

THE Commercial & Financial CHRONICLE,

Bankers' Gazette, Commercial Times, Railway Monitor, and Insurance Journal.

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REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

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DEALERS IN

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First-class Investment Securities on hand, among these the First Mortgage 8 per cent. Gold Bonds of the St. Joseph and Denver City Railroad Co., issued upon a completed road at the rate of \$13,500 per mille.

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COLLECTIONS

ON ALL ACCESSIBLE POINTS IN
SOUTH CAROLINA,

Made and promptly remitted for, in New York Exchange by

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BANKERS,

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KENYON COX,
HORACE MANUEL,
WM. H. HUTCHINSON, } General Partners.

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Special Partner.

Kenyon Cox & Co.,

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Leonard, Sheldon & Foster, BANKERS, No. 10 Wall Street. Buy and sell Government, State, Railroad and other desirable securities, making liberal advances on same. allow interest on deposits, deal in commercial paper, furnish to travellers and others Letters of Credit current in the principal cities in Europe.

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THEODORE BERDELL, BANKER & STOCK BROKER, 8 EXCHANGE COURT, EXCHANGE PLACE, New York. Stocks, Bonds, Gold, Government Securities, &c. bought and sold on Commission. Interest allowed on deposits.

A. D. Williams & Co., STOCK BROKERS, 45 Wall Street, New York. Stocks and Bonds BOUGHT AND SOLD ON COMMISSION. A. DENIS'N WILLIAMS. J. P. WILLIAMS, Member of the N. York Stock Exchange | Member of the N. York Stock Exchange.

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 Bills of Exchange, and Commercial and Travelers
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Robert Benson & Co., } **LONDON.**
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 Circular Notes available for Travelers in all parts of
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 Dealers in **GOLD, SILVER** and all kinds
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COLLECTIONS MADE at all accessible
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 Will make investments for Corporations, Estates and
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 mercial Paper, Railroad Bonds and Stocks, and other
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 S. M. NICKERSON, President First Nat. Bank.

Samuel A. Gaylord & Co.

Stock and Bond Brokers,
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SAINT LOUIS MO.

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STOCK BROKER,

Office No. 21 West Third Street, Cincinnati, Ohio.
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California Trust Co.,

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INTEREST ALLOWED ON DEPOSITS
MONEY TO LOAN,

Strong Vaults for Safe Deposits.

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HENRY L. DAVIS. | D. W. C. THOMPSON.

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 Wm. Blackwood, C. S. Hobbs, A. D. Moore, Tyler
 Curtis.

NEW YORK CORRESPONDENT:
First National Bank of New York.

Western Bankers.

SECOND NATIONAL BANK,

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

NATIONAL BANK OF THE STATE
OF MISSOURI.

In St. Louis.

ESTABLISHED 1837.

Capital paid in - - - - - \$3,410,300

This Bank, having reorganized as a National Bank
 is now prepared to do a general banking business.
 Government Securities, Coin, Gold Dust and Bullion
 bought and sold at current rates. Special attention
 given to collections throughout the West
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EDWARD P. CURTIS Cashier

MORTON, GALT & Co.,
BANKERS,

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

Southern Bankers.

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BANKER AND BROKER,

CHARLESTON, S. C.
 Uncurrent Bank Notes, Bonds, Stocks, Specie Ex-
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COLLECTIONS ON ALL ACCESSIBLE
POINTS

In South Carolina made and promptly remitted for.

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STOCK AND BOND BROKERS,
CHARLESTON, S. C.

Key box 4.

JAMES ISBELL. R. H. ISBELL.

ISBELL & SON,

BANKERS,
TALLADEGA, ALABAMA,

Special attention to collections,
 New York Correspondent.—HOWES & MACY.

STATE OF ALABAMA.

THE CITY BANK
OF SELMA.

Capital - - - - - \$100,000

JAS. ISBELL, of Talladega, President.

WM. P. ARMSTRONG, Cashier,
JNO. W. LOVE, Assistant Cashier.

N.Y. Correspondent—Importers and Traders National
Bank.

T. J. PERKINS,

BANKER,
EUFAULA, ALABAMA.
EXCHANGE, BANK NOTES AND COIN BOUGHT
AND SOLD.

Collections made on all accessible points in the
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WM. FOWLER. R. H. SOMMERVILLE.

Fowler & Sommerville,

BANKERS & BROKERS,
MONTGOMERY, ALA.,

Special attention given to purchase of Cotton.

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A BANK OF DISCOUNT AND DEPOSIT,
VICKSBURG, MISS.

N. Y. Correspondent:—Bank of the Manhattan Co.

Southern Bankers.

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BANKER, FACTOR AND
Commission Merchant,

Savannah, Ga.

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

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Do a general banking business. Cotton purchased
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E. E. BURRUSS, Pres't. A. K. WALKER, Cashier.

First National Bank,

WILMINGTON, N. C.
 Collections made on all parts of the United States.

Raleigh National Bank

OF NORTH CAROLINA.
 DESIGNATED DEPOSITORY OF THE UNITED
 STATES AND FINANCIAL AGENT.

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J. C. BLAKE Asst.-Cashier.

W. N. HAWKS H. CASTLEMAN

Hawks & Castleman,
Stock Brokers and Real Estate Agents

COLUMBUS, GEO.

Government Securities, Gold, Stocks, &c. Bonds
 of every description, bought and sold on commission

Cubbedge & Hazlehurst,

BANKERS AND BROKERS,
MACON, GA.

Make Collections, and do a General Banking and
 Brokerage Business.

REFER TO EAST RIVER NATIONAL BANK.

THOS. K. FERGUSSON,

BANKER,
SELMA, ALABAMA,

Special attention to Collections.
 No charge for collecting city paper.
 Refers to Henry Clews & Co., 83 Wall street, N.Y.

J. L. & E. H. LEVY,
BROKERS,

NO. 126 GRAVIER STREET.
New Orleans, La.

Gold and Silver Coin, State and City Notes,
 Insurance Scrip, State and City Warrants,
 Bank and Railroad Stocks, United States Bonds,
 Uncurrent Bank Notes, Mutilated Currency,
 Land Warrants, Commercial Paper.

Bought and Sold exclusively on Com-
mission.

Particular attention paid to Settlement of State and
 City Taxes.

LANCASTER & Co.,

BANKERS AND STOCK AND EX-
CHANGE BROKERS,

No. 1113 Main Street, Richmond, Va
BROWN, LANCASTER & CO.,

No. 90 SOUTH STREET, BALTIMORE, MARYLAND
LANCASTER, BROWN & CO.,

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DAVIS & FRERET,

REAL ESTATE BROKERS,
85 ST. CHARLES STREET,

New Orleans, Louisiana.
 Prompt attention given to buying, selling and less-
 ing of plantations and other real estate, paying of
 axes collecting rents, etc.

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 LOANS, 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.

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

BANKING HOUSE OF
GEO. OPDYKE & Co.,

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

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

SOUTTER & Co.,
BANKERS,

NO. 53 WILLIAM STREET, NEW YORK.

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

JAMES ROBB, KING & Co.,
BANKERS,

55 WALL STREET,
Issue Letters of Credit for Traveller
Available in all parts of Europe, etc.,
THROUGH THE
CITY BANK, LONDON,
OR

Messrs. HOTTINGUER & Co., of Paris
Also COMMERCIAL CREDITS and DRAFTS on LONDON, PARIS, and SCOTLAND.
ADVANCES made on Consignments. STOCKS and BONDS bought and sold on Commission.

Gibson, Casanova & Co.
BANKERS

NO. 50 EXCHANGE PLACE.
STOCKS, BONDS, GOVERNMENT SECURITIES, FOREIGN EXCHANGE and GOLD bought and sold on the most favorable terms.
INTEREST allowed on deposits either in Currency or Gold, subject to check at sight, the same as with the City Bank.
ADVANCES made on all marketable securities.
CERTIFICATES of Deposit issued bearing interest.
COLLECTIONS made at all points of the UNION and BRITISH PROVINCES.

Financial.

EUFULA, ALABAMA, }
December 29, 1870. }
COUPONS DUE 1st JANUARY NEXT,
on BOURBON COUNTY (Alabama) 8 per cent Bonds, will be paid at the National Bank of the Republic, New York.
WHITFIELD CLARK,
Agent Bourbon Co., Alabama.

THE LOANER'S BANK
OF THE
CITY OF NEW YORK,

(ORGANIZED UNDER STATE CHARTER),
"Continental Life" Building.

22 NASSAU STREET, NEW YORK.

Capital - - - - - \$500,000
Subject to increase to - - - \$1,000,000

BOARD OF DIRECTORS:
William M. Tweed, A. F. Willmarth, Edgar W. Crowell
Shepherd F. Knapp, Edgar T. Brown, Archibald A. Bliss and Dorr Russell.

THIS BANK NEGOTIATES LOANS, MAKES COLLECTIONS, ADVANCES ON SECURITIES, AND RECEIVES DEPOSITS.

Accounts of Bankers and Merchants will receive special attention.
FIVE PER CENT INTEREST paid on CURRENT BALANCES, and liberal facilities offered to our CUSTOMERS.

Dorr Russell,
President.
A. F. Willmarth,
Vice-President.

R. T. WILSON & Co.,
LATE

WILSON, CALLAWAY & Co.,
Bankers and Commission Merchants,
No. 44 BROAD STREET, NEW YORK

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

East Tennessee, Virginia & Georgia Railroad

1st MORTGAGE 7 PER CENT BONDS,
REDEEMABLE 1900,

Interest Payable 1st of January and 1st of July, in the City of New York.

THE MORTGAGE IS FOR \$3,500,000 ON A ROAD 270 miles long, which has been in successful operation for many years. The lien is about \$13,000

per mile, which makes it, with few exceptions, the smallest issued on any road in the United States. It was created for the sole purpose of paying off the debt due the State of Tennessee, amounting to \$4,117,761 10.

An examination into this security will prove it to be one of the best ever offered in this market.
For terms and further particulars, apply to
GALLATIN NATIONAL BANK
NO. 86 WALL STREET,
Agent for the sale of the Bonds.

STATE OF ARKANSAS
7 PER CENT BONDS, ENDORSED BY THE

MEMPHIS & LITTLE ROCK RR. CO
For Sale at 70 and accrued interest, by

Swenson, Perkins & Co.,
80 BEAVER STREET.

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 133 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

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or only \$17,500 per mile on an old and completed road, showing an established business, from local traffic mainly, more than sufficient to pay its interest as it becomes due, with prospects of greatly enlarged receipts from new connections which are now in progress.

The Mortgage was created for the sole purpose of paying a debt due to the state of Tennessee on terms which would reduce the liability of the road about \$600,000.

Of the bonds issued under said Mortgage \$200,000 are held in Escrow to abide settlement of a claim of the United States; \$800,000 have been purchased by the parties in interest, and the balance of \$1,600,000 are offered for sale on favorable terms—the security, in judgment of the undersigned, being such as to entitle them to perfect confidence.

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GOLD BONDS

OF THE

Evansville, Terre Haute and Chicago Railroad Company,

This road, 55 miles long, extends from Terre Haute Northerly to Danville, Illinois, forming part of the great through route from Chicago to Terre Haute, Evansville, Nashville, and the South. Twenty-five miles of the iron is now laid, and by the early part of January 21 miles will be in use for business.

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All of which is payable in cash at par
Of this \$300,000 has been paid in
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This road is being built by Chauncey Rose, Esq., of Terre Haute, and his associates, who are the chief subscribers to the capital stock. The extraordinary success of the enterprises heretofore managed by these gentlemen, and the high prices of the securities based upon them, are evidences of what may be expected from this project. We recommend these Bonds as an undoubted security.
Price 90 cents and accrued interest in currency.
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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.

SATURDAY, DECEMBER 31, 1870.

NO. 288.

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The Chronicle.

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

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A neat file for holding current numbers of the CHRONICLE is sold at the office for \$1 00. Volumes are bound for subscribers at \$1 25. The first and second volumes of the CHRONICLE will be purchased by the publishers at a fair price.

TO THE CHRONICLE SUBSCRIBERS AND ADVERTISERS.

The following announcement, which appears in the December number of Hunt's Merchants' Magazine, issued this week, sufficiently explains itself:
HUNT'S MERCHANTS' MAGAZINE FOR 1871.

With the 1st of January we propose to make an important, and as we think, very desirable change in the issue of this Magazine: thus far its publication has been monthly; hereafter it is intended to furnish it to our subscribers as a weekly, by incorporating it with our COMMERCIAL AND FINANCIAL CHRONICLE.

It is known to most of our readers that the first issue of Hunt's Merchants' Magazine was in June, 1839. The idea of its projector and editor was to provide business men with a valuable periodical, devoted to the commercial and industrial interests of the nation, and, so far as might be, of the world. How well that object has been attained is well indicated by its pecuniary success, and the universal favor of its reception among a large class of intelligent readers, it having been from its earliest number up to the present moment a paying investment, and to-day being favorably known in every important commercial city of the world. These are mere matters of history familiar to the public.

But, during the last few years, the increased rapidity of communication between cities and nations, by means of railways and telegraphs has changed into quicker movement all thought and action of individuals and communities. Commercial enterprise has thus developed into a new life, and in place of the ventures which formerly required months to consummate, now a few days or hours or even moments include both their inception and completion. Thus it became evident, some time since, to the publishers of the Magazine that the infrequency of its issue (only once a month) prevented its keeping pace with the growing wants and necessities of the community. Its information was too late to be of present use; so also its editorials on national or business policy

which when written were at least timely, too frequently had become dead and lifeless through a change of issue when they reached the eye of the reader.

Feeling the force of these facts the publishers of the Magazine a few years since began the publication of the COMMERCIAL AND FINANCIAL CHRONICLE, a weekly journal combining all the advantages of the Magazine with very many others, which enabled it to supply the daily wants of practical business men. We aimed in its editorials also to make it a trustworthy guide of the mercantile, banking, manufacturing and monetary classes. It is hardly necessary to say how well we have succeeded, for the almost immediate and continued prosperity of that journal speaks for it. At the present moment it has a very wide circulation, not only in this country but throughout Europe, and no publication ever grew in favor more rapidly, or so soon acquired so many warm and ardent friends.

In undertaking the publication of the CHRONICLE we expected it to fill the place which the monthly issue of the Magazine was originally intended to occupy. As it now more than does that, the necessity for the monthly does not exist, and we shall not therefore issue any number of the Magazine in that form after the present. To our entire list of subscribers, however, the CHRONICLE will be mailed weekly after the first of January, for one month, without charge to any who at the end of that time desire its discontinuance. Where the time paid for the Magazine has not expired, the CHRONICLE will be sent in its place until the end of the term for which payment has been made.

In thus incorporating the Magazine with the CHRONICLE, and giving the Magazine a weekly issue instead of a monthly, we have also determined to publish, about the first of March of each year, a volume to be called the Commercial and Financial Year Book of Hunt's Merchants' Magazine, which shall contain all the yearly statistics, &c., necessary for Bankers' and Merchants' use, in a form easy of reference, with reports of the different branches of trade, &c. It is also our intention to give in it a brief sketch of the life of the more prominent merchants and business men who have died during the year—a feature which will lend to it increasing interest year by year.

With, then, the publication of our Year Book each March, and of the CHRONICLE each week, we think the interests which the Magazine was intended to subserve will be fully provided for; and we shall trust to carry with us into this new field all our old friends, with whom, through so many years, we have been so agreeably and pleasantly connected.

HOW TO REVIVE BUSINESS.

The report of the failure of the Home Insurance Company of New Haven, yesterday, failed to produce any perceptible impression on the money market, but the hesitancy of Mr. Boutwell and his indisposition to avail himself of the means at his command to give financial ease, was presumed upon during several of the previous days, and almost every afternoon has witnessed the success of the tight-money men in perturbing the movements of the loan market by their well-known manœuvres. Report says that as a part of these artificial appliances, five or six millions of greenbacks, were locked up during the early part of the week. But it is worthy of note that the State banks were used for this purpose, the National banks being under too rigid a scrutiny from the government inspector to permit of their being, as heretofore, safely used for this purpose. The question now is whether the spasmodic movements, by which the money market has been lately so treacherous, will repeat themselves next week, or whether they have spent their force for the present. There is a growing belief that there will be abundant ease in the next month; but this opinion must be received with some hesitation. Its advocates point to the large January disbursements for interest, and to the cash return of currency from the South and West, and they claim that these two causes of monetary ease have already begun to develop an increase of financial confi-

dence, as was indicated in the unexpectedly favorable character of the last bank statement. But it must be remembered that the return of currency from the interior will not be early enough to have a very decided influence on the money market, in the immediate future, and from the South we cannot expect a very large return flow of currency, inasmuch as we have sent there so much less than usual this year. Hence there is need of caution in forming one's judgment as to the return of financial ease, and if our mercantile and industrial ventures are too sanguine, disappointment is not unlikely to crush them, however carefully they may in other respects be continued and conducted. Of this point we may be well assured, the money market for some time to come will be likely to be more or less under the influence of speculative manipulations, except Mr. Boutwell will consent to give the needed elasticity to the currency. The case is just the same as if the nation was threatened with a famine, from a scarcity of the necessities of life, and the government held a large part of the supply accumulated for the emergency. From well known causes there is now a scarcity of currency in the channels of the circulation. The government holds in its vaults the supply laid up to meet the want. This hoard of currency has been amassed for just such a contingency, and Mr. Boutwell needs not scruple to use it. On the contrary his duty is to avail himself of it, and thus to fulfill one of the most important functions of his office. We are told that in the human body there are certain large organs whose almost sole function it is to act as surplus reservoirs of the circulating life current. In any sudden contingency when there is a demand for extraordinary vitality, the flood-gates of these reservoirs are flung open, and instantly there pours forth a supply of the living blood, which returns to its repose again when the emergency has ceased, which called it forth to salutary but brief activity. Very similar is the function which in the economy of our financial organism devolves on the reserves of circulation locked up in the Treasury. The present is just such an emergency as requires the flood-gates to be raised that the circulating current may pour itself forth and supply the want of the monetary system. Moreover just as the human organism suffers when these reservoirs of surplus force fail to act responsive to the wants of the body, so it is with the financial organism. And if there be monetary trouble in existence the mischief is propagated through every ramification of the industrial and commercial life of the nation.

If Mr. Boutwell will consent to do what an enlightened policy dictates in this affair, there is hope that the Spring business will receive an immediate impulse, and that the languor which checks the usual activity of this season will soon disappear. Multitudes of our most industrious, worthy, ingenious population, ranking in education and force and productive power much above the lowest, are suffering, and their wealth producing function almost suspended. Nor is the evil the less dangerous, or the crisis the less threatening for being concealed. A few months of active, prosperous business is the best and only cure for the malady, and without an easy money market an early revival of industrious activity and commercial health is not likely.

