

THE Commercial AND Financial Chronicle

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The Chronicle.

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PLETHORA OF CAPITAL.

Some persons, who are perhaps rather premature, are troubling themselves about the probable accumulation of capital in this city as indicated, both by the bank statements of the last two weeks and by the reports as to the probable exhibit of to-day. What is really to be regretted is not so much the accumulation of capital as the rapid flow of currency to the banks of this city from their correspondents in the interior. This influx has started sooner than usual this year for several reasons, to which we need not specially refer; and it has already begun to show its influence in the speculative activity for which the cliques tried to prepare the way by the recent bear raid at the Stock Exchange. There is hope that some of the inequalities may be corrected in the working of the money market, and that the spasmodic irregularities which have been complained of may cease to perturb business. The chief of these complaints is directed against the sudden and violent changes in the rate of interest. A bill is pending at Albany to prevent such usury and to modify the laws which so stringently forbid it. Of course usury should be discriminated from insurance, and high rates for loans sometimes

indicate unusual risks. Still the normal rates of interest fluctuate more in New York than in any other city in the world. And there is no doubt that the usurious rates of interest prevalent in Wall street are often manipulated by a small clique of the money lenders who combine their efforts and manoeuvre the money market so as to be ever ready to seize the opportunity of favoring crises, and compel the necessities of the borrowers to pay tribute to their avarice. It is now about five years since this evil became so troublesome as at present is. About that time the money-lenders seem to have organized their existing combination for the sake of controlling the money market. Previously there had been too much jealousy and too little conference between the banks which were the chief money-lenders to allow of any definite concert of action. At that time, however, the private bankers found themselves growing in power, and one or two propounded the opinions that a bold, spirited attempt at certain times when the money market was sensitive would certainly succeed in marking their loans up to double or triple rates. He founded his argument on the fact that the banks are extremely timid at such times; and that from fear, or for gain, the example once set would be soon followed, and the custom might thus be established of charging higher rates for money than had been known in this market, unless in exceptional times of pressure and panic. This scheme has succeeded, and the private bankers have thus been acquiring, in times of monetary excitement, large gains, that enable them to pay the high rate of interest by which they attract their large deposits from the country.

It is because of these high rates of interest which average 4 per cent. on monies deposited by country banks that such large amounts of currency are now attracted into the banks of this city. Our larger national banks as well as our private bankers are almost all resorting to this expedient for attracting deposits. And as just now business is stagnant in the country, the banks there find that they cannot employ their funds to better purpose than to send it to New York, where it contributes to swell the plethoric resources of our already overstocked banks. Now the question is how these funds shall be employed here while legitimate business is so dull. There seems to be no other outlet for these funds than the lending them in Wall street where they cannot but foster speculation at the Stock Exchange, in the Gold Room and elsewhere.

Of course so long as these excessive supplies of currency are here we shall have no spasms in the money market, but the anticipation of the influx being so excessive may be disappointed, and as yet the tidal movement is only in its early stages, and it may not produce its effects for some time to come. Still it is well to foresee the probable rising of the

hoard of currency in bank, and to note the fact that it is not a sign of commercial health, but rather shows that languor paralyses the interior traffic and industry of the country, and that the banks there being unable to make use of their funds so as to command four per cent interest, are glad to lend these funds at that rate to New York.

There is another conspicuous evil arising out of the heavy deposits of funds from the interior banks. When business begins to be brisk in the country, these country deposits are suddenly withdrawn, depleting the reservoirs of the money market here, and aiding in the production of monetary trouble. For some disturbance can seldom be avoided if, as often happens, the drain of currency to the interior occurs at a time when business here is also becoming more active. The effect of this new device which has been engrafted upon our financial system, is to increase the opportunities for creating spasms and monetary irregularities, and thus to afford to the money-lenders the means of making larger profits. It is only fair to say, however, that for a year past the method seems to have been falling into decrepitude. Since the Grand Jury took up the question of usury some months ago, when some of the leading bankers of Wall street were prosecuted and received precautionary treatment under the law, there have been fewer abuses from a cause which had become an intolerable nuisance. This, as well as most of the numerous brood of evils in the working of our financial system, would be alleviated, if not cured, had our currency more elasticity, and if, in consequence, there were more freedom in the movements of capital, between the borrower and the lender, and between the metropolis and the interior.

LOSSES BY THE PACIFIC RAID.

Sixteen millions of dollars is computed to be the loss inflicted on the public by the recent raid on the Pacific Railroad Company. This calculation is founded on the quoted prices at the Stock Exchange before and since Mr. Boutwell's controversy relative to the payment of the interest on the subsidy bonds. Such a prodigious shrinkage in values might well develop monetary trouble in various quarters where it is least suspected. But it is one of the newest proofs of the great solidity and strength of our financial machinery, as well as of the vast capital of our leading money kings that so few failures have followed, and that when Mr. Oakes Ames succumbed under the burden of his eight millions of obligations multitudes of others were not crushed in the ruins of his fall. Instead of this we find that with a few exceptional instances, that of Messrs. Gardner & Bacon being the chief, the general current of financial affairs has been perturbed far less than had been anticipated by the bear speculators, who must have found their gains much curtailed by the limited extent and speedy extinction of the conflagration they sought to raise.

Some undeserved aspersions have been made on Mr. Boutwell in consequence of his alleged connection with this attack on the Union Pacific. It is argued that he waited for the most perilous crisis which has ever assailed the credit of the company, and chose this inopportune moment for making his demand for back interest. The loan market being tight and the company pressed for money, Mr. Boutwell, they say, might have remained quiescent for another month or two, especially as he has waited so long before urging the claims of the government. Had he done this and deferred his new movement until the tide of easy money set in, neither the company, it is said, nor its friends would have found the getting of monetary accommodation prevented by the insuperable barriers before which their

troubles were launched upon them. Again it is pretended that Mr. Boutwell in pressing his demand when he did had been listening to advisers who told him plausible stories and influenced his policy with a view to make speculative profits for themselves and to promote their own gain rather than that of the Government or the people. Some of these disinterested persons, it is said, held Union Pacific Railroad shares and other securities. These they sold out at the highest rates. When the Treasury demand was made for back interest, these adroit speculators are declared to have made further short sales to large amounts, with a view to depress the market and cause a panic, which should spread to other securities and create a general downward rush in all kinds of values. Such is reported to have been the policy of some of Mr. Boutwell's advisers, and such the reasons which prompted the hints and information with which he was assiduously supplied by persons whose integrity and good faith ought to have been beyond suspicion. We do not hear that Mr. Boutwell is actually accused of having had the least suspicion of the unworthy schemes which he is declared to have subserved; but one can scarcely wonder that these reports having been started, considerable excitement has been the result. Sixteen millions is a vast tax to be levied on so small a community as the investors in these securities. It is almost half as much as the whole internal revenue of the Government for the current year from all the States except New York, Ohio, Illinois, Pennsylvania and Kentucky. And this tax of sixteen millions is not only levied on a few individual capitalists and rich firms, but on widows and orphans and a multitude of frugal persons of small means who have regarded the Pacific Railroad as a National work, a great public benefit, and wished to have a pecuniary interest in its ownership, just as they have wished for patriotic purposes to own some of the Government bonds. If ever it could be generally believed that a set of speculators could control the National Treasury, outrage its sacred functions, and convert it into an instrument for striking at a critical moment a deadly blow at the vitals of public and private enterprise, or for inflicting losses on unconscious victims for the gain of a few greedy speculators, some other Secretary of the Treasury will be in office, and not Mr. Boutwell. He has made fewer mistakes in his administration than almost any of his predecessors, and has surpassed them all in the judicious readiness with which he has changed his policy to meet the changing conditions with which he has had to deal. He is incapable of being bought, and if any schemers have made gains by misleading him, those persons had better give the Secretary a wide berth hereafter.

But if it be admitted that Mr. Boutwell, when he thought it his duty to the government to press his claim for back interest, ought to have chosen a more opportune moment; that he might have foreseen the disastrous effects of his doing otherwise; and that he could easily have discerned that his advisers were corrupt; still we must remember that the greatest responsibility for the catastrophe must be charged on those managers of the road who have so conducted its finances as to involve it in embarrassments. The precise amount of this responsibility and where it belongs will probably be more fully known before long, if, as is reported, some of the parties concerned intend to ventilate their grievances in the law courts. We trust they will take a less costly and less vexatious method of settling their troubles and informing the public as to where the wrong lies. Without entering on this disputed subject we are content, as are the public also, with the broad statement that the road has

has been mismanaged long enough, and that the sooner its present managers reform their policy, or give place to new men able and willing to do so the better will the prospects be for the road and for the development of its vast growing business. Now is the time to put the finances of the road on sound, adequate, permanent foundations. We do not overlook the difficulties with which the Company have had to deal. Their road was constructed with a rapidity which necessitated a vast increase in the outlay for construction. The engineering difficulties were appalling and surpass anything ever surmounted before. The enterprise was begun amidst the darkest financial troubles of the war. Money was hard to get and the road while building was liable to be wanted for military purposes, and if delayed by the Company it might be hurried to completion by the government under the 17th section of the act of 1862. These and other circumstances caused capital to shrink from investing itself in a Pioneer railroad with such heavy certain outlay and such light and uncertain dividends. With these facts in view, we do not think it a case for the investigation of Congress that the Union Pacific Railroad Company has run up its cost to 115 millions, that its shares represent \$36,745,000, and that it has issued 10 millions of Income Bonds, besides Land Grant Bonds to the amount of \$9,856,000, and a floating debt variously estimated from \$3 to 5 millions. If besides all this the Company had grossly failed in its obligations to the Government, and had not introduced valuable reforms in the mail service, besides carrying the mails and the military stores of the Government with more regularity and speed than was expected, then on these last-named grounds Congress might interpose and appoint a rigid investigation by a special committee. We do not believe in the policy of Government interference in private enterprises. What is needful is for the company to regenerate and disenthral itself, to take its business in its own hands, and withdraw it from the hands of incompetency, extravagance and shiftlessness. The Union Pacific people complain of the stupendous obstacles they had to overcome in building their road, but they will not tell us that these difficulties were greater than those of the Central Pacific road, which was built at the same time, and crosses the formidable Sierra Nevada. With the same sagacity and financial skill which have signaled the conservative management of the sister road, the Union Pacific may soon win similar prosperity and high repute.

INTERNAL REVENUE RECEIPTS.

Mr. Douglass, the acting Commissioner at Washington, has kindly furnished us with advanced sheets of the Commissioners' Report for 1870. We are thus enabled at so early a period to publish the tables which we give below. The first table is a detailed statement of the receipts of internal revenue during the last three years, with the percentage in 1870 from each specific source, in proportion to the total receipts of that year. The returns for previous years will be found in the CHRONICLE of January 15, 1870, pages 70, &c.

	Collections in			Per Cent.
	1868.	1869.	1870.	1870.
SPIRITS.				
Spirits distilled from apples, grapes and peaches*	871,638 24	510,111 57	611,914 91	.330343
Spirits distilled from materials other than apples, grapes and peaches	13,419,092 74	33,225,212 11	38,633,184 14	20.856211
Wine in imitation of champagne, &c.	4,119 95	565 60	11 50	.000006
Distilleries, per diem, tax on.	196,057 37	4,030,683 33	6,493,974 15	3.505786
Distillers' special tax.	87,770 28	655,133 19	1,054,241 64	.569135
Rectifiers and compounders of liquors	3,242,915 31	3,047,754 35	3,577,874 90	1.931524
Dealers, retail liquor	834,037 01	1,676,690 80	2,253,030 25	1.216304
wholesale liquor		2,716 65	2,388 15	.001289
Manufacturers of stills		7,760 00	5,260 00	.002840
Stills or worms manufactured		192,229 00	305,509 75	.164930
Stamps, distillery warehouse.		143,085 50	375,274 25	.202593
for rectified spirits		149,206 75	141,429 25	.076351
wholesale liquor dealers.		65,341 00		
for stock on hand				
Total	18,655,630 90	45,026,401 74	55,581,599 18	30.005851

	Collections in			Per Cent.
	1868.	1869.	1870.	1870.
TOBACCO.				
Cigars, cigarettes and cheroots	2,951,675 26	4,960,952 67	5,718,780 04	3.087296
Manufacturers of cigars		81,022 57	124,606 50	.067269
Tobacco, chewing, &c., and snuff	13,942,213 40	14,164,518 81	19,708,780 61	10.639830
Tobacco, smoking, &c.	1,750,202 37	3,206,544 83	4,591,702 81	2.478841
Stamps on tobacco and snuff for export.		718,192 50	48,097 50	.025966
Dealers in leaf tobacco.		115,596 53	200,205 54	.108081
manufactured tob'co		851,799 94	929,892 64	.502005
Manufacturers of tobacco	86,004 29	32,079 72	28,642 24	.015462
Total	18,730,095 32	23,430,707 57	31,350,707 88	16.924750
FERMENTED LIQUORS.				
Fermented liquors	5,685,663 70	5,866,400 98	6,081,520 54	3.283123
Brewers' special tax	270,205 22	233,478 56	237,606 36	.128272
Total	5,955,868 92	6,099,879 54	6,319,126 90	3.411395
BANKS AND BANKERS.				
Bank deposits	1,438,512 77	1,734,417 63	2,177,576 46	1.175570
capital	399,562 90	445,071 49	827,087 21	.446505
circulation	23,661 78	14,110 29	13,615 43	.007350
circulation over 90 per cent of capital.	3,240 21	850 58	1,793 51	.000968
Banks, on amount of notes of persons, &c., paid out	1,767 89	1,604 18	11 00	.000006
Bankers' special tax	1,490,383 95	1,139,462 35	1,399,827 52	.755700
Total	3,357,129 50	3,335,516 52	4,419,911 13	2.386099
GROSS RECEIPTS.				
Bridges	53,563 30	51,257 18	64,416 65	.034775
Canals	9,985 84	6,494 56	6,857 21	.003702
Express companies	671,949 62	579,567 68	459,406 58	.248012
Ferries	132,652 93	144,978 28	154,501 65	.083408
Insurance companies	1,288,745 79	1,323,330 14	1,324,454 90	.715010
Lotteries, and lottery-ticket dealers	65,126 54	60,329 23	160,956 93	.086893
Railroads	3,134,337 19	3,255,487 20	3,732,209 24	2.014841
Ships, barges, &c.	44,268 26	36,967 43	31,932 33	.017239
Stage coaches, &c.	186,585 92	183,128 51	159,058 79	.085868
Steamboats	263,450 28	222,964 87	283,601 83	.153103
Telegraph companies	214,699 18	205,441 00	256,216 39	.138319
Theatres, operas, circuses and museums	211,800 71	231,052 74	261,187 49	.141003
Total	6,277,165 56	6,300,998 82	6,894,799 99	3.722173
SALES.				
Apothecaries	1,489 79	1,940 16	4,094 46	.002210
Auction	186,727 50	175,078 52	160,884 43	.086854
Butchers	5,796 71	10,822 60	11,200 62	.006047
Brokers, cattle	110,858 96	120,718 20	131,803 76	.071155
commercial	286,438 46	301,579 03	339,784 16	.183433
Confectioners	67 76	2,366 39	2,196 70	.001186
Dealers	4,002,655 99	4,081,696 19	4,023,100 05	2.171880
in liquors, on sales of other merchandise		9,055 51	299,575 97	.161727
Manufacturers'		3,501,962 66	3,863,113 05	2.085510
Plumbers and gas-fitters	1,642 54	1,619 77	1,641 77	.000886
Total	4,595,677 71	8,206,839 03	8,837,394 97	4.770888
SPECIAL TAXES NOT ELSEWHERE ENUMERATED.				
Apothecaries	58,377 46	47,686 10	82,945 27	.044778
Architects and civil engineers	15,649 52	14,283 31	16,323 14	.008812
Assayers	13,788 34	12,916 67	9,858 35	.005322
Auctioneers	97,448 14	82,622 61	86,774 28	.046845
Billiard rooms	136,992 52	131,418 20	146,731 00	.079213
Boats, barges and flats	49,045 37	48,295 68	37,483 04	.020235
Bowling alleys	19,603 04	17,890 41	20,236 66	.010925
Brokers, cattle	189,922 04	153,940 34	169,078 14	.091277
commercial	129,647 81	120,565 30	131,126 19	.070789
custom-house	1,628 68	899 97	1,497 51	.000808
land-warrant	2,463 72	1,193 64	1,171 17	.000632
pawn	23,656 47	26,105 77	30,970 97	.016720
produce*	98,921 04	86,954 84	129,420 73	.069868
stock	92,177 67	75,507 05	84,408 55	.045568
Builders and contractors	82,234 27	76,110 51	87,884 80	.047445
Butchers	225,076 90	213,895 55	234,960 61	.126844
Circuses	16,208 44	18,233 28	17,455 58	.009423
Claim agents	63,149 99	36,986 45	29,164 75	.015745
Confectioners	9,852 11	8,464 28	9,802 72	.005292
Conveyancers	43,549 68	33,359 32	31,894 20	.017218
Dealers, retail	2,163,632 00	1,885,099 18	1,984,897 37	1.071551
wholesale	1,854,387 80	1,405,994 47	1,590,893 64	.868848
Dentists	63,663 42	55,405 63	56,399 23	.030447
Distillers of coal oil	19,629 66		5,773 34	.003117
Eating-houses	54,834 96	48,972 79	61,540 84	.033223
Exhibitions not otherwise provided for	12,470 61	13,479 58	13,039 93	.007040
Express carriers and agents	35,318 95	31,011 48	42,656 80	.023028
Gift enterprise	25,514 19	19,248 47	24,107 79	.013015
Grinders of coffee and spices	29,832 16	29,553 64	33,998 55	.018354
Horse dealers	23,203 51	18,456 16	23,958 30	.012934
Hotels	656,795 41	577,162 71	631,087 29	.340694
Insurance agents	152,143 51	145,872 91	176,808 48	.095451
Intelligence-office keepers	3,558 15	3,044 74	3,670 49	.001982
Jugglers	2,668 54	1,488 30	1,908 13	.001030
Lawyers	383,030 95	337,818 59	369,824 96	.199651
Livery-stable keepers	101,760 45	91,786 13	114,643 67	.061891
Lottery-ticket dealers	70,009 94	58,240 35	60,506 00	.032664
Manufacturers	1,427,688 52	1,222,675 81	1,334,889 34	.720643
Miners	27,711 55	20,386 76	23,936 72	.012922
Patent agents	4,812 93	3,287 13	4,636 36	.025206
Patent-right dealers	73,483 14	52,346 05	46,294 73	.024992
Peddlers	724,210 29	626,476 43	664,043 38	.358485
Photographers	53,102 28	45,238 33	48,236 86	.026041
Plumbers and gas-fitters*	16,437 16	16,032 24	18,936 74	.010224
Physicians and surgeons	580,566 31	489,410 26	518,471 13	.279898
Real estate agents*	54,305 46	52,159 95	54,820 93	.029595
Stallions and jacks	395,123 95	325,602 85	326,758 19	.176401
Theatres, museums, &c	19,876 13	17,874 45	25,033 41	.013544
Total	\$10,399,165 14	\$8,801,454 67	\$9,620,960 26	5.193897
INCOME.				
Income over \$600, and not over \$10,000*				
Income over \$10,000*				
Income from property of citizens residing abroad*				
Income from interest on United States securities*				
Income over \$600, and not over \$5,000				
Income over \$5,000				
Income over \$1,000\$	32,027,610 78	25,025,068 86	27,115,046 11	14.638119
Income from bank dividends and additions to surplus	2,914,841 41	3,769,185 69	3,573,272 45	1.929039
Income from bank profits, not divided or added to surplus	709,933 58			
Income from canal companies' dividends, &c.	215,279 96	230,602 81	251,048 75	.135529

