848,065	16,184,144
Cotton piece goods	55,705,352	52,792,360	41,185,895
Linen yarn	6,009,623	5,215,309	5,575,661
Linen piece goods	6,071,650	6,890,423	5,224,526

Linen thread	224,334	152,700	67,177
Woollen yarn	15,118,795	12,587,913	12,867,956
Woollen cloth	336,760	641,445	518,733
Carpets and druggets	89,305	105,866	103,880
Worsted stuffs	84,451,824	45,197,986	33,032,236
Total	144,766,408	144,432,017	114,210,678

Annexed is a return showing the extent of our exports of British and Irish produce and manufactures to France and Germany, during the months of July and August in the current year, and in August 1869. The effect of the war upon our trade is clearly shown :

	1869.	August 1870.	July 1870.
Alkali—Cwt.			
To Prussia	28,926		27,674
Hanse Towns	11,304	7,358	14,229
France	17,343	7,366	18,513
Coals—Tons.			
To Prussia	57,203	492	45,523
Hanse Towns	75,713	18,793	65,113
France	164,266	223,274	194,568
Cotton Yarn—Pounds.			
To Prussia	424,600		306,900
Hanse Towns	2,556,740	108,700	1,244,554
France	195,070	44,030	167,180
Cotton Piece Goods—Yards.			
To Hanse Towns	4,856,321	679,701	5,794,856
France	4,066,518	1,860,112	3,656,170
Linen Yarn—Pounds.			
To Hanse Towns	574,146	35,572	503,014
France	10,6130	297,973	836,536
Linen Piece Goods—Yards.			
To Prussia	127,780	520	149,400
Hanse Towns	654,520	119,031	596,986
France	106,310	289,068	522,130
Iron: Pig—Tons.			
To Prussia	7,477	150	5,486
France	11,769	4,141	8,187
Iron: Bar, Bolt, &c.—Tons.			
To Hanse Towns	533	117	460
France	983	8	220
Iron: Railroad—Tons.			
To Prussia	1,942	700	9,685
France	243	51	8
Woolen Yarn—Pounds.			
To Hanse Towns	1,374,340	103,600	1,884,349
France	431,214	135,423	307,874
Woolen Cloth—Yards.			
To Hanse Towns	119,883	9,006	96,508
France	390,885	420,493	703,120
Carpets and Druggets—Yards.			
To Hanse Towns	24,719	652	21,534
France	168,163	103,193	126,362
Worsted Stuffs—Yards.			
To Hanse Towns	5,881,313	439,726	5,028,265
France	1,489,750	703,624	1,619,676

The corn trade has been quiet, but factors, owing to the continuance of the war and to the supposition that its effect will be very severely felt in Germany and France hereafter, have demanded higher prices. Miller's, however, will only give last week's quotations :

The following statement shows the imports and exports of serial produce into and from the United Kingdom during last week and since the commencement of the season, compared with the corresponding periods last year :

	FOR THE WEEK ENDING OCT. 1.		1869.	
	Imports.	Exports.	Imports.	Exports.
Wheat	470,822	106,257	826,275	8,767
Barley	123,544	380	79,579	13
Oats	165,439	1,098	125,607	392
Peas	5,788	363	7,317	66
Beans	3,874	—	27,455	—
Indian corn	550,264	2,318	346,282	—
Flour	42,477	4,151	73,685	527

	SINCE THE COMMENCEMENT OF THE SEASON (AUG. 28).			
	Imports.	Exports.	Imports.	Exports.
Wheat	3,537,657	307,190	3,980,641	30,017
Barley	489,554	1,254	314,241	94
Oats	1,121,905	184,591	809,741	1,721
Peas	94,347	24,819	39,512	410
Beans	92,253	20	138,971	—
Indian corn	2,459,533	4,660	1,517,747	891
Flour	440,033	303,737	628,962	2,371

The following statement shows the exports of British and Irish produce and manufactures from the United Kingdom to the United States during the past eight months of the present and last two years :

	1868.	1869.	1870.
Alkali, cwt	1,062,000	1,023,654	1,184,395
Beer & Ale, bbls.	13,469	14,115	16,997
Coals, tons	76,879	54,333	76,235
COTTON MANUFACTURES :			
Piece goods, yds.	58,418,883	80,887,616	80,056,205
Thread, lbs.	1,123,697	1,291,101	1,154,968
Earthenware and Porcelain pkgs.	62,387	75,206	66,316
Haberdashery and Millinery, value.	£579,195	600,000	678,971
HARDWARE AND CUTLERY :			
Knives, forks, &c., value	£103,315	£115,163	£122,077
Anvils, trees, saws, &c., value	57,221	61,246	67,559
Manufactures of German silver, value.	237,019	333,792	276,449
LINEN MANUFACTURES—			
Piece goods, yards.	54,512,005	72,189,128	68,867,552
Thread, lbs.	837,184	839,699	781,723
METALS—			
Iron—Pig, &c., tons	48,395	80,704	75,061
Bar, &c., tons	24,535	33,253	29,374
Railroad, tons	188,780	229,145	279,616
Castings, tons	963	1,441	519
Hoops, sheets, &c. tons	9,962	22,826	26,478
Wrought, tons	2,615	5,312	4,646
Steel Unwrought, tons	9,522	11,068	10,419
Copper wrought, cwts.	1,819	1,961	1,188
Lead, pig, tons	5,060	3,179	6,723
Tin plates, cwts.	898,273	1,104,971	1,120,491
Oilseed, galls.	159,629	80,355	47,591
Salt, tons	96,511	118,930	95,430
SILK MANUFACTURES—			
Broad piece goods, &c., yards	253,963	293,823	429,638
Handkerchiefs, &c., dozens.	1,183	1,901	3,070
Ribbons of silk only, lbs.	9,456	6,128	9,075
Other articles of silk only, value.	£96,259	69,469	56,100
Silk manuf's mixed with other materials.	£52,194	74,440	104,165

Spirits, British, galls.....	79,612	58,897	62,317
Wool, lbs.....	87,172	2,221,311	1,032,803
WOOLEN AND WORSTED MANUFACTURES—			
Cloth of all kinds, yards.....	2,096,396	2,102,943	2,603,517
Carpet and druggets, yards.....	2,457,847	3,922,301	3,811,893
Worsted stuffs, yards.....	51,003,956	52,881,549	47,937,911

The following figures show the stocks of grain, &c. at Liverpool at the close of the last three quarters :

	Sept. 31.	June 30.	March 31.
Wheat.....qrs.	482,931	638,576	779,910
Barley.....	2,378	7,744	8,577
Malt.....	2,041	3,139	2,040
Oats.....	17,628	7,323	5,211
Beans.....	3,685	4,367	6,199
Peas.....	13,829	7,848	692
Indian Corn.....loads.	61,808	68,225	51,777
Oatmeal.....	7,397	11,122	11,008
Flour.....sks.	16,773	43,113	47,182
Flour.....bbls.	138,864	118,663	203,116

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.—This market closes quiet, prices with the exception of Illinois Central and Atlantic, showing an advance.

	Sat.	Mon.	Tues.	Wed.	Thu.	Fri.
Consols for money.....	92½	92½	92½	92½	92½	92½
" for account.....	92½	92½	92½	92½	92½	92½
U. S. 6s (5 20's) 1862.....	89½	89½	89½	89½	89½	89½
" " old 1865.....	88½	88½	88½	88½	88½	88½
" " 1867.....	90	90	90	90	90	90
U. S. 10-40s.....	86½	86½	87	87	87	87½
Illinois Central shares.....	114	114	114	114	114	114
Eric Railway shares.....	18½	19½	19½	18½	18½	18½
Atl. & G. W. (consols).....	31	31	30½	30	30	30

The daily closing quotations for U. S. 6's (1862) at Frankfort were—
Frankfort..... 95½

Liverpool Cotton Market.—See special report of cotton.

Liverpool Breadstuffs Market.—The market for breadstuffs closed generally quiet, the prices of flour, red Western and California wheat and corn showing an advance, red Winter wheat showing a decline and the other prices remaining unchanged.

	Sat.	Mon.	Tues.	Wed.	Thu.	Fri.
Flour, (Western).....p. bbl	23 0	23 0	23 8	23 8	23 6	23 6
Wheat (No. 2 Mil. Red) p. ctn	8 8	8 8	8 9	8 10	8 11	8 11
" Red Winter.....	10 2	10 2	10 0	10 0	10 0	10 1
" (California white).....	10 6	10 6	10 8	10 8	10 9	10 10
Corn (W. m. x d.) p. 480 lbs n'w	28 6	28 6	28 6	28 6	28 9	29 0
Barley (Canadian) per bush	5 0	5 0	5 0	5 0	5 0	5 0
Oats (Am. & Can.) per 45 lbs	2 9	2 9	2 9	2 9	2 9	2 9
Peas, (Canadian) pr 504 lbs	26 6	26 6	26 6	26 6	26 6	26 6

Liverpool Provisions Market.—This market closed quiet, the prices of cheese showing an advance, while other prices remain unchanged.

	Sat.	Mon.	Tues.	Wed.	Thu.	Fri.
Beef (ex. pr. mess) p. 304 lbs	112 6	112 6	112 6	112 6	112 6	112 6
Pork (Etn. pr. mess) p. 304 lbs	107 6	107 6	107 6	107 6	107 6	107 6
Bacon (Cumb. cut) p. 112 lbs	53 0	53 0	53 0	53 0	53 0	53 0
Lard (American).....	72 0	72 0	72 0	72 0	72 0	72 0
Cheese (fine).....	66 6	66 6	66 6	67 0	67 0	67 0

Liverpool Produce Market.—This market remains quiet, the prices of spirits of petroleum showing a decline, while the price of tallow shows an advance.

	Sat.	Mon.	Tues.	Wed.	Thu.	Fri.
Rosin (com Wilm.) per 112 lbs	5 0	5 0	5 0	5 0	5 0	5 0
do Fine Pale.....	14 0	14 0	14 0	14 0	14 0	14 0
Petroleum (std white) p. 3 lbs.	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½
" spirit.....per 8 lbs	1 1	1 1	1 1	1 1	1 1	1 0
Tallow (America) p. 112 lbs.	42 9	42 9	43 0	43 0	43 0	43 0

London Produce and Oil Markets.—This market closes quiet, the prices of linseed oil showing an advance.

	Sat.	Mon.	Tues.	Wed.	Thu.	Fri.
Lins'd c'ke (obl) p. tn £10	10 0	10 0	10 0	10 0	10 0	10 0
Linseed (Calcutta).....	60 0	60 0	60 0	60 0	60 0	60 0
Sugar (No. 12 Dch std) per 112 lb.....	32 0	32 0	32 0	32 0	32 0	32 0
Sperm oil.....	81 0 0	81 0 0	81 0 0	81 0 0	81 0 0	81 0 0
Whale oil.....	36 10 0	36 10 0	36 10 0	36 10 0	36 10 0	36 10 0
Linseed oil..per ton.....	28 15 0	28 10 0	28 10 0	29 0 0	29 0 0	29 5 0

COMMERCIAL AND MISCELLANEOUS NEWS.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports this week show a considerable decrease in both dry goods and general merchandise. The total imports amount to \$5,018,214 against \$6,852,635 last week, and \$7,058,073 the previous week. The exports are \$3,196,133 this week against \$4,574,389 last week, and \$3,257,780 the previous week. The exports of cotton the past week were 12,627 bales, against 11,956 bales last week. The following are the imports at New York for week ending (for dry goods) Oct. 14 and for the week ending (for general merchandise) Oct. 15 :

FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.				
	1867.	1868.	1869.	1870.
Dry goods.....	\$1,451,270	\$1,577,323	\$1,319,456	\$2,259,031
General merchandise..	3,830,667	3,794,136	2,418,333	2,759,183
Total for the week....	\$5,281,937	\$5,371,459	\$3,737,789	\$5,018,214
Previously reported...	198,223,013	197,685,206	240,316,760	238,361,257
Since Jan. 1.....	\$203,509,390	\$203,056,665	\$214,054,549	\$243,379,471

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

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports, for the week ending Oct. 18:

	1867.	1868.	1869.	1870.
For the week.....	\$4,355,743	\$3,351,454	\$1,149,217	\$3,196,133
Previously reported.....	142,909,242	123,807,937	151,976,583	141,559,068
Since Jan. 1.....	\$147,264,935	\$132,169,331	\$156,125,800	\$144,755,201

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.....	\$75,349,231	.....
France.....	7,977,325	.....
Holland and Belgium.....	4,640,579	.....
Germany.....	11,934,501	.....
Other Northern Europe.....	3,622,743	.....
Spain.....	3,190,623	.....
Other Southern Europe.....	4,780,291	.....
East Indies.....	103,455	.....
China and Japan.....	1,187,565	.....
Australia.....	1,483,950	.....
British N. A. Colonies.....	3,733,370	.....
Cuba.....	7,081,217	.....
Haiti.....	1,629,240	.....
Other West Indies.....	5,143,955	.....
Mexico.....	1,283,418	.....
New Granada.....	2,169,698	.....
Venezuela.....	546,189	.....
British Guiana.....	834,436	.....
Brazil.....	2,643,649	.....
Other S. American ports.....	3,300,449	.....
All other ports.....	804,131	.....

The following will show the exports of specie from the port of New York for the week ending Oct. 15, 1870 :

Oct. 12—Str. Java, Liverpool— Gold bars.....	\$92,786	Oct. 13—Bark Hellespont, Buenos Ayres— Patriot doubloons..	\$64,000
Foreign silver.....	39,328	Oct. 14—Schooner Minetta, Jacmel— American gold.....	3,000
American silver.....	27,867	Oct. 14—Str. City of London, Liverpool— American gold.....	20,944
Oct. 13—Str. Algeria, Liverpool— American silver....	35,000	Mexican gold.....	14,700
Oct. 13—Str. Columbia, Havana— American gold....	6,000	Silver bars.....	337,998
Spanish doubloons.	13,400	Total for the week.....	\$645,323
Previously reported.....	50,032,246		
Totals since Jan. 1, 1870.....	\$50,686,569		

Sametime in	Sametime in
1869.....	\$27,333,284
1868.....	66,430,157
1867.....	42,922,690
1866.....	54,113,933
1865.....	23,803,975
1864.....	35,806,051
1863.....	36,007,879
1862.....	45,811,727
1861.....	3,233,232
1860.....	\$40,059,472
1859.....	60,019,525
1858.....	22,513,743
1857.....	33,216,727
1856.....	29,090,534
1855.....	24,781,763
1854.....	32,353,393
1853.....	17,600,354
1852.....	21,922,937

The following shows the imports of specie at this port during the past week :

Oct. 10—Str. City of Antwerp, Liverpool— Gold.....	\$12,600	Aspinwall— Silver.....	116,000
Oct. 12—Str. City of Mexico, Vera Cruz— Silver.....	63,157	Gold.....	24,130
Gold.....	2,413	Oct. 17—Str. City of Port au Prince— Prince, Port au Prince— Silver.....	1,141
Oct. 13—Str. Alaska, Total for the week.....	\$229,257	Gold.....	4,765
Previously reported.....	8,259,754		
Total since Jan. 1, 1870.....	\$8,489,011		

Same time 1869.....	14,702,820
Same time 1868.....	6,073,842
Same time 1867.....	2,682,511
Same time 1866.....	3,265,926

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 :

Week ending	For Circulation.	For U. S. Deposits.	Total.	—Bal. in Treas.— Coin.	Currency.	Coin certificates outst'd'g.
May 14.....	342,239,550	16,410,000	358,679,550	105,733,000	11,555,000	85,436,500
May 21.....	342,262,550	16,310,000	358,702,550	107,285,000	9,357,000	26,755,500
May 28.....	342,299,750	16,281,000	358,583,750	107,549,560	13,271,704	36,203,000
June 4.....	342,227,750	16,231,000	358,511,750	108,126,523	20,471,337	35,451,800
June 11.....	342,224,550	16,334,000	358,558,550	108,284,421	20,713,994	34,671,000
June 18.....	342,273,050	16,434,000	358,707,050	112,133,056	21,974,626	34,323,500
June 25.....	342,263,050	16,434,000	358,702,050	112,133,056	21,974,626	34,323,500
July 2.....	342,273,553	16,402,500	358,681,053	113,735,843	35,197,343	36,223,500
July 9.....	342,323,050	16,391,500	358,719,550	113,000,000	31,000,000	40,700,000
July 16.....	342,023,050	16,341,500	358,369,550	103,000,000	34,249,704	7,612,480
July 23.....	342,022,050	16,316,500	358,338,550	103,600,000	30,500,000	40,700,000
July 30.....	342,109,050	16,316,500	358,425,550	105,000,000	39,108,662	38,249,000
Aug. 6.....	342,017,550	16,366,500	358,384,050	105,000,000	39,108,662	38,249,000
Aug. 13.....	341,970,450	16,364,500	358,334,950	120,395,920	37,897,596	33,813,500
Aug. 20.....	342,270,300	16,366,500	358,636,800	103,384,561	34,249,704	7,612,480
Aug. 27.....	342,705,300	16,366,500	369,071,800	99,768,825	37,615,824	28,424,820
Sept. 3.....	342,348,300	16,341,500	358,989,800	98,498,173	35,376,449	24,342,820
Sept. 10.....	342,044,850	16,341,500	358,386,350	99,281,082	34,274,821	21,317,000
Sept. 17.....	341,919,850	16,341,500	358,261,350	97,290,420	30,855,940	16,798,000
Sept. 24.....	341,334,250	16,261,500	357,595,750	18,421,014	26,348,433	.....
Oct. 1.....	342,333,850	16,111,500	358,445,350	98,481,014	26,348,433	.....
Oct. 8.....	342,960,950	15,931,500	358,942,450	98,181,000	25,260,000	12,386,000
Oct. 15.....	343,592,950	15,981,500	359,574,450	.....	.....	.....