THE GOVERNMENT AND THE TELEGRAPHS

The gentlemen who have been engaged for several years in trying to persuade Congress to buy all the telegraph lines in the country, or to build new ones, have not even yet abandoned their enterprise, but are said to be quietly at work, pressing it for adoption at the present session, more vigorously than ever. Since their scheme was first proposed, the British Government has, as our readers are aware, actually carried out a similar one; has bought, at a large price, all the telegraph

wires in Great Britain, and has, for several months, been working them as part of the general Post Office. It was promised in England, as it is now promised here, that the government would make the telegraph as popular as the mails; would cheapen transmission, increase the number of offices and wires and the accommodations they afford, and would carry on the business with dispatch and efficiency. The world already knows how far these promises have been kept. Telegraphing has been made cheaper; indeed, it has been assimilated in cheapness to the mails, so far that the difference in expense ceases, for a large part of the community, to be a consideration, and large numbers of messages are sent for which the mails would have answered quite as well. But in the principal point, that without which telegraphs cease to be of importance to the community, in the accuracy and speed with which messages are transmitted, the plan is an utter failure. The English newspapers are indignant in their complaints that dispatches of the utmost moment, whether to the public or to private citizens, are habitually delayed without explanation, and without responsibility, so that the telegraph has ceased to be trustworthy for a speed materially greater than that of the mails themselves.

Now, the admitted failure of the government telegraph in Great Britain might be due to local causes, and so form no valid argument against a similar plan in this country. But on examining the facts it will be seen that the causes of the failure are precisely those which would have far more effect here than there; so that it is not only an argument against the plan, but a conclusive one. The excellence of the civil service of any government consists in the degree in which efficiency and economy, in the conduct of the public business, approach the efficiency and economy practised in the business of the best managed private citizens and corporations. Judged by this, the only true test, the civil service of Great Britain will be admitted to be the best in the world. It far surpasses our own; and that it does so is the natural result of the plain facts, that there the civil service is a permanent and respectable profession, while here it is a sort of asylum for the decayed friends of politicians; that there appointments and promotions are made solely for competency and merit, while here they are nearly always the reward of political services; and that there a distinct neglect of duty is inevitably visited by removal, while here officers publicly known to be worthless are maintained in place by political "influence." Yet, in spite of all this, it is found absolutely impossible, even in England, to secure from men in the service of the nation, the full amount of devotion, exertion and watchfulness which they will give to their own affairs. Neither the necessity of diligence in order to retain office, nor the desire for esteem, nor the remote hope of promotion, nor all of these together, can fully take the place of the one grand motive of self-interest, in its full and strongest form, in which it influences men whose profits in business directly depend upon their faithfulness and zeal in attending to it. Hence, even under the reformed civil service of Great Britain, and with all the influence of the government, and the charms of public life to emphasize it, statesmen are compelled to admit that the nation has to pay nearly twice as much for the same amount and kind of detailed work as is paid by private employers. The surprising fact is not, then, that the efficiency of the telegraph has been seriously impaired by the attempt of the British Government to manage it; but that any public man, familiar with the manner in which nations are served, should have expected anything else. But if it is found impossible to obtain, even in the British Post Office, beyond question the most perfectly organized system of public service in the world, a satisfactory management of the telegraph, what

would be the result of requiring such an impossibility from our own Post Office Department, already hampered at every step by the political character of its service, and overburdened by the duties which it has, and in which it calls forth already quite too much complaint from the people.

The essential damage which would be effected in the conduct of the telegraph, by bringing it under government control, is the destruction of that direct responsibility which is also the best guaranty the public have for a satisfactory service. When a message is sent by a telegraph company, the sender knows that the company and its servants are equally interested with himself in its safe and speedy transmission; for if it fails or is delayed by their fault, or if its contents are divulged, the company is liable to him for the damages he suffers thereby, and the company, suffering once from the neglect or misconduct of its servant, will not venture the risk of such a loss again, but will inevitably secure itself by dismissing him. But if a man confides a letter to the Post Office, he knows equally well that it is sent at his own risk; that if the letter is lost, or delayed, or stolen, or copied and published on its way, he has no redress whatever. The authorities of the Post Office will make no reparation to him, and he may regard himself as favored if he is permitted to contribute some aid towards the discovery and punishment of the criminal; a result that is rarely attained. Who does not see that the motive to do efficient work in the one system is much stronger than in the other? Who does not see that the effort to remove the telegraph lines from the hands of the owners, who pursue it as a business, and to put it in the charge of irresponsible and political officers, is in effect a movement to deteriorate the service, and to subject the transmission of telegraphic correspondence to additional risks and delays.

It thus appears that where a somewhat similar plan has been tried, under much more favorable circumstances than those which exist here, it has failed; and that, from the very principles on which the business of the government is carried on, the telegraph service would be deteriorated by giving it that character. These arguments, it will be remembered, apply to every scheme for bringing the telegraph under the control of the Executive, whether by purchase or by the construction of rival lines; and they apply, equally well, whether it is proposed to give the government exclusive control of the wires, or only to associate it with private wires in their management. The latter plan, indeed, would have additional evils in it; for the division between two heads of the imperfect responsibility that would exist, must necessarily in effect destroy it altogether; while the complicated relations between the government and the companies would lead to endless "jobs."

But the whole case against the scheme may be put, without reference to detail, in the most general words. It is the fundamental principle of a free society, that on which all our institutions rest, that a government ought to be strictly limited in its powers and duties by the absolute necessities of the governed; that society should entrust to government only those duties and powers which cannot be administered without it. The business of government is to preserve civil order, to define and protect private rights, and to regulate foreign commerce and other relations with foreign nations; and when it passes beyond these duties, it invades the province of its citizens, and takes a step towards centralization; and of all the evils under which modern society has suffered, and to which the obstacles and retardations in the progress of civilization are due, this of centralization, that is to say, of the tendency of government to engross powers not properly its own, is certainly the most dangerous.

It is idle to say either that the tendency does not exist in

the United States, or that it is harmless here. There has been within the last ten years a rapid development in Congress of the disposition to legislate upon all matters that concern the people; a development which needs an immediate check. It is but a few years since a proposition to give the control of the telegraphs to the United States Government would have been regarded by the people with as much aversion as a proposition to establish a government monopoly of the manufacture of tobacco, as in Italy, or a proposition to authorize the Executive to rebuild our great cities at his will, as in France. Already the government has not only the Post Office, but it has in practice all the banks and all the money of the people under its direct control; it has taken of late to chartering insurance companies, to regulating local elections in the States, and to managing many concerns of the people which are not mentioned in the constitution, and which have no precedent in our earlier history. Now we do not here object to each one of these acts in itself; but simply point to the whole of them taken together as showing that the centralizing tendency exists, and is already very powerful in this country; and that we are moving towards that state of things, the source of corruption and decay in many a great people, ancient and modern, in which men do less and less for themselves, looking to their government to do more and more for them.

But the strongest evidence ever yet given of this movement is the support which this telegraph scheme has obtained. Under the despotisms of Europe there is an intelligible reason why the governments wish to control the telegraph; so that they can send their own orders at will, defeat and stop all that conflicts with them, and delay or tamper with the news that is to reach the people. But in a free country, where the use of the telegraph is necessarily free and general, there is no reason whatever why the government should control it, which does not apply with equal or greater force to all the railroads, and therefore to the canals, highways and common roads of the country; none which does not apply as well or better to the production and distribution of food and clothing, and in fact to all trade in the necessaries of life. The logic of the advocates of this telegraph scheme, fairly followed out, leads us inevitably, either to an organized communism, or to a centralized tyranny. It goes to prostrate individual enterprise, to equalize abilities, to destroy ambition, to reduce society to a Chinese dead-level, and nothing short of some crisis making the control of the telegraphs a necessity for the preservation of the national existence, could justify yielding to it in this or any similar instance.

THE ATTORNEY-GENERAL AND THE PACIFIC RAILROAD.

The elaborate argument of the Attorney-General on Mr. Boutwell's controversy with the Pacific Railroad Companies has not only evoked considerable discussion this week, but it has been used by the speculators in Wall street as a weapon for manipulating the market and for depressing prices at the Stock Exchange. The swift reaction which developed itself and the limited degree to which the Central Pacific Railroad securities were affected, combine to show that the public had more confidence than was anticipated. As to the argument of the Attorney-General we gave up so large a part of our space to it last week that we need do no more here than to notice its chief defects. There are two which have commanded so far the chief attention.

First, the Attorney-General treats the Pacific Railroad acts as if they were new laws, and not a part of an old contract of seven or eight years' standing. It is a fundamental principle of evidence that where, as in this case, a man attempts an innovation on the interpreting of a contract,

the burden of proof rests on him, and he is required to produce the most irrefragable evidence which the nature of the case admits, in defence of his proposed innovation. This, as we have heretofore shown, is exactly the position Mr. Boutwell assumes. A contract has existed for several years that has been understood in the same sense by the government and by the railroad companies, which are the two parties to the covenant. The Attorney-General ignores the fact that Mr. Boutwell wishes to overthrow the old interpretation of this covenant; and seeks to impose on the companies new obligations, which, whether right or wrong, have never been previously recognized either by the government on the one side or by the companies on the other. The claim on the Attorney-General is this, that as Mr. Boutwell offers an innovation on an established practice of several years' standing, he is bound to establish his point very clearly, and the burden of proof rests on him. It is urged that if the Attorney-General had duly recognized this principle of evidence he would not have contented himself with merely offering Mr. Boutwell's interpretation of the contract as one which was as sound and as plausible as that of the other side, and was to be chosen, chiefly because it was less favorable to the grantee. He would have felt it incumbent on him to show that the new interpretation was much more sound in itself, and moreover he would have labored to explain how it has happened that up to a recent date the new interpretation seems never to have been urged, but both the government and the railroad people were in accord as to the old and established meaning, so that the terms of the contract were never called in question by either party. This gap in the Attorney's argument should be filled up. The existence of such a hiatus has prompted in some quarters the conjecture that the document had been mutilated in some way before its publication in the newspapers. As no mutilation has been officially announced, the fact is, doubtless, that the paper is given to the public as it was finally elaborated, and for the missing links in the chain of evidence we must wait for a second and supplementary argument. Having discussed the various statutes as if they were new laws never yet put in operation, and having shown that in the absence of any established practice to guide interpretation it would be doubtful which of the two rival interpretations was the true one, he must proceed next to prove how the mistake has been made, how the wrong usage has grown up, and how the presumption arising out of the conventional acquiescence of several years can be equitably done away.

But there is another objection which has still more currency in Wall street. The Attorney General assumes that the railroad companies are grantees and beneficiaries, and that therefore the various acts of Congress "whenever obscure must be strictly construed against the railroad companies, as being the party most benefited by them." To a plain understanding it is by no means clear why any law should be construed against a grantee, simply because he is a grantee; and it might be contended that the well known principle of construction is that the question as to what passes by law to a beneficiary is a question mainly of intention. Waiving this, however, it is asked who is the party most benefited by the Pacific railroads? Is it the national government or the companies themselves? This is purely a question of fact admitting of easy solution. As to the companies it is claimed that their stockholders have not yet received a dollar of dividends. It is not denied that relying on the contract made with Congress, they complied with the national wish to have the road pushed rapidly to completion at whatever cost. The iron path through the wilderness was thus made, which by natural growth would have required a score of years or more for its completion by private capital. This great high-

way was built in seven years less of time than was allowed by the government, and to accomplish it the company had to make immense sacrifices and to attract private capital on the best terms they could. The result has been that they themselves have not yet got any dividends on their stock, and whoever else may have made gains out of the road the stockholders themselves can scarcely, as yet, be said to have received much benefit from the government subsidies or from the capital which they were induced to subscribe for the completion of this great national highway, which has already taken rank as one of the wonders of the world. Their gains are yet to come.

Turning now to the other side of the account let us ask what the government has gained by its investment, which consists, as is well known, of sixty-four millions of dollars, in six per cent. currency bonds. It has been said that the Pacific railroad gives more protection to the growing population of the interior than could be secured by the services of a much larger standing army than we should ever be able to keep up without danger to our republican institutions. However this may be, there is much force in the argument that virtually the Pacific railroads have "taken the place of a standing army, hitherto maintained upon the frontier and the plains, at an enormous cost, for the maintenance of peace with the Indians and the protection of emigrants, and the crack of the rifle has given place to the peaceful whistle of the locomotive. Now women and children ride in careless security, where, a few years ago, the boldest men trod with fear, and where the pathway across the continent could be traced by the rude graves and unburied bones of murdered emigrants."

The Secretary of War in his last report refers to this point, and adds that with the aid of the Pacific Railroad, and the consequent opening to settlements of the wilder portions of the country, army posts are pushed further and further into the wilderness, for the protection of our hardy citizens who settle there as pioneers. We are further told that the old army service, which gave such inadequate protection, cost the Government for many years no less than from seven millions to twenty millions a year, while the whole expense now does not exceed three millions. With these facts in view we shall have little difficulty in saying whether the Government has reaped as few gains from the Pacific Railroads as have the stockholders who built and own the road. These gentlemen, we suppose, would be quite willing to accept Mr. Ackerman's principle, and to demand that if there really were any obscure provisions in the law, the construction should be in their favor, as the party least benefited by the contract, and against the Government that had already received services from the road, by which many millions a year are saved in the army expenditure alone, while the security conferred on the country is far greater than had ever been enjoyed before.

We express no opinion on the general questions at issue between Mr. Boutwell and the railroads, and we forbear to apply the same argument, just urged to the swift postal services and to the other benefits, by which the Government and people of this country are perpetually reminded that the Pacific Railroad is open, and that our whole continental domain is belted with an indissoluble bond of national unity. We would simply hint at these facts, and express the hope that the Attorney General, in any further discussion of the question, will fairly meet these and other points of the case, which as yet he seems to have ignored.

—The Boston *Advertiser* says: "It proves to be true, as reported that the Rutland & Burlington Railroad has leased the Vermont & Massachusetts Railroad from Brattleborough to Grout's Corner for ten years. The terms of the lease, as currently reported at Brattleborough, are that the Rutland & Burlington road pay \$48,000 a year for the first five years, and \$60,000 for the last five years, and that they took possession Monday, December 12."

CHANGES IN THE REDEEMING AGENTS OF NATIONAL BANKS

The following are the changes in the Redeeming Agents of National Banks for the week ending Dec. 23, 1870. These weekly changes are furnished by, and published in accordance with an arrangement made with the Comptroller of the Currency.

Table with 3 columns: LOCATION, NAME OF BANK, REDEEMING AGENT. Includes entries for Virginia, Iowa, and Minnesota.

New National Banks.

List of National banks organized, since December 22, 1870, under act of July 12, 1870:

Official No. 1,757—"The First National Bank of Sioux City," Iowa. A. W. Hubbard, President; Thomas J. Stone, Cashier. Authorized capital \$100,000; Paid in capital \$50,000. Authorized to commence business December 28, 1870.

Latest Monetary and Commercial English News

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 closed quiet and steady, the prices of 62s, 65s and Illinois Centrals, showing an advance, while the other prices remain unchanged.

Table showing daily closing quotations for U.S. 6's (1862) at Frankfurt, Liverpool Cotton Market, and Liverpool Breadstuffs Market.

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

Liverpool Cotton Market.—See special report of cotton.

Liverpool Breadstuffs Market.—The market for breadstuffs closed quiet, prices generally showing an advance.

Table showing daily closing quotations for flour, wheat, corn, and other commodities in Liverpool.

Liverpool Provisions Market.—This market closed quiet, the prices of beef showing an advance, while the prices of pork and lard show a decline.

Table showing daily closing quotations for beef, pork, bacon, lard, and cheese in Liverpool.

Liverpool Produce Market.—This market remains quiet, the prices of spirits of petroleum showing a decline, while the other prices remain unchanged.

Table showing daily closing quotations for rosin, petroleum, and tallow in Liverpool.

London Produce and Oil Markets.—These markets close quiet, the prices of linseed oil showing a decline, while the prices of Calcutta linseed show an advance.

Table showing daily closing quotations for linseed oil, sugar, and other commodities in London.

COMMERCIAL AND MISCELLANEOUS NEWS.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports this week show a decrease both in dry goods and general merchandise. The total imports amount to \$4,874,656 against \$6,318,552 last week and \$6,012,490 the previous week.

bales last week. The following are the imports at New York for week ending (for dry goods) Dec. 23 and for the week ending (for general merchandise) Dec. 24:

FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.

Table showing foreign imports at New York for the week ending Dec. 23 and Dec. 24, 1870.

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 Dec. 27.

EXPORTS FROM NEW YORK FOR THE WEEK.

Table showing exports from New York for the week ending Dec. 27, 1870.

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

Table comparing the value of exports from New York to various countries since Jan. 1, 1870, with the same time in 1869.

The following will show the exports of specie from the port of New York for the week ending Dec. 24, 1870:

Table showing exports of specie from New York for the week ending Dec. 24, 1870.

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

Table showing totals since Jan. 1, 1870, for exports of specie.

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

Table showing imports of specie at New York during the past week.

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

Table showing totals since Jan. 1, 1870, for imports of specie.

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

1.—Securities held by the U.S. Treasurer in trust for National banks and balance in the Treasury:

Table showing securities held by the U.S. Treasurer in trust for National banks and balance in the Treasury.

Table with 6 columns showing financial data for various months from Sept. 24 to Dec. 24, including values like 16,361,500 and 358,645,750.

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

Table with 5 columns: Week ending, Notes issued for ret. d., Mutilated notes burned, Notes in circulation. Rows range from May 21 to Dec. 24.

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

Table with 5 columns: Week ending, Fractional Currency (Received, Distributed, Destroyed), Leg. Ten. Rows range from May 21 to Dec. 34.

Boston Semi-Annual Dividends.—Compiled by Joseph G. Martin.—The following dividends payable in January, at the dates given in the margin. They are all payable in Boston—excepting Connecticut State Sixes at Hartford, Cape Cod Railroad at Hyannis, Chicago, Iowa and Nebraska at Salem, Providence and Worcester at Providence, and Worcester and Nassau Railroad at Worcester—at the Treasurers' offices.

The dividends of railroads run very even, as has been usual for several semi-annual periods. The Cheshire increases from 2 to 3 per cent., and will probably pay a like sum hereafter. The Massawippi pays its first dividend of 3 per cent. Dividends paid in December escape Government tax, and the railroads usually paying January 1, have availed of this "lapse in the law," no provision having been made for the term between Aug. 1, 1870, and Jan. 1, 1871. The Connecticut & Passumpsic anticipates its usual February dividend.