	Collections in			Per Cent. 1870.		Collections in			Per Cent. 1870.
	1868.	1869.	1870.			1868.	1869.	1870.	
Income from insurance companies' dividends, &c.	605,489 78	847,668 33	926,519 00	.500183	Lead, white	1,055,203 70			
Income from railroad companies' dividends, &c.	2,630,174 08	2,831,140 03	2,898,802 31	1.564925	Leather, curried or finished*	459,854 99			
Income from railroad companies' interest on bonds	1,259,155 80	1,503,846 51	1,869,369 34	1.009183	Leather tanned in the rough*				
Income from turnpike companies' dividends, &c.	49,551 57	22,381 09	32,289 24	.017432	Leather, patent, enamelled, &c.*	72,687 30			
Income from salaries of U. S. officers and employees	1,043,561 40	561,962 52	1,109,526 42	.598980	Leather of all descriptions not above enumerated				
Total	41,455,598 36	34,791,855 84	37,775,873 62	20.393390	Lime and Roman or water cement				
LEGACIES.					Machinery, including shafting, gearing, &c.*	1,213,858 04			
Lineal issue or ancestor, brother or sister	1,033,833 57	858,428 84	1,022,834 88	.552180	Masts, spars and vessel-blocks*				
Descendant of brother or sister	172,854 33	142,406 66	232,251 13	.125381	Molasses produced from the sugar-cane				
Uncle or aunt, or descendant of same	40,375 63	42,549 01	28,217 77	.015234	Monuments, &c.*	88,568 27			
Great uncle or aunt, or descendant of same	13,506 37	20,680 03	11,907 71	.006428	Naphtha*	8,593 41			
Stranger in blood	257,817 74	180,772 67	377,371 44	.203725	Oils, essential*				
Total	1,518,387 64	1,244,837 01	1,672,582 93	.902948	Oil, distilled from crude petroleum	4,244,646 51			
SUCCESSIONS.					Oil, distilled from coal	37,244 16			
Successions, lineal issue or ancestor	910,794 70	852,487 82	977,068 40	.527473	Oil, lard, linseed, &c.				
Brother or sister, or descendant of same	222,386 63	182,167 38	222,196 35	.119953	Paints and painters' colors				
Uncle or aunt, or descendant of same	20,174 14	12,952 44	32,775 00	.017694	Paper, including pasteboard, binders' board, &c.	340,398 22			
Great uncle or aunt, or descendant of same	4,840 77	3,796 91	9,754 46	.005265	Petroleum, crude				
Stranger in blood	146,827 36	138,351 67	177,448 36	.095796	Photographs or other pictures taken by the action of light	105,559 57			
Total	1,305,023 60	1,189,756 22	1,419,242 57	.766181	Pianofortes and other musical instruments*	348,900 32			
ARTICLES IN SCHEDULE A.					Pickles, preserved fruits, vegetables, meats, fish, &c.				
Billiard tables	23,422 12	22,805 92	25,775 56	.013915	Pins	29,827 50			
Carriages	224,604 85	184,035 00	190,711 45	.102956	Plated and Britannia ware*	128,078 40			
Plate of gold and silver	252,563 70	204,733 13	198,115 89	.106953	Pottery ware				
Watches, gold	605,788 71	471,286 68	492,839 19	.266061	Pumps, garden engines, and hydraulic rams*				
Total	1,106,379 38	882,860 73	907,442 09	.489885	Quicksilver produced from the ore				
Passports	28,280 00	29,453 00	22,756 00	.012285	Repairs of engines, cars, carriages, &c.				
Total	28,280 00	29,453 00	22,756 00	.012285	Repairs of ships, steamboats, or other vessels, &c.				
Gas	1,902,081 52	2,116,005 82	2,313,417 37	1.248904	Saddlery, harness, trunks and valises*	452,335 68			
Total	1,902,081 52	2,116,005 82	2,313,417 37	1.248904	Safes, fire or burglar proof*	68,081 12			
SOURCES NOT ELSEWHERE ENUMERATED. —[First. Articles and occupations exempt from tax under laws enacted prior to July 14, 1870.]					Sails, tents, shades, awnings, &c.				
Agricultural implements*	\$77,544 92				Saleratus and bicarbonate of soda				
Barytes, sulphate of					Salt	43,261 06			
Bill-heads, cards, &c., printed	69,576 68				Scales*				
Blinds, doors, &c.*	122,769 62				Screws, commonly called wood screws	73,788 16			
Boilers, water-tanks, &c.*	1,946,962 93				Sewing machines*	301,523 58			
Books, magazines, &c. printed					Ships, and all other vessels or water-craft				
Boots and shoes*					Silk	132,912 07			
Brass, &c., rolled					Silver	58,330 27			
Brick, draining-tiles, &c.					Slate, sandstone, &c., when hewn, finished or dressed..				
Brushes*	106,181 05				Soap, soft*				
Bullion	323,601 62				Soap, not perfumed	350,011 67			
Candles	236,659 13				Soap, perfumed	61,227 49			
Carpetings*	259,405 45				Spices	48,100 10			
Carriages*	559,214 23				Starch				
Cars*	485,581 65				Steam engines, including locomotive and marine engines	447,747 53			
Chemical productions*	183,640 07				Steel				
Chocolate and cocoa	24,066 67				Stereotypers, lithographers, &c., productions of...				
Clocks, clock-movements, &c.	71,835 24				Sugar, raw and brown, produced from the sugar-cane..	372,930 26			
Cloth and other fabrics of cotton	6,321,545 63				Sugar, refined	1,435,394 17			
Cloth and other fabrics of wool	2,812,977 40				Thread and twine*	167,309 87			
Cloth and other fabrics of cotton and wool, or other materials	123,152 19				Tinware*	94,618 69			
Cloth, painted, enamelled, &c*	213,721 92				Turpentine, spirits of*	417,014 97			
Clothing*	826,537 38				Umbrellas, parasols, &c.				
Coal					Varnish or Japan	55,961 84			
Coffee	251,833 36				Watches and watch chains*				
Confectionery	592,062 10				Water, soda, &c.*				
Copper and lead in ingots, &c.					Water, mineral				
Copper, zinc, and brass tubes, &c.*	96,582 90				Wine made from grapes				
Cotton, raw	22,500,947 77				Zinc, oxide of				
Cutlery*	108,335 75				Manufactured articles increased in value*	543,956 86			
Diamonds	337,585 86				Manufactures not above enumerated	3,087,621 47	\$1,229,357 13		
Fire-arms*	92,803 57				Advertisements	2,903 78			
Furniture	1,010,468 58				Piano-fortes kept for use	27,960 60			
Gas-fixtures*	96,906 82				Yachts kept for use				
Glass	242,911 84				Imported spirits**	6,030 37			
Glue, liquid					Slaughtered animals				
Glue, solid					Sales of stocks, bonds, &c.††				
Gold foil*					Sales of foreign exchange	231 33			
Gold leaf					Sales of gold and silver††				
Gunpowder	131,417 77				Business, general (special tax)		10,792 73		
Gutta-percha	2,683 81				Brokers, substitute (special tax)				
India-rubber	249,772 46				Brokers, insurance (special tax)				
Iron, advanced beyond muck-bar, &c.					Substitutes furnished by brokers				
Iron band, &c., not thinner than No. 18 wire gauge					Special income tax of 1864				
Iron band, &c., thinner than No. 18 wire gauge					Bank circulation, exceeding average of six months preceding July 1, 1864				
Iron band, hoop, &c., \$3 per ton, previously paid					Collections on articles produced in the late insurrectionary districts made by special treasury agents				
Iron bars, &c.					Total	59,784,947 12	1,240,149 86	703,610 33	.379846
Iron blooms, &c.					[Second. Gaugers' fees in excess of \$250 per month]		44,829 12	24,494 97	.013223
Iron castings, &c.	713,851 13				Total	59,784,947 12	1,284,978 98	728,105 30	.393069
Iron cut-nails and spikes	677,623 21				PENALTIES, ETC.				
Iron, pig					Unassessed penalties	219,848 14	237,938 49	225,932 24	.121970
Iron plate, not less than 1/8 inch in thickness					U. S. share of penalties recovered by suits	843,645 43	504,438 31	360,549 09	.194643
Iron plate, less than 1/8 inch in thickness					Penalties received on compromises	187,017 82	123,631 20	213,202 74	.115098
Iron railings, &c.*	29,170 50				Interest	6,370 20	7,441 46	12,323 66	.006653
Iron, railroad					Costs		3,639 33	15,896 99	.008582
Iron, railroad, re-rolled					Fines, penalties, &c., reported by United States officers other than collectors				
Iron rivets, nuts, washers and bolts					Total	1,256,881 59	877,088 79	827,904 72	.446946
Iron stoves and hollow ware	213,053 22								
Iron, advanced beyond pig, &c									
Iron tubes, wrought railroad chairs &c*	89,170 16								
Iron, manufactures of, not above enumerated	951,496 71								
Lamps and lanterns, other than magnesium lamps*	44,798 96								
Lead, sheet, lead pipes and shot*	173,823 53								

STAMPS.	Collections in—			Per Cent.
	1868.	1869.	1870.	
Receipts from stamps.....	14,046,613 33	15,505,492 58	15,611,003 43	8.427635
Commission allowed.....	805,638 69	915,217 43	933,039 63	.503704
Total.....	14,852,252 02	16,420,710 01	16,544,043 06	8.931339

The following is a recapitulation, showing the total collections from each specific source of revenue :

Total receipts from—	RECAPITULATION.			Per Cent.
	1868.	1869.	1870.	
Spirits.....	18,665,630 90	45,026,401 74	55,581,599 18	30.005851
Tobacco.....	18,730,095 32	23,430,707 57	31,350,707 88	16.924750
Fermented liquors.....	5,955,868 92	6,099,879 54	6,319,126 90	3.411395
Banks and bankers.....	3,357,129 50	3,335,516 52	4,419,911 13	2.386099
Gross receipts.....	6,277,165 56	6,300,998 82	6,894,799 99	3.732173
Sales.....	4,595,677 71	8,206,839 03	8,837,394 97	4.770888
Special taxes not elsewhere enumerated.....	10,399,165 14	8,801,454 67	9,620,960 26	5.193897
Income.....	41,455,598 36	34,791,855 84	37,775,873 62	20.393390
Legacies.....	1,518,387 64	1,244,837 01	1,672,582 93	.902948
Successions.....	1,305,023 60	1,189,756 22	1,419,242 57	.766181
Articles in Schedule A.....	1,106,379 38	882,860 73	907,442 09	.489885
Passports.....	28,280 00	29,453 00	22,756 00	.012285
Gas.....	1,902,081 52	2,116,005 82	2,313,417 37	1.248904
Sources not elsewhere enumerated.....	59,784,947 12	1,284,978 98	728,105 30	.393069
Penalties, &c.....	1,256,881 59	877,088 79	827,904 72	.446946
Stamps.....	14,852,252 02	16,420,710 01	16,544,043 06	8.931339
Total.....	191,180,564 28	160,039,344 29	185,235,867 97	100.000000

The following table indicates the receipts of internal revenue from each State and Territory :

Receipts from States and Territories	1868.	1869.	1870.
Alabama.....	4,279,605 81	472,316 25	595,700 17
Arizona.....	13 900 75	11,315 21	15,615 43
Arkansas.....	844,389 99	144,985 07	369,284 10
California.....	6,552,526 45	4,529,547 44	4,602,439 31
Colorado.....	119,219 96	60,999 26	73,910 33
Connecticut.....	4,400,398 37	2,340,505 95	2,561,477 14
Dakota.....	10,210 05	10,900 14	8,715 61
Delaware.....	588,254 00	425,106 47	451,985 70
District of Columbia.....	485,365 87	446,045 18	514,482 20
Florida.....	402,745 57	71,699 13	106,318 42
Georgia.....	6,146,964 69	1,010,281 57	1,144,241 38
Idaho.....	95,413 89	78,105 69	65,424 05
Illinois.....	7,564,886 51	13,063,256 87	13,304,206 60
Indiana.....	2,342,327 38	3,869,757 30	5,045,033 82
Iowa.....	1,182,230 22	1,558,264 95	1,377,931 34
Kansas.....	253,938 05	244,763 89	343,231 15
Kentucky.....	4,139,414 09	7,547,269 73	9,837,623 73
Louisiana.....	3,826,415 67	1,902,115 88	2,981,524 02
Maine.....	1,594,080 34	669,906 40	807,224 36
Maryland.....	4,281,053 25	4,547,592 76	5,438,472 91
Massachusetts.....	17,751,222 67	9,272,435 41	10,684,090 19
Michigan.....	2,757,816 33	2,612,514 12	2,918,937 30
Minnesota.....	368,390 72	363,337 80	467,879 15
Mississippi.....	3,751,872 48	194,129 47	284,792 49
Missouri.....	4,913,361 02	5,295,804 53	6,004,278 11
Montana.....	108,284 36	64 336 33	103,555 55
Nebraska.....	127,735 11	161,388 48	308,501 51
Nevada.....	308,970 17	229,577 13	188,027 45
New Hampshire.....	1,941,493 45	651,348 02	632,407 38
New Jersey.....	5,695,200 22	3,792,361 61	4,075,359 85
New Mexico.....	57,435 04	43,615 43	46 927 22
New York.....	39,395,787 64	35,716,423 18	36,361,550 38
North Carolina.....	1,977,285 65	750 535 98	1,398,719 95
Ohio.....	12,224,617 55	16,116,547 77	19,568,743 80
Oregon.....	350,327 83	171,898 09	329,212 01
Pennsylvania.....	18,269,415 60	15,470,000 02	16,748,704 05
Rhode Island.....	2,852,574 89	1,286,394 74	1,282,376 69
South Carolina.....	2,634,800 88	353,860 11	412,039 75
Tennessee.....	3,717,010 04	1,255,781 12	1,470 859 57
Texas.....	1,802,023 41	483,217 87	390,954 33
Utah.....	48,985 36	67,971 40	46,296 41
Vermont.....	622,274 11	318,672 56	352 316 65
Virginia.....	1,783,319 60	2,744,144 45	5,496,351 39
Washington.....	70,101 27	49,367 43	83,272 63
West Virginia.....	792 159 68	563 043 42	756 967 15
Wisconsin.....	1,811,414 87	1,959,040 65	2,363,015 03
Wyoming.....	.....	5,106 50	25,879 82

Aggregate receipts by States and Territories.....	175,257,250 86	143,027,988 70	167,560,107 49
Adhesive stamps.....	14,852,252 02	16,420,710 01	16,544,043 06
Salaries.....	1,043,561 40	561,962 52	1,109,526 42
Passports through Department of State.....	27,500 00	28,683 00	22,191 00
Fines, penalties, &c. reported by United States officers other than collectors of internal revenue.....	.....	.....	.....
Collections on articles produced in the late insurrectionary districts, made by special treasury agents.....	.....	.....	.....
Aggregate receipts from all sources.....	191,180,564 28	160,039,344 29	185,235,867 97

* The articles and occupations marked with a *, against which no collections, or comparatively small collections appear prior to 1865, were taxed in 1863 and 1864, but were reported under more general heads.

† Including \$51,695 27 additional tax of one cent per gallon on spirits in bond July 20, 1863, not withdrawn prior to April 20, 1869.

‡ Act of July 1, 1862. § Act of March 2, 1867.