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.
May 7.....	291,170	22,000	299,543,632
May 14.....	251,520	289,4	

June 11.....	281,770	24,150,855	292,750	24 224,437	299,504,062
June 18.....	24,158	24,395,018	302,900	21,729,247	299,302,900
June 25.....	313,810	24,729,685	301,325	25,030,573	298,467,446
July 2.....	275,010	25,004,695	473,200	25,503,773	299,269,076
July 9.....	178,245	25,182,940	98,865	25,602,138	299,348,826
July 16.....	333,505	25,516,445	313,150	25,915,283	299,389,241
July 23.....	238,780	25,755,225	227,000	26,152,288	299,404,721
July 30.....	229,710	25,984,935	169,000	26,321,288	299,537,864
Aug. 6.....	238,295	26,223,170	345,006	26,666,333	299,437,049
Aug. 13.....	174,610	26,397,780	281,500	27,715,400	299,406,84
Aug. 20.....	257,495	26,650,275	338,250	27,266,038	299,390,529
Aug. 27.....	355,440	27,005,715	247,250	28,003,578	299,635,409
Sept. 3.....	241,200	27,246,915	769,500	28,303,578	299,390,664
Sept. 10.....	398,460	27,645,575	360,000	28,662,518	299,435,629
Sept. 17.....	365,360	28,010,725	320,650	28,983,168	299,538,229
Sept. 24.....	338,420	28,349,145	423,200	29,406,368	299,560,149
Oct. 1.....	267,910	28,635,055	423,600	29,929,968	300,089,639
Oct. 8.....	421,000	29,052,093	447,650	30,277,618	300,165,516
Oct. 15.....	318,087	29,370,185	380,900	30,658,518	300,262,409

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.	Destroyed	
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	324,631
May 28.....	604,000	156,745	7:6,763	620,959
June 4.....	583,500	657,760	448,800	1,513,636
June 11.....	762,500	378,755	585,900	265,000
June 18.....	745,500	952,891	605,200	1,374,072
June 25.....	733,000	812,516	605,373	1,634,629
July 2.....	298,500	238,195	.....	250,529
July 9.....	413,000	552,493	419,500	519,430
July 16.....	557,000	292,503	612,400	359,962
July 23.....	599,000	830,141	584,500	667,161
July 30.....	620,000	221,348	520,000	335,330
Aug. 6.....	767,500	513,114	753,500	1,520,591
Aug. 13.....	1,085,500	898,269	599,200	2,388,724
Aug. 20.....	418,000	779,506	495,600	1,976,153
Aug. 27.....	482,000	471,922	588,600	602,158
Sept. 3.....	453,008	430,215	729,900	3,384,989
Sept. 10.....	420,000	719,590	493,100	1,804,859
Sept. 17.....	419,500	262,293	664,300	1,092,128
Sept. 24.....	409,000	806,015	500,000	1,475,773
Oct. 1.....	442,500	167,337	583,200	4,079,543
Oct. 8.....	441,000	1,393,159	512,874	896,293
Oct. 15.....	423,000	280,509	507,500	3,079,728

Erie Railway Election.—The following account of the Erie election of directors was not previously given in the CHRONICLE, as the whole affair was such a farce as hardly to merit any notice. As there may be parties, however, who will wish to refer hereafter to the resolutions passed at the meeting, they are given below.

The annual meeting of the stockholders of the Erie Railway Company was held in New York on the 11th inst. An election was held for three directors for the term of five years, in place of Charles G. Sisson, of Jersey City, Homer Ramsdell, of Newberg, N. Y., and Justin D. White, of New York, whose terms expired at that time. These gentlemen were re-elected by a vote of 300,000 against 3,100 for Shepherd Knapp and Moses Taylor. The following resolutions were presented by Horatio N. Otis, Secretary of the company, and passed by a majority vote of those present:

WHEREAS, Certain legal proceedings having been commenced by various parties in the Courts of this State, or of the United States, against the directors of this corporation, demanding their removal or suspension, and seeking to restrain them from pursuing the policy they have adopted in the management of the affairs of said corporation. And

WHEREAS, Said suits have been founded on the pretence that the stockholders of the company were opposed to the present managers and because of having them removed; and,

WHEREAS, Such suits have caused a large amount of expensive litigation, and have in many ways seriously affected the interests of the corporation, therefore,

Resolved, That the stockholders of the Erie Railway Company, in annual meeting assembled, do condemn and protest against the various suits which have been brought for the purpose above-mentioned, and wholly disclaim all sympathy with the purposes and objects of such suits, believing them to have been inspired by the friends of competing lines, or by persons who in bad faith were seeking to abuse the process of the courts for the purpose of pecuniary profit, and advancing themselves at the expense of this corporation, and that said purposes and objects are of such a nature as could not fairly be exposed to the courts or the public.

Resolved, That the stockholders of the Erie Railway Company approve the management of the affairs during the years 1869 and 1870, and approve and ratify all the acts of the Board of Directors, Executive Committee, and chief executive officers from the first day of August, 1869, to the present time; and they especially approve and ratify the policy of the officers of the company in seeking to establish connecting lines East and West, and in endeavoring to direct traffic of other roads or lines of transportation to this one line of railway, developing the coal business, and increasing its equipment to meet the growing demand; and they also approve and ratify all the acts done in pursuance of this policy, with the view of securing to the Erie Railway Company control of the traffic and connections aforesaid.

Resolved, That the stockholders of the Erie Railway Company approve and ratify the classification of the Board of Directors, made during the past year, in pursuance of the instructions of a meeting of the stockholders of this company, held on the second Tuesday of October, 1869.

During the election, notices of protest were served by the representatives of the English stockholders and also in behalf of a number of American stockholders, protesting against the elections as unfair, irregular, illegal and fraudulent. These notices were served upon the three Inspectors of Election and upon Horatio N. Otis, Secretary of the Company.

Cincinnati, Sandusky and Cleveland Railroad.—The annual report for the year ending June 30, 1870, has the following: We now compete at Sandusky with the Baltimore and Ohio Railroad Company, who have a Lake Erie Division, by a perpetual lease of the

Sandusky, Mansfield and Newark Railroad, which line the former commenced operating July 1, 1869, and which company has made most extraordinary exertions for business over its line to and from Sandusky; yet, notwithstanding this diversion of some of the business formerly transacted over our road, our earnings show an increase for the fiscal year of \$15,007 54, as will be seen by reference to the report of the Treasurer herewith.

During the year an important arrangement has been concluded, being ratified by a large vote of our stockholders, for the completion of the road between Springfield and Columbus, Ohio, and for its perpetual lease to this Company. The road is to be completed by September 1, 1871, and it is anticipated that it will bring a large increase of business to our main line. The earnings and expenditures are detailed in the Treasurer's report as follows:

EARNINGS.	
From freight.....	\$498,186 77
From passengers.....	241,508 69
From mails and expenses.....	46,296 64
From mileage, rental, etc.....	21,484 44
Total.....	\$810,476 54

EXPENDITURES.	
Ordinary expenses and renewals.....	\$538,044 60
Interest on bonds and preferred stock and taxes.....	207,179 08
Sinking fund.....	10,000 00
Balance.....	\$755,223 68
Add avails of assessments on C. D. and E. Stock.....	\$55,251 86
Total.....	\$810,475 54

The comparative earnings for the years 1869 and 1870 are:

Total earnings 1869-70.....	\$810,476 54
Total earnings 1868-69.....	795,469 00
Increase.....	\$15,007 54

The financial status of the Company, June 30, 1870, is exhibited in this tabulated statement:

Dr.	
Cost of railway.....	\$5,840,623 30
Materials on hand.....	51,545 12
Bonds and stocks.....	8,100 00
Sinking fund.....	67,523 69
Due from railroad companies, agents and P. O. department.....	10,166 88
In individual accounts.....	902 08
Bills receivable.....	175 00
Cash at transfer agencies.....	5,348 64
Cash on hand.....	3,460 32
Total.....	\$5,987,845 09
Cr.	
Capital stock.....	\$2,967,800 00
Preferred stock.....	428,646 44
Bonds—	
S. D. & C., 1st mortgage.....	\$988,000 00
Eastern bonds, not extended.....	9,000 00
S. C. & Ind.....	350,000 00
C. S. & C.....	1,051,851 20
C. D. & E. (exchangeable for C. S. & C.).....	19,000 00
Interest on bonds.....	24,873 95
Dividends on preferred stock.....	4,078 87
Bills payable.....	49,092 11
Pay rolls and taxes.....	26,132 95
Due for materials.....	59,369 87
Total.....	\$5,987,845 09

Memphis and Charleston Railroad.—The earnings of this road for the years ending June 30, 1869 and 1870, were as follows:

	1869.	1870*
From passengers.....	\$600,544 37	\$518,903 65
“ freight.....	478,133 25	638,658 23
“ mail.....	34,371 53	34,373 99
“ express, etc.....	69,710 07	87,154 53
Total.....	\$1,182,759 22	\$1,549,090 39

Expenses, viz:	
Conducting transportation.....	\$254,125 91
Motive power.....	241,257 22
Maintenance of way.....	200,013 26
Maintenance of cars.....	86,149 88
Total.....	\$781,546 27
Net earnings.....	\$401,212 95

From the above expenses of 1870 should be deducted the sum of \$70,157 79 for extraordinary expenditures, charged to operating by resolution of the stockholders, which, while they add to the permanent value of the property of the company, cannot be charged to the proper accounts, as heretofore, the construction and equipment account being closed. Deducting this sum, will leave the actual operating expenses \$1,010,271 64—an increase over the previous year of \$228,725 87; which, deducted from the increase in earnings, \$376,331 17, will leave a net increase over 1869 of \$137,605 80. The increase in receipts has been, from passengers, \$218,359 28, of which \$136,040 25 is local, and \$82,319 03 is through. From freights, \$160,524 97, of which \$24,447 35 is local, and \$136,077 62 is through. Increase from mails, \$2 46. Decrease has been, from express, \$2,028 49, and from rents and privileges \$10,529 07. The operating expenses are 65½ per cent, and the gross expenses 80 1-3 per cent of gross receipts.

The percentage of expenses to receipts of the road for the next twelve months will be much less than that of the past; and taking into consideration the condition of the entire property, we feel great confidence in the future:

The movements of cotton during the past and preceding years compare as follows:

	1868.	1870.
Memphis.....	61,610	64,422
Grand Junction.....	5,660	1,297
Decatur.....	5,461	11,270
Stevenson.....	465	1,202
Chattanooga.....	45,410	35,142
All other points.....	1,033	717
Totals.....	119,639	114,050

Number bales shipped from		
Memphis.....	31,989	20,902
Mississippi Central Railroad.....	22,598	27,074
Nashville and Decatur Railroad.....	3,559	479
Local points.....	61,493	65,595
	119,639	114,050

Showing decrease in through cotton..... 9,691 bales.
 Less increase in local cotton..... 4,102 "
 Decrease in 1869-'70..... 5,589 bales.

CONDENSED BALANCE SHEET, JUNE 30, 1870.

Construction.....	\$6,474,909 18
Incident to construction.....	1,026,376 60
Equipment.....	1,245,848 04
	\$8,747,132 82
Stock in other companies.....	285,906 16
Bad materials.....	241,847 95
Road expenses.....	\$1,080,429 43
Interest on State bonds.....	113,541 18
Interest on Company bonds.....	160,510 00
Interest and exchange.....	3,560 85
Tax account.....	20,185 41
Expense account.....	5,656 23
	1,363,833 10

Bills receivable.....	\$444,916 58
Coupon bonds.....	519,000 00
United States.....	10,766 26
Post office department.....	20,897 40
Sam Tate, Receiver.....	24,060 48
People's Bank of South Carolina.....	16,555 08
Georgia Railroad Bank.....	25,551 90
Southern Railroad of Mississippi.....	103,757 25
South Carolina Railroad.....	45,530 22
Due from other railroads.....	28,202 37
Due from individuals.....	43,808 67
Due from agents.....	14,585 49
Coupons on Tennessee bonds.....	22,592 38
Endorsed City of Memphis coupons.....	3,920 00
Cash.....	87,165 50
	1,016,329 58

Capital stock.....	\$11,678,160 61
State of Tennessee.....	\$1,817,927 45
First mortgage bonds.....	1,233,000 00
Second mortgage bonds.....	1,000,000 00
	4,110,937 45

Bills payable.....	\$118,851 65
Banks and bankers.....	195,430 00
Due on coupons.....	33,815 25
Pay rolls.....	48,904 90
Dividends.....	19,184 61
Due to railroads.....	18,257 24
Due to individuals.....	67,252 32
Unpaid State interest.....	54,538 12
Unpaid United States taxes.....	9,279 79
	565,543 83

Profit and loss.....	138,863 89
Receipts.....	1,549,090 39
	1,687,954 28
Total.....	\$11,678,160 61

—The card of Messrs. Stout & Dickinson, bankers, at No. 25 Broad street, will be found on the first page. This House includes among its members Mr. A. V. Stout, President of the Shoe and Leather Bank, Mr. J. B. Dickinson, recently President of the Tenth National Bank, besides two partners who are members of the New York Stock Exchange and Gold Board. We believe that there are few firms which can present stronger inducements for patronage in the experience and standing of their several partners.

—Shippers of freight from New York to the South Western States, will do well to give attention to the notice of Mr. C. E. Evans, general freight agent of the favorite VIRGINIA AND TENNESSEE AIR LINE ROUTE, which will be found on the Fifth page of advertisements. Complete as the connections of this line have already been made through the executive ability of General Mahone, of Virginia. We understand that further extensions are contemplated by that gentleman, which will make the line of transportation from the Mississippi river to tide water almost perfect.

—On the last page of the CHRONICLE, to-day, will be found the card of Messrs. Heyerdahl, Schonberg & Co., of 32 Pine street, calling attention to their 56 and 50 pound English Iron Rails. Purchasers of railroad iron will do well to notice it.

—The Imperial Fire Insurance Company of London, with its assets of \$8,000,000 in gold, will be found by our Merchants and Bankers a safe corporation in which to place their insurance. The card of this company is on the last Page.

BANKING AND FINANCIAL.

—BANKING HOUSE OF HENRY CLEWS & Co., 32 WALL ST., N. Y.— Deposit accounts can be opened with us in either currency or coin subject to check without notice. Interest allowed upon all daily balances at current market rates. Checks upon us pass through the Clearing House as if drawn upon any city bank.

We draw Bills of Exchange, make telegraphic transfers of money and issue credits available in all parts of Europe.

We issue Certificates of Deposit payable on demand or at fixed date bearing interest and available at all money centers.

Collections made in any part of the world.

CLEWS, HABICHT & Co., 5 Lothbury, London.

HARVEY FISK, A. S. HATCH,
 OFFICE OF FISK & HATCH,
 Bankers and Dealers in Government Securities,
 No. 5 Nassau street,
 New York, Oct. 15, 1870.

THERE IS NOW A CLEAR PROFIT of 20 per cent in an exchange of United States 5-20 bonds for the Central Pacific Railroad

Bonds—in other words, for every \$5,000 of the former there may be obtained \$6,000 of the latter bonds, bearing the same rate of interest (6 per cent in coin), not subject to be called in for twenty-five years, and founded upon a security sufficient to satisfy the most critical investors.

The Central Pacific Railroad is one of the most prominent and productive lines on the Continent, and its securities have a ready and active market, both in this country and in Europe. They can always be converted into money as readily as the bonds of the Government, and their stability and safety are thoroughly established and universally recognized.

Having originally negotiated these bonds, and knowing their value we make a specialty of dealing in them, as in Government Securities, and have no hesitation in recommending them to our friends and customers contemplating investments or the exchange of Five-Twenties.

FISK & HATCH.

CHANGES IN THE REDEEMING AGENTS OF NATIONAL BANKS.

The following are the changes in the Redeeming Agents of National Banks from Sept. 29 to Oct. 20, 1870. These weekly changes are furnished by, and published in accordance with an arrangement made with the Comptroller of the Currency.

LOCATION.	NAME OF BANK.	REDEEMING AGENT.
Massachusetts— Marblehead.....	The Marblehead National Bank.....	The National Revere Bank of Boston, approved in place of the Suffolk National Bank of Boston.
Virginia— Norfolk.....	The People's Nat'l Bank (new bank).....	The National Bank of New York, approved.
Kentucky— Stanford.....	The Farmers' Nat'l Bank (new bank).....	The Ninth Nat'l Bank of New York, approved.
Tennessee— Lebanon.....	The Second Nat'l Bank (new bank).....	The Fourth National Bank of New York, approved.
Illinois— Salem.....	The Salem Nat'l Bank (new bank).....	The National Park Bank of New York, approved.

The Bankers' Gazette.

DIVIDENDS.

The following Dividends have been declared during the past week:

COMPANY.	PER CENT.	WHEN PAYABLE.	BOOKS CLOSED.
Railroads.			
Cincinnati, Hamilton & Dayton.....	4	Oct. 24.	Oct. 13 to Oct. 24.
Baltimore & Ohio.....	4	Oct. 31.	Oct. 19 to Nov. 1.
Banks.			
National City.....	10	Nov. 1.	—
Fulton National.....	5	Nov. 1.	Oct. 19 to Nov. 2.

FRIDAY EVENING, October 21.

THE MONEY MARKET.—After the temporary activity in call loans caused last week by the manipulations of gold speculators, the money market has relapsed into its late condition of ease. Although, at the Western centres, the course of exchanges is somewhat against us, and appears likely to become more so, yet, at present, the city bonds do not find it necessary to make any cash remittances to that section, and are enabled to keep up their legal tender reserve. The policy of the Treasury in buying bonds to double the amount of its sales of gold has also a tendency to promote an easier feeling. It is expected that henceforth the receipts of grain and produce will reach a larger volume (up to the close of navigation) which may possibly cause remittances of currency to the West; but there is a general confidence in banking circles that this movement will be so far counteracted by the letting out of currency from the Treasury as to prevent any extreme stringency arising. A more active movement is generally expected among banks doing a Western business. On call loans the rate of interest has ranged at 5@6 per cent. The Treasury has taken out of the banks about \$1,130,000 by the sale of gold, and has paid out about \$2,160,000 in the purchase of bonds during the week.

The last bank statement showed an increase of \$211,000 in legal tenders, but with a decrease of \$986,000 in specie the lawful money on hand, showed a reduction of \$775,000. In the liabilities there was an increase of \$163,000. The following statement shows the present condition of the associated banks compared with the same date of last year:

	Oct. 15, 1870.	Oct. 16, 1869.	Oct. 17, 1868.
Loans and Discounts.....	\$265,200,000	\$248,500,000	\$264,644,035
Specie.....	11,600,000	20,400,000	9,186,620
Circulation.....	32,900,000	34,200,000	34,213,918
Net Deposits.....	187,500,000	178,600,000	188,889,586
Legal Tenders.....	50,500,000	53,200,000	53,626,850

The discount market is without any material change. There is a moderate supply of commercial bills, and rates are steady at about late quotations. We quote:

	Days	p. c. to
Commercial, first class endorsed.....	60 days	0 to 7
" " " ".....	4 mos.	7 to 8 1/2
" " " ".....	6 mos.	7 1/2 to 10
" " " ".....	60 days	7 to 8
" " " ".....	4 to 6 mos.	8 to 12
Bankers, first class Foreign.....	60 days	0 to 7
" " Domestic.....	3 to 4 mos.	7 to 10.