The Knox & Lincoln R. R. will pay interest on its construction bonds at the First National Bank. The Reading Railroad 5 per cent. on common and preferred stock Dec. 27, at Philadelphia. The American Button Hole Sewing Machine Co. its first dividend of 10 per cent. Dec. 26, at Philadelphia. The Hartford & New Haven R. R. \$3 per share quarterly, and \$1 50 per share (\$50 paid in) on scrip stock. Norwich & Worcester 5 per cent. Dec. 31.

Manufacturing dividends are in some instances better than had been anticipated, showing small gains by several. As a whole, however, they do not present flattering results. The Appleton increases from 4 to 5 per cent., Atlantic 3 to 4. Chicopee 8 to 20, Great Falls 3 to 4, Hamilton 0 to 3, Jackson 6 to 8, Middlesex 7 to 10, Nashua 4 to 5, Pacific 6 to 8, Salisbury 5 to 6, Stark 3 to 4 per cent. The Douglas Axe reduces from 5 to 4 per cent, Langdon 4 to 3. The Naumkeag and Washington pass.

The State of Massachusetts and City of Boston pay principal and

interest in coin as usual. The gold payments are United States \$5,079,000, Massachusetts \$224,675, City of Boston \$157,000, Cambridge \$3,750, Atlantic & Pacific and South Pacific railroads \$105,000, Union Pacific \$300,000. The latter two companies pay about the same amount in New York on bonds held there. Payments on other securities amount to \$77,982, making a total of \$5,946,407 in gold.

The gold payments at the Boston Sub-Treasury will be about \$5,079,000, the amount of coupons being estimated, but the registered bonds (to the Pacific Railroads) are registered. The total gold interest maturing January will amount to over \$31,000,000. The payments will be on Coupon 6s of 1881, Five-Twenty 6s of 1865-7-8, and five per cent. bonds of 1871 and 1874, also the principal of 1871 bonds.

Interest is payable in New York Jan. 2d on the following securities which are held in this vicinity to some extent:—Albany City (except municipal 6s, 1891, in Boston), Chicago and Brooklyn City Bonds, Alabama & Chattanooga R. R. 1st mortgage 8s (gold), and coupons will also be cashed at the National Security Bank here; Central Pacific R. R. bonds (gold); Chicago, Burlington & Quincy R. R. 8s; Hartford & New Haven R. R. 6s of 1873; Kalamazoo, Allegan and Grand Rapids R. R., 8s; Lake Superior & Mississippi R. R. 1st mortgage 7s (gold); New York & Oswego Midland R. R. 7s (gold), and St. Louis City (gold) 6s (due Dec. 25).

Table with columns: Payable Jan., NAMES OF COMPANIES, CAPITAL, Jan., 1871, Dividends (July, 1870; Jan., 1871), AMOUNT, Jan., 1871. Includes Railroad Co.'s like Berkshire Railroad, Boston and Albany, etc.

Table with columns: NAMES OF COMPANIES, CAPITAL, Dividends (July, 1870; Jan., 1871), AMOUNT, Jan., 1871. Includes Manufacturing Co.'s like Androsceggin, Appleton, Atlantic, etc.

Table with columns: Interest on Bonds, Dividends (July, 1870; Jan., 1871), AMOUNT, Jan., 1871. Lists various bonds like Agricultural Branch R. R. 6s, Albany City Municipal 6s, etc.

1	Han. & St. Jos. 10 per ct. bds..	63,000	5	5	3,150
2	Kansas City & Cam. R. 10.....	1,200,000	5	5	60,000
3	Leav., Law. & Galves. 10s.....	4,000,000	4	4	160,000
4	Lynn & Boston R. 1st 6s.....	50,000	3	3	1,500
5	L. Rock & Ft. Smith R. 6s.....	Gold Int.	3	3	10,000
6	Mansfield & Fram. R. 1st 7s.....	300,000	3 1/2	3 1/2	10,500
7	Mass. State 5s gold.....	1,782,000	2 1/2	2 1/2	44,550
8	Mass. 6s '71 '76 gold.....	3,000,000	3	3	90,000
9	Mich. Cent. R. Air Line 8s '90..	1,900,000	4	4	In N. York
10	Do. (East R. loan) gold.....	50,000	2 1/2	2 1/2	1,250
11	Do. (N. & Wor. R loan) gold.....	400,000	3	3	12,000
12	Mo. 6s issued to H. & St. J. R. Int. about		3	3	20,000
13	Mo. R. Ft. Scott & Gulf R 10s.	5,000,000	5	5	250,000
14	N. B. & Taunton R. 6s '81.....	172,500	3	3	5,175
15	New Hampshire State 6s..... Int. about		3	3	30,000
16	Ogds. & Lake Champlain 8s.....	500,000	4	4	20,000
17	Peoria & Hannibal R. 8s.....	600,000	4	4	24,000
18	Rhode Island State 6s..... Int. about		3	3	20,000
19	South Pacific R. R. 6s, 1888..... Gold Int.		3	3	90,000
20	Summit Branch RR. 6s, '75.....	194,000	3	3	5,820
21	Stansfield & Chamblly RR. 7s.....	500,000	3 1/2	3 1/2	17,500
22	Union Pacific RR. 6s—gold.....	10,000,000	3	3	300,000
23	United States loans—gold..... Registered		..	..	2,278,730
24	United States loans—gold..... Coupons		..	..	2,800,000
25	United States currency 6s..... Registered		3	3	387,524
26	Ver. & Mass. RR. 6s, 1883.....	550,000	3	3	16,500
27	Ver. & Mass. RR. 7s, 1879.....	200,000	3 1/2	3 1/2	7,000
28	Wilmington RR. 6s, 1884.....	23,000	3	3	840

\$7,347,182

Miscellaneous Co's.

1	Am. Button Hole Sew. Mach...	500,000	..	10	In Phila.
2	American Insurance.....	300,000	10	+	..
3	American Shoe Tip.....	1,200,000	+2 1/2	+2 1/2	30,000
4	Boston & Roxbury Mill Corp'n 7,000 shs.		\$7	0	..
5	East Boston Dry Dock.....	5,000 shs.	..	\$1 50	7,500
6	East Boston Gas Light.....	175,000	4	+	..
7	Firemen's Insurance.....	300,000	16	12	36,000
8	Franklin Insurance.....	300,000	5	+	..
9	Hecla Mining L. S.....	20,000 shs.	+ \$5	5+	100,000
10	John Hancock Life Insurance..	100,000	3 1/2	3 1/2	3,500
11	Mass. Hospital Life Ins.....	Interest	..	..	600,000
12	N. E. Mutual Ins. per fund.....	200,000	3	..	6,000
13	North American Insurance.....	200,000	10	10	20,000
14	Quincy RR. Bridge Co.....	1,750,000	5	5	87,500
15	United States Hotel.....	200,000	3	3	6,000

\$896,500

* on demand; + Quarterly; † Not declared; § Payable in Taunton Dec. 26 to 31 inclusive; at Middleboro' Jan. 2 to 9, then in Boston.
 a Payable Dec. 26th; b 27th; c 28th; d 29th; e 30th; f 31st.

There are other dividends due in January, but not yet declared, among which are the Bay State Brick Company, Boston Exchange Company, Hamilton Woolen Company, Chelsea Gas Light, McKay Sewing Machine, and Winnissimmet Railroad Companies.

The Central Pacific Railroad.—The following statement of the condition and prospects of the Central Pacific Railroad Company—which certainly appears to have been one of the most successful and best managed railroad enterprises of this country—is from a pamphlet which Messrs. Fisk & Hatch, bankers, will issue about January first. We regret that it is not in our power to furnish the pamphlet in full, as it is exceedingly interesting to all persons interested in the history, present condition, and future prospects of the Central Pacific Road. Copies may be had, however, on application to Messrs Fisk & Hatch, No. 5 Nassau street:

At the close of the first full year of the operation of the Central Pacific Railroad as a completed line, with through connections from the Pacific to the Atlantic coasts, we are enabled to present to those interested in the prosperity of the company the gratifying intelligence that the earnings for the year 1870 (estimating for the month of December about \$550,000), will reach nearly Eight Million Dollars, of which about fifty per cent, or nearly Four Million Dollars, will be net, after deducting operating expenses, being an increase in gross earnings over the year 1869 of about \$2,300,000, and in net earnings \$1,300,000.

From careful and moderate estimates, based upon present indications, it is believed that the earnings for the year 1871 will exceed \$10,000,000.

The following table exhibits the gross earnings, operating expenses, and net earnings, by months, from Jan. 1 to Dec. 31, 1870, estimating from December:

	Gross Earnings.	Operating Expenses.	Net Earnings.
January.....	\$413,104	\$360,919	\$52,185
February.....	394,176	320,858	73,318
March.....	488,331	289,471	198,860
April.....	633,758	327,584	306,174
May.....	768,719	324,848	443,871
June.....	729,274	322,865	406,408
July.....	783,099	338,003	445,096
August.....	807,815	370,374	437,441
September.....	777,183	356,348	420,835
October.....	823,447	398,491	424,955
November.....	746,800	325,800	421,000
December (est.).....	550,000	325,000	225,000
Total.....	*\$7,920,710	\$4,060,564	\$3,860,146

The subjoined table will show the gross earnings and operating expenses, and the number of miles operated in each year, from the commencement to the present time:

	Miles Operated.	Gross Earnings.	Operating Expenses.	Net Earnings.
1865.....	31 to 56	\$401,941	\$121,669	\$280,272
1866.....	56 to 94	864,917	200,710	664,206
1867.....	94 to 137	1,470,652	390,913	1,079,740
1868.....	137 to 468	2,300,767	843,166	1,457,600
1869.....	468 to 742	5,670,822	2,993,523	2,677,299
1870.....	742 to 900*	7,920,710	4,060,564	3,860,146
Total.....		\$18,629,813	\$8,550,548	\$10,079,265

*Including the Western Pacific (158 miles) consolidated with Central in June, 1870.

From the foregoing tables it will be seen that the Central Pacific Railroad has earned, in six years, more than \$10,000,000 net over operating expenses, and nearly \$6,000,000 over operating expenses

and interest on the bonds; while, during four years and a half of that time, the road was under construction, without through business, and, for the first three years, with less than 100 miles in operation.

Of the earnings for 1870, at least 65 per cent. was from local business, a fact which demonstrates that the Central Pacific Railroad, is independent of the through connection for its character as a self-sustaining and profitable Road, and that its net earnings from local traffic alone would more than pay the interest upon its bonds, independently of its large and increasing through business.

The lands of the company have begun to be an important source of income, although no special efforts have as yet been made toward the disposition of the lands, which are rapidly increasing in value.

The development of the resources which the company possesses, its large and valuable land grants is, as yet, but in its infancy, and it is impossible to estimate its immense importance and value as an element of strength and wealth to the company in the future.

During the past year arrangements have been perfected of great value and importance to the future business and prosperity of the Company.

In June, 1870, the original line of the Central Pacific Railroad from Ogden (where it connects with the Union Pacific) to Sacramento, and the Western Pacific Railroad, extending from Sacramento to Oakland, on the Bay of San Francisco, where it connects with the city by steam ferries, and to San Jose, where it will connect with the Southern Pacific Railroad, now in process of construction from San Francisco southward, were consolidated, and thus the main line of the Central Pacific Railroad now embraces the entire distance from Ogden to San Francisco.

The property acquired by the Central Pacific Railroad Company by this consolidation consists of 158 miles of thoroughly constructed, fully equipped, first-class railroad, running through the most populous portion of the State of California, and connecting its chief cities of Sacramento, Stockton, Oakland, San Francisco, and San Jose, together with very valuable and important water-fronts, wharves, warehouses, and ferries at Oakland and San Francisco.

Its present value at a fair estimate is \$12,000,000, and its first mortgage debt, assumed by the Central Pacific Railroad Company, is but \$2,735,000.

Since the consolidation over \$900,000 have been expended in improving the water-front, and upon the wharves and warehouses at Oakland, which are now among the most substantial and permanent structures of the kind in the country.

In August, 1870, a further consolidation was perfected between the Central Pacific Railroad Company, the San Francisco, Oakland, and Alameda Railroad Company, the California and Oregon Railroad Company, and the San Joaquin Valley Railroad Company, by which all the most valuable railroad franchises on the Pacific coast, and, in fact, almost the entire railroad system in California, became merged and vested in the Central Pacific Railroad Company.

The San Francisco, Oakland, and Alameda Railroad is of great importance and value to all the others, as one of the keys to the coast-terminus of the main line of the Pacific Railroad and its various feeders; and connected with it are also valuable water fronts, ferry privileges, three steam ferries, and other important grants and franchises.

It is worth, at least, \$5,000,000, and its indebtedness was but \$1,500,000.

The line of the California and Oregon Railroad, commencing on the main line of the Central Pacific at Roseville, 16 miles east of Sacramento, extends in a northerly direction up the rich and fertile Sacramento Valley to the Oregon boundary, and will be the natural outlet to San Francisco, the metropolis of the Pacific coast, for a very large section of country, now rapidly filling up, embracing Northern California and Oregon.

It is already completed and running to Tehama, a distance of 107 miles, and considerable additional work has been done beyond this point, which, together with the iron for fifty miles additional, and other materials on hand and paid for, represent an expenditure of \$6,500,000.

The road, when completed, will be about 312 miles in length. Connected with it is a very valuable land grant, from the United States, of 12,800 acres to the mile, or nearly 4,000,000 acres in all, consisting to a very large extent of lands of superior value and fertility, and available for immediate and rapid settlement as the road progresses.

The value of the road when completed, with the lands, may be fairly estimated at \$30,000,000, and its revenues must be very large.

The San Joaquin Valley Railroad bears the same relation to the main line toward the South that the California and Oregon does toward the North.

Its route, commencing on the main line near Stockton, runs in a southerly direction through the great San Joaquin Valley, a distance of 290 miles. Of this road, about 25 miles have been completed, which, with additional work done at various points on the line, have cost \$1,500,000, and is entirely unencumbered.

The foregoing consolidations, insuring as they do a common interest, unity of action, and a comprehensive and harmonious system of operations between the Western half of the main line of the Pacific Railroad and all its feeders west of the Rocky Mountains, are of vast importance to the future of the Central Pacific Railroad Company, and add strength and value to the securities of all consolidated companies.

Philadelphia and Reading Railroad.—Points of supply and distribution of Anthracite Coal from Schuylkill County, of Bituminous from Harrisburg, and Anthracite from Harrisburg, Allentown, and Allentown, on the Philadelphia and Reading Railroad for the year ending Nov. 30, 1870.

Schuylkill Valley Railroad.....	109,068
Mill Creek Railroad.....	122,303
Mahanoy and Shamokin Railroad.....	1,066,694

Total at Port Carbon.....	1,298,065
Mount Carbon Railroad at Mount Carbon.....	121,525
Mine Hill and Schuylkill Haven Road at Schuylkill Haven.....	973,863

Schuyk II and Susquehanna Railroad at Auburn, and via P. G. & L. C. Railroad.....	151,852
Little Schuyk II Railroad at Port Clinton.....	477,160
Received at Harrisburg and Dauphin	3,022,465
Received at Allentown and Alburts.....	205,145
	83,398
	288,543
Bituminous received at Harrisburg.....	8,311,008
	439,981
Total.....	3,750,989
Coal passing over laterals for shipment by canal	581,070
Coal shipped West via N. C. Railroad.....	196,358
Coal shipped West from Pinegrove via S. and S. Railroad.....	30,413
Coal consumed on laterals.....	124,678
	882,515
Total of all, tons, 2,240 lbs.....	4,633,504

Land Sales by Union Pacific Railroad.

1870.	Cash.	Bills received.	Total.	Bonds Can.
September.....	\$17,340 04	\$38,391 51	\$55,731 55	\$16,000
October.....	2,013 54	24,801 80	49,815 34	29,000
November.....	30,354 57	82,496 01	112,850 58	26,000
Total 3 months.....	\$72,708 15	\$145,689 32	\$218,397 47	\$71,000
Cash received for sales in 8 months (including \$71,000 land grant bonds).....	\$72,708 15			
Bills receivable for sales in 3 months.....	145,689 32			
Total sales for 3 months.....			218,397 47	
Acres sold in September.....	14,637-23	Average price.....	\$3 80.8	
October.....	13,01-56		3 61	
November.....	30,342-57		3 72	
Acres sold for 3 months.....	53,781-36	Average price.....	\$3 71.5	
Dec. 9.—Total acres s'd to date.....	285,404-12			
—amount.....			\$1,270,748 44	
Total L. G. bonds cancelled by Land Department.....			673,000 44	
Total L. G. bonds cancelled by Trustees.....			50,000 00	
Total amount bills receivable outstanding, being settlers' notes, to be applied to cancelling Land Grant bonds as fast as paid.....			488,409 60	

Railways in Russia.—The following is a list of railways constructed and in course of construction:

OPEN.		Miles.	
St. Petersburg to Pavlovsk.....	17	Orel to Griazi.....	189
St. Petersburg to Oranienbaum.....	32½	Griazi to Gorisogliebsk.....	130
St. Petersburg to Warsaw.....	669½	Tsaritsin to Kalatch.....	48½
Branch from Wilna to Wirballen.....	118	Moscow to Kursk.....	335
Branch to Baltic Port.....	258½	Kursk-Kharkoi-Taganrog-Rostof.....	520
Branch to Moscow.....	402½	Rostof Novo Tcherkask.....	43
Rybinsk to Bologoe.....	186½	Kursk to Kief.....	294½
Torjok to Ostachkoff.....	66	Kief to Odessa.....	545½
Moscow to Yaroslav.....	144	Branch to Wolotchisk.....	100
Moscow to Nizhni-Novgorod.....	273½	Branch to Tiraspol.....	29½
Branch to Ivanovo.....	56½	Balta to Kremenchug.....	253
Branch to Smolensk.....	262	Warsaw to Brest.....	123
Branch to Voronezh.....	367½	Warsaw to Thorn.....	142
Riaznsk to Skopin.....	22	Branches to Austrian Frontier.....	210
Riaznsk to Morshansk.....	80½	Finland Railway—St. Petersburg to Helsingfors and Tavarihus.....	297½
Kozlof to Tambof and Umet.....	117½		
Riga to Mitau.....	26		
Riga to Dunaburg, Vitebsk to Orel.....	623	Total.....	6,997

IN COURSE OF CONSTRUCTION.		Miles.	
Smolensk to Brest.....	353	Borosogliebsk to Tsaritsin.....	233
Libau to Kovno.....	133	Tiflis to Poti.....	156
Novgorod to Tchuovo.....	45	Tiraspol to Kishinef-Jassy.....	41½
Lyk-Byalortok-Brest.....	150	Ivanovo-Kineshma.....	58
Brest to Berditchef.....	334		
Voronezh to Rostof.....	337	Total.....	2,055
Tambof-Saratof.....	155		

It will be seen thus that there are in Russia some 7,000 miles actually open (one only—the branch of the Kief-Oders line—though finished, not being yet publicly open) and some 2,000 more in actual construction, parts of which will be opened in a few months. There are besides many others which are projected and agreed on by the Government, but for which the concessions are not granted. During the Crimean war there existed but two railways, the suburban one of St. Petersburg to Tsarskoe-Selo (17 miles), and the Moscow-Petersburg (400).—*London Railway Times.*

—Messrs. Tanner & Co., the well known bankers and railway agents, have removed to No. 11 Wall street, where they will be prepared to attend to all their usual financial business, in more convenient and agreeable offices.

