

# THE Commercial AND Financial Chronicle

Hunt's Merchants' Magazine,

A WEEKLY NEWSPAPER,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

VOL. 12.

SATURDAY, JANUARY 21, 1871.

NO. 291.

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## The Chronicle.

THE COMMERCIAL AND FINANCIAL CHRONICLE is issued every Saturday morning, with the latest news up to midnight of Friday.

### TERMS OF SUBSCRIPTION—PAYABLE IN ADVANCE.

FOR THE COMMERCIAL AND FINANCIAL CHRONICLE, delivered by carrier to city subscribers, and mailed to all others, (exclusive of postage,) For One Year..... \$10 00  
For Six Months..... 6 00

The CHRONICLE will be sent to subscribers until ordered discontinued by letter. Postage is 20 cents per year, and is paid by the subscriber at his own post-office.

WILLIAM B. DANA, } WILLIAM B. DANA & CO., Publishers,  
JOHN G. FLOYD, JR. } 79 and 81 William Street, NEW YORK.  
Post Office Box 4,592.

Mr. Alex. Holmes is our only travelling agent.

The Publishers cannot be responsible for Remittances unless made by drafts or Post Office Money Orders.

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

### THE TREASURY AND THE CLIQUES.

As was suggested in THE CHRONICLE a month ago, the "tight money" men have been attempting further manoeuvres notwithstanding the growing ease of the loan market. Some excited discussion has been evoked this week in Wall street by their late effort to lock up several millions of greenbacks, with a view to derange the money market, and thus to further certain ulterior designs in depressing quotations at the Stock Exchange. That these adventurous speculators have been foiled in their project is one of the gratifying results of the recent movement; but that they should have attempted it, and should have been so near to success, offers a significant comment on Mr. Boutwell's policy of locking up greenbacks and hoarding a large idle currency balance. From all that appears, the clique was able to obtain the cooperation of but one of our city banks; and this institution has accordingly been the recipient of warm, and, perhaps, deserved reproof. Several other banks are reported to have been solicited, and to have promptly refused their aid. It is of course to be wished that the Clearing House would positively determine to exclude from its Association any

bank found guilty of connivance in operations of this questionable sort. But evidence is not easy to obtain; and if the speculators are debarred from one means of locking up currency, they have ingenuity enough to contrive some adequate substitute.

We regret to learn that this obvious duty is disputed in quarters where one would have least expected unsound views of banking to prevail. It is claimed by bank officers, who ought to know better, that they are justified in aiding their dealers in attempts to derange the money market. Their excuse is that every depositor has a legal right to withdraw greenbacks at will so long as his drafts do not exceed the sums standing to his credit. They also claim that the same depositor has an equal right to withhold these greenbacks from use, or to require the bank to keep them idle, on the plea that he may suddenly want to withdraw them, and that he wishes the bank to be ready to meet his draft if he chooses to make it. But what do these sophistical pleas amount to? It is well understood that in the case before us, they are a mere subterfuge. What these speculative depositors want is not the legitimate use of the greenbacks in paying the ordinary obligations of business. They simply want to avail themselves of the facilities which our banking system offers for deranging the monetary machinery of the country; and for their own gain they seek to disturb the affairs of multitudes of business men on whom monetary perturbations inflict heavy loss. The movement is really a conspiracy, a plot to convulse credit and to embarrass commerce by controlling a large amount of the circulating currency by which the industrial machinery of the city is kept in easy movement, and free from mischievous friction. One of the most interesting illustrations of the financial economies secured by our modern monetary methods is found in the banking machinery with which these speculators are accused of tampering. Through the Clearing House six hundred millions of indebtedness has this week been paid by our banks to each other, with the use of less than twenty millions of actual money. It is easy, therefore, to see that if any large part of this twenty millions of currency should suddenly be withdrawn from its proper functions, some serious monetary spasms might result, if its place could not be readily supplied; and even in that case the proverbial timidity of capital would of necessity produce some perturbation which could scarcely fail to give trouble. It is on this principle that the objection is founded to the sudden locking up of currency in the Treasury. When any dealer at a bank, therefore, claims, with his friends' connivance, to draw out of bank a larger proportion of greenbacks than is usual in the ordinary course of business, he claims that which cannot be conceded without question and without danger. But when,