UNITED STATES SECURITIES.—In the bond market there is no material change. Transactions are confined mostly to the ordinary transactions on home investment account. The dealings on foreign account are quite nominal. At London and Frankfort, prices are maintained with much steadiness, which helps to sustain the market here. At home, the market would perhaps suffer but for the purchases of \$2,000,000 per week by the Government. The fact that these withdrawals from the market have no effect upon the prices of bonds, shows that the supply coming out of the hands of investors exceeds the demand from the same class. The prospect of an early effort to fund the debt at a lower rate of interest has thrown a degree of uncertainty about the permanence of the income from Five-Twenties, which perhaps is the main cause of this lack of demand. Investors are turning their attention to a class of railroad bonds which combine with undoubted security, a higher rate of interest than is yielded by Governments. The bonds of completed and old established railroads are especially in demand, such for instance as the new 7 per cent consolidated Mortgage Sinking Fund bonds of the Lake Shore and Michigan Southern Railroad, the issue of which is being rapidly absorbed. In this class of bonds a preference is shown for the registered bonds without coupons, as being free from all risks, while those of the registered coupon class protect the holder as far only as the principal is concerned, the registration not affecting the coupons in any manner. The Treasury has purchased during the week \$2,000,000 of Five-Twenties; the offerings on the occasion aggregated \$4,172,300.

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

	Saturday, Oct. 15.	Monday, Oct. 17.	Tuesday, Oct. 18.	Wednesday, Oct. 19.	Thursday, Oct. 20.	Friday, Oct. 21.
6's, 1881 coup.	113 1/4	114 1/4	113 1/4	114 1/4	113 1/4	114 1/4
5 20's, 1862 coup.	112 1/2	112 1/2	112 1/2	113	113	113 1/2
5 20's, 1864 "	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2
5 20's, 1865 "	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2
5 20's, 1865 n "	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2
5 20's, 1867 "	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2
5 20's, 1868 "	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2
10 40's "	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2
Currency 6's	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2

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

STATE BONDS.—In this class of securities the dealings have been unusually light and entirely on investment account, the attention of speculators having been diverted to other branches of the Stock Exchange. The transactions have been confined almost exclusively to the Tennessee bonds and Missouri sixes, although at times there were small transactions in some of the other issues. Missouri sixes were quite firm throughout the week, and maintained a slight advance up to the close, with late sales at 91 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:

	Saturday, Oct. 15.	Monday, Oct. 17.	Tuesday, Oct. 18.	Wednesday, Oct. 19.	Thursday, Oct. 20.	Friday, Oct. 21.
6s Tenn. x.c.	62 1/2	62 1/2	62 1/2	62 1/2	62 1/2	62 1/2
6s Tenn. new	60 1/2	60 1/2	60 1/2	60 1/2	60 1/2	60 1/2
6s N. Car., old	47 1/2	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2
6s N. Car., new	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2
6s Virg. x.c.	68	68	68	68	68	68
6s I. a., levee	90	90	90	90	90	90
6s Missouri	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2

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

RAILWAY AND MISCELLANEOUS SHARES.—The Stock market has been decidedly irregular, but more active in some of the prominent shares. The movement, however, as a rule, has been entirely a speculative one, the outside buyers not yet having been induced to enter into active purchases. So long as the clique holders continued to support their specialties, high prices have been maintained, though upon any removal of this support prices have declined. The large holders, however, continue to move with confidence, and hold their stocks with tenacity, possibly in the belief that as the current earnings are liberal they are now selling below their actual values. The chief feature of the week has been Western Union Telegraph, which has moved in accordance with the manipulations of a clique, and the various reports which have from time to time been current in regard to it. After this, the larger dealings were in the specialties of last week. At the close New York Central and Lake Shore are active. Northwestern also is firm in sympathy with the large reduction in the working expenses under the new management—a reduction which, for the last few months, exceeds \$500,000, while in the gross earnings there is a decline of only about \$90,000.

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

	Saturday, Oct. 15.	Monday, Oct. 17.	Tuesday, Oct. 18.	Wednesday, Oct. 19.	Thursday, Oct. 20.	Friday, Oct. 21.
N.Y. Cent & H.R.	93 1/2	94 1/2	93 1/2	94 1/2	93 1/2	94 1/2
do scrip	88 1/2	89 1/2	88 1/2	89 1/2	88 1/2	89 1/2
Harlem	186 1/2	187 1/2	186 1/2	187 1/2	186 1/2	187 1/2
Eri	22 1/2	23 1/2	22 1/2	23 1/2	22 1/2	23 1/2
Reading	101 1/2	101 1/2	100 1/2	101 1/2	100 1/2	101 1/2
Lake Shore	94 1/2	95 1/2	94 1/2	95 1/2	94 1/2	95 1/2
Wabash	54 1/2	54 1/2	54 1/2	55 1/2	54 1/2	55 1/2
Pittsburg	107 1/2	107 1/2	106 1/2	107 1/2	106 1/2	107 1/2
Northwest	81 1/2	82 1/2	81 1/2	82 1/2	81 1/2	82 1/2
do pref	89 1/2	89 1/2	89 1/2	90 1/2	89 1/2	90 1/2
Rock Island	118 1/2	118 1/2	112 1/2	113 1/2	111 1/2	112 1/2
Fort Wayne	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2
St. Paul	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2
do pref	82 1/2	82 1/2	82 1/2	82 1/2	81 1/2	81 1/2
Ohio, Missisip	83 1/2	84 1/2	83 1/2	84 1/2	83 1/2	84 1/2
Central of N.J.	107 1/2	108 1/2	108 1/2	109 1/2	108 1/2	109 1/2
Chic. & Alton	113 1/2	114 1/2	113 1/2	113 1/2	113 1/2	114 1/2
do do pref	114 1/2	114 1/2	115 1/2	115 1/2	114 1/2	114 1/2
do do scrip	118 1/2	118 1/2	118 1/2	118 1/2	118 1/2	118 1/2
Union Pacific	24 1/2	24 1/2	25 1/2	25 1/2	25 1/2	25 1/2
Panama	81 1/2	82 1/2	81 1/2	81 1/2	81 1/2	81 1/2
Clev., C. & I	80 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2
Col. Chic. & I.C.	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2
Del. Lack. & W	107 1/2	107 1/2	107 1/2	107 1/2	108 1/2	108 1/2
Hann., St. Jos.	110 1/2	110 1/2	109 1/2	109 1/2	107 1/2	107 1/2
do pref	116 1/2	116 1/2	116 1/2	115 1/2	115 1/2	115 1/2
Illinois Centrl	136 1/2	136 1/2	136 1/2	136 1/2	135 1/2	135 1/2
Mich. Central	121 1/2	122 1/2	121 1/2	121 1/2	120 1/2	121 1/2
Morris & Essex	91 1/2	92 1/2	91 1/2	92 1/2	91 1/2	92 1/2
B. Hart. & Erie	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
West. Un. Tel.	40 1/2	41 1/2	41 1/2	41 1/2	40 1/2	40 1/2
Mariposa pref.	11 1/2	11 1/2	10 1/2	10 1/2	10 1/2	10 1/2
do Trust. cert.	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2
Quicksilver	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
do do scrip	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
Pacific Mail	45 1/2	45 1/2	46 1/2	45 1/2	44 1/2	44 1/2
Adams Expr's	67 1/2	67 1/2	67 1/2	67 1/2	67 1/2	67 1/2
Am. Merch. Un	43 1/2	43 1/2	43 1/2	44 1/2	44 1/2	44 1/2
United States	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2
Wells, Fargo	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2

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

Earnings for the latest weeks reported in October are as follows:

	—First week—	—Second week—	—Third week—
	1870.	1869.	1870.
Chicago & Alton	\$125,415	\$111,166	\$186,141
Chicago & Northwest'n.	318,498	301,647	300,719
Chicago & Rock Island.	155,900	148,665	140,600
Cleveland & Pittsburg.	64,669	53,090	130,217
Ind., Cin. & Lafayette.	54,584	48,863	.....
Marietta & Cincinnati.	38,248	35,229	.....
Michigan Central	106,428	102,507	.....
Milwaukee & St. Paul.	201,269	203,686	202,225
North Missouri	65,257	51,119	.....
Pacific of Missouri	77,415	82,311	83,851
St. Louis & Iron Mt.	36,382	21,967	8,310

The earnings of the Union Pacific Railroad, for the first two weeks in October, were \$306,788 41, and the land sales up to October 15 amount to 247,504 acres, for \$1,127,705. The Chicago, Cincinnati & Louisville Railroad earned \$14,553 in September.

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

Week ending—	Government Bonds.	State & City Bonds.	Company Bonds.	Total amount.
May 5	3,915,500	1,373,900	558,000	5,846,500
" 12	3,862,750	1,059,500	671,515	5,531,760
" 19	2,791,500	687,000	438,900	3,917,400
" 26	2,376,200	903,000	353,000	3,632,200
June 2	2,725,950	1,008,500	325,000	4,059,450
" 9	3,641,550	2,442,500	446,500	6,780,550
" 16	1,613,000	2,117,500	497,000	4,227,500
" 23	1,792,500	1,957,500	438,200	4,188,200
" 30	2,795,200	997,000	247,500	4,039,700
July 7	2,459,000	2,171,500	226,000	4,856,500
" 14	2,338,500	1,971,000	245,000	4,554,500
" 21	2,963,500	1,356,000	292,000	4,617,500
" 28	3,174,800	813,500	151,500	4,139,800
Aug. 4	1,817,000	369,000	149,500	2,335,500
" 11	2,252,500	316,000	349,500	2,918,000
" 18	2,229,400	544,500	885,000	3,158,900
" 25	1,733,000	533,000	269,700	2,535,700
Sept. 1	1,919,900	370,500	233,000	2,523,400
" 15	2,168,850	249,500	242,500	2,660,850
" 23	2,315,000	466,000	375,000	3,156,000
" 29	1,938,550	546,000	572,500	3,107,050
Oct. 6	1,553,800	274,500	484,500	2,312,800
Oct. 13	1,920,250	210,500	353,500	2,484,250
Oct. 20	1,689,150	104,400	374,000	2,167,550

THE GOLD MARKET.—The gold market has been somewhat feverish, though the fluctuations have not been material. The clique operations of last week appear to have been abandoned from a fear that the Secretary of the Treasury might interfere to check any violent movements. The chief interest has been in the loaning of gold, the rates of which have ranged as high as 1/2 per cent per day paid by borrowers. A very large proportion of the supply on the market is owned by the Canada banks, whose deposits at present appear to be very large. These institutions have been the chief leaders, and have had it in their power to reach such rates as they pleased. Their operations have materially interfered with the foreign trade and the foreign exchanges and the period when the Secretary of the Treasury will place the November interest within reach of the market is looked for with some anxiety. Rumors of peace have had a slight effect on depressing the premium. The scarcity of cash gold has perhaps had some effect in preventing the full effect of the payment of the November interest being discounted. The Treasury sold \$1,000,000 gold during the week.

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

Table with columns: Quotations, Open, Low, High, Close, Total, Balances. Rows include Saturday, Monday, Tuesday, Wednesday, Thursday, Friday, Current week, Previous week, Jan. 1 '70. to date.

FOREIGN EXCHANGE.—The market for Foreign Exchange has been very irregular and, on the whole, firmer during the week. The controlling element has been the semi-speculative operations of the Canada banks. The market closes at the following rates:

Table showing exchange rates for London bankers, Paris (bankers), Antwerp, Swiss, Amsterdam, Hamburg, Frankfurt, Bremen, Prussian thalers. Columns include 60 Days and 3 Days rates.

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

Table with columns: Custom House Receipts, Sub-Treasury Receipts, Payments. Rows include Oct. 15, 17, 18, 19, 21, Total, Balance, Oct. 14, Paym'ts during week, Balance Oct. 21.

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 Oct. 15, 1870:

Large table titled 'AVERAGE AMOUNT OF' showing financial data for various banks including New York, Manhattan, Merchants, Mechanics, Union, America, Phoenix, City, Tradesmen's, Fulton, Chemical, Merchants' Exchange, National, Butchers, Mechanics and Traders, Greenwich, Leather Manuf., National, Seventh Ward, National, State of New York, American Exchange, Jommerce, Broadway, Ocean, Mercantile, Pacific, Republic, Chatham, People's, North American, Hanover, Irving, Metropolitan, Citizens, Nassau, Market, St. Nicholas, Shoe and Leather, Corn Exchange, Continental, Commonwealth, Oriental, Marine, Atlantic, Importers and Traders, Park, Mechanics' Banking Ass., Grocers, North River, East River, Manufacturers & Mer., Fourth National, Central National, Second National, Ninth National, First National, Third National, New York N. Exchange, Tenth National, Bowery National, New York County, Bull's Head, Stuyvesant, Eleventh Ward, Elzth National, American National, Germania, Manufacturer's & Builders, German American.

The deviations from the returns of previous week are as follows: Loans, Specie, Circulation, Deposits, Legal Tenders.

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

Table with columns: Date, Total, Balances. Rows include July 30, Aug. 6, 13, 20, 27, Sept. 3, 10, 17, 24, 30, Oct. 8, 15.

PHILADELPHIA BANKS.—The following is the average condition of the Philadelphia Banks for the week preceding Monday, Oct. 17, 1870:

Table with columns: Banks, Capital, Loans, Specie, L. Tend., Deposits, Circulation. Rows include Philadelphia, North America, Farmers' & Mech., Commercial, Mechanics, Bank N. Liberties, Southwark, Kensington, Penn Township, Western, Manufacturers, B'k of Commerce, Girard, Tradesmen's, Consolidation, City, Commonwealth, Corn Exchange, Union, First, Third, Fourth, Sixth, Seventh, Eighth, Central, Bank of Republic.

The deviations from last week's returns are as follows: Capital, Loans, Specie, Legal Tenders, Deposits, Circulation.

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. Rows include June 6, 13, 20, 27, July 4, 11, 18, 25, August 1, 8, 15, 22, 29, Sept. 5, 12, 19, 26, Oct. 3, 10, 17.

BOSTON BANKS.—Below we give a statement of the Boston National Banks, as returned to the Clearing House, Oct. 17, 1870.

Table with columns: Banks, Capital, Loans, Specie, L. T. Notes, Deposits, Circulation. Rows include Atlantic, Atlas, Blackstone, Boston, Boylston, Columbian, Continental, Eliot, Everet, Faneuil Hall, Freeman's, Globe, Hamilton, Howard, Market, Massachusetts, Maverick, Merchants, Mount Vernon, New England, North, Old Boston, Shawmut, Shoe & Leather, State, Suffolk, Traders, Tremont, Washington, First, Second (Granite), Third, B'k of Commerce, B'k of N. Amer., B'k of Redemp'n, B'k of the Repub., City, Exigie, Exchange, Hide & Leather, Severe, Security, Union, Webster.

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

The following are comparative totals for a series of weeks past

Table with columns: Loans, Specie, Legal Tenders, Deposits, Circulation. Rows: June 6, June 13, June 20, June 27, July 4, July 11, July 18, July 25, Aug. 1, Aug. 8, Aug. 15, Aug. 22, Aug. 29, Sept. 5, Sept. 12, Sept. 19, Sept. 27, Oct. 3, Oct. 10, Oct. 17.

Quotations of New York Bank Stocks.

Table with columns: Bid, Askd. Rows: New York, Manhattan, Merchants, Mechanics, Union, America, City, Phenix, North River, Tradesmen's, Fulton, Greenwich, Butchers & Droy, Mechanics & Tr., National, Merchants' Ex., Leather Manuf., Seventh Ward, State of N York, Commerce.

BANK STOCK LIST.

Table with columns: COMPANIES, CAPITAL, DIVIDEND. (Marked thus (*) are not National.) Rows: America, American, American Exchange, Atlantic, Bowery, Broadway, Bull's Head, Butchers & Drivers, Central, Chatham, Chemical, Citizens, City, Commerce, Commonwealth, Continental, Corn Exchange, Currency, East River, Eighth, Eleventh Ward, Fifth, First, Fourth, Fulton, Germania, Greenwich, Grocers, Hanover, Harlem, Importers & Trad., Irving, Manufacturers & Builders, Leather Manufact'rs, Manhattan, Manuf. & Merch., Marine, Market, Mechanics, Mech. Bank. Asso., Mechan. & Traders, Mercantile, Merchants, Merchants' Exch., Metropolitan, Mutual, Nassau, National (Gallatin), New York, New York County, New York Exchange, N. Y. Gold Exchange, Ninth, North America, North River, Ocean, Oriental, Pacific, Park, Peoples, Phenix, Republic, Security, St. Nicholas, Seventh Ward, Second, Shoe & Leather, Sixth, State of New York, Stuyvesant, Tenth, Third, Tradesmen's, Union, Union Square, West Side.

The prices will be found in a previous table.

SOUTHERN SECURITIES.

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

(Many quotations are necessarily nominal.)

Table with columns: Bid, Ask, Bids, Ask. Rows: State Securities (Alabama, Georgia, Louisiana, North Carolina, Tennessee, Virginia), City Securities (Alexandria, Atlanta, Augusta, Charleston, Columbia, Fredricksburg, Lynchburg, Memphis, Mobile, Montgomery, Nashville, New Orleans, Norfolk, Petersburg, Richmond, Savannah, Wilmington), Railroad Securities (Alabama, Georgia), and various stocks/bonds.

Statement of the Export of Rails from Great Britain.

Table with columns: Countries, 1868, 1869, 1870, 1868, 1869, 1870. Rows: AMERICA (United States, British, Cuba, Brazil, Chili, Peru), EUROPE (Russia, Sweden, Prussia, Illyria, Croatia & Dalmatia, France, Holland, Spain and Canaries), ASIA (British India, Australia), AFRICA (Egypt, Other countries), Total, Old iron to all countries, Pig iron to United States.

GENERAL QUOTATIONS OF STOCKS AND BONDS.

The Active Stocks and Bonds given on a Previous Page are not Repeated here. Quotations are made 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, and various bond and stock listings including U.S. Governments, State Bonds, City Bonds, Railroad Bonds, Railroad Stocks, Canal Stocks, Petroleum Stocks, and Mining 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...
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...
5. The Tables of Railroad, Canal and Other Bonds occupy in all, four pages, two of which will be published in each number.
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.

Weekly Railroad Earnings will be found in Bankers' Gazette on a previous page.

The Illinois Central in Iowa.—The Railroad Gazette gives the following: Last Monday the Illinois Central Railroad Company took possession of the Iowa Falls and Sioux City Railroad from Fort Dodge to Sioux City. This completes a line from Dubuque to Sioux City, directly across the State of Iowa, at a distance of about 70 miles from its northern boundary.

Falls and Minnesota Railroad, which extends from Cedar Falls, 98 miles west of Dubuque, in a northwesterly direction to Mona, on the Minnesota line, a distance of 74 miles. Thus the entire length of line in Iowa operated by the Illinois Central is 400 1/2 miles.

Boston, Hartford & Erie Railroad.—The New York Evening Post gives the following:—We have seen a proposed plan for the reorganization of the Boston, Hartford and Erie Railroad Company, the principal points of which are as follows: There is to be a sale under a foreclosure of the mortgage, the entire road, &c., from Boston to Fishkill, for the benefit of those coming into the proposed arrangement.