—The attention of all parties having occasion to purchase cotton and other Southern produce, is directed to the card of Mr. William Lamb, which appears on the last page.

—The seven per cent first mortgage bonds of the Nashville & Decatur Railroad to the amount of \$2,100,000, are advertised on page four. This is an old and completed road, and the loan referred to is issued for the purpose of paying off a debt due the State of Tennessee on terms which will reduce the company's debt about \$600,000.

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. Five per cent interest allowed upon all daily balances. Checks upon us pass through the Clearing House as if drawn upon any city bank.

We issue Circular Letters of Credit for travellers, available in all parts of the world; also, Commercial Credits. We draw Bills of Exchange and make telegraphic transfers of money to any desired point and transact every description of foreign banking business.

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.

FISK & HATCH,

A. S. HATCH.

Bankers and Dealers in Government Securities,
No. 5 Nassau street,
New York, Dec. 27, 1870.

The earnings of the CENTRAL PACIFIC RAILROAD for 1870 will reach \$8,000,000, of which about \$3,900,000 and will be net after paying operating expenses—an increase over the previous year in Gross Earnings of \$2,300,000, and in net earnings of \$1,800,000.

The earnings for the coming year, by a moderate estimate based upon reliable data, it is believed will exceed \$10,000,000.

The annual interest on the Company's First Mortgage Bonds is but \$1,717,200.

The security of the principal and the assurance of the regular and prompt payment of interest which are afforded in the valuable property and immense revenue of the Road render these bonds as safe and reliable an investment as can be made. They are daily quoted on the regular call of the New York Stock Exchange, and of several of the most important Stock Exchanges of Europe, and can be as readily sold at quoted market price as the bonds of the United States Government.

We deal in them as freely as in Government Bonds, and are prepared to supply them in exchange for 5-20's, or for new investments at current market price, which to-day is 92½. This includes the coupon due January 1, for which parties purchasing during the present month will realize three per cent. in Gold.

FISK & HATCH.

The Bankers' Gazette.

DIVIDENDS.

The following Dividends have been declared during the past week:

COMPANY.	PER CENT.	WHEN P'ABLE.	BOOKS CLOSED.
Railroads.			
Rome, Watertown & Ogdensburg.....	4	Dec. 31.	Dec. 22 to May 3.
Pan ma.....	3	Jan. 5.	Dec. 27 to Jan. 9.
Naugatuck.....	5	Dec. 31.	Dec. 21 to Jan. 3.
Housatonic.....	4	Dec. 31.	Dec. 26 to Dec. 31.
Paterson & Hudson River.....	4	Dec. 31.	
Paterson & Ramapo.....	4	Dec. 31.	
Cape Cod.....	\$2 50	Dec. 26.	
West Jersey.....	5	Dec. 29.	
New York, Providence & Boston.....	4	Dec. 31.	Dec. 29 to Jan. 3.
Banks.			
Second National.....	5	Dec. 30.	
Security.....	4	Dec. 31.	
Manufacturers' & Merchants'.....	4	Dec. 31.	Dec. 23 to Dec. 31.
Phoenix National.....	4	Dec. 30.	Dec. 24 to Jan. 3.
Eleventh Ward.....	3	Dec. 30.	
Tradersmen's National.....	6	Dec. 31.	
Bull's Head.....	5	Dec. 30.	
New York County National.....	8	Dec. 31.	
Insurance.			
Nassau Fire.....	10	Dec. 27.	
Stuyvesant Fire.....	5	Dec. 27.	
People's Fire.....	6	Dec. 30.	
Miscellaneous.			
United States Trust Co.....	5	Dec. 30.	

FRIDAY EVENING, December 30, 1870.

The Money Market.—The course of monetary affairs, during the week, has exhibited an aggravation of the stringency and the artificial interferences noted in our last report. The cold weather having caused a hurrying forward of hog products, there has been a free demand for money from the West, and the South also has continued its orders for currency, so that the banks have been subjected to a still further drain. Last week, the banks, according to the weekly statement, lost \$702,000 legal tenders, in addition to which they also sent out a much larger amount of national currency; this week their stock of bank notes having been closely depleted, it is possible that to-morrow's statement will show a further loss of legal tenders. It was hoped by some that the Secretary of the Treasury would take more bonds on Thursday than the amount specified in his proposals, and thereby defeat the "locking up" schemes of the speculators; his failure to do so, however, has encouraged a still further resort to efforts for deranging the market, rumor stating that the parties engaged had succeeded in holding about \$6,000,000 off the market. It was reported to-day that a combination had been formed, embracing several firms of large wealth, for renewing the "bear" attacks upon the market next week, though this is in opposition to the theory which has been generally entertained, that the "locking up" movements would culminate with the last days of December. The specie reserve of the banks has been strengthened, during the week, by the prepayment of the January interest, and of the 5 per cent bonds of 1871; but as the pressing need of the moment is rather for currency and legal tenders, this gain in specie has no appreciable effect in relieving the market.

Next week, large amounts will be disbursed in the payment of interest and dividends. The preparation for this has somewhat helped to derange the loan market, and for the few days during which the money will remain in private hands, the effect of the movement will be unfavorable to the market rather than otherwise. One chief hope of relief appears to be in the idea that the large balance held by the Secretary of the Treasury will induce him to materially augment his purchases of bonds in January.

The rate on call loans has for the most part ranged virtually over the legal limit, it having been common to pay a commission

varying from 1-16th to 3-8ths of 1 per cent on the amount of the loan, in addition to 7 per cent in gold or currency.

The following statement shows the present condition of the associated banks, compared with the same date in the last two years :

Table with 4 columns: Dec. 24, 1870., Dec. 24, 1869., Dec. 26, 1868. Rows include Loans and discounts, Specie, Circulation, Net deposits, and Legal tenders.

In the discount market, operations have been very severely restricted, and paper is more abundant in the hands of dealers. So long as borrowers can make such enormous "shaves" on loans with good collaterals they eschew paper which carries no security.

This evening it was announced that the banks are called upon by the Comptroller of the Currency for a statement of their condition on Wednesday last. As some of the banks have kept down their loans in anticipation of this return, it is probable that the action of the Comptroller may afford some relief to the market.

United States Bonds.—The bond market showed very little sympathy with the course of money, having in this respect been exceptional to all other Wall street interests. Prices have been quite firm and on most issues have advanced. The chief cause appears to have been in a steady demand from a source about which there is some little uncertainty on the street.

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

Table showing highest and lowest prices of government securities from Saturday, Dec. 24 to Friday, Dec. 30. Columns include date and price ranges for various securities.

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

State and Railroad Bonds.—State stocks have been extremely dull, as usual, during panicky periods. Prices have not suffered materially, perhaps, from the fact that the "bear" clique have not directed their attacks specifically against these securities.

In railroad bonds the chief interest has centered in the Pacifics. The Union Pacific bonds have been materially affected by speculative operations and rumors; among the latter have been the reports that the January interest would not be paid on the first mortgage bonds (in the face of the advertisement, to the contrary, now running in the daily papers) and further, that one of the leading directors in Boston had failed.

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

Table showing highest and lowest prices of active State Bonds from Saturday, Dec. 24 to Friday, Dec. 30. Columns include date and price ranges for various state bonds.

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

Railroad and Miscellaneous Stocks.—The stock market has still been subjected to the depressing influences caused by an artificial locking up of money, but has, upon the whole, shown much strength in prices, which closed to-day from 1 to 4 per cent higher than the lowest prices of last Friday, although money in the meantime has commanded from 7 per cent. to 7 gold, and sometimes 1-16 to 1/4 and 1/2 commission for carrying stocks.

An effort was made to depress the price of Lake Shore by circulating rumors that the 4 per cent dividend would not be paid on the 1st of February; this was promptly met, however, by offers to purchase the right to dividends at 3 1/2. Northwestern preferred has been in good demand on orders from Holland.

At the close to-day, prices were strong a tabout the highest point. The following were the highest and lowest prices of the active list of railroad and miscellaneous stocks on each day of the last week

Table showing highest and lowest prices of railroad and miscellaneous stocks from Saturday, Dec. 24 to Friday, Dec. 30. Columns include date and price ranges for various stocks like N.Y. Cent & H.R., Erie, Reading, etc.

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

The Gold Market.—The Gold premium has been unusually steady, the range having been within 1/2 per cent. The excitement in the stock market has diverted speculation from the Gold Room, and the transactions of the week have been very limited.

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

Table showing the course of the gold premium from Saturday, Dec. 24 to Friday, Dec. 30. Columns include date, opening, low, high, closing, total clearings, and balances in gold and currency.

The general movement of coin and bullion at New York, in the week ending Saturday, December 24, was as follows :

Table showing the general movement of coin and bullion at New York from Dec 17 to Dec 24. Columns include in banks, foreign imports, gold paid out, receipts from California, and total known supply.

The following are the quotations in gold for foreign and American coin :

Table listing American gold (old coinage) and American silver (new) with various denominations and premiums.

Table listing American silver (new) with denominations like Dimes and half dimes, Five francs, etc.

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

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

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

Large table showing weekly totals for Loans, Specie, Circulation, Deposits, Legal Tenders, and Aggregate Clearings from July to Dec 24.

PHILADELPHIA BANKS.—The following is the average condition of the Philadelphia Banks for the week preceding Monday, Dec. 26 1870:

Table showing the average condition of Philadelphia Banks, including Capital, Loans, Specie, L. Tend., Deposits, and Circulation.

Total..... 15,755,150 51,660,074 694,362 12,461,220 37,887,605 10,812,677

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

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

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

Table showing the condition of Philadelphia Banks for a series of weeks from July to Dec 26.

BOSTON BANKS.—Below we give a statement of the Boston National Banks, as returned to the Clearing House, Dec. 26, 1870.

Table showing the condition of Boston National Banks, including Capital, Loans, Specie, L. T. Notes, Deposits, and Circulation.

Foreign Exchange.—The market was firm during the early part of the week and prime bankers bills sold up to 109 1/4 as an outside price, but since Wednesday there has been a downward tendency, and the best bills could be bought to-day at 109, less 1-16 commission, while the bulk of business has been in good bankers bills at 108 1/2 @ 108 3/4.

Table listing London bankers, Paris (bankers), Antwerp, Swiss, Amsterdam, Hamburg, Frankfurt, Bremen, and Prussian thalers with 60 Days and 3 Days rates.

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

Table showing transactions for the week at the Custom House and Sub-Treasury, including Receipts and Payments in Gold and Currency.

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 Dec. 24, 1870

Large table showing the condition of New York City Banks, including Capital, Loans and Discounts, Specie, Circulation, Net Deposits, and Legal Tenders.

Total..... 88,970,200 264,811,129 18,389,756 52,182,983 188,748,754 46,789,6

Table with multiple columns showing financial data for various categories like New England, Boston, and other regional groups.

The deviations from the returns of previous week are as follows: Inc. \$558,358 Deposits Inc. 239,590 Dec. 14,646 Circulation Dec. 133,121 Inc. 142,976

SOUTHERN SECURITIES.

These Quotations are of the Less Active Securities which are not Given on the Next Page. Prices by Lawrence Bros. & Co., 14 Wall Street, and A. C. Kaufman, Charleston, S. C. (Many quotations are necessarily nominal.)

Table of Southern Bank Stocks with columns for City Securities, Railroad Securities, and various bank names like Commercial Bank, Exchange Bank, etc.

Quotations of New York Bank Stocks.

Table of New York Bank Stocks with columns for Bid, Ask, and various bank names like New York, Manhattan, Merchants, etc.

Quotations of Petroleum and Mining Stocks.

Table of Petroleum and Mining Stocks with columns for Bid, Ask, and various stock names like Bennehoff Run, Bergen Coal & Oil, etc.

BANK STOCK LIST.

Large table of Bank Stock List with columns for Companies, Capital, Dividend, and Last Paid. Includes companies like American, American Exchange, Atlantic, etc.

The prices will be found in a previous table.

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 stock/bond listings including New York Prices, RAILROAD BONDS, MISCELLANEOUS BONDS, NEW, OR RECENT LOANS, RAILROAD STOCKS, MISCELLANEOUS STOCKS, Boston, and various regional securities like Cincinnati, Detroit, Louisville, St. Louis, and San Francisco.

The Railway Monitor.

EXPLANATION OF THE STOCK AND BOND TABLES.

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

2. Bank and Insurance Stocks, Mining, Petroleum, City Railroad and Gas Stocks, and Southern Securities of those kinds which are least active, are all quoted either regularly or occasionally at the end of "Bankers' Gazette," on a previous page.

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

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

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

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

The Financial Reports of Railroad and other Companies are published in the CHRONICLE as soon as issued, and indexed in the table of stocks on the next page, as stated above in Note 3. A complete record of these reports is thus obtained in a file of this paper.

Lease of the Western and Atlantic Railroad.—ATLANTA, Ga., Dec. 28.—In compliance with public notice given by the Governor, in October, bids were received until the 25th inst. for the lease of the Western and Atlantic Railroad. On opening the bids, the lease was awarded to the following company: John P. King, Joseph E. Brown, Alexander H. Stephens, John T. Grant, Benjamin H. Hill, E. W. Cole, Richard Peters, Wm. G. Johnson, Wm. S. Holt, A. J. White, C. A. Nutting, Benjamin May, E. Waitsfielder, W. C. Morrill, Simon Cameron, H. J. Kimball, George Cook, Thomas A. Scott, Wm. T. Matthews, Wm. B. Dinsman, H. B. Plant, Thomas Allen and their associates, making, in all, twenty-three. Other bids were made, but the parties failed to comply with the law, by tendering efficient security. The successful Company is one of the strongest ever formed in the South, and the shareholders represent in their own right over \$15,000,000. They give as securities the following railroad companies: The Georgia, the Central, the South-western, the Macon and Western, Atlantic and West Point, Macon and Brunswick, and Albany, in Ga.; Nashville and Chattanooga, of Tenn., and the St. Louis and Iron Mountain, of Missouri.

The companies signing as securities are worth \$20,000,000. The high character of the lessees, their undoubted solvency, and the large capital of the Company, are ample guarantees that the road will be well managed and the terms of the lease faithfully complied with. The rental agreed to be paid to the State is \$25,000 per month for twenty years, and the road is to be returned in as good a condition in

every respect, as it now is, at the end of the lease. Ex-Gov. Joseph E. Brown resigned his office as Chief-Justice of the Supreme Court before putting in the bid, and has been unanimously elected as President of the new Company, to whom the road is leased.

H. J. Kimball has been elected President of the Brunswick and Albany Railroad.—N. Y. Times.

Westward Bound Freights—Advance in Prices.—The proposed advance in prices per hundred weight on westward bound freights, agreed upon at the recent general railway convention at Erie, Penn., have just been finally adopted by the following named roads: The New York Central and Hudson River, New York and Erie, Lake Shore and Michigan Southern, Toledo and Wabash, Pennsylvania Central, Pittsburg, Fort Wayne and Chicago, Cleveland and Columbus, Cincinnati and Indianapolis, Michigan Central, Pittsburg, Cincinnati and St. Louis, Atlantic and Great Western, and Chicago, Burlington and Quincy. The new list of rates shows an average advance of ten per cent. over those established in November last. The following is a list of prices from New York to the most important points for first-class goods, which includes dry goods and general merchandise:

Table with columns for destination, advanced from cents, and advanced from cents. Destinations include Buffalo, Dunkirk, Rochester, Cleveland, Columbus, Cincinnati, Dayton, Toledo, Austin, St. Paul, Minneapolis, Evansville, Fort Wayne, Indianapolis, Logansport, New Albany, Bay City, Detroit, Kalamazoo, Port Huron, Cairo, Chicago, Quincy, Rockland, Louisville, Nashville, Kansas City, St. Louis, St. Joseph, Toronto, Council Bluffs, Dubuque, Sioux City, Milwaukee, Madison, Lawrence, Leavenworth, Omaha, and Kit Carson and Denver City.

The ticket rates remain unchanged.

Cincinnati, Sandusky & Cleveland Railroad.—A practically perpetual lease of twenty-five miles of this road, from Springfield to Dayton, has been made to the Cincinnati & Springfield Railroad for 35 per cent of the gross earnings, the lessee to pay not only the running expenses, but all repairs, renewals, taxes, &c. The lease has been completed by the directors, and only awaits the confirmation of the stockholders of both roads. This twenty-five miles will become a part of the through line from the East, and thus will gain its pro rata of travel which has hitherto gone by another route. In addition to this an arrangement has been made with the Cleveland, Columbus, Cincinnati & Indianapolis, which will throw a large North and Northwestern traffic including the entire lumber business, over the entire length of the Sandusky road. The arrangement also contemplates of the "Red Line" a fast freight line over the whole road. This contract, together with some concessions granted to the road from Springfield to Columbus, which is leased to the Sandusky, will, it is believed, add very largely to the earnings of the Sandusky, and make it soon a dividend paying road.—Boston Journal, Dec. 17.

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

MONTHLY EARNINGS OF PRINCIPAL RAILROADS.

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

RAILROAD, CANAL, AND MISCELLANEOUS STOCK LIST.

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

Main table containing stock lists for Railroads, Canals, and Miscellaneous companies. Columns include Company Name, Stock Outstanding, Dividend (Last paid, Date, Rate), and Price. Includes sub-sections for 'Railroads', 'Canal', and 'Miscellaneous'.

The prices will be found on the quotation page previously.

The prices will be found on the quotation page previously.

N. Y. & BROOKLYN CITY PASSENGER RAILROADS

Prices by C. Otis, Broker in Local Securities, 47 Exch. Place See 2 pages previous

Table listing N.Y. & Brooklyn City Passenger Railroads. Columns include Name of Road, Par, Stock, and Last Dividends Paid.

NATIONAL AND STATE SECURITIES.

Table with columns: DENOMINATION, Amount Outstanding, Rate, INTEREST Payable, Principal Due. Includes sections for National (Dec. 1, 1870), Bearing Coin Interest, and State Securities.