** Act of March 7, 1864. †† Now subject to stamp tax.

‡‡ Miscellaneous collections on manufactures and products.

§§ Collected from all sources exempt from tax under laws enacted prior to July 14, 1870.

REVIEW OF THE MONTH.

December was marked by the monetary irregularities which have now become a regular occurrence in that month. The usual outflow of money to Chicago, Cincinnati and the South, coming upon a comparatively low condition of the lawful money reserves of the banks, placed the loan market in a situation to be readily affected by artificial expedients for making a severe stringency, and resort was, therefore, taken to locking up cur-

rency, with the result of rates on call loans much above the legal limit, and a severe interruption of discounting operations. Concurrently an occasion of general disturbance of confidence in speculative loans arose out of embarrassments in the affairs of some of the leading directors of the Union Pacific Railroad. The demand of the Secretary of the Treasury for the payment of the back interest on the subsidy bonds of the company was accompanied by a severe speculative attack upon its stocks and bonds, and some of the wealthiest directors, having hypothecated their securities, were compelled either to make special arrangements with their creditors or to suspend payment. Mr. Oakes Ames suspended with liabilities amounting to nearly eight millions; and this failure caused several others, including the firm of Oliver Ames & Sons. These occurrences produced an uneasy feeling and especial caution toward all credits connected with speculative undertakings. These events gave occasion for a free indulgence of the croaking which appears to be germane to the last month of the year; nevertheless, the condition of affairs, otherwise, was satisfactory. The number of mercantile failures at the close of the year were fewer than usual, and the closing symptoms in general business were healthy. In the produce trade, there was more activity, and the exports of the month showed a very large increase upon those of preceding months. Considerable disappointment was felt at the Secretary of the Treasury not having placed on the market a portion of his large currency balance, in accordance with his usual policy of regulating his balance with a liberal consideration of the requirements of business, and this feeling helped to aggravate the stringency in money. The Secretary, however, appears to have considered that the late curtailment of the taxes, coming concurrently with the redemption of the three per cent certificates, required the precaution of holding an unusually liberal balance. At the close of the month some consideration was shown for the condition of the market by increasing the January purchases of Five-Twenties \$3,000,000 over those of December, while the gold sales were retained at the same amount. The intended relief from this source, however, came too late to be of service, as the market just then began to recover from ordinary causes.

United States bonds were, on the whole, decidedly buoyant, prices steadily advancing through a stringency in money which depressed all other securities. This firmness appears to have been simply a natural reaction from the exceptionally low prices late ruling, and a growing conviction that the market is not likely to be early affected by any early effort at refunding the debt. It has become quite common for large purchases to be made in December, in order to avoid assessment for personal property, the bonds being sold out at the opening of the year. The purchases of the New England cities on this account are quite important. These operations materially helped to strengthen the market, and the subsequent sale of the bonds has depressed it.

PRICES OF GOVERNMENT SECURITIES AT NEW YORK.										
Day of month.	6's c'pn	1861.	1862.	1863.	1865.	1867.	1868.	1869.	10-40	6's cur'cy
1.....	113%	107%	106%	106%	109%	109%	.....	.....	106%	110%
2.....	113%	107%	106%	106%	109%	109%	.....	.....	106%	110%
3.....	113%	107%	106%	106%	109%	109%	.....	.....	106%	110%
4.....	113%	.....	106%	106%	109%	109%	.....	.....	106%	110%
5.....	113%	.....	107%	106%	109%	109%	.....	.....	106%	110%
6.....	113%	107%	106%	106%	109%	109%	.....	.....	106%	110%
7.....	113%	107%	106%	106%	109%	109%	.....	.....	106%	110%
8.....	113%	107%	106%	106%	109%	109%	.....	.....	106%	110%
9.....	113%	108%	107%	107%	110%	110%	.....	.....	106%	110%
10.....	113%	107%	107%	107%	109%	110%	.....	.....	106%	110%
11.....	113%	107%	107%	107%	109%	110%	.....	.....	106%	110%
12.....	113%	107%	107%	107%	109%	110%	.....	.....	106%	110%
13.....	113%	107%	107%	107%	109%	110%	.....	.....	106%	110%
14.....	113%	107%	107%	107%	109%	110%	.....	.....	106%	110%
15.....	113%	107%	107%	107%	109%	110%	.....	.....	106%	110%
16.....	113%	107%	107%	107%	109%	110%	.....	.....	106%	110%
17.....	113%	107%	107%	107%	109%	110%	.....	.....	106%	110%
18.....	113%	107%	107%	107%	109%	110%	.....	.....	106%	110%
19.....	113%	107%	107%	107%	109%	110%	.....	.....	106%	110%
20.....	113%	107%	107%	107%	109%	110%	.....	.....	106%	110%
21.....	113%	107%	107%	107%	109%	110%	.....	.....	106%	110%
22.....	113%	107%	107%	107%	109%	110%	.....	.....	106%	110%
23.....	113%	107%	107%	107%	109%	110%	.....	.....	106%	110%
24.....	113%	107%	107%	107%	109%	110%	.....	.....	106%	110%
25.....	113%	107%	107%	107%	109%	110%	.....	.....	106%	110%
26.....	113%	107%	107%	107%	109%	110%	.....	.....	106%	110%
27.....	113%	107%	107%	107%	109%	110%	.....	.....	106%	110%
28.....	113%	107%	107%	107%	109%	110%	.....	.....	106%	110%
29.....	113%	107%	107%	107%	109%	110%	.....	.....	106%	110%
30.....	113%	108%	107%	107%	109%	110%	.....	.....	106%	110%
31.....	113%	108%	107%	107%	109%	110%	.....	.....	106%	110%
Opening.....	113%	107%	106%	106%	109%	109%	.....	.....	106%	110%
Highest.....	113%	108%	107%	107%	109%	110%	.....	.....	106%	110%
Lowest.....	113%	107%	106%	106%	109%	109%	.....	.....	106%	109%
Closing.....	113%	108%	107%	107%	110%	110%	.....	.....	106%	110%

In the stock market there has been the depression, and the speculative excitement, usual in December. The locking up of currency, resorted to about the middle of the month, caused a considerable amount of stock to be thrown upon the market, with a general break down in prices, even upon stocks known to be held largely by strong cliques. New York Central declined 2½; Lake Shore, 3; Rock Island, 8½; North Western, 8½; Ohio and Mississippi, 5½; Pacific Mail, 4½; and Erie, 2½.

The chief interest was in Union Pacific, which declined from 18 1/2 to 9.

The following table will show the opening, highest, lowest and closing prices of all the railway and miscellaneous securities sold at the New York Stock Exchange during the months of November and December, 1870:

Table with columns for Railroad Stocks, November (Open, High, Low, Clos.), and December (Open, High, Low, Clos.). Lists various stocks like Alt. & Terre Haute, Chicago & Alton, etc.

The following have been the quotations of Foreign Exchange.

Table titled 'COURSE OF FOREIGN EXCHANGE (60 DAYS) AT NEW YORK.' with columns for London, Paris, Amsterdam, Bremen, Hamburg, Berlin and rows for various days and rates.

Dec., 1870, 108% @ 109% ... Dec., 1869, 108% @ 109% ...

The gold market has been remarkably steady, the price having ranged between 111 1/2 and 110 1/2. The excitement in the stock market diverted speculation from the Gold Room, which was probably a chief cause of the steadiness of the premium; the absence of any determining events in the war in France, and the regularity in United States bonds at London also helped to keep the market free from fluctuations.

month \$4,000,000 of coin, and paid out \$9,100,000 in interest, and received through custom duties about \$7,992,000. The exports of specie for the five week ending Dec. 31, amounted to \$2,920,000.

COURSE OF GOLD AT YORK.

Table with columns for Date, Opening, Lowest, Highest, Closing, and Date, Opening, Lowest, Highest, Closing. Shows gold prices from Thursday to Thursday.

COURSE OF CONSOLS AND AMERICAN SECURITIES AT LONDON.

Table with columns for Date, Cons for mon., U.S. 5-20s '62, Ill. C sh's, Erie sh's, Date, Cons for mon., U.S. 5-20s '62, Ill. C sh's, Erie sh's. Shows prices for various securities.

CHANGES IN THE REDEEMING AGENTS OF NATIONAL BANKS

The following are the changes in the Redeeming Agents of National Banks for the week ending Jan. 12, 1871. These weekly changes are furnished by, and published in accordance with an arrangement made with the Comptroller of the Currency.

Table with columns for LOCATION, NAME OF BANK, and REDEEMING AGENT. Lists changes for New York, West Virginia, Minnesota, Alabama, Michigan, Illinois, Wisconsin, Kansas, and Territory of N.M.

The only bank organized during the week, under the act of July 12, 1870, is:

Official No. 1,763—The First National Bank of Fort Scott, Kansas. Authorized capital, \$50,000; paid in capital, \$50,000. B. P. McDonald, President; L. C. Nelson, Cashier. Authorized to commence business Jan. 10, 1871.

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 firm, prices with the exception of Erie and Atlantics, generally showing an advance.

Table with columns for Consols for money, U. S. 6s, U. S. 10-40s, Illinois Central shares, Erie Railway shares, Atl. & G. W. (consols). Shows prices for Sat., Mon., Tues., Wed., Thn., Fri.

The daily closing quotations for U. S. 6's (1862) at Frankfurt were—Frankfort..... 94% 94%

Liverpool Cotton Market.—See special report of cotton.

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

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

Liverpool Provisions Market.—This market closed quiet, the prices of lard and beef showing an advance.

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

Liverpool Produce Market.—This market remains quiet, the prices of common rosin showing an advance, while the prices of refined petroleum show a decline.

Table with columns for days of the week (Sat. to Fri.) and prices for Rosin, Petroleum, and Tallow.

London Produce and Oil Markets.—These markets close quiet, the prices of Calcutta Linseed and Whale Oil, showing a decline.

Table with columns for days of the week (Sat. to Fri.) and prices for Lins'd c'ke, Linseed, Sugar, Sperm oil, Whateoil, and Linseed oil.

COMMERCIAL AND MISCELLANEOUS NEWS.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports this week show a decrease both in dry goods, and in general merchandise. The total imports amount to \$3,927,254 this week against \$5,124,396 last week, and \$4,874,656 the previous week.

FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.

Table showing foreign imports for the week ending Jan. 7, 1871, categorized by Dry goods and General merchandise.

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 Jan. 10.

EXPORTS FROM NEW YORK FOR THE WEEK.

Table showing exports from New York for the week ending Jan. 10, 1871, categorized by For the week and Previously reported.

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 export values since Jan. 1, 1871, and same time 1870, for various countries including Great Britain, France, Germany, and others.

The following will show the exports of specie from the port of New York for the week ending Jan. 7, 1871:

Table showing specie exports from New York for the week ending Jan. 7, 1871, categorized by destination like St. Colorado, Mexico, and Havana.

Table showing specie imports at the port during the past week, categorized by source like St. Parthia, British gold, and St. City of Mexico.

Total for the week. Previously reported. Totals since Jan. 1, 1871.

Table comparing specie imports at the same time in 1870, 1869, and 1868.

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

Table showing specie imports during the past week, categorized by source like Brig A. B. Patterson and St. Wisconsin.

Total for the week. Previously reported. Total since Jan. 1, 1871.

Table comparing specie imports at the same time in 1870 and 1869.

The following is the treasure list per Steamer Henry Chauncey, from Aspinwall:

Table showing treasure list from Aspinwall, categorized by recipient like Gossler & Co. and Marcial & Co.

Total. 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, categorized by week ending and For U.S. Deposits.

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

Table showing national bank currency issued and returned, categorized by week ending and Notes issued.

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

Table showing fractional currency received and distributed, categorized by week ending and Received.

New Railroads.—The Chicago Railway Review furnishes the following interesting tables of the progress of each new Railway in 1870. The total is 4,933 miles, which proper corrections in New-York, and additions in the other Middle and New England States, the editor says, would make a grand total of 5,500 miles:

Table showing progress of new railroads in Illinois, categorized by route like Chicago, Burlington & Quincy and Quincy & Warsaw.

Chicago & Northwestern—			2½
Geneva & St. Charles.....	108		
Toledo, Wabash & Western—			
Decatur & E. St. L.....	55		
Bluff City to Han.....			
Rockford, R. Island & St. Louis.....	190½	9	163
Chicago, Dan. & Vincennes.....	70		109½
Belleville & S. Ill.....	140		70
Ind., Bloom'n & Western.....	200		40
St. Louis and S. Eastern.....	78	78	200
Springfield (Ill.) S. Eastern.....	140		78
St. Louis, Van'a & T. Haute.....	67		140
Springfield & Northwestern.....			67
P. oria & Rock Island.....			20
Streator & Fairbury.....			50
Chicago, Pekin & S. W.....			31
Plymouth, Kan. & Pac.....			10
Pekin, Lic. & Dec.....			70
Illinois Farmers'.....			30
Gilman, Cl. & Springfield.....			15
T. H. to Dan.....			18
Laf., Bl. & Miss.....			140
			31
			70
	732		1,371½

MICHIGAN.

Michigan Central—			
Grand River Valley.....	21		
J. & N. Air Line.....	192		
Chi. & Mich. Lake Shore.....	132		
Kal. & S. H.....	14		
Det., H. & Ind.....	23	35	
Ionia & Lansing.....	18		
Fort Wayne, Jack & Sag.....	42		42
Jack, Lansing & Sag.....	16	25	16
Gr. R. & Ind.....	160		100
Peninsular.....	45	50	45
F. & P. Marquette.....	14		14
Port H. & L. M.....	34		34
		110	623

IOWA.

Chicago & Southwestern.....	160	60	160
Des Moines Valley.....	15		15
Bur., Cedar Rapids & Minn.....	105		105
Iowa Central.....	125		125
Chicago & North-western—			
Iowa Midland.....	25	15	25
Sab., Ack. & Dakota.....	20		20
Burlington & South-western.....	20	20	20
Iowa Southern.....	9	95	9
McGregor & Sioux City.....			9
Illinois Central—			
Dubuque & Sioux City.....	134½		
Cedar Falls.....	74		208½
		140	617½

MISSOURI.

North Missouri—			
Bl. to Ottumwa.....	20		
Brunswick to Chilicothe.....	34		
Missouri, Kansas & Texas—			
Sedalia Division.....	110½		120½
Holden to Paola.....	10	155½	
Sedalia to Fayette.....	47		47
South Pacific.....	225		225
Kansas City, St. Jo. & C. B.....	16		16
La. & Mo. River.....			160
St. Louis & Iron Mountain.....			22
St. Louis & St. Joseph.....			31½
Chilicothe & Omaha.....	24		24
Iron Mountain & Pacific.....			20
St. Louis & Keokuk.....			50
		357½	496½

WISCONSIN.

Chicago & North-western—			
La Crosse, Tr. & Prescott.....	27		
Baraboo Air Line.....	54		27
Western Union.....	12		
West Wisconsin.....	22		34
Mad. & Port.....	35		35
	192	54	96

MINNESOTA.

North Pacific.....	100	100	131
St. Paul & Pacific.....	31	24	
St. Paul & Chicago.....	72		
Lake Shore & Mississippi.....	79		
Win. & St. Pet.....	35		
Southern Minnesota.....	58		
Hastings & Dakota.....	15		
Stillwater & St. Paul.....	12		27½
Minnesota & St. Louis.....			16
White Bear.....			16
Minnesota & South-western.....			20
Minnesota & North-western.....			35
		211	402

NEBRASKA.

B. & Mo. River.....	60	25	
Midland Pacific.....	25	32½	
Omaha & N. W.....	30		
Omaha & S. W.....	20		
Burlington & S. W.....	15		
Elkhorh Valley.....	30	20	
	180	77½	180

KANSAS.

Kansas Pacific.....	35		35
Leav., Law & Gal.....	42	15	
Kansas City & Santa Fe Div.....	32		74
Atchison, Topeka & Santa Fe.....	34	20	34
Mo., Kan. & Tex., Neo. Valley.....	122		122
St. Jos. & Denver City.....	100		
		35	365

COLORADO.

Kansas Pacific.....	175		
Denver Pacific.....	106		
Colorado Central.....	16		
			297

NEW YORK.

New York & Oswego Midland.....	227	75	227
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Erie—			
Suspension Bridge.....	20		
New York & North.....	4½		24½
Caz. & Canast.....	15		
Fonda, J. & Gl.....	10		
Chenango Valley.....	23		
Walk. Valley.....	29		77
			328½

SOUTHERN.

Mob. & At. Grand Trunk.....	20		20
New Orleans & Mobile.....	150		
Sel., R. & Dalton.....	30		
Sel., Mar. & M.....			125
Mar. & Aug.....	27		
Chattanooga.....			30
Br. & Alb.....			50
Pensc. & Louisville.....	14		
Mobile & Montgomery.....			30
Memphis & Little Rock.....	45		
L. R. & Fort Smith.....	80		10
L. R., P. Bl. & N. O.....			35
Miss., Ou. & R. R.....			20
		300	866

Railroads of the United States.—The *American Railroad Journal* gives the following figures showing the condition of Railroad progress in the United States, after premising that they have always told their readers that these summaries are only approximate.