The \$6,000,000 bonds to be offered to the holders of the Burdell bonds at 80 per cent on their face, in proportion to the amount owned by them respectively, and such as are not taken by them in thirty days from issuing of the present plan, to be offered to the stockholders at same price, for ten days, and the remainder to be sold to the public.

The third feature is a new common stock of \$10,000,000, to be distributed as follows: Contractors' claims \$2,000,000, par... Floating debt \$4,000,000, 50 per cent... Twenty per cent face of present stock...

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

MONTHLY EARNINGS OF PRINCIPAL RAILROADS.

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 from 1868 to 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.

Table with columns: COMPANIES, Stock Outstanding, DIVIDEND (Last paid: Date, Rate), and Periods. Includes Railroads section with entries like Allegheny Valley, Atlantic and Gulf, etc.

Table with columns: COMPANIES, Stock Outstanding, DIVIDEND (Last paid: Date, Rate), and Periods. Includes Canal, Miscellaneous, and various other stock entries.

N. Y. & BROOKLYN CITY PASSENGER RAILROADS.

Table with columns: NAME OF ROAD, PAR, STOCK, and LAST DIVIDENDS PAID. Lists various passenger railroads like Bleeker street and Fulton Ferry, etc.

The prices will be found on the quotation page previously.

RAILROAD, CANAL AND MISCELLANEOUS BOND LIST.

Subscribers will confer a great favor by giving us immediate notice of any error discovered in our Tables. Pages 1 and 2 of Bonds will be published next week.

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

Prices are given on the quotation page at the end of Bankers' Gazette.

Prices are given on the quotation page at the end of Bankers' Gazette.

RAILROAD, CANAL AND MISCELLANEOUS BOND LIST.

Subscribers will confer a great favor by giving us immediate notice of any error discovered in our Tables. Pages 1 and 2 of Bonds will be published next week.

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

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

Prices are given on the quotation page at the end of Bankers' Gazette.

Prices are given on the quotation page at the end of Bankers' Gazette.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY, P. M., October 21.

The rumors of a probable early re-establishment of peace in Europe, which have been current in business circles nearly all the week, have had a marked influence upon Cotton and Breadstuffs—stimulating the demand and causing some advance in prices; but otherwise, with unimportant exceptions, trade has been slow. Groceries have been rather quiet. Tobacco, at some decline, has been more active.

Hides have been active, but under liberal supplies, long withheld, in quarantine, from the market, prices have slightly declined. Leather has been dull, Skins quiet, and Tallow closes dull.

Naval Stores have shown no especial change, and business has been limited. Oils have generally been dull and prices weak, but we notice considerable lines of Linseed Oil at 86c. Petroleum has been inactive, and prices have experienced a further decline.

East India goods are dull and prices pretty uniformly lower, except for Calcutta Linseed, which rules steady though not active.

Metals have met with but a moderate trade, and prices are slightly easier for Ingot Copper and Pig Iron.

Hops continue unsettled. Hay has advanced, and now brings prices which have seldom been reached in this market. Whisky has advanced 7c. per gallon, the receipts being much smaller than at this time last year, and the demand, from various causes exceptionally large. Seeds are firm, rather tending upward.

Provisions have been very firm; but as it is now "between Seasons" in the market for hog products, the improvement has little significance. Mess Pork sold to-day at \$26 25 in a jobbing way on the spot, but for December delivery, seller's option, \$28 was accepted for a line of 500 bbls. Lard is firm, but very dull. Beef of the new packing begins to arrive more freely. Butter remains firm, and for Cheese holders are rather stronger in their views, receipts having fallen off, and advices from Europe being better.

Wool has been in good general request. The mill streams are now in condition to enable manufacturers to work up to their capacity, and holders have realized more money. The receipts continue smaller than last year, and stocks are well held.

Freights have been dull, except in the shipment of cotton and wheat to Great Britain, the latest transactions being at 1/2d. for cotton and 9d. for wheat to Liverpool, by steam 8d. for wheat, and 2s. 3d. for flour, by sail, to Liverpool, London, and Glasgow; but as the close to-day the Liverpool steamers asked 9 1/2d. for wheat, the receipts of which will be very large after this week.

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

The receipts of domestic produce for the week and since Jan. 1 and for the same time in 1869, have been as follows:

Table with columns: This week, Since Jan. 1, Same time '69. Rows include: Ashes, Breadstuffs, Flour, Wheat, Corn, Oats, Rye, Barley, Grass seed, Beans, Peas, C. meal, Cotton bales, Hemp, Hides, Hops, Leather, Molasses, Naval Stores, Spirits, Rosin, Tar, Fitch, Oil cake, Oil, Peanuts, Provisions, Butter, Cheese, Cutmeats, Eggs, Pork, Beef, Lard, Rice, Starch, Stearine, Sugar, Tallow, Tobacco, Whiskey, Wool, Dressed hogs.

Exports of Leading Articles from New York. The following table, compiled from Custom House returns, show the exports of leading articles of commerce from the port of New York since January 1, 1870, to all the principal foreign countries, and also the total export of the same articles for the last week and since January 1.

Large table with columns: ARTICLES, Other W. Indies, Mex. Co., Canada, New Grenada, Venezuela, British Guiana, Other S. Amer'n, Brazil, British Colonies, Japan, Europe, Spain, Holland & Belg., France, Great Britain, Breadstuffs, Candles, Coal, Coffee, Cotton, Domestic, Drugs, Hops, Naval stores, Oil cake, Oil, Spermaceti, Lard, Provisions, Rice, Tallow, Tea, Tobacco, Whalebone. Rows list various commodities and their export values for the week, since Jan 1, and since same time 1869.

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	426	10,971	10,965	Metals, &c—			
China	772	41,190	50,112	Cutlery	96	3,988	3,575
Earthenware	18,647	3,078	405,278	Hardware	95	6,040	4,385
Glass	360	18,537	15,343	Iron, &c bars	2,802	708,041	805,837
Glassware	52	7,283	7,536	Lead, pigs	11,420	458,408	489,359
Glass plate	111	4,711	4,978	Spelter	112,268	6,565,169	9,203,121
Buttons	6,910	86,884	107,772	Steel	2,960	112,404	135,424
Coal, tons	3	26,183	16,939	Tin, boxes	17,60	791,821	998,536
Cocoa, bags	7,695	749,010	860,038	Tin slabs, lbs.	194,786	4,873,752	3,313,509
Coffee, bags	116	7,692	2,222	Rags	3,526	84,920	86,600
Cotton bales	50	14,486	13,221	Sugar, hhd, tcs & bbls.	1,181	376,899	345,958
Drugs, &c—	700	15,343	21,430	Sugars, boxes & bags	29,473	608,908	690,767
Bark, Peruvian	15,670	17,322	5,638	Tea	1,615	819,477	80,385
Blea powders	57	6,579	5,688	Tobacco	1,615	33,314	32,006
Brimstone, tons	94	2,858	1,664	Waste	28	1,432	2,036
Cochineal	717	18,293	33,515	Wines, &c—			
Cream Tartar	183	8,535	2,612	Champagne, bks	1,540	112,946	95,251
Gambier	17	5,294	5,032	Wines	3,151	213,910	160,780
Gums, crude	127	1,577	9,022	Wool, bales	206	23,974	43,236
Gum, Arabic	58	30,999	44,244	Articles reported by value—			
Indigo	40	1,832	661	Cigars	\$17,170	1,140,261	\$669,331
Madder	2,500	81,272	74,328	Corks	1,435	85,529	119,390
Ola, essence	2,013	44,879	33,056	Fancy goods	47,780	1,962,264	1,695,153
Oil, Olive	741	29,142	32,818	Fish	1,518	2,276,441	598,147
Opium	175	4,256	1,639	Fruits, &c—			
Soda, bi-carb.	9	7,852	5,920	Lemons	7,466	629,897	439,179
Soda, sal.	43	6,923	7,487	Oranges	2,418	796,059	690,208
Soda, ash	3,280	86,320	98,779	Nuts	24,906	454,556	586,993
Flax	23	1,162	1,290	Raisins	27,826	641,312	670,612
Fur	219	24,845	15,300	Hides undressed	41,756	7,451,894	8,490,363
Gunny cloth	89	26,219	32,401	Rice	2,748	514,380	241,936
Hair	521	4,535	2,532	Spices, &c—			
Hemp, bales	108	3,886	1,990	Cassia		182,610	177,950
Hides, &c—	19	1,027	915	Ginger	822	39,017	89,185
Bristles	427,233	536,929		Pepper		241,487	233,844
Hides, dressed	1,367	138,745	153,893	Saltpetre	1,917	250,114	176,738
India rubber				Woods—			
Ivory				Cork	2,529	116,482	155,3
Jewelry, &c—				Fustic		51,423	65,630
Jewelry				Logwood	5,615	248,013	463,785
Watches				Mahogany	5,519	121,032	84,244
Linseed							
Molasses							

The past week has witnessed a considerable advance in prices and improvement in the tone of the cotton market, with increased activity. This has been due to a better feeling and better prices at Liverpool, based upon a current belief that the continental war would not last long, aided by the opinion here that our prices are now very low, and not likely to go much lower, even in case the war is continued. It is quite certain that the ruling rates leave little room for profit to the planter, and hence it is believed that after the first million and a half bales are marketed there will be less disposition to sell, and consequently somewhat higher rates obtained. To-day, under the influence of this feeling and of more decided peace rumors, with higher quotations announced at Liverpool (though no public dispatches were received), our market has further improved 1/4c., the sales reaching 7,645 bales, and the close being strong, with a good demand at the advance. Some private dispatches received to-day state that peace will be declared in forty-eight hours. We give this as one of the influences on the market, not with the purpose of expressing any opinion as to its reliability. For forward delivery prices have also improved, the close to-night being at about 15 1/2 @ 16c. for this month and for either of the next four months against about 14 1/2 @ 15c. at the close last week. The total sales of this description reach 52,800 bales, the details of which are given below. For immediate delivery, (not including free on board), the total sales this week foot up 27,399 bales, including 2,278 bales to arrive, of which 8,581 bales were taken by spinners, 1,471 bales on speculation, 15,991 bales for export, and 1,356 bales in transit. The following are the closing quotations:

	Upland and Florida.	Mobile.	New Orleans.	Texas
Ordinary.....per lb.	13 @ ...	13 1/2 @ ...	15 1/2 @ ...	13 1/2 @ ...
Good Ordinary.....	15 1/2 @ ...	15 1/2 @ ...	16 @ ...	16 1/2 @ ...
Low Middling.....	15 1/2 @ ...	16 1/2 @ ...	16 1/2 @ ...	17 @ ...
Middling.....	16 1/2 @ ...	16 1/2 @ ...	16 1/2 @ ...	17 @ ...
Good Middling.....	16 1/2 @ ...	16 1/2 @ ...	17 1/2 @ ...	17 1/2 @ ...

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

	Total sales.	Ordinary.	Good Ordinary.	Low Middling.	Middling.
Saturday	5,108	12 1/2 @ ...	14 1/2 @ ...	15 1/2 @ ...	15 1/2 @ ...
Monday	3,567	12 1/2 @ ...	14 1/2 @ ...	15 1/2 @ ...	15 1/2 @ ...
Tuesday	4,318	12 1/2 @ ...	15 @ ...	15 1/2 @ ...	16 1/2 @ ...
Wednesday	4,040	12 1/2 @ ...	15 @ ...	15 1/2 @ ...	16 1/2 @ ...
Thursday	2,731	12 1/2 @ ...	15 @ ...	15 1/2 @ ...	16 @ ...
Friday	7,645	13 @ ...	15 1/2 @ ...	15 1/2 @ ...	16 1/2 @ ...

For forward delivery the sales have reached during the week 52,800 bales, and the following is a statement of the sales and prices:

For October.		For November.		For December.		bales.		cts.	
bales.	cts.	bales.	cts.	bales.	cts.	401	15%	1,800	15%
100	14 1/2	400	14 13-16	500	15	200	15%	200	15%
900	14 1/2	1,000	14 1/2	700	15 1/2	200	15%	200	15%
100	14 15-16	100	14 5-16	200	15 1/2	500	15%	500	15%
600	p. t.	900	15	2,600	15 1/2	500	16	500	16
1,000	15	100	14 1/2	200 b. o.	15 1/2	100	15 13-16	100	15 13-16
1,000	15 1/2	300	15 3-16	600	15 1/2	5,800 total January			
1,200	15 1/2	700	15 1/2	900	15 9-16				
100	15 5-16	1,800	15 1/2	1,000	15 1/2	For February.			
400	15 7-16	2,000	15 1/2	1,500	15 1/2	100	15%	200	15%
1,100	15 1/2	5,000	15 1/2	900	16	500	16	500	16
3,200	15 1/2	1,200	15 1/2	800	15 1/2	800 total Feb'y.			
500	15 11-16	1,000	15 9-16	10,500 total Decem.					
3,400	15 1/2	200 to 7th.	15 1/2						
500	15 1/2	200	15 13-16	For January.					
500	15 15-16	1,000	15 1/2	400	15 1/2	For March.			
4,400	16	1,000	16	200	15	100	15%		
18,400 total October		600	15 7-16	1,100	15 1/2				
		17,200 total Novem.		100	15 3-16				

The sales during the week of free on board have reached 6,450 bales. The particulars of these sales are as below:

1,150 f. o. b. New Orleans	p. t.	500 f. o. b. Mobile	14%
200 " " " "	14%		
200 " " " "	14%	2,600 Total free on board at Mobile.	
500 " " " "	15		
200 " " " "	Oct. & Nov. 15	300 f. o. b. Charleston	14%
200 " " " "	p. t.	100 " " " "	11 1/2-16
2,450 Total free on board at N. Orleans.		300 " " " "	15
900 f. o. b. Mobile	14 1/2	100 " " " "	15
300 " " " "	14 5-16	200 " " " "	15 1/2
600 " " " "	p. t.	1,000 Total free on board at Charleston.	
300 " " " "	Oct. and Nov. 15	400 at any port on private terms.	

WEATHER AND CROP.—Our telegrams to-night report, in the main, a continuance of favorable picking weather throughout the South. Along the Atlantic coast it has rained two days during the week, but the storm has not extended inland to an extent sufficient to materially interfere with the work of gathering in the crop, all our despatches from the interior ports stating that picking is progressing very favorably, with the thermometer averaging, during the day, from 65 to 68. This is true not only of the Atlantic States, but also of the West. From Galveston, however, we hear that there has been an unusually severe storm, but whether it was accompanied by much wind our telegram does not state. The thermometer at that point has averaged 59. As a general thing the nights throughout the whole South have been cold, and we have frost reported (but in no case a killing frost) at Mobile and Selma, Alabama, at Savannah, Macon, and throughout the most, if not the whole, of Georgia and South Carolina, and at the West from Memphis. Such a frost cannot, however, be considered a disadvantage in the present condition of the plant, but rather the contrary.

ANNUAL CROP STATEMENT.—We flattered ourselves in making public our crop statement that we had set out so plainly, the results reached, and the process by which we reached them, that no one would have an excuse for misunderstanding or perverting our figures—and yet it appears that there is one firm in London either so stupid or so perverse (excuse our words, but we can recall no others that express our meaning) as to first misstate us, and then to conclude from their own false premises that we are in error. The following taken from the circular of Messrs. Neil Bros., re-

COTTON.

FRIDAY, P.M., Oct. 21, 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 October 21. From the figures thus obtained it appears that the total receipts for the seven days have reached 82,428 bales against 76,704 bales last week, 68,949 bales the previous week, and 55,672 bales three weeks since, making the total receipts since the first of September, 1870, 351,090 bales against 372,774 bales for the same period of 1869, showing a decrease since September 1, this year, of 21,684 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.	24,678	28,719	Florida.....bales.	52	237
Mobile.....	7,806	7,436	North Carolina.....	2,391	2,342
Charleston.....	12,701	9,496	Virginia.....	4,975	11,716
Savannah.....	24,163	15,618	Total receipts.....	82,428	82,395
Texas.....	1,478	4,591	Increase this year.....	33	.....
Tennessee, &c.....	4,179	2,212			

The exports for the week ending this evening reach a total of 39,974 bales, of which 36,206 were to Great Britain and 3,768 to the Continent, while the stocks at all the ports, as made up this evening, are now 204,911 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 Oct. 21.	Exported to—		Total this week.	Same w'k 1869.	Stock.	
	G. Brit	Contin't			1870.	1869.
New Orleans.....	14,935		14,935	16,745	56,718	68,384
Mobile.....	1,762	2,525	4,287	970	26,332	19,183
Charleston.....	1,516		1,516		24,009	8,802
Savannah.....	4,970		4,970	3,138	48,398	27,763
Texas.....					7,454	11,593
New York.....	12,902	1,313	14,215	13,848	28,000	19,000
Other ports.....	191	130	321	1,160	14,000	10,094
Total.....	36,206	3,763	39,974	35,861	2,4911	164,719
Total since Sept. 1.....	106,337	7,090	113,427	116,260		

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 4,113 bales, while the stocks to-night are 40,192 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 port; from Sept. 1 to Oct. 14, 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.
	1870.	1869.	Great Britain.	France	Other foreign	Total.		
New Orleans.....	64,137	83,672	13,330	1,494	1,311	16,135	26,423	48,878
Mobile.....	25,059	34,231				2,915	2,915	24,793
Charleston.....	49,361	34,751	2,965			2,965	30,418	18,354
Savannah.....	87,046	70,750	5,271			5,271	43,193	41,445
Texas.....	5,937	13,934				3,196	3,196	6,111
New York.....	4,182	1,960	48,342		460	48,802		28,500
Florida.....	609	1,503						
North Carolina.....	9,492	10,044					8,691	801
Virginia.....	18,389	32,341					16,075	2,514
Other ports.....	3,750	1,993	273		57	330		10,000
Total this year..	268,662	.....	70,181	1,494	1,828	73,503	130,881	181,501
Total last year..	.....	290,379	50,439	21,909	3,651	80,999	136,482	183,064

ceived to-day and published in London, Oct. 8, shows the justness of our remarks.

In its estimates of the takings of Northern Spinners overland, the *Chronicle* has again made a serious blunder. Its figures are as follows:

Total overland movement	350,416
Deduct amount received overland at New York, Boston, and Philadelphia, &c.	196,591

Total direct to mills.....bales 153,825
Now assuming for the sake of argument that these figures are correct, the *Chronicle* has omitted to deduct the portion of this cotton which the Western railways carried to Canada, viz., 27,563 bales. This deduction would leave the actual overland takings of Northern Spinners 126,262, by the *Chronicle's* figures (instead of 153,825 as it states them), against 126,411 by ours, which have been made up by a different method. We are glad that the publication of the details by the *Chronicle* on this occasion has enabled us to point out its error.