Table with columns: DENOMINATIONS, Amount Outstanding, Rate, INTEREST Payable, Principal Due. Includes sections for Loan, funding Public Debt, Back Bay Lands Loan, Union Fund Loan, etc.

The prices will be found on the quotation page previously.

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 3 and 4 of Bonds will be published next week.

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

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

The prices will be found on the quotation page previously.

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 3 and 4 of Bonds will be published next week.

Table with columns: COMPANIES, AND CHARAC- TER OF SECURITIES ISSUED, Amount Out- standing, INTEREST (Rate, When paid, Where paid), Principal payable. Includes entries for Railroads, Del. Lack. & Western, Denver Pacific, etc.

Table with columns: COMPANIES, AND CHARAC- TER OF SECURITIES ISSUED, Amount Out- standing, INTEREST (Rate, When paid, Where paid), Principal payable. Includes entries for Railroads, Jack., Lans. & Saginaw, Jamestown & Franklin, etc.

The prices will be found on the quotation page previously.

The prices will be found on the quotation page previously.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, December 30.

The advance in prices noted in our last, and the indisposition to do business, which usually prevails in the last week of the calendar year, have in a measure checked the buoyancy and activity to which we then made reference. There has been more irregularity; while some of the leading staples have advanced, others have declined; and yet the tone of trade circles is good, and the volume of business for the week must, under the circumstances, be considered large.

Cotton has declined 1/4@1/2c for immediate and future delivery, closing more steady on the report of Prussian successes near Paris. Middling Uplands, 15 1/2c; low do., 14 3/4 on the spot, and 14 7/8@15 1/8 for the next four months. Breadstuffs have advanced, with considerable activity but close quiet, at \$6 25 for good lines of extra State flour, \$1 42 1/2 for new No. 2 Spring wheat, and 78c for prime new Western mixed corn. In groceries and foreign fruits the business has been good for next week's delivery, to take advantage of the reduced import duties.

Provisions have been weak generally, and hog products of all kinds have lost part of the advance noticed in our last. The following indicates the progress of slaughtering swine at the principal points to December 24, for three years, but it must be understood that the animals are much heavier than usual this season:

Table with 4 columns: Location (Chicago, St. Louis, Cincinnati, Louisville, Milwaukee, Total), 1868-9 No. Hogs, 1869-70 No. Hogs, 1870-71 No. Hogs.

Pork closed as follows: Mess, \$19 75@20 on the spot, and \$19 for February; Prime Mess, \$20 62 1/2@20 75 on the spot; Lard 12 1/4@12 1/2c. for prime stean on the spot and 12c. for January; Bacon 10@10 1/2c. for short rib. Beef selling fairly. Butter dull, and Cheese has declined to 15 1/2@15 3/4c. for choice factories.

Naval Stores have been fairly active, and we notice to-day a movement in Rosin to the extent of 20,000 bbls., part to arrive, common to good strained closing at \$2 25@\$2 30. Spirits Turpentine, after considerable excitement, closes quiet at 48c. Oils have been without movement of importance. Petroleum has not been active, but being in only moderate supply, the price of refined has advanced to 23 1/2c.

Metals have been without feature of moment, except a movement in Straits Tin to the extent of 7,000 slabs, the price advancing to 33 1/4@33 1/2c. gold, in sympathy with an advance in London.

East India Goods are steady, with a continued movement in Calcutta Linseed, and a further advance in prices; the sales of the week amount to about 12,000 bags, prices closing at \$2 15, gold 60 days, on the spot, and \$2 17 1/2, gold, 60 days, to arrive.

Whiskey, after advancing to 96c., is in better supply, with only 93c. bid. Hops firm, with a good brewing demand at 9@18c. for new, and 5@8c. for old. Hay sells at \$1 15@\$1 20 for shipping lots. Clover Seed is held at 11 1/2c. per lb., which is rather above the views of shippers. Tallow has been more active for export and closes firmer at 8 1/2@9c.

Wool continues firm, with a pretty fair demand, although much machinery is standing still, owing to prevailing frost or the late drought.

In Kentucky Leaf Tobacco, we notice a continued good demand, and the late improvement in prices has been fully supported. The sales for the week are 1,000 hhd., of which less than 100 hhd. for export, the remainder to cutters and dealers, prices ranging from 7 to 10c. for medium lugs to good leaf. Seed Leaf Tobacco still remains quiet, although rather more business has been done this week; the sales are: 300 cases Ohio at 18@20c; 50 cases Massachusetts, 32c, and 65 cases Pennsylvania on private terms. Spanish Tobacco very quiet; 150 bales Havana sold at 85@\$1 05.

Freights have been quiet; there is a scarcity of room available; closing rates are: To Liverpool, by sail, cotton, 5-16d@1d; wheat, 7d; and by steam, cotton, 1d@9-16d; wheat, 8d. To London, by sail, flour, 2s 9d@2s 10 1/2d. The Glasgow steamer has taken several hundred tons provisions for transhipment at 65s through to Antwerp, and 70s to Marseilles. Petroleum charters fairly active.

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

Large table with columns: ARTICLES, Great Britain, France, Holland, Ger. & Belg. many, Other N. Europe, Spain, Other S. Europe, Japan, China & Aus. tralia, Colonies, Cuba, Hayti, Other W. Indies, Mex. ico, New Granada, Vene. zuela, British Guiana, Brazil, Amer'n Ports, Other S. Amer'n Ports, Total Totals since Same time January 1, 1870, and 1869.

Statistics of Commerce and Navigation.

Monthly Report No. 3, of the Bureau of Statistics, is now in press, and exhibits the state of our foreign trade for the month of September, 1870, and the nine months ended the same, compared with the same periods of 1869. Mr. Young, Chief of the Bureau, furnishes the following abstract:

Periods.	Imports.	Domestic exports, (specie values.)	For. exports, (specie values.)
Month ended September 30, 1870....	\$41,632,117	\$26,722,789	\$1,973,791
Month ended September 30, 1869....	38,534,889	22,860,059	2,841,810
Nine months ended Sept. 30, 1870....	373,894,989	323,072,226	23,143,538
Nine months ended Sept. 30, 1869....	364,677,685	249,131,008	23,301,389

Proportion of the foregoing shipped in American and foreign vessels respectively during the nine months ended Sept. 30, 1870:

	Imports.	Domestic exports, (mixed values).	For. exports.
American vessels.....	\$120,690,033	\$131,360,584	\$12,112,307
Foreign vessels.....	253,204,956	236,941,463	11,031,231

	Imports.	Domestic exports, (mixed values).	For. exports.
American vessels.....	\$114,423,452	\$104,524,561	\$13,368,996
Foreign vessels.....	250,234,233	217,894,571	8,932,393

Of the total imports for the nine months ended Sept. 30, 1870, \$55,236,947 consisted of merchandise, and \$18,608,042 of gold and silver; dutiable, \$339,892,305; free of duty, \$34,002,684; entered for consumption, \$218,722,971; entered warehouse, \$155,172,018.

Of the total domestic exports, (specie values,) \$271,458,458 was merchandise, and \$56,613,768 gold and silver. Of the total merchandise, \$262,483,231 was exported from the Atlantic ports, and \$8,975,227 from the Pacific ports.

Of the total foreign exports, \$12,640,044 was merchandise, and \$10,503,494 gold and silver.

The total value of foreign commodities remaining in warehouse Sept. 30, 1870, was \$51,061,972, against \$56,250,290 in 1869.

The number and tonnage of American and foreign vessels engaged in the foreign trade entered and cleared during the twelve months ended Sept. 30, 1870, were as follows:

1870.		1869.	
Entered.	Cleared.	Entered.	Cleared.
Num. Tons.	Num. Tons.	Num. Tons.	Num. Tons.
American vessels...10,779 3,556,452	10,335 3,529,868	10,020 3,379,694	10,093 3,446,650
Foreign vessels...18,820 5,563,275	18,758 5,371,722	19,637 5,550,013	19,413 5,562,597
Total.....29,599 9,124,727	29,093 8,901,590	29,657 8,929,707	29,506 9,006,247

In addition to the usual monthly summaries this number contains quarterly statements showing the products of the American fisheries, lumber, &c., from Maine, guano trade, trade between the ports of New York and San Francisco, via Panama, &c.

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.]

	1870.			1869.		
	For the week.	Since Jan. 1, 1870.	Same time 1869.	For the week.	Since Jan. 1, 1870.	Same time 1869.
China, Glass and Earthenware—						
China.....	85	14,328	14,558			
Earthenware....	494	49,306	61,102			
Glass.....	4,281	577,079	484,219			
Glassware.....	22	22,978	19,006			
Glass plate.....	83	9,801	9,024			
Buttons.....	43	5,246	5,618			
Coal, tons.....	3,522	109,965	129,854			
Cocoa, bags.....	200	27,300	17,904			
Coffee, bags.....	8,261	944,084	1,004,100			
Cotton bales.....		8,942	2,896			
Drugs, &c.—						
Bark, Peruvian..	142	16,739	21,774			
Blea powders....	351	22,298	28,349			
Brimstone, tons		22,755	20,055			
Cochineal.....	155	7,694	6,581			
Cream Tartar..	14	3,374	2,061			
Gambier.....	1,949	23,105	47,244			
Gums, crude....		453	618			
Gum, Arabic... 111		4,797	3,372			
Indigo.....	99	6,481	5,937			
Madder.....		1,848	7,749			
Oils, essence... 37		408	423			
Oil, Olive..... 374		34,835	47,176			
Opium.....	10	1,739	951			
Soda, bi-carb.. 2,900		105,812	88,408			
Soda, sal..... 422		59,710	43,105			
Soda, ash..... 404		36,336	39,773			
Flax.....	173	6,366	2,177			
Furs.....	57	5,842	6,273			
Guany cloth... 1,572		17,460	5,634			
Hair.....	120	8,280	8,340			
Hemp, bales... 2,460		110,737	114,118			
Hides, &c.—						
Bristles.....		1,622	1,589			
Hides, dressed.	2,776	39,504	18,359			
India rubber... 1,434		35,435	41,898			
Ivory.....		6,337	3,293			
Jewelry, &c.—						
Jewelry.....	74	4,479	2,750			
Watches.....	513	1,360	1,238			
Linseed..... 38,902		737,965	594,803			
Molasses..... 93		133,802	170,315			
Metals, &c.—						
Cutlery.....	108	5,230	4,497			
Hardware.....	44	7,193	5,118			
Iron, RR bars.. 11,517		832,687	904,050			
Lead, pigs.... 5,215		540,580	542,474			
Spelter.....	22,400	8,162,720	11,104,74			
Steel.....	3,782	146,547	176,590			
Tin, boxes.... 15,046		937,501	1,153,823			
Tin slabs, lbs. 113,911		6,725,115	4,384,424			
Rags.....	2,140	110,216	103,532			
Sugar, hhds, tcs & bbls.....	2,363	399,602	373,445			
Sugars, boxes & bags.....	26,863	723,033	943,615			
Tes.....	33,424	922,633	829,886			
Tobacco.....	974	51,609	52,208			
Waste.....	59	1,977	2,367			
Wines, &c.—						
Champag'e, bks	2,350	129,673	125,908			
Wines.....	2,811	267,600	186,212			
Wool, bales... 359		28,386	51,967			
Articles report'd by value—						
Cigars.....	\$3,590	1,474,379	\$362,317			
Corks.....		93,055	128,451			
Fancy goods... 14,880		2,558,539	2,175,824			
Fish.....	4,170	359,355	853,720			
Fruits, &c.—						
Lemons..... 628		875,708	510,534			
Oranges..... 2,667		835,152	811,503			
Nuts..... 11,685		614,468	749,452			
Raisins..... 43,952		1,266,754	1,316,118			
Hides undressed 132,096		9,631,986	104,200,86			
Rice..... 12,369		573,955	300,721			
Spices, &c.—						
Cassia.....		189,643	254,244			
Ginger.....		48,388	54,805			
Pepper..... 39,693		455,398	232,013			
Saltpetre..... 56,298		222,504	186,044			
Woods—						
Cork.....	420	148,545	179,980			
Fustic.....	2,058	61,364	75,696			
Logwood..... 3,346		291,587	639,303			
Mahogany..... 2,982		155,437	89,814			

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

	This Week.			Since Jan. 1.			Same time '69.		
	This week.	Since Jan. 1.	Same time '69.	This week.	Since Jan. 1.	Same time '69.	This week.	Since Jan. 1.	Same time '69.
Asbes...pkgs.	94	7,562	9,220						
Breadstuffs—									
Flour, bbls.... 56,203		4,143,993	\$535,716						
Wheat, bus... 53,005		24,383,742	23,813,652						
Corn..... 176,286		9,143,743	11,666,784						
Oats..... 60,675		9,626,606	8,747,322						
Barley, &c... 9,770		5,020,718	3,007,908						
Grass seed... 10,078		568,088	22,926						
Beans..... 3,399		113,565	123,985						
Peas..... 900		203,127	116,974						
C. meal, bbls. 4,189		190,596	201,793						
Cotton, bales. 30,749		884,226	682,695						
Hemp, bales... 3,771		8,740							
Hides...No. 10,702		405,170	383,644						
Hops...bales. 1,176		64,867	123,305						
Leather, sides 43,649		2,480,802	2,771,190						
Molasses bbls. 3,704		36,316	38,393						
Naval Stores—									
tr. turp. bbl. 6,661		14,079							
Spirits turp. 1,025		70,280	65,632						
Roan..... 2,105		496,293	557,150						
Tar..... 46,973		78,255							
Pitch..... 2,342		7,710							
Oil cake, pkgs. 416		109,083	109,522						
Oil, lard..... 154		4,976	6,697						
Peanuts, bags. 4,030		84,053	81,097						
Provisions—									
Rutter, pkgs... 9,280		530,813	645,19						
Cheese..... 12,724		1,544,924	1,335,52						
Cutmeats.... 4,879		98,262	83,977						
Eggs..... 2,283		391,863	302,495						
Pork..... 6,945		123,396	94,532						
Beef, pkgs... 2,455		127,298	83,193						
Lard, pkgs... 9,151		98,523	75,527						
Lard, kegs... 206		24,989	15,343						
Rice, pkgs... 402		22,447	21,348						
Starch..... 3,873		1,927,339	290,233						
Stearine..... 413		11,512	9,235						
Sugar, hhds, &c. 480		2,049	2,358						
Tallow, pkgs. 55		18,325	18,350						
Tobacco, pkgs. 1,528		277,930	113,409						
Tobacco, hhds. 205		69,510	77,356						
Whiskey, bbls. 1,887		180,344	187,103						
Wool, bales... 883		121,138	120,325						
Dressed hogs No. 995		67,968	73,390						

COTTON.

FRIDAY, P. M., Dec. 30, 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 December 30. From the figures thus obtained it appears that the total receipts for the seven days have reached 124,450 bales against 130,210 bales last week, 155,717 bales the previous week, and 152,321 bales three weeks since, making the total receipts since the first of September, 1870, 1,625,395 bales against 1,340,463 bales for the same period of 1869, showing an increase since September 1 this year of 384,927 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.

For forward delivery the sales (including 1,600 free on board,) have reached during the week 40,700 oales (all low middling or on the basis of low middling), and the following is a statement of the sales and prices :

For December.	bales.	cts.	bales.	cts.	bales.	cts.
400	100	15 1-16	600	15 3-16	4,600	15 1-16
900	1,900	15	500	15 1-16	900	15 5-16
1,600	4,900	14 1-2	1,400	15 1-16	12,300	15 1-16
1,900	500	14 15-16	100	14 3-16	400	15 1-16
700	1,800	14 13-16	500	15 1-16	700	15 1-16
	200	14 1-2	200	15	1,500	15 1-16
4,900 total Decem.	12,900 total January		5,900 total Feb'y.		200	15 11-16
For January.	For February.		For March.		400	15 1-16
300	100	15 9-16	200	15 1-16	1,000	15 9-16
500	300	15 1-16	400	15 1-16	400	15 1-16
100	400	15 1-16	1,000	15 1-16	1,300	15 1-16
700	200	15 1-16	400	15 1-16	3,100	15 1-16
700	400	15 1-16	1,300	15 1-16	400	15 7-16
1,700	1,200	15 1-16	400	15 7-16		

The sales during the week of free on board have reached 1,600 bales. The particulars of these sales are as below :

200 f. o. b. Charleston.....p. t.	100 f. o. b. Mobile.....14 1/2
500 f. o. b. Galveston.....p. t.	600 " " ".....p. t.
	200 f. o. b. Savannah.....p. t.

The following exchanges have been made during the week :

1/2c. paid to exch'g 300 Dec. for 300 March	1/2c. paid to exch'g 200 Jan. for 200 March
5-16c. " " 100 Dec. for 100 March	1-16c. " " 200 Jan. for 200 March
1/2c. " " 100 Dec. for 100 Feb	1/2c. " " 400 Jan. for 400 March
5-16c. " " 200 Jan. for 200 March	

WEATHER REPORTS BY TELEGRAPH.—Less rain has fallen the past week throughout the South, but the weather has been extremely cold, moderating, however, towards the close. At Charleston it has rained three days, with the thermometer averaging 30; at Savannah it rained early in the week, the weather being, as our telegram states, the coldest experienced for many years; at Macon it has been cold and dry, the thermometer averaging 32; at Columbus it has rained one day; at Mobile, Selma and Montgomery it has rained two days, and at Galveston one day, while at Nashville it has been dry but intensely cold. In fact, the whole cotton belt has been visited with unusually severe weather during the past two weeks, accompanied with more or less storm.

RECEIPTS.—The receipts this week show one or two points of interest bearing upon the general question of total yield. 1. It will be noticed that the aggregate receipts are only 10,360 bales more than for the corresponding week of last year. 2. If we except New Orleans, even this increase is wiped out, the total receipts at the other ports showing a decrease of 1,870 bales compared with the same week of 1869. 3. The interior stocks have fallen off this week 2,685 bales, whereas for the corresponding week last year they increased 3,213 bales.