The following tabulation shows the distribution of mileage and cost of railroads in the several States and Territories:

States and Territories.	—Length in Miles—		Cost of road and equipment.
	Total.	Open.	
Maine.....	972.01	810.31	\$26,241,901
New Hampshire.....	987.29	734.75	23,647,925
Vermont.....	658.41	618.41	32,488,594
Massachusetts.....	1,739.02	1,473.47	77,496,830
Rhode Island.....	135.80	135.80	4,805,996
Connecticut.....	977.27	728.75	34,976,834
	5,470.40	4,566.43	\$199,658,090
New York.....	5,453.74	3,822.38	\$234,049,545
New Jersey.....	1,241.30	1,091.80	74,525,196
Pennsylvania.....	6,212.96	5,056.06	296,739,037
Delaware & F. Maryland.....	588.54	390.14	10,059,062
Maryland (west).....	810.34	495.49	34,722,367
West Virginia.....	711.75	374.75	30,493,739
	15,078.73	11,300.62	\$680,589,976
Virginia.....	2,253.31	1,465.96	\$53,366,658
North Carolina.....	1,574.17	1,178.17	32,164,298
South Carolina.....	1,438.17	1,138.67	32,663,688
Georgia.....	2,313.70	1,932.70	44,322,919
Florida.....	667.20	440.20	11,781,919
	8,186.55	6,155.70	\$174,519,582
Alabama.....	2,120.00	1,396.00	\$46,598,605
Mississippi.....	1,117.80	977.80	33,208,839
Louisiana.....	944.50	478.50	19,523,798
Texas.....	4,071.50	665.50	22,050,000
Arkansas.....	1,054.00	236.00	8,798,000
Tennessee.....	2,016.08	1,490.68	51,528,745
Kentucky.....	1,375.41	907.37	35,640,599
	12,699.29	6,201.25	\$217,248,686
Ohio.....	4,800.97	3,688.09	\$192,533,214
Michigan.....	2,992.36	1,733.36	75,817,748
Indiana.....	4,865.20	3,277.60	135,957,186
Illinois.....	8,813.35	5,423.10	237,553,000
Wisconsin.....	3,142.20	1,475.20	59,833,881
	24,611.08	15,547.35	\$701,700,029
Missouri.....	4,573.42	2,140.13	\$106,663,464
Kansas.....	3,698.00	1,501.00	56,723,700
Colorado.....	1,218.00	263.00	17,400,000
Iowa.....	4,472.25	2,550.25	111,973,000
Nebraska.....	1,205.00	588.00	39,300,000
Wyoming Territory.....	492.00	492.00	46,700,000
Minnesota.....	2,654.00	972.00	34,720,000
Dakota Territory.....	700.00		300,000
Montana and Idaho Territory.....	600.00		
	19,662.67	8,611.38	\$413,785,164
California.....	3,293.60	996.60	\$70,624,532
Nevada.....	1,483.00	593.00	60,000,000
Utah Territory.....	404.00	364.00	49,000,000
Oregon.....	2,648.50	159.50	6,100,000
Washington Territory.....	420.00		
	8,259.10	2,113.10	\$1,572,459
Grand Total.....	93,970.82	54,435.49	\$2,573,526,102

Though this increase is less than in 1869 by 1,013.57 miles the results of this year, considering the drawbacks in consequence of the Franco-Prussian war, are eminently satisfactory, being an increase in mileage of 11.41 per cent, and in cost of 9.58 per cent. The average cost per mile of new road is \$40,345. This is by no means an extravagant estimate, and is probably as nearly correct as can be ascertained. The largest increase has been in the States of Illinois, Iowa, Missouri and Kansas, where railroad construction has been stimulated to the utmost by town and county subscriptions in the form of bonds. In Alabama and Georgia the companies building railroads have been encouraged by State subsidies. The same encouragement has been granted in North Carolina, but in that State with little advantage. And yet with all the rapid development, especially in the great interior States, we are somewhat disappointed in the results exhibited in our survey. So much work had been planned, commenced and carried on, that a larger increase of mileage might reasonably have been anticipated. The difficulties in Europe, however, breaking out suddenly in the middle of the year, closed foreign markets against American bonds, and made it impossible for companies in general to negotiate their paper, or to carry forward intended or progressing works. Had peace been maintained we doubt not but that at least 10,000 miles of road would have been the compliment of the year 1870. The average cost of railroads in the United States, including the great overland lines, which cost more than \$100,000 per mile or about 10 per cent of the total cost of railroads is \$47,277 per mile. But few of the great trunk roads have cost less than \$80,000 to \$100,000 per mile; while in the South the cost of railroad build-

ing, notably in the Atlantic States, has not exceeded \$20,000 to \$25,000 per mile.

The progress of railroad construction in the United States since 1827, in which year the Granite Railroad at Quincy, Mass., was inaugurated to the present time is shown in the following table :

Year.	Miles open.	Yearly Increase.	Year.	Miles open.	Yearly Increase.
1827	3	....	1849	6,350	668
1828	3	....	1850	7,475	1,125
1829	28	25	1851	8,589	1,114
1830	41	13	1852	11,027	2,438
1831	54	13	1853	13,497	2,470
1832	131	77	1854	15,672	2,175
1833	576	445	1855	17,398	1,726
1834	762	186	1856	19,251	1,853
1835	918	156	1857	22,625	3,374
1836	1,102	184	1858	25,090	2,465
1837	1,431	329	1859	26,755	1,665
1838	1,843	412	1860	28,771	2,016
1839	2,220	477	1861	30,591	1,822
1840	2,797	577	1862	31,769	1,176
1841	3,319	522	1863	32,471	702
1842	3,877	558	1864	33,850	1,379
1843	4,774	897	1865	34,442	592
1844	4,311	137	1866	35,351	909
1845	4,522	211	1867	36,896	1,545
1846	4,870	348	1868	38,822	1,926
1847	5,336	466	1869	42,272	3,454
1848	5,632	316	1870	48,160	6,588
			1871	54,435	increase 5,570

Milwaukee and St. Paul Railroad—Stock Increase.—The Company has notified the Stock Exchange that they intend to issue, about February 10, 4,000 shares of common stock, and the same amount of preferred, for the purpose of purchasing the Mason City & Minnesota Railroad, extending from Mason City on the main line of the Milwaukee & St. Paul, northerly to the Minnesota State line, a distance of about 29 miles, there connecting with the St. Paul line, formerly known as the Minnesota Central Railroad. This connection gives the company by the way of the Iowa Central Railroad and the North Missouri a complete connection by rail from St. Paul to St. Louis. In their notice to the Stock Exchange the Company say that after this issue has been made no more stock will be issued during the current year.

Completion of the Balt. & Ohio Railroad Bridge.—BALTIMORE, Md., Jan. 9.—The great iron railroad bridge over the Ohio River, at Parkersburg, West Va., connecting the Baltimore and Ohio, and Marietta and Cincinnati Railroads, was completed on Saturday last, and the first train passed over it. The bridge is ninety feet above low water mark, is over 4,000 feet long, and was built by the Baltimore and Ohio Railroad Company, at a cost of over a million of dollars. Since Saturday the regular freight and passenger trains, between Baltimore and Cincinnati and the West, have used the bridge, making the time from this city to Cincinnati about twenty-two hours.

Hannibal and St. Joseph Railroad.—A pamphlet of some seventy pages, in the form of a letter addressed to the Stockholders of this Company, has recently been issued by Mr. John Bailey of No. 3 Broad street in this city. Mr. Bailey criticises most severely the management of the road by its present officers and directors, and adduces figures in detail to prove his several statements. Whether or not the allegations may be correct in all particulars, they seem to be entitled to belief until contradicted or explained by some official statement, which it is fair to presume will soon be issued, if there is any satisfactory explanation to be given of the remarkable transactions to which Mr. Bailey's pamphlet calls attention.

The New York Midland Railroad.—[From the New York Standard.]—A recent article in these columns has maintained, against the volume of unwise and interested croaking, that the general condition of the railroads now building and in operation in this country, is noticeably promising and sound. It may be pertinent to particularize somewhat. The New York and Oswego Midland Railroad, by reason of its constitution, history and prospects, is calculated to defy the scrutiny and command the respect of the gentlemen who make it their business to misrepresent and depreciate American railroad stocks. The practical value of this railroad to the magnificent section of country which it traverses, and to the Metropolis in which it terminates, is very great, and could not easily be overstated. It brings New York City forty-five miles nearer Oswego and the great cities of the British Provinces, which are destined, at no long interval to be named among the United States. It shortens the distance from the Metropolis to Buffalo and the West by seventy miles. It taps the productive coal fields of the Delaware and Hudson Canal Company. It provides the great and fertile Midland counties with means of occupation and development never possessed before. By means of the Montclair Railroad, which, although closely joined in interest with the Midland, is itself an enterprise deserving special mention, a large section of the most picturesque and eligible portion of New Jersey is actually placed in more immediate and intimate relations with this city than the avenues in Brooklyn now occupied with the residences of New York merchants. These are some of the more obvious natural advantages of the New York and Oswego Midland road.

In the simplicity, economy and security of its financial basis we believe the Midland is unsurpassed by any railroad enterprise that can be named. The name of its President, Dewitt C. Littlejohn, is of itself a tower of strength in the region of the Midland Counties, where he is best known for his shrewdness, pluck, public spirit, indomitable resolution and incorruptible personal integrity. The bonds are in the hands of Messrs. George Opdyke & Co., than which no financial house stands higher in reputation for substance, weight and honorable dealing. The bonds are issued in a definite proportion to the road actually completed, and certified thereto by the President and the Superintendent. The towns and cities which have lent their aid to this enterprise by subscribing, in their corporate capacity, \$6,500,000 capital stock, are restrained by a legal enactment from disposing of the stock without the consent of a majority of the individual tax-payers. The trustees of the mortgage are Messrs. A. A. Low, George Opdyke, and Delos De Wolfe. Two hundred and twenty miles of the road are now completed and in operation, and making actual earnings more than enough to meet the current mortgage indebtedness. The grading for the entire road is nearly finished.

Here are assurances of the most tangible character that the year 1871 will witness the triumphant completion, upon a basis of the utmost financial security, of another great through route from the metropolis to the West. It is a road which will win from the start its share of the through traffic, which, vast as it now is, must inevitably increase immensely with the general prosperity and development of the country. It creates a lucrative way traffic, according to the evidence already furnished, as fast as it can be built. With these resources it will have to pay dividends on a capital stock of only \$5,500,000, which is secured effectually from getting into the hands of speculators, or

undergoing the processes of indefinite depletion which sometimes unsettles the values of railway securities.

These are the facts which authorize the assertion that no railroad project of similar magnitude could have been achieved with greater economy, discretion or dispatch, or with more satisfactory guarantees of a large success.

We understand that \$300,000 Midland Bonds have been sold since January 1.

—Attention is invited to the advertisement in another column of the Elizabethtown and Paducah Railroad first mortgage convertible 8 per cent. bonds. The Company have 53 miles of completed road in successful operation, and they are now receiving 4,000 tons of iron, which will complete the road to Greenville, 93 miles. The work on the western division is going forward vigorously, and it is confidently expected that the entire line will be nearly completed during the present year. The capital of the Company amounts to \$3,095,000 (\$320,000 cash stock and \$2,775,000 city and county 7 per cent. bonds). Of this amount the city of Louisville subscribed \$1,000,000, which had all been sold, netting the Company over \$920,000 cash. Over \$4,000,000 of the county bonds have been sold and used at good prices with the contractors. The proceeds of the first mortgage bonds of the Company are deposited in the United States Trust Company and paid out to the road on each mile as completed. The managers and directors of the road are among the best business men of Louisville.

—Attention is directed to the statement upon another page of Great Western (Marine) Insurance Company. This company has just declared a semi-annual dividend of six per cent in gold, and shows in its annual report assets amounting to \$2,510,628 23, and a paid up capital of \$1,651,400. The Great Western is well known among all shipping men as one of our leading underwriters, and counts among its directors a number of the most substantial men of New York.

—The Home Insurance Company shows on the first of January, 1871, a cash capital of \$2,500,000, and assets of \$4,578,008, against liabilities of \$199,668. A dividend of five per cent (semi-annual) is paid.

—The friends of the Hope Fire Insurance Company will be happy to notice that it now declares a semi-annual dividend of five per cent. The Hope has an excellent list of directors and officers, and anticipates now an era of new prosperity.

—The Globe Fire Insurance Company, No. 176 Broadway, has declared a semi-annual dividend of six per cent.

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 will be 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 travelers, available in all parts of the world; also Commercial Credits. We make telegraphic transferees of money to any distant point, and transact every description of foreign banking business.

We draw Bills of Exchange in sums from £1 upwards on The Imperial Bank, Messrs. Clews, Habicht & Co., } London. The Provincial Bank of Ireland, Dublin and branches. The National Bank of Scotland, Edinburgh and branches.

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

Orders executed for Governments and other investment securities; also Gold and Exchange.

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

Collections made in any part of the world.

HARVEY FISK.

FISK & HATCH,

A. S. HATCH.

Bankers and Dealers in Government Securities, } No. 5 Nassau street, } New York, Jan. 12, 1871. }

The First Mortgage Bonds of the Central Pacific Railroad Company, at current market price, pay nearly Seven Per Cent. in Gold on their cost.

They can be purchased at from 15 to 20 per cent. less than Government Bonds.

They are secured upon a completed road worth four times their entire amount, thoroughly and honestly built, ably and wisely managed, and experiencing an almost unexampled success in its business and earnings.

The immense value of the property upon which they are a first lien, and the large and increasing revenues of the Company, render the security of the principal and the prompt and regular payment of the interest certain.

They are recognized in this country and Europe as among the standard securities of the world, whose safety and value are in no degree matters of conjecture or speculation, but are as well established as the Bonds of the United States Government. Having originally negotiated them, and knowing their superior character for safe investment, we have connected dealings in them

with our regular business in Government Securities, and are prepared to furnish them for new investment, or in exchange for 5-20 Bonds at current market rates.

We buy and sell Government Securities, Gold and Coupons, execute orders in miscellaneous Stocks and Bonds at the New York Stock-Exchange, for cash, receive deposits subject to check at sight, and allow interest on balances, make collections and do a general Banking business.

ISK & HATCH.

The Bankers' Gazette.

DIVIDENDS.

The following Dividends have been declared during the past week:

Table listing dividends for various companies including Railroads, Insurance, and Miscellaneous. Columns include Company, Per Cent., When Payable, and Books Closed.

FRIDAY EVENING, January 13, 1871.

The Money Market.—With the heavy disbursements on account of interest and dividends which have been made since the first of January, and with the cessation of artificial measures for making money stringent, the market has shown a steady tendency towards easier rates, and to-day the supply of loanable funds was abundant at 6 and 7 per cent. with exceptions at 5 per cent. on Government collaterals. Six per cent., however, has now been a fair quotable rate for several days, and renewals of contracts have generally been at this rate.

The last statement of the associated banks, issued on Saturday, January 7th, showed the following changes from the previous week, viz.: an increase of \$2,160,609 in loans; an increase of \$5,529,345 in specie; a decrease of \$38,796 in circulation; an increase of \$13,814,830 in deposits, and an increase of \$3,786,052 in legal tenders. This statement showed very fully the disbursements and release of "locked up" funds above referred to, and as a result, that the banks were \$5,871,389 stronger in their legal reserves, holding altogether \$16,851,216 above the 25 per cent. required by law. The banks are now complaining of a glut of National bank notes.

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

Table comparing bank conditions for Jan. 7, 1871, Jan. 8, 1870, and Jan. 9, 1869. Rows include Loans and discounts, Specie, Circulation, Net deposits, and Legal Tenders.

For commercial paper there has been a much better demand in consequence of the prospects of an easier money market, the banks as well as private parties having been purchasers to some extent, but only of the best names. Paper is still very closely scrutinized, but on the best double names rates are decidedly better than for several previous weeks, and these have been sold as low as 7 per cent for 60 days' paper. Several failures have occurred both in Boston and New York, but they have not been of sufficient importance to disturb materially the market, and the report upon Mr. Oakes Ames' affairs, stating his assets at \$3,395,807 over and above all liabilities, together with the consent of his creditors to a liberal extension of time has allayed the excitement arising from that quarter.

Table showing interest rates for Commercial and Bankers' first class foreign and domestic notes. Columns include description, term, and rate per cent.

United States Bonds.—The course of the market has been steadily upward, with the exception of a slightly depressed feeling after the Government purchase of \$1,000,000 on Wednesday, at which the offerings amounted to \$3,234,000; since then, however, there has been a buoyant feeling, with more business done, and the dealings to-day, including some speculation, were probably larger than in any single day for some time past. This demand has been chiefly from investors, both corporations and individuals, who have been attracted by the comparatively low

prices of governments to place their funds in these securities in preference to others of less safety, though paying a higher rate of interest. The recent steadiness in gold and the more remote prospect of re funding the five-twenties, have also had a certain effect in stimulating the demand. Beyond the re-investment of coupons, there seems to have been very little buying on foreign account. The advance during the week amounts to about 1 per cent.

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 for Saturday through Friday. Rows include various bond denominations and their prices.

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

State and Railroad Bonds.—The Southern State securities have generally been firmer and more active, with the principal dealings in Tennesseees, South Carolinas, Virginias and Missouriis. The bonds of Alabama will be favorably affected if the Legislature takes immediate action towards paying the interest upon the endorsed railroad bonds recently defaulted on their January interest. Quotations, as will be seen below, have been advanced materially on several of the bonds named above. For railroad bonds there has been a good demand, and considerable purchases of the old and well known bonds have been made at the board. Pacific railroad securities, however, have been the leading feature of the market. Central Pacifics have been strong and close at 90 1/2. Union Pacifics have been feverish and excited with frequent fluctuations, closing this afternoon at 74 1/2 for the firsts, 56 1/2 for the land grants, and 37 1/2 @ 38 1/2 for the incomes, showing a advance of from 2 to 3 per cent. on prices of last week. The chief question in regard to these bonds now seems to be as to the management of the property, and a meeting of the directors and large holders is to be held in Boston next week, when it is supposed some plan will be adopted for the better protection of the interests of stock and bond owners,—the public certainly has much confidence in the Union Pacific railroad under a good management.