First.—We nowhere state in our report, that 153,825 bales were sent overland direct to the Northern Mills. We do state, however, that the total overland movement was 350,416 bales, and of that amount 196,591 bales went to New York, Boston, and other out-ports, leaving a balance of 153,825 bales which went (to use our precise words) "direct to Mills," that is 27,563 bales to the Canada Mills and the remainder elsewhere. It will thus be seen that this circular writer has changed our words, "direct to Mills" into "direct to our Northern Mills," and with this misstatement as his basis tries to fasten upon us an inaccuracy in our figures as to the consumption of our spinners. Nor can any excuse be made for this perversion of facts, inasmuch as in our formula for home consumption, we expressly deduct from the total the amount sent overland to Canada. It is not necessary for us to repeat those figures here, but we would refer our readers to the *CHRONICLE* of Sept. 10, page 330, that they may see how "serious a blunder" (we use the writer's own words) this London firm has made, their assertion not only being without any foundation, but really the very opposite of the facts set out by us.

Second.—But the intent of this circular writer is to convey the idea that the *CHRONICLE's* crop statement was too large by 27,563 bales, the amount sent to Canada. We fancy it will be a little amusing, and somewhat of a surprise to most of the trade to be told that the cotton taken from the South to the Canada Mills by rail is no part of our crop, but should be deducted in making up the total. Messrs. Neil Bros. will please excuse us from adopting their "different method," as they call it, of preparing a crop statement, until they can give us something a little more convincing than this last effusion, as we fear this "method" partakes of too many of the elements, which gave to the world their startling estimates of the probably yield of the Southern States during the past season. But at the same time how very pleasant it would be if we could only learn what this remarkable "different method" is. It delights us to know that it is a "different" one, inasmuch as it is such a defective one, and in order that an opportunity may be given to ventilate it, we make the following offer.

We will place one thousand dollars in the hands of Messrs. Duncan, Sherman & Co., or any other leading banking house of this city whenever Messrs. Neil Bros. shall be ready to develop fully their "different method" of making up their figures. All the details of our respective reports shall then be submitted to any three leading bankers of this city, to be agreed upon between us, and if we cannot find and prove to the satisfaction of a majority of the referees, ten bales error in their figures to one they can show in ours, we will forfeit the thousand dollars, and it shall be given to the New York Orphan Asylum. It will be seen that we do not ask them to risk any money themselves, but as they have attacked us, we merely challenge them to show their hand if they dare, and if they succeed they will have the pleasure of giving the Orphan Asylum a Christmas present.

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.	
	Oct. 21.	Oct. 14.	Oct. 21.	Oct. 14.
Augusta, Ga.	4,690	3,470	5,320	4,105
Columbus, Ga.	4,211	3,550	3,435	3,720
Macon, Ga.	5,312	4,600	8,070	6,735
Montgomery, Ala.	4,750	4,000	7,148	5,762
Selma, Ala.	4,078	3,550	1,790	1,500
Memphis, Tenn.	8,229	6,212	5,712	4,488
Nashville, Tenn.	1,505	1,547	405	247
Total	32,775	26,329	31,880	26,557

The foregoing shows the interior stocks have increased during the week 6,446 bales, and that they are now 895 bales more than at 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. As no advices have reached us to-day from Liverpool, we continue the figures of last week for stock at that port and American afloat for Great Britain:

	1870.	1869.
Stock in Liverpool.....bales.	565,000	434,000
Stock in London.....	35,863	56,440
Stock in Glasgow.....	1,600	500
Stock in Havre.....	135,400	72,700
Stock in Marseilles.....	11,800	3,400
Stock in Bremen.....	11,050	3,800
Stock rest of Continent.....	15,000	20,000
Afloat for Great Britain (American).....	31,000	33,000
Afloat for France (American and Brazil)....	3,524	12,500
Total Indian Cotton afloat for Europe.....	360,000	539,000
Stock in United States ports.....	204,911	164,719
Stock in inland towns.....	32,775	31,880
Total	1,407,923	1,871,939

These figures indicate an increase in the cotton in sight to-night of 85,984 bales compared with the same date of 1869.

The exports of cotton this week from New York show an increase since last week, the total reaching 12,627 bales, against 11,856 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, 1870; 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, 1870

EXPORTED TO	WEEK ENDING				Total to date.	Same time prev. year.
	Sept. 27.	Oct. 4.	Oct. 11.	Oct. 18.		
Liverpool.....	4,767	10,630	11,509	12,010	47,878	27,548
Other British Ports.....	.....	.....	250	254	504	105
Total to Gt. Britain.	4,767	10,630	11,759	12,264	48,382	27,653
Havre.....	.....	.....	.....	.....	.....	3,718
Other French ports.....	.....	.....	.....	.....	.....	8
Total French.....	.....	.....	.....	.....	.....	3,716
Bremen and Hanover.....	.....	.....	.....	63	63	3,162
Hamburg.....	.....	.....	97	300	397	3,179
Other ports.....	.....	.....	.....	.....	.....	.....
Total to N. Europe.	.....	.....	97	363	460	6,341
Spain, Oporto and Gibraltar &c	.....	.....	.....	.....	.....	.....
All others.....	.....	.....	.....	.....	.....	.....
Total Spain, etc......	.....	.....	.....	.....	.....	.....
Grand Total	4,767	10,630	11,856	12,627	48,802	37,710

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.....	3,043	29,331	.....	2,762	.....	264	.....	6
Texas.....	557	3,645	.....	.....	.....	.....	.....	.....
Savannah.....	8,172	39,936	.....	4,632	566	2,951	195	1,578
Mobile.....	.....	.....	.....	1,513	.....	.....	.....	.....
Florida.....	.....	.....	.....	.....	.....	.....	.....	.....
South Carolina.....	5,794	28,747	.....	.....	.....	659	468	2,976
North Carolina.....	1,586	7,081	.....	10	309	356	198	470
Virginia.....	2,690	11,430	1,325	4,734	.....	.....	1,384	4,011
North'n Ports.....	566	1,867	1,216	5,935	.....	.....	.....	.....
Tennessee, &c.....	2,979	7,161	206	1,743	198	926	796	2,481
Foreign.....	.....	.....	.....	60	.....	.....	.....	.....
Total this year	25,387	129,198	2,797	19,814	1,073	5,156	8,041	10,922
Total last year.	22,262	107,506	3,277	10,524	797	4,981	2,846	12,114

GOLD EXCHANGE AND FREIGHTS.—Gold has fluctuated the past week between 112½ and 113¾, and the close was 112¾. Foreign Exchange has been heavy and lower. The decline in the borrowing rates of gold has encouraged a free export of cotton, with the result of improving the supply of commercial bills.

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 28,750 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:

		Total bales.	
NEW YORK—To Liverpool, per steamers Java, 332.....	City of Limerick, 933.....	Colorado, 3,212.....	Algeria, 957.....
City of London, 1,036.....		Holland, 4,323.....	per ship C. H. Marshal, 1,167.....
		12,010	
To Glasgow, per steamer Anglia, 254.....		254	
To Hamburg, per steamer Cimbria, 300.....		300	
To Bremen, per steamer Weser, 63.....		63	
NEW ORLEANS—To Liverpool, per steamer Mexican, 2,500 .. per bark	John Geddie, 1,840.....	per ship Caledonia, 3,736.....	8,196
To Vera Cruz, per bark Pervenche, 911.....		911	
CHARLESTON—To Liverpool, per barks Kathleen, 1,565 Upland.....	2,965		
Vinco, 1,400 Upland.....		4,071	
SAVANNAH—To Liverpool, per ship Screamer, 4,071 Uplands.....	50		
BOSTON—To British Provinces, per —, 50.....	28,750		

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

	Liverpool.	Glasgow.	Bremen.	Hamburg.	Vera Cruz.	British Provinces.	Total.
New York.....	12,010	254	63	300	.....	.....	12,627
N-w Orleans.....	8,126	.....	.....	.....	911	.....	9,037
Charleston.....	2,965	.....	.....	.....	.....	.....	2,965
Savannah.....	4,071	.....	.....	.....	.....	.....	4,071
Boston.....	.....	.....	.....	.....	.....	50	50
Total	27,172	254	63	300	911	50	28,750

EUROPEAN AND INDIAN COTTON MARKETS.—In reference to these markets, our correspondent in London, writing under the date of Oct. 1, states:

LIVERPOOL, Oct. 8.—The following are the prices of American Cotton, compared with those of last year:

Description.	—Ord. & Mid—		—Fa'r &—		—G'd &—		—Same date 1869—	
	Ord.	Mid.	g'd fair	fine.	Mid.	Fair.	Good'	
Sea Island.....	12	15	17	20	26	48	23	25
Stained.....	7	8	9	10	11	12	13	16
Upland.....	7	8	8½	8½	8½	9½	9½	12½
Mobile.....	7	8	8½	8½	9	9½	9½	12½
N. O. & Texas.....	7	8½	8½	9	9½	9½	12½	.....

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

	1867.	1868.	1869.	1870.	1867.	1868.	1869.	1870.
Mid. Sea Isl'd	16d.	24d.	23d.	15d.	Mid. Pernamb	8d.	10½d.	12½d.
Upland.....	8½	10½	12½	8½	Egyptian.	6½	8½	9½
Mobile.....	8½	10½	12½	8½	Brochant.	5	7	8½
Orleans.....	8½	10½	12½	9	Dhollerah	5	6½	7½

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

	Taken on spec. to this date			Actual export from Liverpool, Hull and other outports to this date		Actual exp't from U. K. in 1869
	1870, bales.	1869, bales.	1868, bales.	1870, bales.	1869, bales.	
American.....	156,310	169,960	253,290	94,489	106,017	183,900
Brazilian.....	13,180	35,270	56,030	36,778	48,628	61,800
Egyptian, &c....	5,310	19,760	39,610	5,212	9,797	11,050
West Indian....	1,880	2,010	5,600	5,149	6,378	11,540
East Indian....	89,450	279,190	140,620	168,059	236,062	574,160
Total.....	266,130	506,190	495,180	309,687	406,892	791,850

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

	SALES, ETC., OF ALL DESCRIPTIONS.				Imports		Stocks	
	Trade.	Specula.	port.	tion.	Total.	This date	Same date	Average weekly sales.
American..bales.	22,820	3,060	90	35,970	1,810,890	1,010,550	28,440	18,300
Brazilian.....	9,630	340	....	9,970	292,270	404,530	5,810	7,820
Egyptian.....	2,620	110	....	2,730	136,000	180,470	3,420	4,130
West Indian....	1,990	50	30	2,070	46,800	75,210	980	1,520
East Indian....	15,100	10,010	2,490	27,600	763,530	1,161,460	11,160	18,980
Total.....	62,160	13,570	2,610	78,340	2,549,490	2,832,220	49,760	45,750

	Imports		Stocks	
	This date	To this date	This date	Same date
American.....	38,664	1,202,809	80,032	1,039,118
Brazilian.....	6,720	296,682	394,037	499,251
Egyptian.....	2,322	138,824	162,649	226,540
West Indian....	2,070	58,617	71,063	89,027
East Indian....	40,427	684,328	899,682	1,141,343
Total.....	90,203	2,481,260	2,327,838	2,995,279

Of the present stock of cotton in Liverpool, nearly 28.50 per cent is American, against 10 per cent last year. Of Indian cotton the proportion is 52.75 per cent, against 72.75 per cent.

LONDON, Oct. 8.—The transactions in cotton during the week have been to a very moderate extent, and prices have receded 1/4d. to 1/2d. per lb. The following are the particulars of imports, deliveries and stocks :

	1868.	1869.	1870.
Imports, Jan. 1 to Oct. 6.....	Bales. 170,123	210,207	113,933
Deliveries.....	191,393	295,079	200,316
Stocks, Oct. 6.....	82,767	56,440	35,863

ALEXANDRIA, Sept. 23.—A few parcels of the new crop have already appeared at market, and has sold readily at 10 1/2d. to 10 3/4d. per lb., free on board. Old cotton, however, commands very little attention.

Annexed are the particulars of exports :

From	Gt. Britain, bales.	Continent, bales.	Total bales.
Nov. 1, 1869 to Sept. 22, 1870.....	157,807	42,343	199,650
Same period, 1868-9.....	165,387	47,965	213,352
" 1867-8.....	169,194	43,877	213,071
" 1866-7.....	162,490	44,334	206,824
" 1865-6.....	151,317	29,145	180,462
" 1864-5.....	307,192	63,458	370,650

TOBACCO.

FRIDAY, P. M., Oct. 21, 1870.

There is an increase in the exports of crude tobacco this week, the total from all the ports reaching 2,182 hhds., 244 cases, and 74 bales, against 1,466 hhds., 469 cases, 507 bales, 1,642 ceroons, and 64 hhds. stems for the previous seven days. Of these exports for this week, 1,085 hhds., 244 cases, and 74 bales were from New York; 1,085 hhds. from Baltimore; 6 hhds., 5 cases, and 50 bales from Boston; 2 hhds. from Philadelphia, and 72 cases from San Francisco. The direction of the shipments of hhds. was as follows : To Liverpool, 270; to London, 28; to Bremen, 369; to Rotterdam, 799; to Amsterdam, 280, and the balance to different ports. During the same period the exports of manufactured tobacco reached 99,593 lbs., of which 54,150 lbs. were to Liverpool. The full particulars of the shipments from all the ports were as follows :

Exp'd this week from	Hhds.	Cases.	Bales.	Ceroons.	Hhds. & Trces.	Stems.	Pkgs.	Man'd lbs.
New York.....	1,085	167	24	....	....	....	....	99,59
Baltimore.....	1,085	....	....	....	....	....	....	....
Boston.....	6	5	50	....	....	....	....	31
Philadelphia.....	2	....	....	....	....	....	....	....
New Orleans.....	....	....	....	....	....	....	....	....
San Francisco.....	....	72	....	....	....	....	....	....
Total.....	2,182	244	74	....	....	....	31	99,598
Total last week.....	1,466	469	507	1,642	64	120	158	158,973
Total previous week.....	1,548	126	225	1,000	501	67	65	65,951

The market for Tobacco the past week has been more active, but, in some particulars at lower prices.

The movement in Kentucky Leaf has been more liberal. The season drawing to a close, leaving considerable stock on hand, has induced holders to offer their goods more freely, and the views of buyers being met, they have operated quite liberally. The sales are to the extent of 1,000 hhds, of which 600 hhds for export, to England, the North of Europe, Africa, and Canada, leaving about 400 hhds for local consumption. This increased business is the result of a lower range of prices, the reduction being 1/4 to 1/2c. per lb., and prices being 6 1/2 to 12 1/2c., as in quality, for light lugs to good leaf.

Seed Leaf Tobacco has had a fair sale at about steady prices; some of the more desirable grades of Ohio and State are difficult to

obtain. The sales include 132 cases Connecticut fillers and seconds, 22c.; 100 cases Ohio, private terms; 30 cases Connecticut seconds, 25c.; 75 cases State, private terms; 35 cases fine Connecticut wrappers, 7 1/2 @ 80c.; 100 cases State and Connecticut wrappers, in jobbing parcels, 25 @ 35c.

Havana Tobacco has sold to the extent of 500 bales at 85 @ 1 @ 2 1/2c.

Manufactured Tobacco remains quiet.

EXPORTS OF TOBACCO FROM NEW YORK.

	Hhds.	Cases.	Bales.	Manuf'd, lbs.
Liverpool.....	270	85	....	54,150
London.....	28	76	....	14,000
Glasgow.....	....	....	....	11,806
Bremen.....	369	16	....	....
Danish W. Indies.	4	....	....	64
Dutch W. Indies..	....	....	4	2,245
British N. A. Col..	400	....	....	....
British W. I.....	14	40	....	14,281
British Guiana....	4	....	....	4,052
Hayti.....	....	....	50	....
Total.....	1,089	167	24	99,598

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

From Baltimore—To Rotterdam, 799 hhds.... To Amsterdam, 281 hhds.
From Boston—To Surinam, 4 half hhds.... To Hayti, 100 half bales.... To British Provinces, 4 hhds., 5 cases, 10 boxes, and 21 half do.
From Philadelphia—To Kingston, 2,638 lbs. leaf.
From San Francisco—To Japan, 9 cases.... To China, 2 cases.... To Victoria, 61 cases.

BREADSTUFFS.

FRIDAY, P. M., October 21, 1870.

The market for Breadstuffs this past week has been fairly active, with Flour and Wheat showing some improvement.

Flour has arrived but moderately for the season, and of the receipts only a part have been offered on the market for sale—the remainder being sent to store for higher prices. The demand has been good for the home and coastwise trade, and latterly there has been more inquiry from shippers, which, with the small quantity offered have caused a pretty general advance in prices; most decided, however, on the lower grades from winter wheat, which have become comparatively scarce. Very little Round Hoop Ohio can be bought under \$6 25, the business in shipping extras has been mainly in good lines of shipping extras from spring wheat at \$5 75 @ \$5 80. To-day's market was quiet but firm.

Wheat has come forward freely, and it is expected that after this week the receipts will be very liberal. The demand has been good for export, stimulated by a steady rise in Liverpool, whence considerable speculative activity is reported, with an advance to 10s. per cental for our new spring wheat, which seems to be regarded with much favor. Still, the extreme views of holders, together with an advance in ocean freights have checked the business. At the West, the receipts have been very liberal, and these with a further increase of cost of transportation to the Eastern markets have caused a decline at Chicago and Milwaukee, but in reality the cost of laying down here has been increased, and stocks show further accumulation. At to-day's market there was a limited business in new spring at \$1 34 @ 1 34 for No. 1; other qualities were dull.

Corn has been pressed for sale, and prime boat-loads of Western mixed forced down to 82c., from which there is a slight recovery, closing to-day at 83c. An effort to effect an advance in Oats, in consequence of an anticipated falling off in the receipts, has not been successful, and the close is dull and unsettled. Barley has been dull and drooping; \$1 18 was accepted to-day for prime Canada West, and prime Chicago is not salable at over \$1 10; while our lower figure is for two-rowed State, which is not wanted. Barley Malt is unsettled, and Canada Peas are nominal.