as in the case before us, the greenbacks so withdrawn reach to the amount of seven or eight millions, and are seized and locked up for the simple purpose of deranging and perturbing the monetary machinery, the benefits of which this man enjoys, in common with thousands of others, the absurdity of his claim to have a right to do all this is sufficiently apparent. Some of our bankers have found to their cost that they cannot afford to set this judgment of the people at defiance.

The failure of the schemes of the tight money men is due to several circumstances which this year have combined to ease up the loan market at an earlier period in the season than usual. The principal of these is connected with the large accumulation of capital at this centre. Had the tide of deposits and of currency set in from the interior a little later and with less force we should have doubtless had to record one of those short, sharp monetary spasms which were formerly so mischievous, but have of late been less frequent; and the probability of this is the stronger as Mr. Boutwell continues to accumulate currency in the Treasury and the speculators evidently rely on his indisposition to change his policy.

#### THE JUDICIARY COMMITTEE AND ITS FORTHCOMING REPORT.

Public opinion seems to have undergone some notable changes in regard to the Pacific railroad controversy during the past week or two, as is indicated by the tone of the discussions in the newspapers and of the doings in Congress. In regard to the latter, two announcements made yesterday are not unworthy of notice. First, the House Committee on Appropriations, it is said, are preparing a joint resolution directing Mr. Boutwell to continue, as usual, to pay the companies one-half of their charges for transporting the mails and military supplies of the Government. And secondly, an influential party in Congress are urging a compromise by which the companies shall agree to pay one-half of the interest as it accrues on the subsidy bonds, while the Government, on its part, shall send by railroad its whole supplies to the military posts instead of sending the larger part, as now, by water. These propositions suggest some interesting inquiries, upon which we cannot now enter. The only point of view in which they can here be considered, is as they show that public feeling is more alive to the "grievances," as they have been called, of the Pacific railroad companies. These complaints are under the investigation of the Judiciary Committee of the Senate, whose report on the subject will probably be offered to Congress early in February. Excluding minor matters, two points are specially urged before the Committee.

First, the railroad people complain that Mr. Boutwell has stopped the payment of monies due to them for transportation under their contracts with the Government. The amount withheld is small, amounting altogether, to some half a million of dollars. But the companies urge that it is a breach of contract; and that, so long as they faithfully perform all the conditions that contract imposes on them, the Government, on its part, is equally bound to good faith. One or two of the more zealous of the advocates of the Company have even gone so far as to urge that the Government, having broken its faith, loses its right to the privileges secured by the contract; and that, while the Company would be justified in refusing to carry the mails, the Government has lost the right to foreclose the mortgage it holds as security for the performance of its stipulations by the railroad. Ignoring this extreme view, however, the Pacific Companies claim that half transportation charges shall be paid to the Companies in cash, the other half being reserved to form, with five per cent. on the

net earnings, a fund for the ultimate payment of the principal and interest of the subsidy-bonds. It is in compliance with this demand on the part of the Companies that the House Committee on Appropriations is proposing to offer a joint resolution directing Mr. Boutwell to continue the custom of the department in regard to these payments, which has been in use, both by Mr. Boutwell and his predecessors, for more than six years, and, indeed, ever since the passage of the act of July 2d, 1864.

This resolution is well worthy of consideration, and in the interest, both of the railroads and of the Government, we trust that some satisfactory arrangement of the trouble will speedily be found. Some persons, it is true, object to the interposition of Congress. They think that, as the whole controversy touches the interpretation of a contract, it should be referred to the courts. To avoid, however, the delays and inconveniences of litigation, recourse should be had, if possible, to a more easy solution of the difficulty. We should, at any rate, protect the Government from the risk of placing itself in the wrong, and of surrendering the privileges, by refusing the conditions, of its existing contracts with the Pacific Railroad companies.