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 for Saturday through Friday. Rows include various state bonds and their prices.

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

Railroad and Miscellaneous Stocks.—The stock market has been more active and buoyant than in any week for several months past. The prospects of an easy money market; the declaration of good semi-annual dividends on most of the leading lines, and the exhibition of a large traffic for the year 1870 have conspired to induce purchases both for investment and speculation. There has been little opposition to the upward tendency of the market, the operators for a decline in the latter part of December appearing now to be on the other side, though the advance in prices has caused the failure of several small houses who had sold stocks "short."

The earnings of leading lines, so far as reported for December, have been as follows:

Table showing earnings for December 1870, 1869, and increments. Rows include Central Pacific, Chicago & Alton, Cleveland & Ind'p's, etc.

* Approximate statements.

Lake Shore has declared a four per cent. dividend payable February 1, the books closing to-morrow; yesterday the stock was in active borrowing demand at high rates. The Milwaukee and St. Paul Company has notified the Stock Exchange that they will issue in thirty days 4,000 shares of Common and 4,000 of preferred stock; for the purpose of purchasing the Mason City and Minnesota Railroad. A connection which gives the Company by the way of the Iowa Central Railroad and the North Missouri a complete connection by rail from St. Paul to St. Louis. In their notice to the Stock Exchange the Company say that after this issue has been made no more stock will be issued during the current year.

Hannibal and St. Joseph stock has declined materially on the litigation which has been commenced against the company by a stockholder to compel the payment of cumulative dividends on the preferred stock. A pamphlet has also been issued by the same stockholder making statements derogatory to the management of the company and against the value of the common stock; the report just issued from the company's office refutes these allegations to some extent, but both the pamphlet and report are worth the examination of parties interested.

The Chicago and Northwestern Company has issued an exhibit of earnings and expenses for the six months from June 1 to November 30, showing a decrease in gross earnings of about \$260,000, a decrease in expenses of \$830,863, a consequent increase in net earnings of \$571,063, and a surplus December 1, after payment of dividends, of \$1,205,027. The chief decrease in expenses

as shown by this remarkable statement was made on engines, cars, building, track, fuel, and laborers and agents.

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 stock prices for various companies from Saturday, Jan. 7 to Friday, Jan. 13, 1871. Columns include company names and price ranges.

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

The Gold Market.—Firmness has been the most noticeable feature of the gold market, produced apparently by a legitimate mercantile demand, as there does not appear to have been anything of consequence done on speculation.

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

Table showing gold premium quotations from Saturday, Jan. 7 to Friday, Jan. 13, 1871. Columns include dates, opening/low/high prices, and total balances.

The general movement of coin and bullion at New York, in the week ending Saturday, January 7, was as follows:

Table showing gold receipts and withdrawals for the week ending Jan 7, 1871. Includes categories like 'In banks Dec 31', 'Foreign imports', etc.

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

Table listing gold coin quotations for various countries including American gold, Sovereigns, Napoleons, German thalers, etc.

Foreign Exchange.—There has been a decided firmness in the market since our last report, and rates at the close to day are the highest of the week.

Table showing exchange rates for London, Paris, Antwerp, and other cities, including 60-day and 3-day rates.

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

Table showing receipts and payments at the Custom House and Sub-Treasury from Jan 7 to Jan 13, 1871.

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 Jan. 7, 1871:

Large table showing the average amount of capital, loans, discounts, specie, circulation, deposits, and legal tenders for various New York City banks.

Total. 83,970,200 265,578,027 26,358,191 32,114,718 202,038,825 49,031,410

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

Table showing deviations in loans, specie, circulation, deposits, and legal tenders from the previous week.

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

Table showing weekly totals for various bank metrics from July to January 1871.

PHILADELPHIA BANKS.—The following is the average condition of the Philadelphia Banks for the week preceding Monday, Jan. 9, 1871:

Table showing the average condition of Philadelphia banks, including capital, loans, specie, deposits, and circulation.

Table with columns for various exchange rates and values, including Corn Exchange, Union, First, Third, Fourth, Sixth, Seventh, Eighth, Central, and Bank of Republic.

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 bank conditions for Philadelphia from August 15 to January 9, 1871, with columns for Date, Loans, Specie, Legal Tend., Deposits, and Circulation.

BOSTON BANKS.—Below we give a statement of the Boston National Banks, as returned to the Clearing House, Jan. 9, 1871.

Table showing Boston National Banks with columns for Banks, Capital, Loans, Specie, L. T. Notes, Deposits, and Circulation.

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

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

*The same as last week. Not received.

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

Table showing comparative totals for various bank metrics from August 15 to January 9, 1871.

Quotations of New York Fire Insurance Stocks.

Table listing fire insurance stocks with columns for Bid, Ask, and company names like Atlantic, American, Aetna, Arctic, Astor, Beekman, Bowery, Brooklyn, Citizens, City, Clinton, Columbia, Commercial, Continental, Commerce, Eagle, Empire City, Excelsior, Fireman's, and Fireman's Trust.

Quotations of Miscellaneous Local Securities.

Table listing local securities including City RR Stocks and Gas Stocks, with columns for Bid, Ask, and company names like Bleeker st. & Fulton Ferry, Broadway & Seventh Av., Central Park N. & East Rivers, Dry Dock E. B'dway & Battery, Eighth Avenue, Forty-second st. & Gd. st. Fer., Second Avenue, Sixth Avenue, Third Avenue, Broadway (Brooklyn), Real Estate 7's, Brooklyn City, and various Gas Stocks.

BANK STOCK LIST.

Large table listing bank stocks with columns for Companies, Capital, Dividend, and Last Paid. Includes companies like American, American Exchange, Atlantic, Bowery, Broadway, Bull's Head, Butchers & Drovers, Central, Chatham, Chemical, Citizens, City, Commerce, Commonwealth, Continental, Corn Exchange, Currency, East River, Eighth, Eleventh Ward, Fifth, First, Fourth, Fulton, Germania, Greenwich, Grocers, Hanover, Harlem, Importers & Trad., Irving, Manufacturers & Builders, Manhattan, Manuf. & Merch., Marine, Market, Mechanics, Mech. Bank. Asso., Mechan. & Traders, Mercantile, Merchants, Merchants' Exch., Metropolitan, Mutual, Nassau, National (Gallatin), New York, New York County, New York Exchange, N. Y. Gold Exchange, Ninth, North America, North River, Ocean, Oriental, Pacific, Park, Peoples, Phenix, Republic, Security, St. Nicholas, Seventh Ward, Second, Shoe & Leather, Sixth, State of New York, Stuyvesant, Tenth, Third, Tradesmen's, Union, Union Square, and West Side.

The prices will be found in 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 bond/stock listings under categories like New York Prices, RAILROAD BONDS, Boston, Philadelphia, Cincinnati, Louisville, St. Louis, San Francisco, and Leading Southern Securities.

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 "Banker's 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 x=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.-J.=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.

The Union Pacific Railroad.—The N. Y. Daily Bulletin in an article upon the affairs of this Company gives substantially the following: The total cost charged to the road is \$106,245,000. Toward this amount, the United States Government contributed \$26,915,000; next, the Company sold by subscription about \$17,000,000 of First-Mortgage bonds, at prices ranging from 90 to par; realizing from these joint sources about \$44,500,000, less discounts and the costs of marketing the loans. After this, came the resort to "pooling," for carrying on the construction. In the first operation of this character, the directors took from the Company \$10,000,000 of first mortgage bonds, and \$10,000,000 of Land Grant bonds, the former at 85 and the latter at 55. In a second pool, the directors took \$10,000,000 of Income bonds receiving therewith an amount of stock stated by some to be equal to the amount of bonds, and by others said to have been double the amount—we think it almost certain that the latter version is the true one—the price for these bonds with stock attached being 80. In this way the Company disposed of \$30,000,000 of bonds and \$10,000,000 of stock, receiving therefor from the directors \$22,000,000. The bonds thus taken were marketed as rapidly as possible, and at prices which, from the market quotations, show a large average profit.

It thus appears that for \$84,000,000, or more probably \$94,000,000 of securities issued by the road, the Company only received \$66,000,000; and this was paid out for construction done at no-

toriously high prices. What became of the balance of \$13,000,000 or \$23,000,000 of stock we are not informed; nor does it in any way appear that any adequate value was rendered for it to the road. * * * In order to build other roads by a similar process, the larger holders of the securities have pledged their bonds and stocks, and upon margins which held out a strong temptation for other parties to attack the market for the securities, either as a speculation, or for the purpose of getting control of the road. * * * The depreciation of the securities has exhausted the margins on the directors' loans, and they retain their stock and bonds only by the sufferance of their creditors. With their securities thus placed beyond their power, and with what other means they possess locked up in other speculations, they are unable to protect themselves. One who holds \$6,000,000 of stock, has suspended, carrying with him several firms implicated in his speculations; and another who owns \$5,400,000 stock, has suffered serious inconvenience through the price falling much below the figures at which he had hypothecated it; while three other directors, holding each \$2,000,000, have been similarly inconvenienced. These are the facts as to the operations and position of the directors, so far as we are able to learn from the best sources outside the "ring." * * * They have piled up a floating debt of about five millions of dollars, all of which matures within the next three months. A large proportion of this has been borrowed in the form of foreign exchange; but the whole is protected by collaterals. Among the securities hypothecated against this debt are \$2,000,000 of Land Grant bonds; \$2,000,000 of Income bonds; \$300,000 of Colorado Central Railroad bonds, and \$700,000 Omaha Bridge bonds. At the present market value of these securities, they fail to cover the loans by about one-third of the principal. It is evident, therefore, that the worst crisis both for the directors and the Company has yet to come. The \$1,358,000 bonds received from the Central Pacific Road have been already sold; and we are credibly informed that the Company has no available securities with which to strengthen its collaterals on floating loans, even if the lenders were disposed to extend them. It has, moreover, to provide for the maturing of \$10,000,000 of Income bonds between 1872 and 1874.

Vermont Central.—The lease of the Rutland Railroad and its dependencies, for twenty years, by the Vermont Central Railroad, not only gives the latter Company substantial control of the entire railroad system of the State, but is an illustration of the modern tendency to concentration and consolidation in the management of our great corporations. The terms of the lease have not transpired, but whatever they are we have no doubt it will prove an advantage to both roads to be run in accord by one management, rather than in competition. The public, too, ought to be better served by the new arrangement, and we presume it will be.

—A special meeting of the stockholders of the Cleveland, Columbus, Cincinnati and Indianapolis Railway Company, will be held in Cleveland, Ohio, on January 25, to vote upon a proposition to aid in the construction of and leasing a line of railroad between Springfield and Cincinnati, Ohio, and upon a contract with the Cincinnati, Sandusky and Cleveland Railroad Company for running and business arrangements.

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

MONTHLY EARNINGS OF PRINCIPAL RAILROADS.

Table with multiple columns for different railroads (Central Pacific, Chicago and Alton, Chicago & Northwestern, etc.) and rows for months (Jan-Dec) and yearly totals. Includes sub-sections for 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, and Union Pacific.

RAILROAD, CANAL, AND MISCELLANEOUS STOCK LIST.

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

Table with columns: COMPANIES, Stock Outstanding, DIVIDEND (Last paid, Date, Rate), and Periods. Includes Railroads and other companies.

Table with columns: COMPANIES, Stock Outstanding, DIVIDEND (Last paid, Date, Rate), and Periods. Includes Canal, Miscellaneous, and N. Y. & Brooklyn City Passenger Railroads.

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 sections for Railroads, Canals, and Miscellaneous Bonds.

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 sections for Railroads, Des Moines Valley, Dabuoque & Southwest, etc.

Table with columns: COMPANIES, AND CHARACTER OF SECURITIES ISSUED, Amount Outstanding, INTEREST (Rate, When paid, Where paid), Principal payable. Includes sections for Railroads, Lake Erie & Louisville, Lawrence, 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, January 13, 1871.

There has been a very considerable volume of business done during the past week, in leading staples, but the tone of the various markets, and the course of prices, have been unusually variable. Trade seems to have been freed to a great extent from general influences, and each article seems to be subject only to such considerations as have a direct bearing upon it. The weather has been quite severe, and the harbor obstructed with ice, but without producing much effect.

Cotton opened the week buoyant, but for some days has been depressed, closing strong at 15½c. for Middling Upland. Breadstuffs have shown some strength on an export demand, and close firmer. Shipping extra State, \$6 25@ \$6 50; new spring wheat, \$1 45@\$1 49; prime new mixed corn, 79c. Groceries have been drooping, except coffee, which has been in demand at full prices; sugars are ¼c. lower.

Fruits of all kinds have been doing rather better. Hay has advanced to \$1 25 per 100 lbs. Hops have had a slow sale, and prices are weak.

The chief item of interest relating to East India goods is the sale at Boston, by auction, of 2,000 bales Manilla hemp at 9¾@10c., gold, sixty days, being a decided decline from previous nominal quotations.

Tobacco shows no new feature. The demand for Kentucky leaf continues good from cutters and dealers, and the sales of the week reach 700 hhd., of which but a small portion is for export. Prices are still reported as ranging from 8c. to 12c. for common to fine leaf, with lugs scarce and nominal at 7@8c. In seed leaf there is scarcely any stock to work upon, and the sales are limited to 124 cases Ohio at 17½@22c., for average lots, and 100 cases Connecticut wrappers, good to choice, 45@70c. Spanish tobacco shows more movement, but at prices a shade easier; sales of 200 bales Havana at 85c.@\$1, currency, duty paid; 75 bales Havana at 30c., gold, in bond, and 40 bales Yara, three cut, at \$1 10@\$1 12.

Petroleum has shown an upward tendency, which has restricted business. The product of the petroleum region of Pennsylvania for December was 15,214 bbls. per day, and the stock January 1 was 537,751 bbls. Oils have been fairly active, the business embracing a contract with the United States Government for 97,000 gallons lard oil, for May, June and July, at \$1 25 per gallon. Naval stores have not been active, and rosins are weaker.

Provisions have improved pretty generally. There has been a speculative movement in pork, culminating in an advance of \$1 a barrel, mess closing to-day at \$21@\$21 25, at which sales of some 6,000 bbls. were made, on the spot, and for future delivery. The speculation is based on the belief that the increase in export and consumption is equal to the increased production, and that therefore the price must advance to \$25 at least. Lard has also advanced, prime Western steam closing at 12½c., on the spot, and 12¾@12½c. for February and March, with large sales. Bacon is scarce and firmer at 10¼c. for Western Cumberland, but the demand appears to be less pressing. The transactions in beef embrace 2,000 tes. for Great Britain, at private prices. Dairy products are more steady, in view of the ravages of the cattle disease, and the finer qualities of butter and cheese are held for an advance.

Hides have continued to decline, and prime dry Buenos Ayres have sold at 25c., gold. Leather and skins quiet. Tallow has been active for export; 8¾@9c. for prime Texas and city. Whisky has been unsettled.

Wool has met with rather more inquiry.

Freights have declined; the speculation in breadstuffs and provisions limited the exports of those staples, and this with increasing room on the berth caused lower rates to be accepted. The close, however, is stronger, on the increased shipments, which various causes have produced. The engagements to Liverpool to day embraced wheat at 6½d. (against 6l. yesterday,) flour 3s., and cotton at 5-16d.@ 5¾d., all by steam, with cotton by sail at 9-32d.@11-32d. Petroleum charters have been dull. Metals without feature of moment, except some large transactions in tin plates, early in the week.

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, 1871, to all the principal foreign countries, and also the total export of the same articles for the last week and since January 1.

ARTICLES.	EXPORTS SINCE JANUARY 1 TO		Total since same time January 1, 1870.
	Other W. Indies.	Other S. Amer'n Ports.	
Dreadstuffs—Flour..... bbls.	1,200	1,745	2,945
Cornmeal..... bbls.	20,370	.....	20,370
Wheat..... bush.
Rye..... bush.
Barley..... bush.
Oats..... bush.
Corn..... bush.
Peas..... bush.
Candles..... bxs.
Coal..... tons.
Coffee..... bags.
Cotton..... bales.
Domestics..... pkgs.
Drugs..... pkgs.
Hops..... bales.
Naval stores—Sp. Turp'te..... bbls.
Rosin..... bbls.
Tar..... bbls.
Oil cake..... 100 lbs.
Oils—Petroleum..... galls.
Whale oil..... galls.
Sperm oil..... galls.
Lard oil..... galls.
Provisions—Pork..... bbls.
Beef..... bbls. & tcs.
Bacon, &c..... 100 lbs.
Butter..... 100 lbs.
Cheese..... 100 lbs.
Lard..... 100 lbs.
Rice..... pkgs.
Tallow..... 100 lbs.
Tea..... pkgs.
Tobacco leaf..... hhd.
Tobacco..... bales, cases, &c.
Whalebone..... lbs.

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.]

Table with columns: For the week, Since Jan. 1, 1870, Same time 1869. Rows include various goods like China, Glass and Earthenware, Metals, &c., and more.

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

The receipts of domestic produce for the week and since Jan. 1 and for the same time in 1870, have been as follows:

Table with columns: This week, Since Jan. 1, Same time '70. Rows include various domestic goods like Ashes, Breadstuffs, Flour, etc.

COTTON.

FRIDAY, P. M., Jan. 13, 1871.

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 January 13.