The following are closing quotations :

Flour—	Superfine.....	50 bbl. \$5 30 @ 5 60	Wheat, Spring, bush.....	\$1 08 @ 1 35
Extra State.....	5 70 @ 5 90	Red Winter.....	1 33 @ 1 35	
Extra Western, com-	mon to good.....	Amber do.....	1 37 @ 1 40	
Double Extra Western	and St. Louis.....	White.....	1 45 @ 1 75	
Southern supers.....	.... @ ....	White California.....	1 75 @ 1 90
Southern, extra and	family.....	Corn, Western Mix'd,....	82 @ 84	
California.....	.... @ ....	Yellow, new.....	85 @ 88
Rye Flour, super & extra	4 25 @ 5 75	White, new.....	85 @ 90	
Corn Meal.....	4 50 @ 5 10	Rye.....	85 @ 1 00	
		Oats.....	48 @ 57	
		Barley.....	95 @ 1 18	
		Malt.....	1 10 @ 1 20	
		Peas, Canada.....	1 05 @ 1 20	

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

	RECEIPTS AT NEW YORK.			EXPORTS FROM NEW YORK.		
	For the week.	Since Jan. 1, 1870.	Same time Jan. 1, 1869.	For the week.	Since Jan. 1, 1870.	For the week.
Flour, bb's.	95,798	3,031,630	2,436,479	47,983	1,557,163	26,989
C. meal, b's.	2,644	158,997	174,643	3,568	65,906	1,215
Wheat, bush.	402,720	16,784,052	16,311,524	346,732	14,226,786	440,503
Corn, bush..	190,373	7,118,183	8,373,679	20,362	354,533	8,933
Rye, bu-h..	13,522	442,033	266,978	26,697	92,431	....
Barley, bush.	323,966	2,316,955	1,015,645	....	134	78
Oats, bush..	331,890	7,333,571	5,056,780	280	17,774	46,969

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:

RECEIPTS AT LAKE PORTS FOR THE WEEK ENDING OCT. 15, 1870.

At	Flour. bbls. (196 lbs.)	Wheat. bush. (60 lbs.)	Corn. bush. (56 lbs.)	Oats. bush. (32 lbs.)	Barley. bush. (48 lbs.)	Rye. bush. (56 lbs.)
Chicago.....	44,493	823,294	436,399	345,327	156,907	54,318
Milwaukee.....	25,289	814,433	10,940	9,636	36,213	5,923
Toledo.....	24,852	186,328	73,726	115,891	1,949	2,262
Detroit.....	25,624	123,674	2,625	14,065	6,791	...
Cleveland.....	5,850*	30,150	12,250	15,150	31,700	...
Totals.....	126,108	1,977,879	535,950	500,569	233,558	63,002
Previous week.....	123,705	1,811,537	586,935	581,040	499,070	61,373
Correspond'g week, '69.	132,422	1,624,442	451,463	407,629	131,898	65,068
" '68.	160,852	1,495,573	418,878	871,596	801,542	123,293
" '67.	172,994	1,963,954	641,491	873,252	169,550	79,679

*Estimated.

COMPARATIVE RECEIPTS at the same ports from Jan. 1 to Oct. 15 inclusive, for four years:

	1870.	1869.	1868.	1867.
Flour, bbls.....	2,901,002	3,849,474	3,194,756	2,772,996
Wheat, bush.....	34,302,123	34,552,733	24,470,164	21,703,118
Corn, bush.....	20,375,427	27,756,390	27,932,664	26,251,608
Oats, bush.....	11,556,956	10,870,727	14,814,439	11,489,562
Barley, bush.....	3,841,211	1,075,893	2,015,312	2,498,882
Rye, bush.....	1,045,006	1,143,724	1,318,183	1,453,365
Total grain, bush.....	71,120,723	75,399,467	70,550,792	64,401,535

And from August 1st, to and including Oct. 15, for four years:

	1870.	1869.	1868.	1867.
Flour .. bbls.....	1,038,375	1,007,829	1,466,140	1,352,831
Wheat.....bushels.	14,488,383	15,935,070	16,088,791	16,436,654
Corn.....	6,141,405	10,992,364	8,783,536	8,978,069
Oats.....	7,112,196	4,803,457	9,443,201	7,876,162
Barley.....	2,364,689	673,459	1,601,512	1,960,550
Rye.....	624,664	588,701	1,097,421	891,842
Total grain, bushels....	31,391,337	32,999,687	1,097,420	36,136,277

SHIPMENTS FROM SAME PORTS FOR WEEK ENDING OCT. 15.

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Week ending Oct. 15.....	105,289	1,318,919	427,749	268,593	240,632	18,720
Week ending Oct. 8.....	101,733	1,394,479	572,625	456,041	97,111	56,230
Week ending Oct. 16, '69.	103,893	1,143,814	642,355	498,613	34,818	50,367

COMPARATIVE SHIPMENTS of flour and grain from the ports of Chicago, Milwaukee, Toledo, and Cleveland, from Jan. 1 to Oct. 15 inclusive, for two years:

	1870.	1869.	1868.	1867.
Flour.....bbls.	3,062,427	3,547,975	.....	.....
Wheat.....bush.	28,737,477	28,264,269	.....	.....
Corn.....	17,754,724	21,152,309	.....	.....
Oats.....	9,824,710	8,141,373	.....	.....
Barley.....	2,322,834	306,413	.....	.....
Rye.....	1,336,612	746,034	.....	.....
Total.....	60,026,357	58,610,398	.....	.....

GRAIN "IN SIGHT," OCT. 15, 1870.

	Wheat. bush.	Corn. bush.	Oats. bush.	Barley bush.
In store at New York.....	1,808,743	452,684	1,929,873	237,726
In store at Buffalo.....	706,600	241,700	323,020	223,900
In store at Chicago*.....	1,838,305	1,090,975	975,494	760,974
In store at Milwaukee.....	1,524,000	26,413	60,313	101,379
In store at Toledo.....	791,554	58,670	213,563	3,593
In store at Detroit.....	226,820	332	17,249	19,993
In store at Oswego*.....	359,745	154,043	57,649	153,166
In store at St. Louis.....	126,923	83,674	108,200	4,866
In store at Toronto*.....	113,236	.....	13,326	179,603
In store at Montreal.....	508,900	10,000	600	10,714
In store at Boston.....	6,199	209,675	250,341	31,123
Afloat on lakes for Buffalo and Oswego.	1,132,750	176,344	103,683	196,464
Afloat on New York Canals for tide water	923,138	426,263	425,813	515,610
Rail shipments for week.....	87,427	97,767	106,727	44,163
Total in store and in transit Oct. 15.	10,179,145	3,123,615	4,623,776	2,513,285
" " cor. week, '69	6,926,069	4,121,749	1,878,743	663,101
" " Oct. 8.....	8,936,990	2,806,812	4,293,725	2,345,508
" " Oct. 1, '70.	8,708,294	2,895,989	4,143,799	1,963,886
" " Sept. 24	7,414,623	3,123,249	4,109,686	1,581,003
" " Sept. 17	7,235,362	3,234,038	4,514,213	191,513
" " Sept. 10.....	7,588,103	3,297,447	4,513,193	1,297,535
" " Sept. 3.....	4,408,008	3,589,136	1,046,517	.....
" " Aug. 27, '70.	7,213,632	4,053,893	3,752,410	563,173
" " Aug. 20.....	7,256,655	4,269,369	3,324,391	350,717
" " Aug. 13.....	6,560,584	4,797,589	3,088,585	246,123

*Estimated.

NOTE.—At the corresponding date, 1869, Oswego, St. Louis, Boston, Toronto, and Montreal were not included in the stocks in store and in transit.

GROCERIES.

FRIDAY EVENING, October 21, 1870.

As compared with last week the general grocery market has been extremely quiet, and few exciting or interesting features are developed. In some cases the slow movement can be traced in a great measure to the accumulation of supplies in jobbers hands, from recent free purchases; in other cases to the scarcity of desirable assortments, and still again to the extreme views and indifference of holders. In every instance, however, on the part of buyers there is an absence of freedom of movement, and though the consumption will naturally be larger than the receipts on many goods for the balance of the year, and the position correspondingly steady, no sharp upward turn in values seems to be anticipated.

The increase of freight charges to the interior checks trade somewhat, though this is generally anticipated about this time of the year, and provided against. The recent advices of hurricanes in the West India Islands has strengthened goods there produced, but not greatly increased the cost, as further details are awaited by mail, when a somewhat modified account is anticipated.

Imports this week have included one cargo of tea, and 21,455 bags of Rio coffee. Receipts of sugar have been fair, but the receipts of molasses have been small.

The stocks in New York at date, and imports at the five leading ports since Jan. 1, are as follows:

	Stocks in New York at date.	Imports at leading ports since January 1.
Tea.....lbs.	1870.	1869.
Tea (indirect import).....pkgs.	.....	.....
Coffee, Rio.....bags.	43,307	88,654
Coffee, other.....bags.	43,545	17,287
Sugar.....boxes.	78,217	108,906
Sugar.....hnds.	51,430	81,691
Sugar.....bags.	456,875	147,546
Molasses.....hnds.	15,657	16,184

TEA.

There has been greater activity and a more general movement during the week under review, but quite an unsettled market. There was a further call for Oolongs, cargo grades in particular, and these partly from previous undue depression, and partially through the stimulating influence of an increased demand, advanced about two cents per lb., and have since ruled pretty steady. Japans were not much sought after, but some holders who determined to realize forced off a considerable quantity, a portion said to be at the lowest figures of the season, and the Trade seem to be rather doubtful up to the close as to actual values. Greens have attracted but little attention, and some parcels can be bought comparatively cheap, though as a whole the market for this style may be called steady, particularly on old crop. The line trade is without activity but fair. The sales of invoices include 875 pkgs Greens, 1,700 pkgs new Greens, 6,050 pkgs Oolongs, and 10,980 pkgs Japans.

Imports this week have included 112,588 lbs. Black, 212,243 lbs. Green, and 125,561 lbs. Japan, per "Benefactor," from Shanghai.

The following table shows the imports of Tea into the United States (not including San Francisco), from January 1 to date, in 1870 and 1869:

	Black.	Green.	Japan.	Total.
1870.....	13,356,677	16,051,931	9,104,562	38,513,170
1869.....	13,134,142	17,312,878	10,121,623	40,568,643

The indirect importations, including receipts by P. M. Steamers via Aspinwall, have been 88,413 pkgs since January 1, against 93,632 last year.

COFFEE.

Values generally are well sustained, and the market has a steady tone as a whole; but there is an absence of buoyancy, and the volume of business as compared with last week is considerably reduced. For Brazils the demand has run very light indeed, the pretty heavy movements recorded by us of late placing a full supply in the hands of jobbers, who now find the distributive call gradually falling off are indisposed to take additional stock for which they cannot see an early re-sale. The undesirable quality of the accumulation now here in first hands has almost served to check movements somewhat, the trade naturally preferring that importers should bear the expense and trouble of carrying goods which at this season are almost sure to be neglected by consumers. Strictly prime grades were the only style meeting with any direct inquiry, and of these few parcels were available. No very positive variation in values is mentioned, but the slow business has its effect and prices are weak with present quotations rather extreme. The arrivals at Baltimore have been free, and the accumulation now there is well assorted, attracting some attention, though at the same time inducing caution, and buyers have in most cases insisted upon concessions. The trade in Java styles also begins to fall off somewhat, small odd parcels from second hands to complete assortments of interior dealers embracing about the only movement. Holders, however, having pretty much all the stock under easy control lose no confidence, and the offerings do not exceed the outlet, while in all cases full prices are insisted upon with much tenacity. West India descriptions have sold moderately, but there is no regular or certain demand, and all purchases are based upon the most positive necessities, with prices a little unsettled, though without quotable variation on the general range. The general jobbing movement has been slow. Cargo sales as follows: Rio, 7,082 bags; Maracaibo, 5,600 bags; Laguayra, 750 bags; and shipments from first hands to Europe, 2,974 bags St. Domingo. Sales at Balld more of 11,123 bags Rio.

Imports this week have included the following cargoes of Rio: Steamer "South America," 9,273 bags; Steamer "Brazilian," 3,082 bags; "Calderbank," 3,600 bags; "D. McPherson," 5,500 bags.

The stock of Rio, Oct. 20, and the imports since January 1 are as follows:

In Bags.	New York.	Phila. delphia.	Balti. more.	New Orleans.	Savan. & Gal. Mobile. yeston.	Total.
Stock.....	43,307	.....	49,591	.....	6,000	98,998
Same date 1869.....	88,654	.....	11,700	8,060	1,500	109,914
Imports.....	550,889	.....	387,327	96,252	31,302	1,065,768
" in 1869.....	617,200	8,200	249,765	74,068	19,666	964,899

Of other sorts the stock at New York, Oct. 20, and the imports at the several ports since January 1 were as follows:

In bags	New York—stock.	Boston import.	Philadel. import.	Balt. import.	N. Orle's import.	Total.
Java and Singapore.....	.....	.....	.....	.....	.....	.....
Ceylon.....	8,539	25,426	.....	500	.....	34,465
Maracaibo.....	21,072	92,122	.....	.....	.....	113,194
Laguayra.....	1,724	17,601	.....	8,356	.....	27,681
St. Domingo.....	250	37,351	8,350	.....	.....	46,951
Other.....	11,960	23,217	557	400	991	36,725
Total.....	43,545	247,681	61,266	12,400	4,109	369,001
Same tim, 1869.....	17,287	220,546	40,440	21,125	1,008	280,396

*Includes mats, &c., reduced to bags. †Also, 19,553 mats.

SUGAR.

The general volume of business in Raws has been quite moderate, and the market in a slow, dull condition throughout, but with prices fully sustained and only small amounts of desirable stock available. Refiners have found the sale of their product so very moderate and uncertain that in many cases the pro-

duction has been reduced to about one-half the usual amount; but even this more than meets the current outlet, and we learn of accumulations of unsold supplies upon which concessions would be allowed in order to close out. Under these circumstances there has been no warrant for a departure from the previous cautious policy in buying, and no goods whatever have been taken from first hands except on the most positive necessity of the hour. On the part of holders, however, in addition to the previous elements of strength, namely, a small stock and limited arrivals, there has been the additional stimulating influence of the reported destruction of cane by the late whirlwinds in Cuba. Although the accounts of the latter received by telegraph were thought to be somewhat exaggerated and most of the trade disposed to await further advices by mail, samples were largely withdrawn and sellers generally refused to negotiate except at advanced rates, which, with the indifference of buyers, brought business at times to an almost complete stand, and rendered exact values to a great extent nominal. An odd lot has been found here and there, however, to supply such little demand as came up, and the great bulk of the stock changing hands has been on a basis of about last week's quotations. The grinding of cane has commenced on the domestic crop and, from all accounts, the yield will be liberal, with a probability that we shall get a little more of the stock here than last year. For Refined Sugars the demand has been very moderate and uncertain, covering only small retail orders and keeping refiners working slowly and cautiously in order to prevent a production greatly in excess of the necessities of business. Prices were weak and close unsettled. Sales of Raw include 2,974 hhds. Cuba, 800 hhds. Porto Rico, 250 hhds. Demerara, 9,170 boxes Havana, and 1,250 bags Penambuco.

Imports at New York, and stock in first hands, Oct. 20, were as follows:

	Cuba, bxs.	Cuba, *hhds.	P. Rico, *hhds.	Other *hhds.	Brazil, bags.	Manila, bags.	Melado hhds.
Imports this week...	4,531	584	878	390	66,594	377,191	549
since Jan. 1 239,911	212,179	25,336	28,763	119,143	456,875	362	626
same time '69 354,774	245,735	34,515	28,834	44,522	147,516	626	626
Stock in first hands..	78,217	51,430	84,691	456,875	362	626	626
Same time 1869.....	108,906	84,691	147,516	44,522	626	626	626
Same time 1868.....	90,420	55,791	2,039	1,188	626	626	626

MOLASSES.

There has been rather more animation in this market since our last, the demand embracing nearly all grades, and holders feel just the least bit encouraged, the late advices of destructive hurricanes in Cuba adding somewhat to the confident feeling. First-class grocery goods—Porto Rico, etc.—were again sought after. Prime boiling stock was wanted by refiners, not only here but in neighboring markets, and even the hitherto entirely neglected low grades of mixed Cuba have attracted attention for export to Canada. Still, the very large accumulation here and the determination of quite a number of holders to sell out on the first opportunity has prevented any decided improvement in values, and, aside from greater firmness and uniformity, prices remain much the same as last week. For Syrups, there have been a few small sales to the home trade and one or two export orders filled, but as a whole the market is dull and uninteresting. The sales embrace 850 hhds. Cuba Muscovado, 304 hhds. Cuba Clayed, 75 hhds. Cuba Centrifugal, 600 hhds. low grade Cuba for export, 635 hhds. Porto Rico, and 300 hhds. St. Croix.

The receipts at New York, and stock in first hands, Oct. 20, were as follows:

	Cuba, *hhds.	P. Rico, *hhds.	Demerara, *hhds.	Other *hhds.	N. O. bbls.
Imports this week..	882	24,650	4,596	15,177	9,440
since Jan. 1.....	79,190	21,711	8,418	17,794	14,194
same time 1869.....	69,066	21,711	8,418	17,794	14,194
Stock in first hands.....	11,083	2,497	2,127	1,338	1,188
same time '69.....	6,712	8,284	1,338	1,188	1,188
same time '68.....	11,516	2,039	1,188	1,188	1,188

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:

	Boxes.		Sugar, *Hhds.		Bags.		Molasses, *Hhds.	
	1870.	1869.	1870.	1869.	1870.	1869.	1870.	1869.
New York.....	239,351	354,773	286,547	307,990	463,264	420,367	123,653	136,800
Boston.....	20,651	31,820	80,577	64,596	146,107	155,689	54,298	46,309
Philadelphia.....	26,457	32,575	60,392	67,505	84,704	49,659	77,976	90,722
Baltimore.....	48,023	37,536	81,953	68,743	25,744	10,955	22,064	22,305
New Orleans.....	42,396	78,267	5,422	9,615	.....	.....	7,340	11,721
Total.....	376,878	534,971	514,896	516,449	669,819	636,661	285,331	307,857

* Including tierces and barrels reduced to hhds.

SPICES.

The distribution from jobbers' hands has again proved very fair, mostly in small, irregular parcels to be sure, but in the aggregate footing up from day to day a pretty good business, and embracing nearly all the leading articles. Receipts have been moderate, and though several invoices are bought to arrive, dealers are unable at present to replace their gradually diminishing stocks, and as a result are tenacious of full prices for such as they have remaining on hand, particularly as the most desirable goods are well concentrated and under easy control. Importers have little or nothing to offer, and the wholesale market must still be considered in an entirely nominal condition, from which there are few probabilities of a change until after the new year.

FRUITS, &c.

The most important feature in the foreign dried market this week was the sale of new crop figs to-day. They brought from 16 1/2 c. to 26 1/2 c.; only one pkg. brought the outside price; they averaged about 18c. Two cargoes of new raisins have come in since our last, but the trade will not buy more than they want for immediate wants, hoping to obtain a reduction from present rates. Sardines have been quiet and a little easier, but at the close, if there was any decline, it is fully recovered. Nuts are, as usual this season of the year, in good demand. Currants and prunes are strong, but in only moderate request.

The Foreign Green market has not been very firm, the principal cause is assigned to the low price of apples. Lemons are \$1 50@2 00 per box lower than at the date of our last, Malagas selling from store to-day at \$5 per box. Baracoo Oranges at \$9@10 00 per bbl., do. Bananas at \$1 50 per bunch, and do. Cocoanuts at \$40 00 per M.