The second point referred to suggests a final complete compromise of the whole difficulty. The basis of settlement is two-fold. First, It provides that the companies shall repay promptly into the Government Treasury one-half of the amount paid as interest on the subsidy bonds, and that if the transportation charges do not cover the sum, it shall be made up in cash. Secondly, It provides that the Government shall send all its troops and munitions of war by the railroads, instead of sending part of them by water. This last point, in reality, is the most important in the whole controversy. The companies claim that if they had received, as they were promised, the whole carrying business of the Government across the plains, Mr. Boutwell would have so large a sum in his hands, that he would have made no complaints about the failure of the companies to pay the interest. The half charges for transportation, even at the low rates tariffed by the companies, would have reimbursed and fully paid the interest on the subsidy bonds, and would have left a probable surplus besides. How true this estimate may be we cannot tell. A recent resolution passed by the Senate calls for the facts, and till the reply is received we do not see that any action of Congress can be intelligently taken in the existing controversy.

The railroad companies, on their part, declare that they were promised the whole business of the government; that although they are compelled by law to keep up at large expense an equipment of engines and cars sufficient to do all this vast business, they have as yet been deprived of nine-tenths of it, and have only received one-tenth of the government transportation aside from the mails. They further point to the fact that under these disadvantages they have paid up, by the half charges for transportation, no less than \$2,417,493, besides the moiety of their mail earnings. The whole subject will no doubt receive full discussion in the report of the Judiciary Committee, which will move the agitation one step further forward, if it does not, as is hoped, finally set the controversy at rest.

#### RAILROAD EARNINGS FOR THE MONTH OF DECEMBER AND FOR THE YEAR 1870.

For the month of December the principal roads make returns which compare favorably with the same month of 1869. It is too well known that the business of the country was not particularly brisk in that month, to suppose that the railroads have been doing anything more than the regular transportation work demanded by the mercantile commu-

nity, and we conclude that the earnings are but a fair average, uninfluenced by temporary causes. The Central Pacific shows an increase of \$145,146; Chicago and Alton, \$45,747; Cleveland, Columbus, Cincinnati and Indianapolis, \$27,884; Cleveland and Pittsburg, \$30,223; Illinois Central, \$58,555; Milwaukee and St. Paul, \$33,208; North Missouri, \$52,131. Ohio and Mississippi shows a slight decrease of \$4,425.

EARNINGS IN DECEMBER, 1870.

	1870.	1869.	Inc.	Dec.
Central Pacific.....	\$612,805	\$467,659	\$145,146	....
Chicago & Alton.....	380,598	340,850	45,747	....
Cleveland, Columbus, Cincinnati & Ind'p's.	284,156	256,272	27,884	....
Cleveland & Pittsburg.....	212,979	182,756	30,223	....
Illinois Central.....	755,232	696,677	58,555	....
Marietta & Cincinnati.....	141,376	110,837	30,439	....
Michigan Central.....	423,755	374,542	49,193	....
Milwaukee & St. Paul.....	529,753	496,550	33,208	....
North Missouri.....	255,726	203,595	52,131	....
Ohio & Mississippi.....	250,471	254,896	4,425	....
Pacific of Missouri.....	271,207	236,103	35,099	....
St. Louis, Alton and Terre Haute.....	137,794	163,559	30,765	....
Toledo, Wabash & Western.....	*386,254	434,283	48,029	....
Union Pacific.....	*482,838	716,828	233,990	....

\*Approximate statements.

For the whole year 1870 the earnings are now complete (except in those few instances where the last month has been reported only approximately), and the result of the year's operations may, therefore, be compared with those of its predecessors. Such a comparison shows that, so far as the gross earnings are concerned, the business of the year has been larger than in 1869, and very considerably larger than in 1868. It must be remembered, however, that the mileage of a number of the prominent lines has been increased during the year, and that the amount of earnings per mile, which is the better standard by which to estimate railroad earnings, may have been less, while the gross receipts were larger.