Table with columns: RECEIPTS, Rec'd this week at—, 1871, 1870. Rows include New Orleans, Mobile, Charleston, etc.

The exports for the week ending this evening reach a total of 98,699 bales, of which 74,624 were to Great Britain, and 24,075 to the Continent, while the stocks at all the ports, as made up this evening, are now 549,615 bales.

Table with columns: Week ending Jan. 13, Exported to—, Total this week, Same w'k 1870, Stock. Rows include New Orleans, Mobile, etc.

From the foregoing statement it will be seen that, compared with the corresponding week of last season, there is an increase in the exports this week of 36,035 bales, while the stocks to-night are 87,938 bales more than they were at this time a year ago.

Table with columns: PORTS, RECEIPTS SINCE SEPT. 1, EXPORTED SINCE SEPT. 1 TO—, North-ern Ports, Stock. Rows include New Orleans, Mobile, Charleston, etc.

Our market exhibited a somewhat better feeling the early part of the past week, with more doing. This was due to a favorable turn at Liverpool, and less free receipts at our ports during that period.

Table with columns: Upland and Florida, Mobile, New Orleans, Texas. Rows include Ordinary, Good Ordinary, Low Middling, etc.

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

Table with columns: Total sales, Ordinary, Good Ordinary, Low Middling, Middling. Rows include Saturday, Monday, Tuesday, etc.

For forward delivery the sales (including 3,900 free on board) have reached during the week 56,150 bales (all low middling or on the basis of low middling), and the following is a statement of the sales and prices:

Table with columns: For January, For February, For March, For April, For June. Rows include various sales figures and prices.

The sales during the week of free on board have reached 3,900 bales. The particulars of these sales are as below:

Table with columns: 1,500 f. o. b. Mobile, 200 f. o. b. N. O. Dec. & Jan. ship, etc.

The following exchanges have been made during the week: %c. paid to exch'g 200 Jan. for 200 April, etc.

WEATHER REPORTS BY TELEGRAPH.—Our reports by telegraph to-night all show that for the season the weather has been unusually pleasant. From Augusta, Macon, Columbus, Ga., and Mobile, Selma, and Montgomery, Ala., it is stated to have been warm and dry all the week, the thermometer averaging 48 to 50 deg.

VICKSBURG TO LIVERPOOL—NEW THROUGH ROUTE.—The steamer "Leo," of Murray's line, arrived on Friday morning from Savannah, with 55 bales of cotton, from Vicksburg direct—the connecting link between Montgomery and Selma being now completed, giving a through line of railroad from Vicksburg to Savannah. This cotton was shipped on board the steamship "Queen," of the National line, which sailed for Liverpool on Saturday, and will probably be landed in Liverpool inside of twenty days from the Mississippi river.

CONSUMPTIVE POWER OF GREAT BRITAIN.—Considerable discussion has arisen as to the extent of the consumptive power of Great Britain if every available spindle were employed. Of course the answer to this will, in a great measure, depend upon the relative fineness of the goods manufactured. For instance, England is doing a good portion of the spinning for the Continent, and much of it is of a coarse material. Former estimates of 35.2 lbs. per spindle may not, therefore, meet the present case. Nor can any exact figures be given of the present consumption; but a statement of the spindles employed in past years may furnish a basis for estimates. We therefore give the following, showing the cotton factories of Great Britain in the years 1856, 1861 and 1868.

	No. of Factories			No. of Spinning Spindles		
	1856.	1861.	1868.	1856.	1861.	1868.
England and Wales.....	2,046	2,715	2,405	25,819,000	28,352,100	30,473,000
Scotland.....	152	163	131	2,041,000	1,915,000	1,398,000
Ireland.....	12	9	13	151,000	120,000	124,000

Total..... 2,210 2,887 2,549 27,011,000 30,387,000 32,000,000
As it is calculated that heretofore it has taken 35.2 lbs. of cotton to keep the machinery at work, the total consumptive power of Great Britain in 1861 was equal to 1,069,628,823 lbs., which would be equal to 51,400 bales, of 400 lbs., weekly. The actual consumption of 1860 was 1,068,727,600 lbs.; thus the consumption of cotton in 1860 apparently employed every available spindle. In 1868 the spindles, as will be seen above, had increased to 32,000,000, which, on the same basis, would be equal to a consumptive power of 51,000 bales per week, of 400 lbs. each. If we estimate that since 1868 there has been a further addition to the spindles of 10 per cent (probably a fair estimate) the spinning capacity now (on goods of equal fineness) would reach about 59,000 bales per week, of the same weight.

GUNNY BAGS, BAGGING, &c.—The market for cloth still continues heavy and nominal; no lots are selling at any price. A small business is going on between jobbers and consumers, at 20@21c., currency. Bags have shown no movement since our last report, and remain nominally steady at 18 1/2c., currency. Hemp has declined under a forced sale of a lot arrived in Boston by the Mutlah. It was sold at auction: 500 bales brought 9 1/2c., and 1,500 bales, 10c., gold. Jute has at the close shown a fair trade, sales are 500 bales, to arrive, at 5c., 250 bales, on spot, at 5 1/2c., and 150 bales on private terms. Jute Butts are wanted and held firm, as the stock in the hands of manufacturers is said to be quite small; 1,000 bales sold, to arrive in Boston, at 3 1/2c., gold.

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 Jan. 13, 1871.—			—Week ending Jan. 13, 1870—		
	Receipts.	Shipments.	Stock.	Receipts.	Shipments.	Stock.
Augusta.....	5,753	3,279	18,639	4,405	3,681	20,923
Columbus.....	3,054	2,459	12,870	1,867	1,189	16,134
Macon.....	3,710	2,491	14,915	1,762	2,331	18,077
Montgomery....	3,418	4,025	12,083	1,422	2,072	16,328
Selma*.....	3,000	2,862	10,000	1,560	1,379	8,124
Memphis.....	16,106	16,863	38,151	10,581	9,696	21,143
Nashville.....	3,590	2,909	6,320	2,231	2,064	3,384
	38,631	34,888	112,978	23,828	22,412	104,113

* Our telegram from Selma states that the warehouses are overcrowded, and no report made of receipts and stock—we therefore estimate the movement at that point.

These totals show that the interior stocks have increased during the week 3,743 bales (being now 8,865 bales more than for the same period of last year), while the aggregate receipts are 14,803 bales more, and the shipments 12,476 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. On account of the irregularity in the cable despatches, we are again without our figures for stock at and afloat for Liverpool, and we therefore for those items give the figures of last week:

	1871.	1870.
Stock in Liverpool.....bales.	520,000	366,000
Stock in London.....	63,000	122,240
Stock in Glasgow.....	800	250
Stock in Havre.....	51,409	68,700
Stock in Marseilles.....	6,750	3,700
Stock in Bremen.....	3,000	1,500
Stock rest of Continent.....	25,000	20,000
Afloat for Great Britain (American).....	280,000	171,000
Afloat for France (American and Brazil)....	.....	68,500
Total Indian Cotton afloat for Europe.....	97,000	121,000
Stock in United States ports.....	549,615	461,677
Stock in inland towns.....	112,978	104,113
Total.....	1,709,552	1,508,680

These figures indicate an increase in the cotton in sight to-night of 200,872 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 17,443 bales, against 18,718 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. 17.	Dec. 24.	Dec. 31.	Jan. 7.		
Liverpool.....	27,399	16,559	17,190	17,243	252,074	131,489
Other British Ports.....	.....	.....	.....	.....	5,533	881
Total to Gt. Britain.	27,399	16,559	17,190	17,243	257,612	131,870
Havre.....	.....	.....	.....	.....	.....	6,715
Other French ports.....	.....	.....	.....	.....	.....	3
Total French.....	.....	.....	.....	.....	.....	6,718
Bremen and Hanover.....	1,150	.....	1,429	.....	5,857	14,392
Hamburg.....	2,675	.....	99	.....	4,405	12,765
Other ports.....	158	355	.....	200	3,610	2,045
Total to N. Europe.	3,983	355	1,528	200	13,897	29,304
Spain, Oporto and Gibraltar &c	1,200	.....	.....	.....	2,215	.....
All others.....	.....	.....	.....	.....	2	1,753
Total Spain, etc.....	1,200	.....	.....	.....	2,217	1,753
Grand Total.....	32,532	16,914	18,718	17,443	273,726	172,548

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.....	1,173	65,252	723	7,428	.....	2,745	.....	86
Texas.....	626	12,872	1,036	1,036	.....	.....	.....	.....
Savannah.....	6,269	116,258	1,200	18,037	383	8,329	482	10,083
Mobile.....	.....	1,887	800	2,783	.....	.....	.....	.....
Florida.....	.....	14	.....	.....	.....	.....	.....	.....
South Carolina.....	3,436	94,132	.....	475	128	3,846	242	7,610
North Carolina.....	1,973	37,423	17	214	.....	2,408	106	2,693
Virginia.....	4,930	100,533	1,253	21,475	.....	40	1,014	27,322
North'n Ports.....	.....	9,524	1,91	38,148	.....	.....	.....	.....
Tennessee, &c.....	8,737	76,639	116	7,627	610	6,107	1,786	16,677
Foreign.....	.....	.....	.....	85	.....	.....	.....	.....
Total this year.....	23,544	514,543	5,400	99,309	1,121	21,545	3,630	64,476
Total last year.....	22,840	375,202	7,484	77,227	1,983	21,976	3,728	52,133

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 85,057 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday, except Galveston, and the figures for that port are the exports for two weeks back. With regard to New York, we include the manifests 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 Parthia, 2,254.....Colorado, 3,210.....Samaria, 1,218.....City of Brussels, 1,167.....The Queen, 3,926.....per ships Roselle, 1,479.....Annie Fish, 2,459.....N. F. Storer, 1,500.....	17,243
To Antwerp, per ship Elsinore, 200.....	200
NEW ORLEANS —To Liverpool, per ships Alex. McNeil, 3,153.....Nunquam Dormio, 3,405 and 3 bags.....Canada, 3,570.....Melcete, 3,015.....Augusta, 3,716.....Royal Charlie, 2,853.....per barks Woodside, 1,708.....Avondale, 1,973.....	23,457
To Genoa, per bark F. Paranello, 1,220.....	1,220
To Barcelona, per barks Maipo, 1,150.....Maria, 1,217.....	2,367
MOBILE —To Liverpool, per steamship Austrian, 5,509.....per ships Wm. A. Campbell, 4,262.....British Lion, 2,951.....per barks Eb-lana, 1,618.....Sea Gem, 1,538.....per brig Giles Lovieg, 961.....per schooner Lucy H. Gibson, 1,240.....	18,019
CHARLESTON —To Liverpool, per barks Virginia Dare, 140 Sea Island and 2,253 Upland.....Blomidon, 21 Sea Island and 1,730 Upland.....per brig R. B. Gove, 1,569 Upland.....	5,713
SAVANNAH —To Liverpool, per ships Merom, 3,562 Upland.....Lilia W., 1,452 Upland.....Francis B. Cutting, 2,920 Upland and 6 Sea Island.....Belvidere, 4,003 Upland.....per bark Douglas Castle, 2,011 Upland.....	13,954
To Amsterdam, per bark James Muir, 1,407.....	1,407
TEXAS —To Liverpool, per brig Clifton, 430.....	430
BALTIMORE —To Liverpool, per ship Araminta, 613.....	613
To Rotterdam, per ship Bavaria, 339.....per brig J. Steele, 104.....	434
Total.....	85,057

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

	Liverpool.	Antwerp.	Amsterdam.	Rotterdam.	Genoa.	Barcelona.	Total.
New York.....	17,243	200	.....	.....	.....	.....	17,443
New Orleans.....	23,457	.....	.....	.....	1,220	2,367	27,044
Mobile.....	18,019	.....	.....	.....	.....	.....	18,019
*Charleston.....	5,713	.....	.....	.....	.....	.....	5,713
Savannah.....	13,954	.....	1,407	.....	.....	.....	15,361
Texas.....	430	.....	.....	.....	.....	.....	430
Baltimore.....	613	.....	.....	434	.....	.....	1,047
Total.....	79,429	200	1,407	434	1,220	2,367	85,057

* The steamer Rita cleared from Charleston, Dec. 30, for Liverpool with 349 bags Sea Island and 2,211 bales Upland, which are not included in the above totals.

BY TELEGRAPH FROM LIVERPOOL.

LIVERPOOL, Jan. 12—4:30 P. M.—The market has ruled dull to-day, with sales footing up 12,000 bales including 2,000 bales for export and speculation. The sales of the week, ending Jan. 6, were 50,000 bales, of which 7,000 bales were taken for export and 1,000 bales on speculation. The stock in port was 520,000 bales, of which 212,000 bales are American. The stock of cotton at sea bound to this port is estimated at 363,000 bales, of which 280,000 bales are American.

	Dec. 16.	Dec. 23.	Dec. 30.	Jan. 6.
Total sales.....	65,000	90,000	54,000	50,000
Sales for export.....	11,000	16,000	9,000	7,000
Sales on speculation.....	3,000	4,000	2,000	1,000
Total stock.....	385,000	371,000	379,000	520,000
Stock of American.....	49,000	59,000	109,000	212,000
Total afloat.....	.....	449,000	464,000	368,000
American afloat.....	.....	345,000	355,000	280,000

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

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Price Middling Uplands.....	7 1/4 @	7 1/8 @	7 1/2 @	7 1/2 @	7 1/2 @	7 1/2 @
" " Orleans.....	8 1/4 @	8 1/4 @	8 1/4 @	8 1/4 @	8 1/4 @	8 1/4 @
" " Up. to arrive.....	.....	.....	.....	.....	.....	.....

GOLD, EXCHANGE AND FREIGHTS.—Gold has fluctuated the past week between 110½ and 111½, and the close was 110½. Foreign Exchange market continues dull and firm. The following were the last quotations: London bankers', long, 109¼@109½; short, 110, and Commercial, 108½@109. Freights closed at ½d. by steam and ¼@5-16d. by sail to Liverpool.

EUROPEAN AND INDIAN COTTON MARKETS.—In reference to these markets, our correspondent in London, writing under the date of Dec. 24, states:

LIVERPOOL, Dec. 24.—The following are the prices of American Cotton:

Description.	Ord. & Mid.		Fair & g'd fair		G'd & fair		Same date 1869—	
	Ord.	Mid.	Fair	g'd fair	Mid.	Fair	Good.	1869.
Sea Island.....	12	15	17	20	25	45	21	23
Stained.....	7	8	9	10	11	12	11	15
	Od.	G.	Od.	L.	Mid.	G.	Mid.	F.
Upland.....	7½	7½	8	8-16	8½	8½	8½	11½
Mobile.....	7½	8	8½	8	7-16	8½	8½	11½
N. O. & Texas....	7½	8½	8½	8	8	13-16	9½	11½
	L.	M.	F.	M.	L.	M.	F.	
Upland.....	7½	7½	8	8-16	8½	8½	8½	11½
Mobile.....	7½	8	8½	8	7-16	8½	8½	11½
N. O. & Texas....	7½	8½	8½	8	8	13-16	9½	11½

The following statement shows the prices of middling discriptions of cotton at this date, compared with the four previous years:

	1867.	1868.	1869.	1870.	1867.	1868.	1869.	1870.
Mid. Sea Isl'd	19d.	23d.	21d.	15d.	Mid.	Pernamb	6½d.	10d.
Upland.....	7½	10½	11½	8½	Egyptian.	5½	9½	10½
Mobile.....	7½	10½	11 9-16	8 7-16	Broach....	5	7½	8
Orleans.....	7½	10½	11½	8½	Dhollerah	4½	7½	8

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

Description.	Taken on spec. to this date—			Actual export from Liverpool, Hull and other ports to this date—		Actual exp't from U. K. in 1869.	
	1870.	1869.	1868.	1870.	1869.	1869.	1869.
American.....	165,920	174,590	264,000	123,885	130,135	133,300	133,300
Brazilian.....	17,310	37,720	62,170	46,635	60,976	61,800	61,800
Egyptian, &c...	7,340	21,300	41,180	7,510	10,985	11,050	11,050
West Indian....	2,740	2,560	5,880	5,523	8,487	11,540	11,540
East Indian...	145,300	409,550	238,360	296,215	327,533	574,160	574,160
Total.....	338,610	645,720	611,590	489,768	538,116	791,850	791,850

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

SALES, ETC., OF ALL DESCRIPTIONS.										
Description.	Sales this week.			Total this year.	Same period 1869.	Average weekly sales.	1870.	1869.	1868.	1867.
	Trade.	Ex- port.	Specula- tion.							
American.....	32,910	3,130	730	36,770	1,646,290	1,175,650	28,060	17,200	18,390	17,200
Brazilian.....	6,270	1,610	500	8,380	407,630	532,340	6,560	8,390	8,390	8,390
Egyptian, &c...	7,700	0	290	8,000	190,510	236,850	3,670	4,100	4,100	4,100
West Indian....	810	130	940	1,980	82,970	94,580	1,380	1,530	1,530	1,530
East Indian...	21,250	11,540	2,810	35,600	1,141,670	1,551,810	12,330	15,980	15,980	15,980
Total.....	68,940	16,420	4,330	89,690	3,469,070	3,681,230	52,000	47,200	47,200	47,200

Imports.									
Description.	To this date.		Total.	This day.	Same date 1869.	Dec. 31, 1869.			
	This week.	To this date 1869.							
American.....	52,927	1,580,767	1,004,791	1,039,118	98,980	81,970			
Brazilian.....	7,683	389,145	492,025	499,251	33,770	20,580			
Egyptian, &c...	6,505	209,161	221,579	226,540	42,650	34,320			
West Indian....	4,432	83,469	86,309	89,027	14,640	5,550			
East Indian...	1,246	894,351	1,139,156	1,141,343	183,680	227,960			
Total.....	72,793	3,156,893	2,943,890	2,995,279	373,730	370,410			

Of the present stock of cotton in Liverpool, 26.33 per cent is American, against 22 per cent last year. Of Indian cotton the proportion is 49 per cent, against 51.75 per cent.