INDIA COTTON AND THE COURSE OF PRICES.—While we do not look for any very decided improvement in prices, for the reasons stated in our report of the 10th instant, still there are points of strength in the position of cotton, growing out of the very low prices at present ruling, which should lead those who are anticipating a further considerable decline to act with caution. We gave one of these points in our statement of the European consumption two weeks since. Another of some significance may be found in the possible scarcity of India cotton during the early Spring months, unless the mills run much more largely on American than even last year. The supply of India cotton at and afloat for Liverpool and London, Dec. 9, this year, and the same period last year, is as follows :

	1870.			1869.		
	Liverpool.	London.	Total.	Liverpool.	London.	Total.
Stock....	232,920	59,307	292,227	268,790	105,596	374,386
Afloat....	83,528	21,416	104,944	65,533	68,714	134,247

Total... 316,448 80,723 397,171 334,323 174,310 508,632
 These figures indicate a total supply of 397,171 bales now against 508,633 bales last year, or a decrease in the supply of over 111,000 bales, while there is in India an indisposition to let cotton go at present prices. From the first of September to December 9, there has been taken by the trade and exported of India cotton from Liverpool and London as follows :

	From Liverpool.	From London.	Total.
Taken by the trade (bales)....	208,960		
Exported.....	141,489	28,982	379,431

In these figures there is indicated a consumption and export of India cotton of 379,431 bales, in the 14 weeks from September 1 to December 9, leaving the present amount now in stock and afloat (397,171 bales) and whatever later shipments by sail, (very small) and such as may arrive by the Suez canal, (which will largely depend upon the price) as the supply for the 16 weeks up to March 31. The movement of India cotton, especially in the early months, will, as stated above, depend very largely upon the price, and to the average Ryot there is considerable difference between the drawing power of 8d., the quotation a year ago, and of 5 1/2d., the quotation now. Of course the influence of this movement on the prices of American and other descriptions of cotton will depend much upon the extent of our crop.

GUNNY BAGS, BAGGING, &c.—The market for all goods coming under this head has continued extremely dull the past week, and even jobbing sales have been few. Cloth is nominal in price and quoted at 22@23c., but lots, if desired, could undoubtedly be bought 2@3c. below this price. Bags are steadily held at 11 1/4@11 1/2c. gold in bond, and 18 1/2 currency, duty paid, but no sales of any lots are reported since our last. Hemp Jute and Jute Butts are all quiet, without sales and nominal, as before quoted. The following stocks and shipments for the month of December are given by Messrs. J. C. Rogers & Co.: Stock of Gunny Cloth in New York to-day, 7,900 bales; in Boston, 4,170 bales. Stock of Bags in New York, 6,231; do. in Boston, 5,358. Stock of Jute Butts in New York, 4,893. Shipments for the month from New York, 772 bales cloth and 1,169 bales bags.

MOVEMENTS OF COTTON AT THE INTERIOR PORTS.—Below we give the movements of cotton at the interior ports—receipts and shipments for the week, and stock to-night and for the corresponding week of 1869 :

	Week ending Dec. 30, 1870.			Week ending Dec. 30, 1869.		
	Receipts.	Shipments.	Stock.	Receipts.	Shipments.	Stock.
Augusta.....	6,300	5,051	20,850	6,930	5,481	20,301
Columbus.....	2,454	2,600	12,128	1,757	805	15,750
Macon.....	3,127	2,385	13,194	2,991	2,483	18,713
Montgomery...	3,550	3,245	12,593	2,008	2,959	17,019
Selma.....	2,708	3,263	10,806	2,979	3,788	8,301
Memphis.....	18,220	21,744	33,014	7,240	5,647	20,973
Nashville.....	3,106	2,863	5,272	2,098	1,627	3,274
	39,465	41,151	107,857	26,003	22,790	104,433

These totals show that the interior stocks have decreased during the week 2,685 bales (being now 3,425 bales more than for the same period of last year), while the aggregate receipts are 13,463 bales more, and the shipments 18,362 bales more than for the corresponding period of 1869.

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

	1870.	1869.
Stock in Liverpool..... bales.	379,000	338,000
Stock in London.....	59,300	112,180
Stock in Glasgow.....	900	250
Stock in Havre.....	54,000	65,040
Stock in Marseilles.....	7,800	2,900
Stock in Bremen.....	3,890	2,150
Stock rest of Continent.....	20,000	10,000
Afloat for Great Britain (American).....	355,000	178,000
Afloat for France (American and Brazil)....		53,916
Total Indian Cotton afloat for Europe.....	108,000	141,000
Stock in United States ports.....	531,039	391,094
Stock in inland towns.....	107,857	114,432
Total.....	1,626,786	1,399,562

These figures indicate an increase in the cotton in sight to-night of 227,224 bales compared with the same date of 1869.

The exports of cotton this week from New York show a decrease since last week, the total reaching only 16,914, bales, against 32,532 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.
	Dec. 6.	Dec. 13.	Dec. 17.	Dec. 24.		
Liverpool.....	17,650	22,717	27,399	16,559	217,641	124,161
Other British Ports.....	2,198				5,533	881
Total to Gt. Britain.	19,848	22,717	27,399	16,559	223,179	124,542
Havre.....						6,203
Other French ports.....						8
Total French.						6,206
Bremen and Hanover.....	762	1,015	1,160		4,423	13,453
Hamburg.....	503		2,675		4,306	9,777
Other ports.....		158	158	355	3,440	495
Total to N. Europe.	1,265	1,173	3,933	355	12,169	23,725
Spain, Oporto and Gibraltar &c			1,200		2,215	
All others.....	2				2	1,763
Total Spain, etc.	2		1,200		2,217	1,763
Grand Total	21,115	23,890	32,532	16,914	237,565	159,935

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

RECEIPTS FROM-	NEW YORK.		BOSTON.		PHILADELPHIA		BALTIMORE.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
New Orleans.	1,744	62,714		3,108		2,601		60
Texas.....		11,841						
Savannah.....	5,958	106,298	715	15,596	225	7,683	254	9,496
Mobile.....		502		1,983				
Florida.....								
South Carolina.	3,529	87,467		475	133	8,531	137	7,196
North Carolina..	1,953	32,123	21	111	593	2,968	363	2,544
Virginia.....	7,818	81,415	2,153	18,757		40	2,039	24,366
North'n Ports.	119	9,524	2,990	35,611				
Tennessee, &c.	4,719	60,818	302	7,316	612	4,997	2,260	11,622
Foreign.....				85				
Total this year	25,840	457,192	6,181	84,042	1,563	22,480	4,371	50,656
Total last year.	27,281	326,830	4,635	62,331	2,127	19,018	3,797	43,811

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 94,604 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 up to last Saturday night. 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 Batavia, 1,669... Idaho, 3,289	
	Tripoli, 1,055 City of London, 1,275 ... England, 3,071 Iowa,	
	2,301... ships Carpo, 800... Alex. Marshall, 1,800... Enoch Main,	
	1,300.....	16,559
	To Antwerp, per steamer Europa, via Glasgow, 255.....	255
	To Trieste, per steamer Europa, via Glasgow, 100.....	100
NEW ORLEANS	To Liverpool, per steamer Darien, 2,266... per ships	
	Glendower, 3,895... Lizzie, 3,874... Rosalie, 2,665... per	
	bark La Plata, 1,500... Indiana, 2,215.....	16,435
	To Cork (for orders), per Alice C. 2,600.....	2,600
	To Bremen, per ship Gardner Colby, 2,900.....	2,900
	To Antwerp, per bark New Castle, 2,323 Upland.....	2,323
	To Genoa, per bark Nellie May, 1,963.....	1,963
	To Barcelona, per ship Valparaiso, 1,651... per barks Lequietio, 700	
	Boa, 1,030.....	3,381
	To Vera Cruz, per steamer Tobasco, 409 and 70 half do... per brig	
	T. Butler, 841 and 173 half do.....	1,372
MOBILE	To Liverpool, per ships Southern Chief, 3,439... Abbotsford,	
	3,207... per brig Laureano, 400... per bark Queen, 828.....	10,034
CHARLESTON	To Liverpool, per bark Evanel, 1,425 Upland... per ship	
	City of Halifax, 82 Sea Island and 2,378 Upland.....	3,885
	To Cork and market, per schooner W. L. Burroughs, 1,523 Upl'd	
	400.....	1,523
SAVANNAH	To Liverpool, per ship Theobald, 2,901 Upland... City of	
	Montreal, 3,320 Upl'd... Mani, 3,447 Upland... Colonist, 2,038	
	Upland... per bark Valentia, 887.....	15,593
	To Bremen, per ship Andrew Lovatt, 2,506 Upland... per brig Morn-	
	ing Star, 1,112 Upland.....	3,618
	To Amsterdam, per bark Eugenie, 1,213.....	1,213
TEXAS	To Liverpool, per ship Lord Dalhousie, 2,423 and 37 Sea Island	
	... per brig Rosalie, 489... per barks Golden Land, 2,309... Sa-	
	bine, 2,551.....	8,959
	To Cork (for orders), per bark Amazon, 1,150.....	1,150
BALTIMORE	To Liverpool, per bark Hypatia, 700.....	700
BOSTON	To Liverpool, per steamer Faemyra, 40.....	40
	To British Provinces, per —, 1 bale.....	1
Total.....		94,604

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

	Liverpool.	Cork.	Bremen.	Antwerp.	Amsterdam.	Barcelona.	Genoa.	Total.
New York.....	16,559			255			1,963	16,914
New Orleans.....	16,435	2,600	2,900	2,323		3,381	1,963	31,974
Mobile.....	10,034							10,034
Charleston.....	3,885	1,523				400		5,808
Savannah.....	15,593		3,618		1,213			20,524
Texas.....	8,559	1,150						9,709
Baltimore.....	700							700
Boston.....	40							41
Total.....	71,805	5,273	6,518	2,578	1,213	3,781	1,963	94,604

Included in the above totals are 100 bales from New York to Trieste; 1,372 bales from New Orleans to Vera Cruz, and 1 bale from Boston to British Provinces.

GOLD, EXCHANGE AND FREIGHTS.—Gold has fluctuated the past week between 110½ and 111, and the close was 110½. Foreign Exchange market is dull and weak to-day. The following were the last quotations: London bankers' long, 109@109½; short, 109½@109¾, and Commercial, 108½@108¾. Freights closed at 10@16d. by steam and 5-16@8d. by sail to Liverpool.

BY TELEGRAPH FROM LIVERPOOL.—LIVERPOOL, Dec. 30.—11:30 A. M.—The market opened steady, with sales of the day estimated at 12,000 bales. The sales of the week, have been 54,000 bales, of which 9,000 bales were taken for export and 2,000 bales for speculation. The stock in port is 379,000 bales, of which 109,000 bales are American.

	Dec. 9.	Dec. 16.	Dec. 23.	Dec. 30.
Total sales.....	11,000	65,000	90,000	54,000
Sales for export.....	15,000	11,000	16,000	9,000
Sales on speculation.....	4,000	8,000	4,000	2,000
Total stock.....	371,000	385,000	374,000	379,000
Stock of American.....	62,000	48,000	9,000	109,000
Total afloat.....	376,000	.....	449,000	.....
American afloat.....	276,000	.....	345,000	.....

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

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Price Middling Uplands.....	8½@	8½@	8½@	8½@	8½@	8½@
" Orleans.....	8½@	8½@	8½@	8½@	8½@	8½@
" Up to arrive.....	8½@	8½@	8½@	8½@	8½@	8½@

BREADSTUFFS.

FRIDAY, P. M. December 30, 1870

The whole market for Flour and Grain has had a slight upward tendency during the past week, with a fair degree of activity. The receipts of Flour have slightly increased, but the improved supply has been met by a more than proportionate increase in the export demand, and prices of the shipping grades show an advance on the week of 10@20c. per bbl., while the trade brands have been more salable at rather better prices. It would appear that numerous orders for France, (direct and by way of Great Britain,) which could not be executed owing to the financial difficulties of the French Government, came upon this market together, those difficulties having been overcome. Liverpool has also advanced, and is privately reported at 27s., but the demand has latterly been quite restricted, and at the close extra State is nominal at \$6 10@6 25.

Wheat has advanced. Receipts are limited, and stocks smaller than last year, while the demand though moderate, is quite urgent, and to a considerable extent regardless of price. Buyers paid up to \$1 42 for new No. 2 Spring pretty freely, but when a further advance was demanded they did very little, the difficulty of procuring ocean freights being added to other obstacles to business. Millers have been in attendance at market, but have limited their operations to broken parcels. At to-day's market, with higher quotations from Liverpool, there was a fair export demand at \$1 42½ for No. 2 Spring afloat, but holders not generally willing to accept that figure; other descriptions of wheat almost nominal. Corn has been scarce and with a strong demand for home use,

and some export, prices have advanced, but prime new Western mixed closes quiet at 78c.

Oats have been fairly active, and very firm, but close quiet, without quotable improvement. Rye remains quiet. Canada Peas are scarce and firmer.

There has been an important movement in Barley for malting. The sales since our last may be estimated at about 200,000 bushels and prices are higher at 85@90c. for two rowed State, and 96@112c for various grades of Canadian. Malters appeared to have been forced to enter the market and secure supplies at best prices. Barley Malt firm.

The following are the closing quotations:

Flour—	Wheat, Spring, bush.....	\$1 22@ 1 44
Superfine..... 5 bbl. \$5 25@ 5 60	Red Winter.....	1 40@ 1 42
Extra State..... 6 10@ 6 30	Amberdo.....	1 45@ 1 48
Extra Western, com-	White.....	1 42@ 1 75
mon to good..... 6 00@ 6 35	White California.....	1 7@ 1 80
Double Extra Western	Corn, Western Mix'd.....	76@ 83
and St. Louis..... 6 40@ 8 75	Yellow, new.....	80@ 81
Southern supers.....	White, new.....	78@ 83
Southern, extra and	Rye.....	95@ 1 10
family..... 6 10@ 9 00	Oats.....	87@ 63
California.....	Barley.....	85@ 1 12
Rye Flour, super & extra	Malt.....	95@ 1 15
4 50@ 5 60	Peas, Canada.....	1 15@ 1 30
Corn Meal..... 4 00@ 4 40		

RECEIPTS AT NEW YORK.			EXPORTS FROM NEW YORK.		
1870.	1870.	1869.	1870.	1870.	1869.
For the week.	Since Jan. 1.	Same time Jan. 1, 1869.	For the week.	Since Jan. 1.	For the week.
Flour, bbls. 56,208	4,143,993	3,535,716	24,062	1,982,657	42,601
C. meal bls. 4,169	190,596	201,793	1,577	84,173	2,604
Wheat, bush. 58,005	24,088,742	22,312,653	339,901	18,462,673	249,473
Corn, bush. 176,286	9,143,748	11,666,734	48,197	483,759	7,338
Rye, bu-h. 560,169	357,503	.....	92,431	.....	151,476
Barley, & bu 9,770	5,020,718	3,007,978	124	.....	81
Oats, bush. 60,675	9,628,606	8,747,822	200	80,061	375

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 DEC. 24, 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.....	27,426	278,313	186,877	51,666	11,240	6,162
Milwaukee.....	9,668	145,439	11,100	123	3,670	5,052
Toledo.....	16,685	18,175	99,690	17,400	4,000	720
Detroit.....	11,829	9,782	17,022	10,884	2,109	1,234
Cleveland.....	5,980*	8,750	7,809	3,250	600	.....
Totals.....	71,088	460,959	392,489	83,323	21,619	12,979
Previous week.....	104,686	564,608	286,369	123,759	30,030	12,209
Correspond'g week, '69.	53,948	442,701	109,806	54,763	26,792	6,499
" " '68.	106,905	595,131	472,107	176,077	17,530	33,296
" " '67.	106,018	1,467,777	509,756	99,656	22,637	12,617
" " '66.	40,253	188,060	123,624	71,837	25,227	11,606

*Estimated. COMPARATIVE RECEIPTS at the same ports from Jan. 1 to Dec. 24, inclusive, for four years:

	1870.	1869.	1868.	1867.
Flour, bbls.	4,031,488	5,965,430	4,266,885	3,784,144
Wheat, bush.....	44,867,072	45,564,322	31,795,521	22,390,004
Corn, bush.....	24,589,551	30,003,605	31,363,000	31,848,276
Oats, bush.....	20,667,171	18,313,833	19,423,173	14,142,367
Barley, bush.....	4,696,045	2,289,264	2,663,239	2,963,680
Rye, bush.....	1,828,067	1,374,616	1,761,915	1,711,013
Total grain, bush.....	96,147,906	92,545,640	87,011,997	80,055,223

And from August 1st, to and including Dec. 24, for four years:

	1870.	1869.	1868.	1867.
Flour..... bbls.	2,168,861	2,223,836	2,539,269	2,305,039
Wheat..... bushels.	25,053,332	26,945,661	23,413,547	24,075,040
Corn.....	10,355,529	13,340,579	12,219,024	13,424,325
Oats.....	9,222,411	7,251,563	13,051,986	10,800,850
Barley.....	3,839,521	1,387,010	2,249,639	1,425,348
Rye.....	907,735	819,693	1,541,152	1,147,488
Total grain, bushels....	49,433,518	50,144,506	52,475,298	50,873,561

SHIPMENTS FROM CHICAGO, MILWAUKEE, TOLEDO AND CLEVELAND FOR WEEK ENDING DEC. 24.

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Week ending Dec. 24, '70.	78,733	45,002	397,801	68,410	22,604	1,158
Week ending Dec. 17, '70.	89,495	63,987	383,319	73,226	13,205	2,749
Week ending Dec. 25, '69.	41,500	30,753	41,969	7,883	5,898	745

COMPARATIVE SHIPMENTS of flour and grain from the ports of Chicago, Milwaukee, Toledo, and Cleveland, from Jan. 1 to Dec. 24 inclusive, for four years:

	1870.	1869.	1868.	1867.
Flour..... bbls.	4,159,601	4,524,486	.....	.....
Wheat..... bush.	37,692,367	34,941,922	.....	.....
Corn.....	22,001,753	23,613,093	.....	.....
Oats.....	11,947,365	9,916,331	.....	.....
Barley.....	3,011,522	494,431	.....	.....
Rye.....	1,572,325	884,336	.....	.....
Total.....	76,335,301	69,150,238	.....	.....

GROCERIES.

FRIDAY EVENING, December 30, 1870.

The general market has shown quite a dull tone during the current week, and on some goods was at an almost complete stand. The holiday season contributed to some extent to bring about this result, but the main cause is undoubtedly the approaching changes in the Tariff, buyers having secured about all the goods wanted in bond, and sellers feeling no desire to press sales, and

both quietly await the result of the reduced duties. Bonded stocks are firmly held, but quotations for "duty paid" are now entirely nominal and almost useless, though an impression prevails, that the alteration after the first of the year will be unimportant, in view of the fact that the decline consequent upon the modified cost of transportation has been largely if not wholly discounted. Considerable trouble is anticipated on the first rush to withdraw goods, and it will probably require several days to get the markets in good working order.

The entries direct for consumption, and the withdrawals from bond, showing together the total thrown on the market for the week, were as follows:

Tea, black....	200 pkgs.	Laguayra ..	.... bags.	Sugar, Brazil.	bags.
Green.....	96 pkgs.	Other.....	40 bags.	Manila, &c.	bags.
Japan.....	72 pkgs.	Sugar, Cuba..	2,205 bxs.	M'las'es, Cuba ..	*hhd.
Various.....	53 pkgs.	Cuba.....	*hhd.	Porto Rico.	*hhd.
Coffee, Rio....	229 bags.	Porto Rico ..	*hhd.	Demerara... ..	*hhd.
Java.....	430 mats.	Other.....	87*hhd.	Other.....	*hhd.
Maracaibo..	120 bags.				