The Domestic Dried market continues rather quiet for the season of the year. Apples have sold only moderately at 4, 5 and 6 cents for quarters, and 7 cents for sliced, of the latter we note a sale of 75 bbls. at 7 cents per lb. Pared Peaches if of prime quality sell readily; but other than prime are not easily disposed of. Unpared remain firm, but no great amount of business has been done in them. Blackberries have shown more activity since our last, considerable

sales have been made at 10c. in bbls., but all of the larger holders still refuse to accept present rates. Pitted Cherries are without important change, the demand is light. Plums are also quiet. Whortleberries are nominally as before quoted.

There has been a pretty steady demand for apples the past week for home use, but none that we learn of as yet have been taken by exporters; usually this season of the year there is considerable doing for export, prices are firm at \$2 25@2 50 per bbl. for Western selections, and from \$1 50@2 00 per bbl. for near-by do; some poor stock sells at 75c.@\$1 25 per bbl. Cranberries are in light demand, and sell at \$3 50@3 75 per crate. Prime State Quinces sell at \$7@8 00 per bbl. Grapes are about over for this season, what come in at present sell at 7@8c. per lb. for Isabella, and 9@11c. for Catawba. Pears come in irregularly, and no correct idea of their value can be given.

FOREIGN ADVICES.

Rio Coffee.—RIO DE JANEIRO, Sept. 24.—Boje & Co.'s market report says: We have again by this mail an active business to report, not only for the States, as circumstances in Europe would lead to believe, but also for European markets, and, although exchange has advanced, the greater part of the sales has been done at about 100 reis higher prices.

The principal cause of this rise lies in the small receipts from the Interior, and it has now been proved that we were right in stating in our report of 16th July that free receipts of new coffee could not be counted upon before the end of September. The receipts have been and are still proportionately small, and we shall not wonder to see them continue so for another fortnight or three weeks.

It is therefore likely that prices will advance further during the next time, as the demands of dealers with a stock of only 40,000 bags are naturally very firm. We estimate the total sales since 24th ultimo at: For the United States, 115,000 bags; for Europe, etc., 85,000 bags—200,000 bags. The stock consists to-day of about 45,000 bags, and the arrivals since last American mail averaged 5,000 bags per day.

Shipments of Coffee to the United States:

	1868.	1869.	1870.
June.....	53,778	45,011	83,742
July.....	138,020	96,120	93,282
August.....	106,954	92,869	129,038
Total.....	298,752	234,000	311,062
Monthly average.....	99,600	78,000	103,700
Total January 1 to Aug. 31.....	712,452	770,622	804,519
Vessels sailed for U. S., Aug. 24 to Sept. 24.....			153,340 bags
Vessels cleared and ready for sea Aug 24.....			13,273 "
Vessels loading or about to load.....			32,979 "

PRICES CURRENT.

The Following are Ruling Quotations in First Hands. On the Purchase of Small Lots Prices are a Fraction Higher.

Tea.

	Duty paid	Duty paid
Hyson, Common to fair.....	55 @ 75	H. Sk. & Tw'ky Ex. f. to finest 50 @ 75
do Superior to fine.....	80 @ 95	Uncol. Japan, Com. to fair.. 73 @ 73
do Ex. fine to finest.....	1 05 @ 1 30	do Sup'r to fine..... 80 @ 90
Young Hyson, Com. to fair.....	55 @ 60	do Ex. f. to finest..... 95 @ 1 15
do Super. to fine.....	70 @ 1 03	Oolong, Common to fair..... 62 @ 73
do Ex. fine to finest.....	20 @ 1 50	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 06 @ 1 30	Sonc. & Cong., Com. to fair..... 60 @ 70
do Ex. fine to finest.....	1 40 @ 1 75	do Sup'r to fine..... 75 @ 90
Hyson Sk. & Tw. C. to fair.....	55 @ 68	do Ex. f. to finest..... 1 00 @ 1 30
do do Sup. to fine.....	65 @ 68	

Coffee.

Rio Prime, duty paid.....	gold. 17 @ 17 1/2	Native Ceylon.....	gold. 17 1/2 @ 19
do good.....	gold. 16 @ 16 1/2	Maracaibo.....	gold. 15 1/2 @ 18 1/2
do fair.....	gold. 15 @ 15 1/2	Laguayra.....	gold. 16 1/2 @ 18
do ordinary.....	gold. 14 1/2 @ 14 1/2	St Domingo, in bond.....	gold. 8 1/2 @ 9
Java, mats and bags.....	gold. 20 1/2 @ 22 1/2	Jamaica.....	gold. 14 @ 16

Sugar.

Cuba, inf. to com. refining.....	9 1/2 @ 9 1/2	Hav'a, Box, D.S. Nos. 19 to 20..	12 1/2 @ 13 1/2
do fair to good refining.....	9 1/2 @ 10	Havana, Box, white.....	12 1/2 @ 13 1/2
do prime.....	10 @ 10 1/2	Porto Rico, refining grades.....	9 1/2 @ 10 1/2
do fair to good grocery.....	10 1/2 @ 10 1/2	do grocery grades.....	10 1/2 @ 11 1/2
do pr. to choice grocery.....	10 1/2 @ 11 1/2	Brazil, bags.....	8 1/2 @ 9 1/2
do centrifugal, hhds. & bxs.....	9 1/2 @ 11 1/2	Manila, bags.....	8 1/2 @ 12 1/2
do Melado.....	5 @ 9 1/2	White Sugars, A.....	12 1/2 @ 12 1/2
do molasses.....	5 @ 10	do do B.....	12 1/2 @ 12 1/2
Hav'a, Box, D. S. Nos. 7 to 9.....	9 1/2 @ 9 1/2	do do extra C.....	12 1/2 @ 12 1/2
do do do 10 to 12.....	9 1/2 @ 10 1/2	Yellow sugars.....	11 1/2 @ 12
do do do 13 to 15.....	10 1/2 @ 11 1/2	Crushed and granulated.....	11 @ 13 1/2
do do do 16 to 18.....	11 1/2 @ 12 1/2	Powdered.....	11 @ 13 1/2

Molasses.

New Orleans (new).....	\$ gall. @	Cuba centrifugal.....	18 @ 2
Porto Rico (new).....	35 @ 65	Old Crop Cuba.....	15 @ 20
Cuba Muscovado (new).....	25 @ 37	English Islands (new).....	25 @ 45
Cuba Clayed (new).....	20 @ 31		

Rice.

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

Cassia, in cases... gold \$ D. 48 @ 49	Pepper, in bond..... (gold)	10 1/2 @ 11 1/2
Cassia, in mats... do 48 @ 49	Pepper, Singapore.....	25 1/2 @ 26
Ginger, Race and Af (gold) 12 @ 13	do Sumatra.....	25 1/2 @ 26
Mace..... do 1 23 @ 1 30	Pimento, Jamaica..... (gold)	18 1/2 @ 18 1/2
Nutmegs, casks..... 1 00 @ 1 02	do in bond..... do	8 @ 8 1/2
do cases Penang..... 1 02 1/2 @ 1 05	Cloves..... do	25 1/2 @ 25 1/2

Fruits and Nuts.

Raisins, Seedless, new \$ mat. @ 7 25	Brazil Nuts.....	14 @ 15
do Layer, 1870, \$ box. 3 25 @	Filberts, Sicily.....	14 @ 15
do Layer, 1869, \$ box. 2 80 @ 2 85	do Barcelona.....	11 1/2 @ 12 1/2
do Valencia, \$ D. 14 1/2 @	African Peanuts.....	2 35 @ 2 40
do London Layer..... 3 75 @ 4 00	Walnuts, Bordeaux.....	.....
Currants, new..... \$ D. 12 1/2 @	Macaroni, Italian.....	..... @ 13
Citron, Leghorn.....	Fire Crack, best No 1 \$ box	4 00 @
Prunes, Turkish, old..... 9 @ 10	DOMESTIC DRIED FRUITS.	
Prunes, Turkish, new..... 12 1/2 @ 13	Apples, State..... \$ D. @	
Prunelles..... @ 20	do Western..... @	
Dates..... @ 7 1/2	do Southern, common	2 1/2 @ 3
Figs, Smyrna..... \$ D. 16 @ 18	do prime.....	5 1/2 @ 6
Cherries, German..... 8 @	do sliced.....	7 @ 8
Canton Ginger..... @ 9 50	Peaches, pared.....	15 @ 21
Almonds, Languedoc..... 19 @	do unpared, qrs & hvs	5 1/2 @ 7
do Tarragona..... @ 19	Blackberries.....	9 1/2 @ 10
do Ivica..... @ 19	Cherries, pitted.....	23 @
do Sicily, soft shell..... @ 16 1/2	Pecan Nuts..... \$ D. 14 @ 16	
do Shelled, Spanish..... 34 @	Hickory Nuts..... \$ bush.	2 00 @ 2 25
do paper shell..... @ 42 1/2	Peanuts, Va, g'd to fncy do	2 00 @ 2 10
Sardines..... \$ hf. box. 22 @	do com. to fair do	1 50 @ 1 75
Sardines..... \$ qr. box. 22 @	do Wil. g'd to best do	2 50 @ 3 50

Grocers' Drugs and Sundries.

Alum..... 3 1/2 @ 3 1/2	Sic. Licorice.....	15 @ 16
Bi-Carb. Soda (Eng.)..... 5 @ 5 1/2	Calabra Imitation.....	21 @ 23
Borax..... 81 @ 82	Madder..... gold.	11 @ 12 1/2
Sal Soda, Cask..... 2 1/2 @ 2 1/2	Indigo, Madras..... gold.	1 10 @ 1 15
Sulphur..... 4 1/2 @ 4 1/2	do Manila..... gold.	80 @ 1 15
Saltpetre..... 10 @ 17	do do Large sizes.....	2 1/2 @ 2 25
Copperas..... 7 1/2 @	Sisal.....	..... @ 19
Camphor, in bbls..... 11 1/2 @ 12 1/2	do Bed Cords.....	1 75 @ 2 50
Castile Soaps..... 11 1/2 @ 12 1/2	Jute do.....	1 50 @ 2
Epsom Salts..... 3 1/2 @ 3 1/2		

THE DRY GOODS TRADE.

FRIDAY, P.M., October 21, 1870.

Transactions have been limited in the dry goods trade during the current week, and aggregate a somewhat smaller amount than for the previous seven days. The weakness and declining tendency of the raw material, which became apparent toward the close of last week, rendered buyers cautious in the matter of purchases, and a majority of them confined themselves to the very light quantities required for their immediate wants. The few days of cold weather we have experienced during the week has had the effect of enlivening the market somewhat by forcing a few more buyers into town from the interior, and appearances indicate that only a more settled condition of prices on cotton fabrics, and the raw material is needed to induce these dealers to purchase considerable bills. The South is apparently doing a fair distributing trade, and the dealers in that section continue sending in orders for goods to replenish their broken assortments. The West and Southwest are not ordering goods to any extent, and advices from those sections denote a dull trade in all lines. The city retail trade is fair, with considerable improvement since our last review. The retail dealers are constantly buying small lots of the more staple seasonable goods, both in and out of the auction houses, and report their prospects for an active fall and winter trade as being excellent. Collections are coming in well from all sections of the country, notwithstanding the fact that country dealers have, in consequence of the light demand from consumers, realized but relatively small amounts as yet on their first purchases.

DOMESTIC COTTON GOODS have been weak and declining, with very material reductions in the prices of both medium and fine brown sheetings, and fine bleached goods. These reductions are due more to the decline in raw cotton than to any extensive accumulation of stock in first hands. Buyers are cautious of their dealings in all goods not already reduced, while some brands which have experienced a decline meet active sale at the current quotation. The most important reduction made thus far is New York Mills bleached shirtings to 20c. A corresponding decline is expected in other fine goods, and will doubtless be made in a day or two, inasmuch as New York Mills at 20c., as a basis, necessitates a very general revision of the prices now current.

DOMESTIC WOOLENS are comparatively inactive, the distributing trade generally being well supplied, while the demand from consumers remains nearly nominal. Flannels and Blankets are improving somewhat, the lateness of the season creating a moderate demand, though the weather has, up to the present time been decidedly unfavorable for an active trade. We hear of considerable sales of flannels during the week, and the movements in this class of fabrics, with both agents and jobbers is said to be very satisfactory for this period of the season.

FOREIGN GOODS.—All classes of foreign fabrics rule quiet, with few sales, except in small lots. Stocks of desirable goods in first hands are very light, and the stock in bond is much less than is usual at this season, while the quantity of goods in transit is inconsiderable. These facts combine to give marked stiffness to the market, both with importers and jobbers, and prices are stiffly maintained even in the absence of a demand.

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. pks.	Val.	Dry Goods. packages.	Domestics. pks.
Total for week....	143	\$12,634	14	\$6,115
Since Jan. 1, 1870....	13,284	1,532,141	2,495	855,201
Same time 1869....	18,092	1,955,476	4,311	832,937
" " 1868....	19,374	989,001	4,098	1,317,540
" " 1867....	10,079	1,316,981	4,890	1,049,187
" " 1866....	5,817	.....	.....	6,717
" " 1865....	77,900	.....	.....	4,061
				31,758

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

BROWN SHEETINGS AND SHIRTINGS are weak, with the exception of such brands as have already been reduced, and a general revision of prices is looked for. In the meantime quotations are to a great extent nominal. Amoskeag A 36 13½ do B 36 18, Atlantic A 36 13½, do D 11, do H 12½, Appleton A 36 13, Augusta 36 11½, do 30 10, Bedford R 30 8½, Boott O 34 11, Commonwealth O 27 8, Grafton A 27 8, Great Falls M 36 11½, do S 33 10½, Indian Head 36 13, do 30 12, Indian Orchard A 40 13½, do O 36 12, Laconia O 39, — do B 37 12, Lawrence A 36 12, Lyman O 36 11, do E 36

12½, Medford 36 12½, Nashua fine O 38 12, do 36 13½, do E 40 16½, Newmarket A 36 11½, Pacific extra 36 12½, do L 36 12½, Pepperell 7-4 27½, do 8-4 30, do 9-4 32½, do 10-4 37½, do 11-4 50, Pepperell E fine 39 13½, do R 36 12½, Pocasset F 30 8½, Saranac fine O 33 12, do R 36 13½, Stark A 36 18, Swift River 36 10, Tiger 27 7½.

BLEACHED SHEETINGS AND SHIRTINGS have experienced some important changes, as noted above, and further reductions in other brands are imminent. Amoskeag 46 18, do 42 16½, do A 36 15½, American A 36 12½, Androscoggin L 36 16 Arkwright WT 36 18, Ballou & Son 36 13½, Bartletts 36 15, do 33 18½, Bates XX 36 19, Blackstone 36 15, Boott B 36 14, do O 30 11, do R 23 9½, Clarks 36 19, Dwight D 40 18, Ellerton 10-4 45, Forestdale 36 15, Fruit of the Loom 36 17, Globe 27 7, Gold Medal 36 14, Great Falls Q 36 16½, Hill's Semp. Idem 36 16, Hope 36 13, James 36 15, Lonsdale 36 16, Masonville 36 17, Newmarket O 36 13½, New York Mills 36 20, Pepperell 6-4 27½, do 10-4 42½, Tuscarora 36 19, Utica 5-4 25, do 6-4 32½, do 9-4 51½, do 10-4 56½, Waltham X 33 11½, do 42 16½, do 6-4 25, do 8-4 30, do 9-4 35, do 10-4 40, Wamsutta 36 19.

PRINTING CLOTHS are in limited demand, with a fair degree of firmness in prices. Standard 64s are quoted at 7c.

PRINTS are dull, with prices unchanged since our last report. In the absence of a demand, however, quotations may be considered nominal. American 11½, Albion solid 11, Albion Ruby 11½, Allens 11½, do pinks 12½, purples 12, Arnolds 9, Atlantic 6, Dunnell's 11½, Hamilton 11½, London mourning 10, Mallory 11½, Manchester 11½, Merrimac D 11½, do pink and purple 13½, do W fancy 12½, Oriental 11½ Pacific 11½, Richmond's 11½, Simpson Mourning 10½, Sprague's pink 12, do blue and White 11½, do shirtings 11, Wamsutta 8.

CHECKS.—Caledonia 70 25, do 50 24, do 12 26½, do 10 22½, do 8 18, do 11 22½, do 15 27½, Cumberland 13, Jos Greers, 55 15½, do 65 18, Kennebeck 20, Lanark, No. 2, 9½, Medford 13, Mech's No. A 1 29.

DENIMS.—Amoskeag 28, Bedford 14½, Beaver Cr. AA 23, Columbian, heavy 26, Haymaker Bro. 15½, Manchester 20, Otis AXA 25, do BB 22½.

CORSET JEANS.—Amoskeag 11½@12, Androscoggin 14, Bates 9½@10, Everetts 15½, Indian Orchard Imp. 10, Laconia 12, Newmarket 10@11½.

COTTON BAGS.—Ontario A \$40 00, American \$35@37 50, Androscoggin \$37 50, Arkwright A \$ —, Great Falls A \$37 50, Lewiston \$37 50, Stark A \$42 50.

BROWN DRILLS.—Atlantic 15, Appleton 15, Amoskeag 15½, Augusta 14, Pacific 14½, Pepperell 15, Stark A 15.

STRIPES.—Albany 9½, Algoden 16½, American 12-13, Amoskeag 21-22, Hamilton 20-21, Haymaker 13½-14, Sheridan A 11, do G 11½, Uncasville A 13-14, do B 13-14, Whittenton AA 22½.

TICKINGS.—Albany 9½, American 14½, Amoskeag A C A 32, do A 25, do B 22, do C 20, do D 18, Blackstone River 14½, Conestoga extra 32 24, do do 36 23, Cordis AAA 25, do BB 15, Hamilton 22½, Swift River 14, Thorndike A 15½, Whittendon A 22½, York 30 24.

GINGHAMS—Olyde, 11½; Earlston, extra, 18; Glasgow, 15; Gloucester, 18; Hadley, 14; Hampden, 15; Hartford, 13; Lancaster, 17; Lancashire, 15; Pequa, 12½; Park Mills, 14; Quaker City, 14.

MOUSSELINE DELAINES.—Pacific 18@20, Manchester 18, Hamilton 18, Tycoon reps 23-27½, Pacific Mills printed armures 19, do Imperial reps 22½-27½, do aniline 22, do plain assorted colored armures 19, do do Orientals 18, do do alpacas 21, do do corded do 22½, Merino A 32½, AA 37½ AAA 42½.

CARPETS.—Lowell Company's ingrain are quoted at \$1 for superfine, 2 mos. credit, or less 2 per cent., 10 days; \$1 15 for extra super, and \$1 42½ for three-ply; Hartford Company's \$1 for medium superfine; \$1 12½ for superfine; \$1 42½ for Imperial three-ply, and \$1 50 for extra three-ply; Brussels \$1 80 for 3 fr., \$1 90 for 4 fr., and \$2 for 5 fr.