LONDON, Dec. 24.—Not much business is doing, but a better feeling prevails and prices are firm. The following are the particulars of imports, deliveries and stocks:

	1868.	1869.	1870.
Imports, Jan. 1 to Dec. 22.....	Bales. 313,241	358,441	167,229
Deliveries.....	266,486	375,577	229,440
Stocks, Dec. 22.....	150,792	124,336	62,264

BREADSTUFFS.

FRIDAY, P. M. January 13, 1871

The market the past week has shown considerable excitement, especially in flour and wheat, and prices have advanced, closing in fact at the highest figure yet paid for the new crop.

The receipts of flour have been quite moderate and there has been rather more export demand, notwithstanding the quotation from Liverpool was reduced to 26s. The demand was not only for Great Britain but the Continent, and was evidently caused by the requirements of the armies of the European belligerents. The improved export demand stimulated some speculation, and the home trade bought more freely; the lower grades of Western Extras and prime Winter Wheat experienced a decided improvement; in fact, good lines of baker's brands have sold at \$6 60@6 75, which were recently a drug in the market at \$6 10@6 25. Prices for favorite brands of Extra State are scarcely offered at all. To-day the market was stronger but somewhat unsettled; shippers would buy good lines of extra State at \$6 25@6 35, but found no sellers to any extent under \$6 40@6 50.

Wheat, notwithstanding the decline reported by cable, has been in good export demand at steadily advancing prices, buyers being favored by a decline of 1@2d. in ocean freights, and by firmer

gold. Millers have also bought more freely, and there has been some speculation. To-day, with some improvement reported from Liverpool, and stocks here in process of rapid reduction, there was a fair degree of activity; seven boat loads, or about 54,000 bush., No. 2 Spring, sold for export at \$1 45, in store, and \$1 47@1 48, delivered, mostly at \$1 47; other descriptions of wheat very nearly nominal.

Corn has been very scarce, but the demand appears to be very limited. The Eastern States are being supplied, either from Baltimore or by direct shipments from the West; new mixed closed firm at 78@80c., delivered. Rye is held higher. Barley continues in demand and firm. Oats have ruled very dull, and prices close 2c. lower than quotations early in the week.

The following are the closing quotations:

Flour—Superfine.....	3 bbl. \$5 60@ 6 00	Wheat, Spring, bush.....	\$1 45@ 1 49
Extra State.....	6 20@ 6 50	Red Winter.....	1 43@ 1 47
Extra Western, com- mon to good.....	6 10@ 6 50	Amber do.....	1 50@ 1 52
Double Extra Western and St. Louis.....	6 75@ 9 00	White.....	1 52@ 1 75
Southern supers.....	@ ..	White California.....	1 75@ 1 80
Southern, extra and family.....	6 40@ 9 00	Corn, Western Mix'd....	76@ 82
California.....	@ ..	Yellow, new.....	80@ 81
Rye Flour, super & extra	4 50@ 5 60	White.....	78@ 85
Corn Meal.....	3 85@ 4 50	Rye.....	95@ 1 10
		Oats.....	56@ 62
		Barley.....	85@ 1 12
		Malt.....	95@ 1 15
		Peas, Canada.....	1 15@ 1 30

Description.	RECEIPTS AT NEW YORK.			EXPORTS FROM NEW YORK.		
	For the week.	Since Jan. 1, 1870.	Same time Jan. 1, 1870.	For the week.	Since Jan. 1, 1870.	For the week.
Flour, bbls.	47,860	104,313	86,873	35,391	62,659	37,963
C. meal, bbls.	2,574	3,657	8,198	1,790	2,116	1,627
Wheat, bush.	68,710	113,945	29,693	164,478	300,621	237,284
Corn, bush..	106,400	210,658	47,415	31,036	44,761	2,529
Rye, bush..	400	400	400	.....	.....	.....
Barley, &c bu	6,050	18,250	56,482	.....	.....	.....
Oats, bush..	43,625	87,435	47,418	1,583	1,583	.....

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:

At	RECEIPTS AT LAKE PORTS FOR THE WEEK ENDING JAN. 7, 1871.		Corn. (56 lbs.)	Oats. (32 lbs.)	Barley. (48 lbs.)	Rye. (56 lbs.)
	Flour. (196 lbs.)	Wheat. (60 lbs.)				
Chicago.....	20,248	256,997	399,709	65,321	12,300	11,167
Milwaukee.....	10,089	200,823	16,200	3,696	6,379	4,493
Toledo.....	4,820	29,505	75,485	24,878	4,800	.....
Detroit.....	8,279	28,668	21,032	11,742	3,209	6,750
Cleveland.....	5,783*	5,950	17,530	3,240	8,800	.....
Totals.....	49,219	522,143	529,956	108,877	35,488	22,410
Previous week.....	45,302	553,707	377,880	80,114	15,493	15,080
Correspond'g week, '70.	73,610	582,409	216,953	176,444	28,331	15,317
" '69.	138,846	529,349	452,587	176,444	27,765	33,473
" '68.	57,163	307,179	520,068	97,934	17,542	16,379
" '67.	77,228	212,858	244,308	171,277	37,208	26,897

*Estimated.

COMPARATIVE RECEIPTS at the same ports from Jan. 1 to Jan. 8, inclusive, for four years:

	1871.	1870.	1869.	1868.
Flour, bbls.....	49,219	73,610	138,846	57,163
Wheat, bush.....	522,143	582,409	529,349	207,179
Corn, bush.....	529,956	216,922	452,587	520,068
Oats, bush.....	108,877	216,953	176,444	97,934
Barley, bush.....	35,488	28,331	27,765	17,542
Rye, bush.....	22,410	15,310	33,473	37,308
Total grain, bush.....	1,218,874	1,959,925	1,219,618	879,931

And from August 1st, to and including Jan. 7, for four years:

	1870-71.	1869-70.	1868-69.	1867-68.
Flour.....bbls.	2,263,382	2,361,051	2,784,523	2,421,955
Wheat.....bushels.	25,929,182	27,976,276	24,252,499	24,458,136
Corn.....	11,263,365	13,625,039	12,923,400	14,295,038
Oats.....	9,471,402	7,608,741	13,363,502	10,961,575
Barley.....	3,890,502	1,928,533	2,300,022	1,493,977
Rye.....	945,215	844,683	1,603,108	1,174,345
Total grain, bushels....	51,499,666	51,933,272	54,447,531	52,383,071

SHIPMENTS FROM CHICAGO, MILWAUKEE, TOLEDO AND CLEVELAND FOR WEEK ENDING JAN. 7.

	Flour. bbls.	Wheat. bush.	Corn. bush.	Oats. bush.	Barley. bush.	Rye. bush.
Week ending Jan. 7, '71.	59,340	26,441	188,107	35,142	31,408	5,535
Week ending Dec. 31, '71.	35,866	18,830	189,785	34,928	15,675	1,832
Week ending Jan. 8, '70.	55,392	96,681	120,330	30,616	6,697	3,831

COMPARATIVE SHIPMENTS of flour and grain from the ports of Chicago, Milwaukee, Toledo, and Cleveland, from Jan. 1 to Jan. 8, inclusive, for four years:

	1871.	1870.	1869.	1867.
Flour.....bbls.	59,340	55,392	122,439	.....
Wheat.....bush.	26,441	96,681	95,396	.....
Corn.....	188,107	120,330	252,984	.....
Oats.....	35,142	30,616	53,350	.....
Barley.....	34,408	6,697	41,250	.....
Rye.....	5,535	3,831	40,907	.....
Total.....	289,633	258,155	483,887	.....

THE VISIBLE SUPPLY OF GRAIN, JAN. 7, 1870.

	Wheat. bush.	Corn. bush.	Oats. bush.	Barley. bush.
*In store at New York, 7th.....	2,820,842	275,924	1,824,763	506,904
In store at Albany, 1st.....	30,000	32,000	200,000	206,800
In store at Buffalo, 4th.....	786,504	88,700	192,800	262,400
*In store at Chicago, 7th.....	2,546,650	1,133,090	508,496	436,612
In store at Milwaukee, 7th.....	1,931,000	12,516	132,885	20,147

In store at Toledo, 7th	311,185	141,600	45,406	8,577
In store at Detroit, 7th	98,048	7,115	11,781	7,793
In store at St. Louis, 7th	273,441	15,480	95,571	36,358
In store at Oswego, Dec. 15th	807,714	102,108	53,661	86,176
In store at Toronto, 1st	61,128		8,685	71,990
In store at Mont. al, 1st	359,430	23,666	16,205	2,284
In store at Boston, 7th	17,535	176,590	124,291	63,388
In store at Baltimore (estimated)	400,000	260,000	175,000	39,000
In store at Philadelphia, 1st	203,926	58,000	145,610	100,000
Rail shipments for week	26,441	108,107	25,742	34,468
Total in store and in transit	Jan. 7, '70, 10,623,854	2,379,896	3,477,893	1,873,837
"	Dec. 31, '69, 11,341,193	2,088,010	3,058,142	2,632,592
"	Dec. 17, '70, 9,450,849	1,868,888	3,187,367	1,735,132
"	Dec. 10, '70, 10,035,446	1,775,998	3,637,164	2,889,700
"	Dec. 3, '70, 8,489,857	1,687,828	3,281,584	2,234,503
"	Nov. 26, '70, 9,527,823	1,297,427	3,476,322	3,019,630
"	Nov. 19, '70, 9,221,346	1,656,824	3,844,439	2,861,878
"	Nov. 12, '70, 10,653,277	1,821,711	3,473,004	2,737,320

* The stock afloat not included in this statement, but was in last.

GROCERIES.

FRIDAY EVENING, JANUARY 13, 1871.

As business adapts itself gradually to the new order of values under the modified import duties, the expectations of an increased volume of trade begin to be realized, and on all the leading articles embraced in this review, except Sugars, we find considerable animation for the week. The sales from first hands have in some instances been restricted by the very small amounts available, but jobbers have been unusually busy and in the majority of cases distributed their supplies as rapidly as they could be withdrawn from bond. Prices generally share greater uniformity and here and there much strength with an occasional advance. The withdrawals from bond have been accomplished in a comparatively easy manner, but some vexatious delays occurred in obtaining access to goods unfavorably stored in the over-crowded warehouses, and subsequently some difficulties were experienced in obtaining transportation to the interior owing to the large offerings.

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	36,730 pcks.	Laguayra	3,163 bags.	Sugar, Brazil	3,500 bags.
Green	22,410 pcks.	Other	7,161 bags.	Manila, &c.	27,282 bags.
Japan	11,280 pcks.	Sugar, Cuba	1,805 boxes.	M'las'es, Cuba	257 hhds.
Various	15,963 pcks.	Cuba	5,715 *hhds.	Porto Rico	355 *hhds.
Coffee, Rio	29,334 bags.	Porto Rico	1,086 hhds.	Demerara	172 *hhds.
Java	13,493 mats.	Other	1,086 hhds.	Other	40 *hhds.
Maracaibo	8,963 bags.				

Imports this week have included 1 cargo of tea, 12,587 bags Rio, and 3,584 bags of other sorts of coffee. Good receipts of sugar, including 17,744 bags of Manila, 4,500 bags Brazil, and 2,725 bags Java sugar, 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, 1871, are as follows:

	Stocks in New York at date.		Imports at leading ports since January 1.	
	1871.	1870.	1871.	1870.
Tea..... lbs.	.....	.....	281,135	.....
Tea (indirect import)..... pcks.	.....	.....	.....	.....
Coffee, Rio..... bags.	11,330	61,880	30,625	1,290
Coffee, other..... bags.	54,600	13,618	14,651	.....
Sugar..... boxes.	65,797	88,546	5,533	.....
Sugar..... hhds.	28,762	54,332	5,775	.....
Sugar..... bags.	338,963	245,815	17,744	.....
Molasses..... hhds.	6,460	18,003	253	.....

TEA.

The volume of business is somewhat smaller than last week, not from any falling off in the demand, but simply because stock was not available; about all the available lots here or offered to arrive having been sold out, and many parcels over due failing to come to hand. Buyers are constantly to be found in the market and exhibit a gratifying amount of anxiety, some to such an extent as to put up with old stock after failing in their endeavors to secure new crops. All kinds are wanted and prices rule very strong and buoyant, though any distinction made should probably be in favor of Greens, some qualities of which show an actual advance. The call for lines has been good, but business somewhat restricted by the delay in getting parcels out of bonded warehouse. Sales of 14,550 packages Green; 1,525 pcks. Souchong; 19,700 pcks. Oolong; 3,900 pcks. Japans.

Imports this week have included 281,135 lbs. Black, per "Ceres," from Amoy; and 748,585 do., per "Yangtze," from Foo Chow.

The following table shows the imports of Tea into the United States (not including San Francisco), from January 1 to date, in 1871 and 1870:

	Black.	Green.	Japan.	Total.
1871.....	281,135	.....	.....	281,135
1870.....	.....	.....	.....	.....

The indirect importations, including receipts by P. M. Steamers via Aspinwall, have been — pcks. since January 1, against — last year.

COFFEE.

The market for Brazils has gained strength if anything, and the position is most encouraging for the selling interest. The stock not only here but at all the outposts is contracted to a remarkably small aggregate, with comparatively few cargoes immediately due; buyers are in constant attendance looking for desirable parcels, and everything seems to indicate that it merely requires a larger and better assorted offering to at once increase the volume of business. The demand is entirely from the regular trade, no speculative movements thus far being reported, and it is quite certain that current sales are going into actual consumption. Since our last further advices have been received from Rio Janeiro, reporting continued very fair movements on United States account, but the cost was further slightly increased, and this has helped stimulate our markets, values improving ¼c. gold, and closing firm at the advance. At the other leading coffee ports business has ruled dull for want of supplies, but markets in all cases reported firm. From first hands Java has not been sold with much freedom, but continues to be firmly held and jobbers are dis-

tributing freely with rather better rates obtained on choice selections. The leading styles of West India have met with an improved demand from the trade in view of their relative cheapness, and some pretty large movements have concentrated the bulk of the desirable supplies, on which an advance of ½@c. is now asked. There does not appear to be quite so many exporters looking for St. Domingo stock, but full former figures are as a rule asked. Jobbers in all cases are busy and in small lots a goodly amount of coffee is going out. The wholesale transactions embrace 15,401 bags Rio; 300 bags Bahia; 7,500 bags Maracaibo; 5,850 bags Laguayra; 150 bags Jamaica; 3,500 bags St. Domingo; 5,000 mats Java on Boston account. Sales at Baltimore of 1,570 bags Rio.

Imports of Rio this week have included the following cargoes: "St. Dev-enick," 5,000 bags; "Ida," 3,707 bags; and "Mars," 3,880 bags. Of other sorts the imports have included 3,218 bags St. Domingo, per steamer "City of Port au Prince," and 366 bags of sundries.

The stock of Rio Jan. 12, and the imports since January 1, 1871, are as follows:

In Bags.	New York.	Phila. delphia.	Balti- more.	New Orleans.	Savan. & Mobile.	Gal- veston.	Total.
Stock.....	11,330	.....	5,406	17,535	5,000	3,000	24,736
Same date 1870.....	61,880	.....	13,333	17,535	1,000	500	94,248
Imports.....	21,075	3,550	.....	6,000	.....	.....	30,625
" in 1870.....	1,290	.....	.....	.....	.....	.....	1,290

Of other sorts the stock at New York, Jan. 12, and the imports at the several ports since January 1, 1871, were as follows:

In bags	New York— stock.	Boston import.	Philadel. import.	Balt. import.	N. Orle's import.	Total imports at all the ports
Java and Singapore.....	.....	*8,840	.....	.....	.....	.....
Ceylon.....	15,561	.....	.....	.....	.....	.....
Maracaibo.....	25,611	.....	.....	.....	.....	.....
Laguayra.....	3,541	.....	.....	.....	.....	.....
St. Domingo.....	.....	4,845	.....	.....	.....	.....
Other.....	9,337	366	.....	.....	.....	.....
Total.....	54,600	5,211	8,840	.....	.....	14,651
Same time, 1870.....	13,618	.....	.....	.....	.....	.....

* Includes mats, &c., reduced to bags. † Also, 38,795 mats

SUGAR.

The market for Raw Sugars is about the only one on which the expectations of an improving business with the opening of the new year have not been realized, the record of the past week obtaining a very slow condition of affairs and a further shrinkage in prices. The trade have been the principal buyers in attendance and taking merely such small lots as were required for momentary necessities though occasionally a refiner was forced to operate in order to keep machinery in motion. The greater number of our refiners, however, have found it unnecessary to appear, in view of their ability to withdraw goods from bond on December purchases about as fast as wanted, especially as their product sold slower and slower each day. Importers have in their possession a pretty dull stock for the season, and though refraining from urging business too persistently on a dull, weak market, were free sellers and gradually worked the cost down about ¼c. per lb. and evident desire gaining ground to get as many goods out of the way as possible before the appearance of the new crop which is now about due in quantities sufficient to have a decided influence, and recent advices indicate the probability of an ample supply for the season. Refined goods have been in fair demand, but void of any activity and prices slowly fell off on all grades in view of an increasing aggregate supply and a better assortment, and the attention given by buyers to the cheaper and in some instances fully as good lots of clarified Demerara. The general market closes without much life and unsettled. Sales of 1,940 hhds. Cuba; 150 hhds. Martinique; 601 hhds. Demerara; 419 hhds. New Orleans; and 6,473 boxes Havana.