Imports this week have included one cargo of tea, and 4,030 bags St. Domingo 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.	
	1870.	1869.	1870.	1869.
Tea.....	.....	.....	41,444,212	41,351,284
Tea (indirect import).....	.....	.....	98,095	49,800
Coffee, Rio.....	18,993	78,721	1,841,219	1,196,299
Coffee, other.....	53,099	16,205	421,327	330,407
Sugar.....	81,610	95,459	451,037	598,477
Sugar.....	28,642	55,967	541,643	554,161
Sugar.....	309,190	245,485	815,767	860,190
Molasses.....	8,521	16,573	292,385	531,789

TEA.

There has been considerable looking around the market, and a large amount of sampling done, and evidences prevail that buyers really desire to operate, but the actual aggregate of business transacted does not prove very heavy. The caution of would-be purchasers, however, and the extreme views of the majority of holders, tend to retard the movement somewhat, though the assortment available, both on the spot and to arrive, is pretty small, and this operates as a check on business. Oolongs continue to command the largest share of attention, and some lots cannot be reached except at an advance, but both Greens and Japans are wanted, and if of good quality, will realize full figures. The sales reported embrace 2,000 pkgs. Green; 300 pkgs. old do.; 1,750 pkgs. Souchong; 1,600 pkgs. Oolong.

Imports this week have included 16,950 pounds Green, and 70,000 pounds Black, per "Sarah E. Kinhsbury," from Whampoa, and 65 pkgs.

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.....	14,887,542	17,210,576	9,346,094	41,444,212
1869.....	13,346,192	17,655,045	10,450,047	41,351,284

The indirect importations, including receipts by P. M. Steamers via Aspinwall, have been 98,095 pkgs. since January 1, against 49,800 last year.

COFFEE.

For Brazil grown qualities we have a somewhat reduced aggregate of business to report, but otherwise no very important noticeable change in the general position of the market. The accumulation here is small, and the stock along the entire seaboard reduced very low, with not many cargoes due immediately, and this gives importers confidence to insist firmly upon full former rates, especially on prime to choice grades or good roasting coffee, the assortment of which is unusually poor. There is a large supply held in bond by jobbers to be withdrawn for distribution as soon after the duty is reduced as possible, but it is generally supposed that all will be wanted to supply the interior dealers who have about all sold out in anticipation of lower rates after the 1st of January. The call during the past month's large business has shown nothing of a character to be rated speculative, and none of the stock either in first or second hands is locked up beyond the probable difficulties in getting goods through the Custom House during the next week or two. Java, though not unusually active, has sold with a little more freedom, and the fair sized stock is held with much firmness and confidence at full former figures; holders asserting that everything on the market favors their interest. For St. Domingo there has been quite a little demand for export; and values are somewhat better, with a few of the German shippers endeavoring to secure parcels previous to arrival. Other West India styles are somewhat neglected, and nominally unchanged in value. Sales of 8,413 bags Rio, including a parcel of 2,774 from Europe; 500 bags Santos; 14,000 mats Java; 450 bags Maracaibo; 150 bags Laguayra; 200 do. Jamaica; 2,500 St. Domingo for export, and 1,500 shipped from first hands.

Imports this week have included 1,700 bags St. Domingo, per "Susan Stetson," 1,030 do., per "Minetto," and 500 do., per "Oliver."

The stock of Rio, Dec. 29, and the imports since January 1 are as follows:

	New York.	Phila. delphia.	Balti- more.	New Orleans.	Savan. & Mobile.	Gal- veston.	Total.
Stock.....	18,993	.....	15,251	.....	4,345	4,000	42,589
Same date 1869.....	78,721	.....	16,331	8,848	2,000	2,000	107,901
Imports.....	666,075	.....	471,068	142,742	41,232	20,112	1,341,219
in 1869.....	730,769	8,200	314,069	115,065	32,406	5,800	1,196,299

Of other sorts the stock at New York, Dec. 29, and the imports at the several ports since January 1 were as follows:

	(New York) stock.	Boston import.	Phladel. import.	Balt. import.	N. Orle's import.	Total imports at all the ports.
In bags						
Java and Singapore.....	.....	*68,204	*58,431	*3,164	*3,118	.....
Ceylon.....	15,861	36,192	.....	500	.....	.....
Maracaibo.....	25,956	117,297	.....	.....	.....	.....
Laguayra.....	1,557	24,534	.....	14,452	.....	.....
St. Domingo.....	.....	32,155	11,856	.....	.....	.....
Other.....	9,735	25,677	1,067	400	1,060	2,280
Total.....	53,099	324,969	71,384	18,516	4,178	2,280
Same time, 1869.....	16,205	256,244	49,417	21,625	1,875	1,246

* Includes mats, &c., reduced to bags. † Also, 39,569 mats

COCOA.

There has been a very fair trade going on for home consumption, and we note the sale of some 300 bags, Guayaquil at a private price; holders ask from 9% to 2% per pound.

SUGAR.

The movement of Raws has been unusually slow, even for the proverbially dullest week of the entire year, and the market really shows nothing of general interest. Buyers have so arranged matters as to require scarcely any stock until the reduction of duties goes into effect, and an outlet could not have been obtained for supplies even on a strong pressure to realize, but this course is far from the policy of holders, and light offerings at full prices has been the rule throughout the week. Values duty paid, as we close, are simply nominal, but the belief seems to prevail that there is not likely to be many changes after the reduction of duties is made, and some holders are confident enough to predict an advance, in view of an anticipated heavy call for distribution during the month of January. The stocks are fair for the season, and with the prevailing light trade the few arrivals tend to cause an increase, though not to an alarming extent. Crop advices continue encouraging, and preparations are making to commence free operations in new sugars on the Havana market. Refined has not sold with much freedom, and values generally favored the buyer, though owing to a very small supply ready white "A's" were at one time extremely firm and relatively higher than other grades. The production is now small, but refineries are ready to resume work as soon as the demand warrants it. At the close a sale of Raws has been made on a basis of 9% for good refinery delivered after January 1st, giving some indication of what may be expected next week. The sales of Raw embrace 8 hhd. Demerara; 182 hhd. Cuba; 567 hhd. New Orleans, and 2,868 boxes Havana.

Imports at New York, and stock in first hands, Dec. 29, were as follows:

	Cuba, bxs.	Cuba, *hhd.	P. Rico, *hhd.	Other Brazil, *hhd.	Manila, bags.	Melado, bags.
Imports this week.....	6,398	126	86,776	35,947	67,794	433,848
since Jan. 1.....	295,579	219,059	257,993	36,056	128,543	426,309
same time, '69.....	333,672	.....	.....	.....	.....	.....
Stock in first hands.....	81,610	28,642	55,967	.....	309,190	534
Same time 1869.....	95,459	.....	.....	.....	245,485	81
" " 1868.....	28,920	31,363	.....	.....	23,404	91

MOLASSES.

We have once more to advise an extremely dull and flat market for foreign of all grades. Ordinary and medium qualities are hardly wanted at any price just now, while prime and choice are in such small supply as to attract little or no attention, especially as their use is supplanted by the liberal assortment of domestic. Values under the circumstances are merely nominal and quotations of little account. Domestic has come forward to about the average extent, and the great bulk is sold out—a portion before arrival—at prices having no variation of importance, but buyers were not quite so free as last week, and extremes could only be obtained by hard work, even on the best lots. The assortment has been fair. Sales 2,529 bbls. New Orleans, a portion previous to arrival.

The receipts at New York, and stock in first hands, Dec. 29, were as follows:

	Cuba, *hhd.	P. Rico, *hhd.	Demerara, *hhd.	Other N. O. hhd.
Imports this week.....	40	26,619	4,961	16,381
since Jan. 1.....	80,311	23,490	11,341	18,865
same time 1869.....	99,924	.....	.....	.....
Stock in first hands.....	6,544	251	1,726	50
same time '69.....	11,346	897	4,390	1,700
same time '68.....	13,514	1,177	2,159	1,200

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, *Hhd.		Bags.		Molasses, *Hhd.	
	1870.	1869.	1870.	1869.	1870.	1869.	1870.	1869.
New York.....	295,379	883,671	362,107	328,577	521,121	621,387	128,372	153,431
Boston.....	21,023	36,949	82,522	68,943	284,198	174,798	54,821	51,285
Philadelphia.....	30,541	33,575	62,859	71,304	34,704	53,050	78,621	91,894
Baltimore.....	54,284	60,426	88,723	75,522	25,744	10,955	23,199	23,235
New Orleans.....	49,860	83,856	5,482	9,815	.....	.....	7,372	12,061
Total.....	451,037	598,477	541,643	554,161	815,767	860,190	292,385	531,789

* Including tierces and barrels reduced to hhd.

SPICES.

Everything is about the same as noted last week, buyers and sellers now quietly awaiting the result of the change in the Tariff, and the market showing a most decidedly dull tone. There is no price for duty paid goods, but parcels in bond are held with great firmness and confidence, and not easily available. Some few sales have been made, delivered duty paid after January 1st, but this is considered an unsafe policy by most of the trade, in view of the probable early settlement of all conjectures as to the turn of the market under the reduced cost of importation.

FRUITS, &c.

The market the past week, considering it was holiday week, has been fairly active, especially for goods on which the duty would be reduced the first of January. Dealers of late have been buying these goods only as their wants demanded, and many have preferred losing a few sales to carrying over a package to the new year. Sales have been made of this class of goods, either gold in bond or to arrive after the next year. Currants, perhaps, have shown more activity for future delivery than any other kind, and sales for the week foot up fully 2,000 bbls., mostly at 5% gold in bond and 8c. gold free; Turkish Prunes have met with a fair sale. We note 75 casks at 5% gold in bond. The duty on raisins will not be changed, but as the stock is more concentrated and held by former parties, prices have advanced, and dealers realizing the situation have come in and bought more freely. There are no Valencia of any account in market; the last lot has been sold to go to Canada. The largest holders are firm at our highest quotation. Citron is lower and not very firmly held. Sales at 39c. currency. Sardines though still quiet are held with rather more confidence at 17c. gold; a sale of 50 cases quarters was made, but at a private price. Nuts have been in fair movement, especially Filberts, at 9c. gold to arrive.

The supply of Foreign Green from the Mediterranean has been extremely small, and Lemons have sold as high as \$10 per box for both Palermo and Messina. Oranges have not ruled so high, as there is a good supply of West India, but these also have sold pretty well for holiday use at steady prices. Porto Rico bringing at the close \$11 and Havana \$10 per bbl. There is a cargo of Baracoa fruit in the market, but the weather has been so cold that it could not be discharged without danger of freezing. Some bunches of Bananas have arrived from Aspinwall, and sell at \$2@3 per bunch, as to quality and size. At auction to-day Valencia Oranges sold at \$9 25@10 per case, Palermo do. at \$3 80@3 95 per box, and do. Lemons at \$8 50@9 50 per box.

Domestic dried fruits continue quiet, but as the receipts of apples are lighter the quantity to come forward reported as small and an improved trade anticipated after the New Year, holders have more confidence and ask higher prices, and actual sales have been made at an improvement on former quotations; there are orders here for 1,000 bbls. of fine grades for export, but the limited price is below the market. Pared peaches of prime qualities continue scarce and sell readily at full prices; common are dull and irregular in price. Unpeeled are less plenty than they have been for many preceding years, and some parties are beginning turn to their attention to the old crop that was carried over from last year, prices are firm, as quoted in the annexed price current. Blackberries about the date of our last sold quite freely, but close neglected and not very firm; later in the season there will probably be more attention given them. Pitted cherries are in fair supply and in moderate demand. Plums are quiet. Peanuts have been in only moderate demand since our last, and the upward tendency has been checked and the market is about at a stand still. Pecans of the new crop sell fairly at 15@15 1/2 c per pound.

Domestic Green are without special features to note, the cold weather gives holders hopes that apples will keep better in the future, but there have so many decayed that the stock is very much reduced, considering the quantity held last fall, and this makes them demand full prices for sound stock. Sales of good to prime lots at \$2 50@3 00 per bbl., and fancy at \$3 25; decayed lots sell at \$1 00@2 00 per bbl. Cranberries are in fair request, and sell at former prices, viz.: \$3 50@4 00 per crate, and \$10 00@13 00 per bbl.

FOREIGN ADVICES.

Tea.—The American mails, via San Francisco, brings us Messrs. Olyphant & Co. and Messrs. Aug. Heard & Co's. Circulars, from all China and Japan ports.

Shanghai, Nov. 12.—Transactions for preceding month had been on a large scale, and chiefly for American account. The tendency of this had been to keep prices firm, for choice teas, but owing to the comparative neglect of common lines, the price for this description was quoted about 3 taels lower. The stock of 77,000 half chests was composed chiefly of poor teas, and a still further decline was looked for. The export of Green teas to the United States to date was estimated at 11,000,000 pounds against 7,000,000 same period 1869, while to Great Britain the exports have fallen off nearly one half, being called 3,700,000 against 7,000,000 in 1869.

Amoy, Nov. 5.—No business of moment had been done, but prices were maintained; stock increased to 10,000 half chests.

Foochow, Nov. 3.—Transactions in Congou's were small, without change in quotations. Souchong's dull. In Oolong's a large line of about 7,000 half chests were settled by an English house for American account. The grade said to be below "good cargo;" stock of Oolong's, 117,000 half chests.

Yokohama, Nov. 23.—An average business had been done, with a decline for poorer tea, and a firm market for fine qualities, which were scarce; stocks were large. Export Japan to America, direct and indirect, since January 1st, 7,000,000.

The following shows the quantity of Tea afloat for the United States at latest dates (not including San Francisco), and which has not yet arrived:

Table with columns: Date of sailing, Name of Vessel, From, Black lbs., Green lbs., Japan lbs., Total lbs. Lists various ships and their cargo details.

Total known to be afloat... 4,441,104 7,309,075 4,759,585 16,689,435
Total exports to U. S. ports, June 1 to Oct. 17... 5,870,696 7,506,018 4,604,894 17,981,613
Total exports to U. S. ports, same time 1869... 3,509,323 3,278,291 1,580,419 8,368,033

* For Boston.
Ship "Samuel Russell," lost in Gasper Straits, from Foochow for New York had a cargo of about 508,000 black and 400,000 green tea.

Rio Coffee.—Messrs. Wright & Co's telegram, bearing date Rio de Janeiro Dec. 7, 1870, says: Sales Coffee for United States since 24th Nov. 119,000 bags; shipments, 94,000 bags; loading, 45,000 bags; stock at date, 125,000 bags.

Java Coffee and Sugar.—The following shows the quantity afloat for the United States by the latest advices, and which have not yet arrived:

Table with columns: Date, Vessel, Coffee (pcls) 136 lbs., Sugar (pcls) 136 lbs. Lists ship arrivals and cargo amounts.

* Not sailed at last dates.
† At Bermuda, Dec. 1, discharging. The cargo of coffee and pepper reported all decayed.

Cuba Sugar.—Havana, Dec. 16.—The Weekly Report says: The amount of business done this week in lots on the spot has again been unimportant; owing to the same causes we have already had occasion to mention in our previous reviews; say scarcity of produce in first hands, especially of good and dry suitable parcels, and the high values demanded for the same, which are not easily granted, on account of the new crop already coming to market.

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

Table with columns: To, Boxes, Hhds. Lists destinations and shipment quantities.

Total export of the week to all countries... 10,716 478

The general movement at both ports has been as follows:

Table with columns: Rec'ts this w'k (Boxes, Hhds.), To U. S. (Boxes, Hhds.), To all Ports (Boxes, Hhds.), Stock at date (Boxes, Hhds.).

Manila Sugar.

The following shows the quantity of Sugar afloat for the United States at last advices, and which has not yet arrived:

Table with columns: Ship, For, Piculs. Lists ship arrivals and sugar quantities.

PRICES CURRENT.

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

Table with columns: Tea, Duty paid. Lists various tea types and prices.

Coffee.

Table with columns: Coffee types and prices. Lists Rio Prime, do good, do fair, etc.

Sugar.

Table with columns: Sugar types and prices. Lists Cuba, Hav'a, Porto Rico, etc.

Molasses.

Table with columns: Molasses types and prices. Lists New Orleans, Porto Rico, etc.

Rice.

Table with columns: Rice types and prices. Lists Radgoon, Carolina (new), etc.

Spices.

Table with columns: Spices and prices. Lists Cassia, Ginger, Mace, etc.

Fruits and Nuts.

Table with columns: Fruits and Nuts and prices. Lists Raisins, Currants, Citron, etc.

Grocers' Drugs and Sundries.

Table with columns: Grocers' Drugs and Sundries and prices. Lists Alum, Bi-Carb, Borax, etc.

THE DRY GOODS TRADE.

FRIDAY, P.M., December 30, 1870.

The recurrence of the Christmas holidays, and near approach of the New Year, seriously interfered with trade during the current week, and the movements, which were confined to orders from the interior, aggregate a very small amount. Commission men and jobbers have begun their annual accounting of stock, which proceeds without interruption, in consequence of the absence of trade. The accounting is not sufficiently advanced, as yet, to give any idea of the result of the season's business, beyond what is already stated. From all appearances the season has been fully an average one as regards profits, although the business for the past three

months has been apparently unusually light. The trade during July and August was unusually heavy, however, and before the middle of September, the distributing trade throughout the country were well stocked up. Since that time dealers have exercised great caution in the matter of purchases, and have only ordered from time to time such small amounts as were required to replenish broken assortments. The movements in this way have been too small to lend an appearance of activity to the market, but the aggregate will doubtless be found to be much greater than appearances would indicate. The semi-annual dividends just declared by the New England manufacturing companies, are in nearly every instance equal to, and, with several of the companies even greater than those declared last July. This would indicate a more profitable season than might have been expected, in view of the drawbacks which manufacturers have sustained in being forced to run their mills on very short time, in consequence of the lack of water power.

The trade report collections as coming in more freely, especially from the West, where considerable difficulty was experienced a few weeks since in meeting bills due. Two failures have occurred in the city during the week, but both being small houses, the liabilities were not heavy, and in no way affected the financial standing of the general trade.