IMPORTATIONS OF DRY GOODS AT THE PORT OF NEW YORK.

The importations of dry goods at this port for the week ending Oct. 20, 1870, and the corresponding weeks of 1869 and 1868, have been as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING OCT. 20, 1870.

	1868.		1869.		1870.	
	Pkgs.	Value.	Pkgs.	Value	Pkgs.	Value.
Manufactures of wool...	643	\$226,178	866	\$309,308	1,591	\$596,410
do cotton..	473	134,699	468	134,271	1,077	329,071
do silk.....	600	481,133	424	291,179	660	472,313
do flax.....	601	144,148	954	164,346	1,540	278,655
Miscellaneous dry goods.	378	97,024	306	105,598	465	179,229
Total.....	2,785	\$1,036,182	3,018	\$1,004,702	5,333	\$1,855,678

WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET DURING THE SAME PERIOD.

Manufactures of wool...	617	\$233,227	423	\$154,562	608	\$218,002
do cotton..	97	25,602	113	31,258	163	45,273
do silk.....	63	75,550	60	72,550	119	136,514
do flax.....	202	50,320	296	68,346	396	88,704
Miscellaneous drygoods.	48	25,049	129	32,792	165	26,458
Total.....	1,027	\$415,358	1,021	\$360,108	1,451	\$514,961
Add ent'd for consu'pt'n.	2,785	1,036,182	3,018	1,004,702	5,333	1,855,678
Total h'wn from m'rk't	3,812	\$1,451,540	4,039	\$1,364,810	6,784	\$2,370,629

ENTERED FOR WAREHOUSING DURING THE SAME PERIOD.

Manufactures of wool...	490	\$166,787	699	\$247,986	538	\$196,899
do cotton..	232	63,284	210	59,185	147	47,331
do silk.....	45	55,704	100	111,264	16	19,337
do flax.....	636	101,490	760	178,357	337	82,368
Miscellaneous dry goods.	1,004	35,626	55	17,164	79	27,784
Total.....	2,407	\$422,901	1,824	\$613,956	1,117	\$373,519
Add ent'd for consu'pt'n.	2,785	1,036,182	3,018	1,004,702	5,333	1,855,678
Total entered at the port	5,192	\$1,459,083	4,842	\$1,618,658	6,450	\$1,229,190

Miscellaneous.

WRIGHT & Co., COMMISSION MERCHANTS, RIO DE JANEIRO, BRAZIL. Represented in the United States by our House, Wright, Brown & Co., No. 69 WALL STREET, NEW YORK

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, & Co., No. 11 Old Slip, New York.

Woodward Steam Pump Manufacturing Co. 76, 78 AND 80 CENTRE STREET, NEW YORK. STEAM PUMPS AND FIRE ENGINES, HOTELS, Churches, Public Buildings, etc. Heated by Steam, low pressure.

C. B. & J. F. Mitchell, COMMISSION MERCHANTS, 87 & 89 Leonard Street, New York, MANUFACTURERS AGENTS For the Sale of COTTONS AND WOOLENS.

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 & Co. "ONTARIO" SEAMLESS BAGS, "AWNING STRIPES." Also, Agents United States Bunting Company. A full supply all Widths and Colors always in stock 13 & 15 Lispenard Street. ESTABLISHED 1835.

SEARS BROTHERS, STEAM PRINTERS, STATIONERS, AND MANUFACTURERS OF FINE ACCOUNT BOOKS FOR THE USE OF Banks, Stock and Gold Brokers, Merchants, and Incorporated Companies. NO. 45 WILLIAM STREET, One door north of Wall-st., New York.

Having recently added to our business an entirely NEW STEAM PRINTING OFFICE, our facilities in this line are unequalled. Bankers' and Brokers' Account Books of all kinds on hand, and made to order, of best material. New firms organizing will find at this establishment everything necessary for Counting House and Office as at low prices as good material can be furnished.

Life Insurance.

EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES, 116, 118, 120, 122 & 124 BROADWAY, NEW YORK, Assets over - - - - \$12,000,000 Income - - - - - 6,000,000 WILLIAM C. ALEXANDER, President. HENRY B. HYDE, Vice-President. GEORGE W. PHILLIPS, Actuary. JAMES W. ALEXANDER, Secretary. SAMUEL BORROWE, City Manager.

Financial.

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 BONDANS, receive Deposits, subject to Check, allowing interest, and transact a general Banking Business. JAY COOKE & CO.

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.

BK JAMISON & Co. BANKERS, PHILADELPHIA. Transact a general Banking and Exchange business including Purchase and Sale of Stocks, Bonds, Gold etc., on Commission.

Miscellaneous.

JOHN J. ROBERTS, ENGLISH & AMERICAN IRON AND STEEL RAILS, RAILROAD SUPPLIES, STREET RAILS & CARS, OLD RAILS & METALS. 218 PEARL STREET, OPPOSITE PLATT.

ESTABLISHED IN 1857. JOURNAL OF COMMERCE, PUBLISHED EVERY MONDAY, NORTHWEST CORNER THIRD AND WALNUT STS, St. Louis, Mo.

THE JOURNAL embraces 32 large quarto pages printed upon book paper, and in the best style of the art. It gives a full and accurate statement of the markets of all the leading commercial cities in the United States, furnished by SPECIAL REPORTERS—a feature entirely original with the JOURNAL. Arrangements are being perfected, whereby a full statement in regard to the county Bonds of the State of Missouri, will be published in the JOURNAL, thus rendering it invaluable to Bankers. Each number contains a great variety of MISCELLANY, treating upon the various industries of the country. CIRCULATION.—The large and increasing circulation of the JOURNAL, among a REPRESENTATIVE CLASS of the GREAT WEST AND SOUTH renders it a very desirable advertising medium to the Manufacturer as well as Dealer in all parts of the United States. SUBSCRIPTION RATES: ANNUAL - - - \$5 00 SEMI-ANNUAL - \$3 00 WOLCOTT & MARMADUKE, St. Louis, Sept., 1870. Publishers.

Transportation.

OFFICE OF Virginia & Tennessee Air Line, 303 BROADWAY. SHIPPERS are herewith notified that Freights will be received on and after SATURDAY, 23d inst., for points in Virginia, Tennessee, Georgia, Alabama, Mississippi and Arkansas as usual at Pier 37 North River. C. E. EVANS, General Eastern Agent

GREAT SOUTHERN MAIL ROUTE TO NEW ORLEANS, MEMPHIS, AND MOBILE--ALL RAIL.



Leave New York At 8.40 A.M. for RICHMOND, and Points on the Coast, At 9.40 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.

Table with 4 columns: STATIONS, Miles, GO'S SOUTH Time, GO'S NORTH Time. Rows include New York, Washington, Gordonsville, Briscoe, Knoxville, Cleveland, Chattanooga, Nashville, Corinth, Grand Junction, Memphis, Jackson, Atlanta, Macon, Montgomery, Mobile, and New Orleans.

* 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 4th and 20th 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 to the Company's ticket office, on the wharf, foot of Canal street, North River, New York. F. B. BABY, Agent.

FOR LIVERPOOL, (Via Queenstown,) CARRYING THE UNITED STATES MAILS. THE LIVERPOOL AND GREAT WESTERN STEAM COMPANY will dispatch one of their first-class full-power iron screw steamships from PIER No. 46 NORTH RIVER, EVERY WEDNESDAY as follows: MANHATTAN, Captain Forsyth...Oct. 26, at 3 P.M. MINNESOTA, Captain Whineray...Nov. 2, at 1 P.M. IDAHO, Captain Price...Nov. 9, at 8 P.M. NEVADA, Captain Green...Nov. 16, at 12 M. COLORADO, Captain Freeman...Nov. 23, at 8 P.M. WISCONSIN, Capt. Williams...Nov. 30, at 12 M. Cabin passage, \$80 gold. Steerage passage, (Office No. 29 Broadway) \$30 currency. For freight or cabin passage apply to WILLIAMS & GUNN, No. 63 Wall-st.

Insurance.

OFFICE OF THE
ATLANTIC
Mutual Insurance Co.,

NEW YORK, January 24, 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 00
Premiums on Policies not marked off 1st January, 1869..... 2,538,001 23
Total amount of Marine Premiums..... \$8,628,639 00

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..... \$8,472,915 01

Losses paid during the same period..... \$3,302,245 68

Returns of Premiums and Expenses..... \$1,207,639 49

The Company has the following Assets, viz:
United States and State of New York Stock, City, Bank and other Stock..... \$7,354,289 00
Loans secured by Stocks and otherwise... 2,142,400 00
Real Estate and Bonds and Mortgages.... 210,000 00
Interest and sundry Notes and Claims due the Company, estimated at..... 207,500 21
Premium Notes and Bills Receivable..... 2,512,452 09
Cash in Bank..... 283,797 53
Total amount of Assets..... \$14,409,938 84

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 Coit, | B. J. Howland, |
| Wm. C. Pickersgill, | Benj. Babcock, |
| Lewis Curtis, | Robt. B. Minturn, |
| Charles H. Russell, | Gordon W. Burnham, |
| Lowell Holbrook, | Frederick Chauncey, |
| R. Warren Weston, | R. L. Taylor, |
| Royal Phelps, | Geo. S. Stephenson, |
| Caleb Barstow, | William H. Webb, |
| A. P. Pillot, | Sheppard Gandy, |
| William E. Dodge, | Francis Skiddy, |
| David Lane, | Charles P. Burdett, |
| James Byrce, | Robt. C. Fergusson, |
| Daniel S. Miller, | William E. Bunker, |
| Wm. Sturgis, | Samuel E. Mitchell, |
| Henry K. Bogert, | James G. DeForest, |
| Dennis 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.

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

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

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

SPRINGFIELD

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

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

Providence Washington
INSURANCE COMPANY,

OF PROVIDENCE, R. I.

ORGANIZED 1799.

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

AMERICAN

INSURANCE COMPANY,

OF PROVIDENCE, R. I.

ORGANIZED 1881.

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

JAS. A. ALEXANDER, Agent

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..... 324,344 50
Return Premiums..... 36,697 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..... \$265,725 41
Subscription Notes in advance of Premiums..... 234,561 05
Reinsurance and other Claims due the Company, estimated at..... 46,000 00
20,142 7

Total Assets..... \$1,166,129 28

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 E. Taylor, |
| Moses A. Hoppock, | Adam T. Bruce, |
| B. W. Bull, | Albert B. Strange, |
| Horace B. Claffin, | A. Augustus Low, |
| W. M. Richards, | Osam K. Fenner, |
| A. S. Barnes, | Emil Heineman, |
| Egbert Starr, | Jehi Read, |
| A. Wesson, | William A. Hall, |
| John A. Bartow, | Francis Moran, |
| Oliver K. King, | Theo. W. Morris, |
| Alex. M. Earle, | Robert Slimmon, |
| John R. Waller, | Stephen C. Southmayd |
- JOHN K. MYERS, President,
WILLIAM LECONY, Vice-President
THOMAS HALE, Secretary.

CORNE & JAMES,

STOCK BROKERS,

NO. 8 BROAD STREET.

GOVERNMENT SECURITIES, STOCKS, BONDS. GOLD and all issues of the UNION and CENTRAL PACIFIC Railroads

Bought and Sold on Commission.

Financial.

8 Per Cent per Annum

IN GOLD,

FREE FROM U. S. GOVERNMENT TAX,

The balance of the issue of

\$1,500,000

OF THE

ST. JOSEPH AND DENVER CITY
RAILROAD COMPANY,

NOW FOR SALE BY THE UNDERSIGNED,

These are a 30 Year Sinking Fund Bond, issued only upon a completed road, and bear Eight per cent interest in gold, payable on the 15th August and 15th February, in New York, London, or Frankfort, and are free from tax. These bonds are in denominations of \$1,000 and \$500 coupons or registered, and secured by an absolute and only mortgage upon the entire line, including all descriptions of Rolling Stock and Equipments. This road is 111 miles in length, the largest portion of which is completed and successfully operated in the daily running of regular trains, the earnings of which are now in excess of the interest liabilities on this issue of bonds. Over

\$1,500,000

Has already been expended upon this road from Stock Subscriptions and Donations, and in addition to this the Company have a Grant from the United States of Superior Lands valued at \$8,000,000. The Company is entirely free from debt. We unhesitatingly recommend them, and will furnish Pamphlets, Maps and all information.

PRICE 97½ AND ACCRUED INTEREST IN CURRENCY.

W. P. CONVERSE & CO.,
No. 54 Pine Street, New York.

TANNER & CO.,
No. 49 Wall Street, New York.

PRICES CURRENT.

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

Table listing various commodities such as ABRES, BREADSTUFFS, BUTTER AND CHEESE, CANDLES, COAL, COFFEE, COPPER, CORKS, COTTON SEED, DRUGS AND DYES, HAY, HEMP, HIDES, HONEY, HOPS, HORNS, IRON, LEAD, LEATHER, LIME, LUMBER, MOLASSES, NAILS, NAVAL STORES, OAKUM, OIL CAKE, OILS, PAINTS, PETROLEUM, PROVISIONS, RICE, SALT, SILK, SPIRITS, STEEL, SUGAR, TALLOW, TEAS, TIN, TOBACCO, WINES, and WOOL.

Table listing various commodities such as Mustard seed, Nutgalls, Oil anis, Oil cassia, Oil bergamot, Oil lemon, Oil peppermint, Oil vitriol, Opium, Oxalic acid, Phosphorus, Prussiate potash, Quicksilver, Quinine, Rhubarb, Sago, Saleratus, Sal ammoniac, Sal soda, Sarsaparilla, Seneka root, Senna, Shell Lac, Soda ash, Sugar lead, Sulphate morphine, Tartaric acid, Taploca, Verdigris, Vitriol, DUCK, FISH, FLAX, FRUITS, GROCERIES, GUNNY BAGS, GUNNY CLOTH, GUNPOWDER, HAY, HEMP, HIDES, HONEY, HOPS, HORNS, IRON, LEAD, LEATHER, LIME, LUMBER, MOLASSES, NAILS, NAVAL STORES, OAKUM, OIL CAKE, OILS, PAINTS, PETROLEUM, PROVISIONS, RICE, SALT, SILK, SPIRITS, STEEL, SUGAR, TALLOW, TEAS, TIN, TOBACCO, WINES, and WOOL.

Table listing various commodities such as IRON, LEAD, LEATHER, LIME, LUMBER, MOLASSES, NAILS, NAVAL STORES, OAKUM, OIL CAKE, OILS, PAINTS, PETROLEUM, PROVISIONS, RICE, SALT, SILK, SPIRITS, STEEL, SUGAR, TALLOW, TEAS, TIN, TOBACCO, WINES, and WOOL.

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

Cotton.

GEO. E. REDWOOD,
COTTON BUYER,
Columbus, Mississippi.

REFERENCES:

Columbus Insurance and Banking Company - Columbus, Miss.
Williams Johnston & Co. - Mobile, Ala.
Henry Hall - New York City.
Chas. Hopkins & Co., -
Roddy Bell & Co., -

Our market controls shipment of about 40,000 bales annually. We have all necessary facilities for compressing and shipping promptly. Ample Banking and Insurance facilities. Through Bills Lading given to all points North, East and South by Rail. Correspondence solicited.

J. C. JOHNSON & CO.,
(Late of G. Falls & Co.)
COTTON BUYERS,
MEMPHIS, TENN.

John C. Graham & Co.,
SELMA, ALABAMA,
BUYERS OF COTTON
For a Commission.

COTTON.

1,000 Tons Arrow Ties for baling Cotton.

For Sale by

SWENSON, PERKINS & CO., AGENTS,
P. O. Box 5,724. 89 Beaver street, N. Y.

These Ties have been used more extensively than any others, and last year, or more than one-half of all the cotton baled in the United States, and received the premium at several State fairs.

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 have entire satisfaction.

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

GUNNY CLOTH,

BORNEO CLOTH,
DOMESTIC BAGGING,
BALE ROPE,
IRON TIES AND TWINES.

On hand and for sale by

J. B. CARTER & CO.,
144 WATER STREET.

WALL ST., 89 BEAVER ST. Post Office Box 3102.

J. C. Rogers & Co.,
NEW YORK,

COMMERCIAL BROKERS,
INDIA & DOMESTIC GUNNY CLOTH,
Gunny Bags, Linseed, Jute Butts,
Sugar.

Joseph B. Glover & Co.
ESTABLISHED 1842. 30 Central Street. Boston.

Cotton.

G. W. ABERT,
COTTON BROKER
COLUMBUS,
Mississippi.

EDWARD NALLE. R. C. CAMMACK.
NALLE & CAMMACK,
COTTON FACTORS & COMMISSION MERCHANTS
158 Common Street, New Orleans.
Liberal Cash advances made on Consignments.

H. S. FULKERSON,
COTTON BROKER,
CORNER MULBERRY AND WASHINGTON STS.
VICKSBURG, MISS.
Refer to G. M. KLEIN, Cashier, Mississippi Valley Bank, Vicksburg.

W. D. Reynolds & Bro.
NORFOLK, VIRGINIA,
Buy Cotton, Grain, &c., on Commission.

Texas Cards

H. M. MOORE,
COTTON BROKER & BANKING,
BRYAN, TEXAS.

ALFRED MUCKLE,
Cotton Factor, Commission, Receiving
and Forwarding Merchant,
GALVESTON, TEXAS.
Liberal advances made on Consignments of Cotton and other produce in hand or Bill Lading therefor.

SAMUEL K. LABATT,
STRAND, GALVESTON, TEXAS,
EXCHANGE BROKER & INSURANCE AGENT.
Dealer in all kinds of Stocks.

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. McMahan & Co.

T. HARDE, Columbus, Colorado Co. A. M. MCKINNON, Lyons, Fayette Co.

HARDE & Co.,
RECEIVING, FORWARDING,
AND
GENERAL COMMISSION MERCHANTS,
COLUMBUS, TEXAS.

Iron and Railroad Materials.

CHAUNCEY VIBBARD, ALEX. P. FISKE
EMERSON FOOTE, EDWARD FOOTE
Vibbard, Foote & Co.,
40 BROADWAY, NEW YORK.

Steel Rails,
Iron Rails,
Old Rails,
AND
RAILWAY EQUIPMENTS.

BENTLEY D. HASELL, ARTHUR PARKER
B. D. HASELL & Co.,
GENERAL RAILWAY AGENTS,
And dealers in Railway Iron, Equipment and Supplies.

Special attention to negotiating Railway, State and County securities.
317 BROADWAY Entrance on Thomas Street.

NAYLOR & CO.,
NEW YORK, BOSTON, PHILA.,
99 John street. 80 State street. 208 So. 4th street
CAST STEEL RAILS,
CAST STEEL TYRES,

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

HOUSE IN LONDON:
NAYLOR, BENZON & CO.,
34 Old Broad Street,

who give special attention to orders for
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