Imports at New York, and stock in first hands, Jan. 12, were as follows:

Imports this week...	Cuba, bxs.	Cuba, *hhds.	P. Rico, *hhds.	Other *hhds.	Brazil, bags.	Manila, bags.	Melado hhds.
Imports this week.....	4,198	2,162	807	2,063	.....	17,744	203
" since Jan. 1.....	4,198	2,162	307	2,063	.....	17,744	203
" same time, '70.....	2,318	581	.....	571	11,100	33,397	.....
Stock in first hands..	65,797	.....	28,762	.....	338,963	.....	744
Same time 1870.....	88,516	.....	54,332	.....	245,815	.....	705
" " 1869.....	26,984	.....	29,771	.....	56,585	.....	366

MOLASSES.

We find no great change on the markets for foreign qualities and no fresh or interesting points to advise. Holders generally have opposed any further reduction in cost considering that the lower duties were fully discounted weeks ago, and to a certain extent the position is steady but in reality quotations can be little better than nominal at present in view of the small volume of trade. There has been a little call but only for small, unimportant lots, as a rule, and buyers do not show any inclination to depart from this system of operations; for the present. In domestic the arrivals have again been free, and the sale so slow that a great many parcels have been forced into store to await a market. Really nice prime and fancy stock did very well, but buyers appear to have become quite fastidious as to quality and force a lower range on any thing not first-class. Sales of 400 hhds. Cuba Muscovado; 100 hhds. Porto Rico; 100 hhds. Guadaloupe; 150 hhds. English Island, etc.; and 3,535 bbls. New Orleans.

The receipts at New York, and stock in first hands, Jan. 12, were as follows:

Imports this week...	Cuba, *hhds.	P. Rico, *hhds.	Demerara, *hhds.	Other *hhds.	N. O. bbls.
Imports this week.....	43	37	143	.....	5,658
" since Jan. 1.....	43	37	143	.....	5,658
" same time 1870.....	423	.....	43	.....	4,426
Stock in first hands.....	5,768	131	561	.....	3,000
" " same time '70.....	13,324	135	4,044	.....	2,700
" " same time '69.....	14,325	632	2,706	.....	3,000

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, 1871, to date, have been as follows:

	Sugar				Molasses	
	Boxes.	*Hhds.	Bags.	*Hhds.	1871.	1870.
New York.....	1871. 4,198	1870.	1871. 4,735	1870.	17,744	.....
Boston.....	.....	.....	734	.....	.....	.....
Philadelphia.....	1,340	.....	206	.....	.....	.....
Baltimore.....	.....	.....	.....	.....	.....	.....
New Orleans.....	.....	.....	.....	.....	.....	.....
Total.....	5,538	.....	5,775	.....	17,744	253

* Including tierces and barrels reduced to hhds.

SPICES.

In a wholesale way there is scarcely any regular market at present, not so much from want of a demand as from the absence of supplies, nearly every-

FRUITS, &c.

The demand the past week has been rather lighter than for the two preceding. Still a very good trade has been done and the tone of the market generally is firm.

Foreign Green meet with fair demand; the supply of lemons is still limited, and former high prices rule; one or two cargoes of Malagas have arrived since our last, most of which sold at private sale at \$9 per box.

Domestic Dried are firm for Apples, with a fair amount of trade doing in a small way. Receipts are quite moderate, and as the stock held here is not very large, holders have increased in firmness.

Domestic Green have been active for Apples, especially Greenings, for the city trade. Baldwins and Spits have also met with a good demand, and at the advance noted in our last are very firm.

ADVICES FROM PRODUCING MARKETS.

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, 1870; Name of Vessel; From; Black lbs.; Green lbs.; Japan lbs.; Total lbs. Lists various tea shipments from ports like Shanghai, Yokohama, Amoy, etc.

Total known to be afloat... 3,539,126 7,313,155 3,887,727 14,919,679
Total exports to U. S. ports, June 1 to Nov. 11... 7,461,536 10,429,453 5,093,325 22,984,314

* For Boston.

Manila Sugar.—Advices to Nov. 8 give no change in prices for super. current, last price for which was \$4 50 per picul.

Export to U. S. to date... 1870... 247,959 1869... 305,567

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 sugar shipments from ships like Carobel, Jno. Banfield, Glenallen, Naval Brigade, W. G. Russell.

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 (picls), Sugar (picls). Lists coffee and sugar shipments from vessels like Balnaguth, Wallace, Hecherdass, etc.

* Not sailed at last dates.

† At Bermuda, discharging, December 14.

PRICES CURRENT.

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

Table listing prices for various types of Tea, including Hyson, Young Hyson, Gunp. & Imp., and others, with prices per picul.

Coffee.

Table listing prices for different grades of coffee, such as Rio Prime, Native Ceylon, Maracaibo, etc.

Sugar.

Table listing prices for various grades of sugar, including Cuba, Hav'a, Porto Rico, Brazil, etc.

Molasses.

Table listing prices for different types of molasses, such as New Orleans, Porto Rico, Cuba, etc.

Rice.

Table listing prices for rice, including Radgoon and Carolina (new).

Spices.

Table listing prices for various spices, such as Cassia, Pepper, Pimento, etc.

Fruits and Nuts.

Table listing prices for various fruits and nuts, including Raisins, Currants, Prunes, Apples, etc.

Grocers' Drugs and Sundries.

Table listing prices for various grocers' items, such as Alum, Borax, Sal Soda, Sulphur, etc.

THE DRY GOODS TRADE.

FRIDAY, P.M., January 13, 1871

The trade from first hands during the week has been active for this season of the year. The demand is almost wholly for domestic goods, and the bulk of the movements, exclusive of the woolen trade, are confined to staple and colored cottons. There are several Western jobbers in town who are purchasing these goods for their spring stocks, and the movements in this direction, as well as to the resident buyers for houses in the interior and to the city trade, aggregate a very satisfactory amount. There has been no great activity in the general trade as yet, but the movements are as great as is usual so early in the season, and the prospects for a good business during the Spring are thought to be very encouraging. Jobbers have had no trade as yet, but are receiving a few orders for small amounts of seasonable goods suited to the requirements of the current trade. It is thought that the ensuing season will open rather later than has been usual in former years, as the facilities for the rapid transportation of goods have increased to such an extent that retailers are likely to defer their purchases with a view to saving interest.

Reports from other cities are to the effect that there is but little wholesale trade doing, while retailers are fairly active for this season. Collections have been coming in freely from all points since the first of the month. Cincinnati advices state that the stoppage of navigation has delayed collections from the river towns somewhat, but on the whole there is still a decided improvement over the previous month. The few failures occurring here, in Boston and in Chicago, do not appear to have caused any excitement in the trade, nor to have affected the standing of first-class dry goods' paper in the discount market.

DOMESTIC COTTON GOODS.—There has been a comparatively good demand for brown and bleached cottons of all grades and especially for fine goods. The present production is so small in consequence of the limited supply of water in the manufacturing streams, that the stock of standard goods is very much reduced, while lower grades are in unusually small supply. Speedy relief, in an increased flow of water, is necessary to prevent a scarcity of goods during the coming season, and unless it be afforded general advance in prices is not improbable. This is already apparent in an advance of 1/2c. per yard on some low grade brown cottons, and one or two brands of fine bleached goods, which has occurred during the week. Prints, too, have been advanced 1/2c., and all brands of standard fancies are now selling at 11 cents. Lower grades will probably be advanced during the coming week. This advance is fully warranted by the present prices for cloths, which are very scarce, and still maintain an upward tendency. There are no changes of importance to note on colored cottons, beyond a trifling decline on a few brands of denims and stripes, but prices are unsettled, and a more general revision is likely to be made.

DOMESTIC WOOLEN GOODS.—There is a moderate demand for light weight cloths and cassimeres, from first hands, but the trade is confined almost exclusively to medium and low grades, and the aggregate is a little greater than that of the previous week. Clothiers are the principal purchasers, thus far, though jobbers are purchasing fair amounts of the best goods offering. The commission houses offering desirable assortments of fine grades find ready sale for their goods, but as a majority of them are not prepared to show extensive stocks of this class of goods, the transactions are necessarily limited. Prices open about the same as at the beginning of the spring season last year.

FOREIGN GOODS.—This department of the market remains thoroughly quiet in all its branches. Dealers are busily preparing for the spring trade, though jobbers have not begun purchasing as yet. Importers are receiving moderate amounts of goods, and have large stocks in transit, which will arrive during the next two weeks. There has been a little inquiry for house-keeping linens, but the bulk of the business at the moment is in alpacas and Italians, for clothier's uses, and medium grades of light-weight woollens.

The exports of dry goods for the past week, and since January 1, 1871, and the total for the same time in several previous years are shown in the following table:

FROM NEW YORK.				FROM BOSTON	
Domestics.	Val.	Dry Goods.	Val.	Domestics.	pkgs.
pkgs.		packages.			
Total for week....	305	\$33,891	81	\$6,432	10
Since Jan. 1, 1871....	481	48,960	119	11,154	10
Same time 1870....	217	32,110	186	42,869	—
“ “ 1869....	342	47,652	27	13,341	47
“ “ 1868....	180	.....	46	.....	1,867
“ “ 1867....	138	.....	.....	.....	18
“ “ 1866....	261	.....	.....	.....	4,319

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 limited demand, and the stock is sold close up to production. Prices are steady

with a slight upward tendency. Amoskeag A 36 12 1/2 do B 36 12, Atlantic A 36 13, do D 11, do H 12 1/2. Appleton A 36 13, Augusta 36 11 1/2, do 30 10. Bedford R 36 8 1/2, Boott O 34 10 1/2, Commonwealth O 27 8. Grafton A 27 8, Great Falls M 36 11, do S 33 10, Indian Head 36 13, do 30 10 1/2, Indian Orchard, A 40 13, do C 36 11 1/2, Laconia O 39 12, do B 37 11, Lawrence A 36 11, Lyman O 36 11, do E 36 12 1/2, Medford 36 11 1/2, Nashua fine O 33 11 1/2, do 36 13, do E 40 15. Newmarket A 36 10 1/2, Pacific extra 36 12 1/2, do L 36 11 1/2, Pepperell 7-4 22 1/2, do 8-4 25, do 9-4 27 1/2, do 10-4 32 1/2, do 11-4, 37 1/2, Pepperell E fine 39 12 1/2, do R 36 11 1/2, Pocasset F 30 8 1/2, Saranac fine O 33 11, do R 36 12 1/2, Stark A 36 12 1/2, Swift, River 36 9 1/2, Tiger 27 7 1/2.

BLEACHED SHEETINGS AND SHIRTINGS are in relatively good request, with prices very firm on all grades. Amoskeag 46 16, do 42 15, do A 36 15, American A 36 12 1/2, Androscoggin L 36 15 1/2, Arkwright WT 36 18, Ballou & Son 36 12 1/2, Bartletts 36 14 1/2, do 33 13 1/2, Bates XX 36 16 1/2 @ 18, Blackstone 36 14, Boott B 36 13 1/2, do O 30 11, do R 28 9, Clarks 36 17, Jwright D 40 18, Ellerton 10-4 45, Forestdale 36 14 1/2, Fruit of the Loom 36 15, Globe 27 7, Gold Medal 36 12 1/2, Great Falls Q 36 16, Hill's Semp. Idem 36 15, Hope 36 12 1/2, James 36 15, Lonsdale 36 15, Masonville 36 15, Newmarket C 36 12 1/2, New York Mills 36 20, Pepperell 6-4 22 1/2, do 10-4 37 1/2, Tuscarora 36 18, Utica 5-4 25, do 6-4 30, do 9-4 45, do 10-4 50, Waltham X 33 11 1/2, do 42 15, do 6-4 25, do 8-4 27 1/2, do 9-4 32 1/2, do 10-4 40, Wamsutta 36 19.

PRINTING CLOTHS are in active demand, but the stock available for immediate delivery is very light, and manufacturers expect a rise. 64x34's are held at 7 1/2c.

PRINTS continue selling freely, though the demand for dark work is about over. The stock of light work is small, and is held at advanced prices. American 11, Albion solid 11, Allens, 11, do pinks 12, purples 12, Arnolds 8 1/2, Atlantic 6, Dunnell's 10 1/2, Hamilton 11, London mourning 10, Mallory 11 1/2, Manchester 11, Merrimac D 11, do pink and purple 13 1/2, do W fancy 12 1/2, Oriental 11, Pacific 11, Richmond's 11, Simpson Mourning 10 1/2, Sprague's pink 11 1/2, do blue and White 11, do shirtings 10, Wamsutta 7 1/2.

CHECKS.—Caledonia 70 22 1/2, do 50 24, do 12 26 1/2, do 10 21, do 8 18 do 11 22 1/2, do 15 27 1/2, Cumberland 13, Jos Greers, 55 15 1/2, do 65 18 Kennebeck 20, Lanark, No. 2, 9 1/2, Medford 13, Mech's No. A 1 29.

DENIMS.—Amoskeag 26, Bedford 14 1/2, Beaver Cr. AA 23, Columbian, heavy 24, Haymaker Bro. 15, Manchester 20, Otis AXA 22 1/2, do BB 20.

CORSET JEANS.—Amoskeag 11 1/2, Androscoggin —, Bates 9. Everetts 15 1/2, Indian Orchard Imp. 10, Laconia 11 1/2, 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 13, Appleton 12 1/2, Amoskeag 12 1/2, Augusta 12 1/2, Pacific 13, Pepperell 12 1/2, Stark A 12 1/2.

STRIPES.—Albany 8 1/2, Algoden 16 1/2, American 12-13, Amoskeag 19, Hamilton 19-20, Haymaker 11 1/2 @ 12 1/2, Sheridan A 10 1/2, do G 11, Uncasville A 12-13, Whittenton A A 22 1/2.

TICKINGS.—Albany 8 1/2, American 14 1/2, Amoskeag ACA 30, do A 24, do B 21, do C 19, do D 17, Blackstone River 14 1/2, Conestoga extra 32 21, do do 36 25, Cordis AAA 24, do ACE 28, Hamilton 21, Swift River 13 1/2, Thorndike A 15, Whittendon A 22 1/2, York 30 22 1/2.

GINGHAMS.—Clyde, 11 1/2; Earlston, extra, 18; Glasgow, 14; Gloucester, 13; Hadley, 14; Hampden, 15; Hartford, 13; Lancaster, 15; Lancashire, 15; Pequa, 12 1/2; Park Mills, 14; Quaker City, 14.

MOUSELINE DELAINES.—Pacific 18 @ 20, Manchester 18, Hamilton 18, Tycoon reps 23-27 1/2, Pacific Mills printed armures 19, do Imperial reps 22 1/2-27 1/2, do aniline 22, do plain assorted colored armures 19, do do Orientals 18, do do alpacas 21, do do corded do 22 1/2, Merino A 32 1/2, AA 37 1/2 AAA 42 1/2.

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 42 1/2 for three-ply; Hartford Company's \$1 for medium super-fine; \$1 15 for superfine; \$1 42 1/2 for Imperial three-ply, and \$1 50 for extra three-ply; Brussels \$1 80 for 3 fr., \$1 90 for 4 fr., and \$2 for 5 fr.

IMPORTATIONS OF DRY GOODS AT THE PORT OF NEW YORK.

The importations of dry goods at this port for the week ending Jan. 12, 1871, and the corresponding weeks of 1868 and 1869, have been as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING JAN. 12, 1871.

	—1869.—		—1870.—		—1871.—	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of wool...	363	\$150,576	371	\$174,410	646	\$283,415
do cotton...	1,001	280,172	1,217	334,853	1,539	461,929
do silk....	311	224,738	282	257,840	381	282,583
do flax....	1,203	135,550	707	169,963	1,117	244,776
Miscellaneous dry goods.	398	104,326	666	183,749	342	135,890
Total.....	3,276	\$945,362	3,243	\$1,120,820	4,025	\$1,406,598

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

Manufactures of wool...	409	\$158,344	471	\$193,874	243	\$98,988
do cotton...	245	60,842	257	68,560	222	60,825
do silk....	54	64,270	77	100,492	73	93,724
do flax....	548	127,966	485	122,904	220	56,778
Miscellaneous dry goods.	40	10,996	254	31,819	32	8,690
Total.....	1,296	\$442,418	1,544	\$522,649	790	\$319,005
Add ent'd for consu'pt'n.	3,276	945,362	3,243	1,120,820	4,025	1,406,598
Totalth'wn upon m'rk't	4,572	\$1,387,780	4,787	\$1,643,469	4,815	\$1,725,598

ENTERED FOR WAREHOUSING DURING THE SAME PERIOD.

Manufactures of wool...	238	\$99,915	334	\$109,901	315	\$106,896
do cotton...	206	60,333	818	205,599	422	120,109
do silk....	186	132,269	54	44,722	54	65,507
do flax....	306	100,145	309	74,379	471	97,016
Miscellaneous dry goods.	373	35,312	33	15,773	23	15,221
Total.....	1,259	\$423,974	1,548	\$450,374	1,285	\$404,749
Add ent'd for consu'pt'n.	3,276	945,362	3,243	1,120,820	4,025	1,406,598
Total entered at the port	4,535	\$1,569,336	4,791	\$1,571,194	5,305	1,811,347