DOMESTIC COTTON GOODS.—The general features of this branch of the trade remain about the same as at the time of our last report. The movements have, of course, been light in the aggregate, as the city trade have been engaged in taking stock, while dealers in the interior have confined their purchases to immediate wants, which are naturally limited. Brown and bleached goods still find moderate sale, and the movements are heavy, as compared with other goods. The stocks of standard and medium brown, as well as fine bleached goods, is said to be light in all sections. Orders are continually coming in for small assortments to replenish stocks, but these are limited to actual requirements, in view of the lateness of the season. Prices are apparently firm, and are without important change, excepting on wide goods, some of the most popular brands of which have been reduced about 1½c. per yard on all widths. Prints are selling fairly, but the movements are considerably less than for the preceding week. The little light and medium work obtainable is freely taken by buyers from a distance, but the offerings of this class of work remain light, and movements are, therefore, necessarily restricted. Canton flannels are in only moderate demand, and prices are, to some extent, nominal. The same is true of nearly all other cotton fabrics, though few changes have been made in quotations, excepting in brown drills, several brands of which have been reduced to 12½c.

DOMESTIC WOOLEN GOODS.—The demand for light weight cloths and cassimeres has been small, and the trade is entirely destitute of animation. Clothiers have made some purchases during the week of odd lots, at prices a trifle under the regular quotations, but jobbers have bought very little, and no material improvement is looked for until after the completion of the annual accounting of stocks, etc. Blankets continue in moderate demand from the distributing trade, and the aggregate movements are fair for this stage of the season, though sales are only effected of small lots. Hosiery and knit goods are only moderately active, but prices continue without material change, and are fairly firm.

FOREIGN GOODS.—The trade is about over in foreign fabrics, and the movements during the week have been very light. A few purchasers from a distance have taken small amounts of staple goods suited to the early spring trade, but the movements in this direction have been nominal. The city retail trade is moderately active, but dealers generally have sufficiently large stocks to supply their immediate wants, and are purchasing few goods from jobbers.

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. pkgs.	Val.	Dry Goods. packages.	Domestics. pkgs.
Total for week....	48	\$3,182	358	\$85,666
Since Jan. 1, 1870....	13,579	1,716,794	3,519	1,009,464
Same time 1869....	20,837	2,218,283	5,485	1,112,190
" " 1868....	25,536	1,791,051	4,923	1,524,626
" " 1867....	13,818	1,723,117	6,152	1,427,642
" " 1866....	9,518	.....	.....	.....
" " 1860....	121,863	.....	.....	4,748
				35,804

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

BROWN SHEETINGS AND SHIRTINGS have been in relatively fair demand, and prices are without important change, excepting on one or two makes of wide goods, which have been reduced, Amoskeag A 36 12½ do B

36 12, Atlantic A 36 13, do D 11, do H 12½, Appleton A 36 13, Augusta 36 11, do 30 10, Bedford R 36 8, Boott O 34 10½, Commonwealth O 27 8, Grafton A 27 8, Great Falls M 36 11½, do S 33 10, Indian Head 36 13, do 30 10½, Indian Orchard, A 40 13, do C 36 11½, Laconia O 39 12 do B 37 11, Lawrence A 36 11, Lyman C 36 11, do E 36 12½, Medford 36 11½, Nashua fine O 33 11½, do 36 13, do E 40 15, Newmarket A 36 10½, Pacific extra 36 12½, do L 36 11½, Pepperell 7-4 22½, do 8-4 25, do 9-4 27½, do 10-4 32½, do 11-4, 37½, Pepperell E fine 39 12½, do R 36 11½, Pocasset F 30 8½, Saranac fine O 33 11, do R 36 12½, Stark A 36 12½, Swift River 36 9, Tiger 27 7½.

BLEACHED SHEETINGS AND SHIRTINGS are without especial animation, but the stock of fine 4-4 goods is well sold up, and prices appear steady. Amoskeag 46 16, do 42 15, do A 36 14½, American A 36 12½, Androscoggin L 36 15½, Arkwright WT 36 18, Ballou & Son 36 12½, Bartlett's 36 14½, do 33 13½, Bates XX 36 16½@18, Blackstone 36 14½, Boott B 36 13½, do O 30 11, do R 28 8½, Clarks 36 19, Dwight D 40 18, Ellerton 10-4 45, Forestdale 36 14½, Fruit of the Loom 36 15, Globe 27 7, Gold Medal 36 12½, Great Falls Q 36 16, Hill's Semp. Idem 36 15, Hope 36 12½, James 36 15, Lonsdale 36 15-16½, Masonville 36 15, Newmarket C 36 12½, New York Mills 36 20, Pepperell 6-4 22½, do 10-4 37½, Tuscarora 36 18, Utica 5-4 25, do 6-4 30, do 9-4 45, do 10-4 50, Waltham X 33 11½, do 42 15, do 6-4 25, do 8-4 27½, do 9-4 32½, do 10-4 40, Wamsutta 36 19.

PRINTING CLOTHS are in fair demand, but the movements are restricted by the inability of manufacturers to produce any considerable amount in excess of the orders to be filled. Prices are stiff at 7½@7½c. for 64x64's on hand and for future delivery.

PRINTS have been less active than during the preceding week, but no changes have occurred beyond an advance in Hartels. Quotations are steady, as follows: American 10½, Albion solid 11, Allens 10½, do pinks 12, purples 12, Arnolds 8½, Atlantic 6, Dunnell's 16½, Hamilton 11, London mourning 10, Mallory 11½, Manchester 10½, Merrimac D 11, do pink and purple 13½, do W fancy 12½, Oriental 10½, Pacific 11, Richmond's 10½, Simpson Mourning 10½, Sprague's pink 11½, do blue and White 10½, do shirtings 10½, Wamsutta 7½.

CHECKS.—Caledonia 70 22½, do 50 24, do 12 26½, do 10 21, do 8 18, do 11 22½, do 15 27½, Cumberland 13, Jos Greers, 55 15½, do 65 15, Kennebeck 20, Lanark, No. 2, 9½, Medford 13, Mech's No. A 29.

DENIMS.—Amoskeag 26, Bedford 14½, Beaver Cr. AA 23, Columbian, heavy 25, Haymaker Bro. 14-15, Manchester 20, Otis AXA 24, do BB 21.

CORSET JEANS.—Amoskeag 11½, Androscoggin —, Bates 9@0, Everetts 15½, Indian Orchard Imp. 10, Laconia 11½, Newmarket 10.

COTTON BAGS.—Ontario A \$35@40 00, American \$31 50, Androscoggin \$37 50, Great Falls A \$35 00, Lewiston \$32 50, Stark A \$35 00.

BROWN DRILLS.—Atlantic 14, Appleton 12½, Amoskeag 13½, Augusta 14, Pacific 14½, Pepperell 12½, Stark A 14.

STRIPES.—Albany 8½, Algoden 16½, American 12-13, Amoskeag 20-21, Hamilton 19-20, Haymaker 13½-14, Sheridan A 10½, do G 11, Uncasville A 12-13, do B 13-14, Whittenton A A 22½.

TICKINGS.—Albany 8½, American 14½, Amoskeag ACA 50, do A 24, do B 21, do C 19, do D 17, Blackstone River 14½, Conestoga extra 32 21, do do 36 25, Cordis AAA 24, do ACE 23, Hamilton 21½, Swift River 13½, Thorndike A 15, Whittendon A 22½, York 30 22½.

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

MOUSELINE 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, A 37½ AAA 42½.

CARPETS.—Lowell Company's ingrain are quoted at \$1 for super fine, 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 super fine; \$1 15 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 \$1 100 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 Dec. 29, 1870, and the corresponding weeks of 1868 and 1869, have been as follows:

	ENTERED FOR CONSUMPTION FOR THE WEEK ENDING DEC. 29, 1870.					
	1868.		1869.		1870.	
	Pkgs.	Value.	Pkgs.	Value	Pkgs.	Value.
Manufactures of wool...	255	\$98,007	166	\$77,189	490	\$204,285
do cotton...	522	127,847	115	34,278	1,051	287,697
do silk....	476	290,940	408	151,127	611	670,000
do flax.....	360	95,755	195	43,132	644	100,465
Miscellaneous dry goods.	254	69,225	123	42,820	590	220,640
Total.....	1,867	\$682,374	1,007	\$348,556	3,396	\$1,499,087

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

Manufactures of wool...	117	\$44,846	141	\$52,318	205	\$76,995
do cotton..	44	13,148	54	15,251	117	34,650
do silk....	14	21,116	17	16,987	46	61,775
do flax.....	175	36,742	222	51,147	302	56,910
Miscellaneous dry goods.	5	2,293	746	26,474	80	11,380
Total.....	355	\$118,145	1,180	\$162,172	750	\$241,650
Add ent'd for consu'pt'n.	1,867	682,374	1,007	348,556	3,396	1,499,087
Total th'wn upon m'rkt	2,222	\$800,516	2,187	\$510,728	4,146	\$1,730,730

ENTERED FOR WAREHOUSING DURING THE SAME PERIOD.

Manufactures of wool...	254	\$96,645	319	\$114,601	399	\$171,497
do cotton..	168	51,040	246	65,438	319	107,130
do silk....	63	77,731	60	45,322	278	304,770
do flax.....	464	106,989	258	54,001	496	133,430
Miscellaneous dry goods.	120	39,814	64	20,960	28	15,630
Total.....	1,059	\$372,219	941	\$300,382	1,544	\$738,000
Add ent'd for consu'pt'n.	1,867	682,374	1,007	348,556	3,396	1,499,087
Total entered at the port	2,926	\$935,210	1,948	\$648,938	4,940	\$2,237,087

Publication.

THE NEW YORK
DAILY BULLETIN,
A First-Class Daily Commercial
and Financial Journal.

The BULLETIN furnishes—
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PORT published in any daily paper, em-
bracing:

The daily sales and quotations of every
Security dealt in at the Stock Exchange
and the Mining Board.

The quotations of Securities not on
the Stock Exchange list, including South-
ern Stocks and Bonds.

A transcript of the official register of
the Gold Room, showing every quota-
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mal closing of the Room—published in
no other paper.

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the SUB-TREASURY, the GOLD EXCHANGE
BANK, and the CLEARING-HOUSE.

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THE CHANGES IN THE REDEEMING AGENTS
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Assets over - - - - \$12,000,000
Income - - - - - 6,000,000

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HENRY B. HYDE, Vice-President.
GEORGE W. PHILLIPS, Actuary.
JAMES W. ALEXANDER, Secretary.
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Brinckerhoff, Turner &
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Manufacturers and Dealers in

COTTONSAILDUCK

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COTTON CANVAS, FELTING DUCK, CAR COVER-
ING, BAGGING, RAVENS DUCK, SAIL TWINES
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Of the State of Illinois, bearing interest at EIGHT
and TEN per cent, for sale at 85 and interest for 8 per
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At 8.40 A.M. for RICHMOND, and Points on the Coast.
At 9.20 P.M. from foot of Cortlandt street, via New
York and Philadelphia Line, by GREAT SOUTH
ERN MAIL ROUTE TRAIN, for Richmond, New
Orleans, Mobile, Memphis, Chattanooga, Nashville
Atlanta, Macon, and intermediate points.

STATIONS.	Miles.	GO'SOUTH.		GO'GNORTH.	
		Time.	Time.	Time.	Time.
NEW YORK.....	0	Lv. 9.0 p.m.	Ar. 6.19 a.m.		
WASHINGTON.....	228	" 6.55 a.m.	" 9.00 p.m.		
GORDONSVILLE.....	824	" 12.55 p.m.	" 12.45 p.m.		
BRISTOL.....	610	" 6.00 a.m.	" 7.28 p.m.		
KNOXVILLE.....	741	" 1.14 p.m.	" 11.15 a.m.		
*CLEVELAND.....	823	" 5.55 p.m.	" 6.27 a.m.		
†CHATTANOOGA.....	850	" 8.00 p.m.	" 4.45 a.m.		
‡NASHVILLE.....	1001	Ar. 5.00 a.m.	" 6.00 p.m.		
§CORINTH.....	086	Lv. 9.00 a.m.	" 5.44 p.m.		
¶GRAND JUNCTION.....	1107	" 11.52 a.m.	" 8.80 p.m.		
MEMPHIS.....	1159	Ar. 2.55 p.m.	" 12.15 p.m.		
**JACKSON.....	13.9	Lv. 11.45 p.m.	" 4.87 p.m.		
ATLANTA.....	932	Ar. 3.35 a.m.	" 7.35 p.m.		
MACON.....	1085	" 1.40 p.m.	" 7.55 a.m.		
MONTGOMERY.....	1127	" 8.00 p.m.	" 5.45 a.m.		
MOBILE.....	1852	" 8.00 p.m.	" 5.30 p.m.		
NEW ORLEANS.....	1602	" 10.10 a.m.	" 7.00 a.m.		

* Change cars for Atlanta, Macon, Montgomery,
Selma, West Point, Eufaula, Mobile, Savannah, and
intermediate points.
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WISCONSIN, Capt. Williams..... Jan. 11, at 9 A.M.
MANHATTAN, Captain Forsyth..... Jan. 18, at 2 1/2 P.M.
MINNESOTA, Capt. T. W. Freeman Jan. 25, at 9 A.M.
IDAHO, Capt. Price..... Feb. 1, at 2 1/2 P.M.
NEVADA, Captain Green..... Feb. 8, at 8 P.M.

Cabin passage, \$30 gold.
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COTTONS AND WOOLENS.

Insurance

OFFICE OF THE
ATLANTIC
Mutual Insurance Co.

NEW YORK, January 24, 1871.

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, \$6,090,697 00
Premiums on Policies not marked off 1st January, 1869..... 2,538,001 23
Total amount of Marine Premiums..... \$8,628,698 23

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

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

Losses paid during the same period..... \$3,802,345 46

Returns of Premiums and Expenses..... \$1,287,620 49

The Company has the following Assets, viz.:

United States and State of New York Stock, City, Bank and other Stock..... \$7,856,290 00
Loans secured by Stocks and otherwise... 2,148,400 00
Real Estate and Bonds and Mortgages.... 210,000 00
Interest and sundry Notes and Claims due the Company, estimated at..... 207,500 81
Premium Notes and Bills Receivable..... 2,518,453 00
Cash in Bank..... 883,797 83
Total amount of Assets..... \$14,409,500 84

Six p
at profits.
legal represent.
First of February next.

The outstanding certificates of the issue of 1865 will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the 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 Gailliard, Jr.
Charles Dennis, C. A. Hand,
W. H. H. Moore, James Low,
Henry Coit, Benj. Babcock,
Wm. C. Pickersgill, Wm. J. Howland,
Lewis Curtis, Robt. B. Minturn,
Charles H. Russell, Gordon W. Burnham,
Lowell Holbrook, Frederick Chauncey,
Royal Phelps, Geo. S. Stephenson,
Caleb Barstow, William H. Webb,
A. P. Pilot, 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 L. Mitchill,
Henry K. Bogert, James G. DeForest,
Dennis Perkins, Robert L. Stuart.

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

Insurance.

Fire Insurance Agency,
NO. 82 WALL STREET.
NEW YORK.

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

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

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

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

Providence Washington
INSURANCE COMPANY,

OF PROVIDENCE, R. I.
ORGANIZED 1799.
Cash Capital..... \$200,000 00
Assets..... \$392,425 52

AMERICAN
INSURANCE COMPANY,
OF PROVIDENCE, R. I.
ORGANIZED 1831.

Cash Capital..... \$200,000 00
Assets..... \$372,219 88

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.... 583,069 90
Loans on Stocks Drawing Interest. 196,700 00
Premium Notes & Bills Receivable..... \$865,725 41
Subscription Notes in advance of Premiums..... 234,561 05
Reinsurance and other Claims due the Company, estimated at..... 46,000 00
Total Assets..... 20,142 47
\$1,166,129 23

SIX PER CENT INTEREST on the outstanding Certificates of Profits will be paid to the holders thereof, or their legal representatives, on and after TUESDAY, the 1st day of February.

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

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

TRUSTEES:

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

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

Iron and Railroad Materials.

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EMERSON FOOTE, EDWARD FOOTE

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40 BROADWAY, NEW YORK.

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

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B. D. HASELL & Co.,

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AND
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RAILROAD IRON.
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F. EVERETT, W. VON ROSENBERG

C. R. JOHNS & Co.,
TEXAS LAND AGENCY,
BANKING & EXCHANGE,
AUSTIN, TEXAS.

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TERMINUS OF CENTRAL RAILROAD,
Kosse, 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.

PRICES CURRENT.

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

Table listing various commodities such as ASHES, BRESWAX, BREADSTUFFS, BRICKS, BUTTER AND CHEESE, CANDLES, CEMENT, COAL, COCOA, COFFEE, COPPER, CORKS, COTTON SEED, DRUGS AND DYES, HAY, HEMP, HIDES, HONEY, HOOPS, IRON, LEATHER, LIME, LUMBER, MOLASSES, NAILS, OAKUM, OIL CAKE, OILS, PAINTS, PETROLEUM, PROVISIONS, RICE, SALT, SEED, SILK, SPIRITS, SUGAR, TALLOW, TEAS, TIN, WINE, WOOL, and ZINC.

Table listing various commodities such as Mustard seed, Nutgalls, Oil anis, Oil cassia, Oil bergamot, Oil lemon, Oil peppermint, Oil vitriol, Optum, Turkey, Oxalic acid, Phosphorus, Prussiate potash, Quicksilver, Quinine, American, Rhubarb, China, Sago, pearled, Salsaparilla, ref. gold, Sal soda, Newcastle, g'd, Sarsaparilla, H. g'd, in b'd, Sarsaparilla, Mex., Seneca root, Senna, Alexandria, Senna, East India, Shell Lac, Soda ash (80 p. c.) gold, Sugar lead, Sulphate morphine, Tartaric acid (crystal) gold, Tapioca, Verdigris, dry & ex. dry, Vitriol, blue, DUCK, DYE WOODS, FISH, FLAX, FRUITS, GROCERIES, GUNNY BAGS, GUNNY CLOTH, GUNPOWDER, HAY, HEMP, HIDES, HONEY, HOOPS, IRON, LEATHER, LIME, LUMBER, MOLASSES, NAILS, OAKUM, OIL CAKE, OILS, PAINTS, PETROLEUM, PROVISIONS, RICE, SALT, SEED, SILK, SPIRITS, SUGAR, TALLOW, TEAS, TIN, WINE, WOOL, and ZINC.

Table listing various commodities such as IRON, LEATHER, LIME, LUMBER, MOLASSES, NAILS, OAKUM, OIL CAKE, OILS, PAINTS, PETROLEUM, PROVISIONS, RICE, SALT, SEED, SILK, SPIRITS, SUGAR, TALLOW, TEAS, TIN, WINE, WOOL, and ZINC.

Table listing various commodities such as Pork, prime, Beef, plain mess, Beef, extra mess, Beef hams, Hams, Lard, RICE, SALT, SEED, SILK, SPIRITS, SUGAR, TALLOW, TEAS, TIN, WINE, WOOL, and ZINC.

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