The increased number of miles operated by several prominent lines at the close of the year 1870 may be seen in the following table :

	December, 1870.	December, 1869.
Central Pacific.....	890 miles.	742 miles.
Chicago & Alton.....	463 "	431 "
Illinois Central.....	1,107 "	974 "
Milwaukee & St. Paul.....	1,018 "	936 "
Ohio & Mississippi.....	393 "	310 "
St. Louis, Alton & Terre Haute.....	222 "	210 "

If the expenses of operating newly opened lines, or branches, were always equal to those of the older portion of a road, then the gross earnings should show an increase proportionate to the increased mileage, to place the Company in an equally good condition, but as the operating expenses on branches just opened, with few trains running, are frequently small, a proportionate increase in earnings is not to be expected. The actual results of the year's work on the roads named may be seen in the table following :

EARNINGS FOR THE WHOLE YEAR 1870.

	1870.	1869.	Inc.	Dec.
Central Pacific.....	\$7,983,513	\$5,749,595	\$2,233,918	....
Chicago & Alton.....	4,881,739	4,681,562	150,177	....
Cleveland, Columbus, Cincinnati & Ind'ps	3,230,420	3,128,176	152,244	....
Illinois Central.....	8,851,492	8,821,799	29,693	....
Marietta & Cincinnati.....	1,418,865	1,292,490	126,375	....
Michigan Central.....	4,791,895	4,749,163	42,732	....
Milwaukee & St. Paul.....	8,120,427	7,148,496	971,931	....
North Missouri.....	2,833,489	2,024,852	808,637	....
Ohio & Mississippi.....	3,188,137	2,915,518	272,589	....
Pacific of Missouri.....	3,479,776	3,149,122	330,654	....
Toledo, Wabash & Western.....	4,426,429	4,252,335	174,094	....
Union Pacific.....	7,522,112	.....	.....	....
Total (not including Union Pacific)....	\$53,206,182	\$48,013,138	\$5,193,044	....

The prospect for the future would seem to be in favor of a steady increase in earnings upon all well located routes. The business of the country is increasing rapidly, particularly that trade between the interior and the seaboard, which necessitates a large increase in the demand for transportation. Should the growth of railroad traffic in the next ten years equal that of the past decade the most sanguine expectations may be entertained in regard to the prosperity of well managed lines.

Much has been said of late about the frequent increase of the capital stock of railroad companies in the shape of dividends to stockholders, sometimes to the extent of more than double the original capital and debt which represent the cost of construction. Mr. Rufus Hatch, a prominent stock

broker in this city, has recently issued two circulars upon this subject, referring particularly to the route between New York and Chicago, embracing the New York Central and Hudson River, and Lake Shore and Michigan Southern roads.

Without endorsing the comments or conclusions contained in these circulars, we quote some of the figures, which may be of interest in this condensed form. In regard to New York Central and Hudson River, the following statement is made of the several additions or "waterings" made to the capital stocks since 1866, in the shape of distributions to stockholders for which no value was paid :

First Watering of Hudson River.....	\$3,500,000	
First " of New York Central.....	23,036,000	\$26,536,000
Second Watering of Hudson River.....	13,623,800	
Second " of New York Central.....	8,524,400	22,148,200
Grand Total.....		\$48,684,200

The present share capital of the consolidated roads, including the scrip dividend, is \$90,000,000. The waterings of Mr. Vanderbilt, consequently, exceed the capital actually paid in, by \$7,368,400!

The waterings in the line from Buffalo to Cleveland, a distance of 203 miles, equalled \$13,379,000, or \$65,906 per mile. The dividends upon this sum, at 8 per cent., amount to \$1,070,320, or at the rate of \$5,272, per mile, annually.

The waterings in the Cleveland and Toledo Railroad as already shown, amounted to \$1,250,000. In addition to the above specific waterings, there was a general one, when the consolidation was entered into, to the extent of \$5,440,670. The amount of the share capital and debts of the several companies, according to these reports, immediately preceding their consolidation, was as follows:

	Share Capital.	Debts.
Michigan Southern.....	\$12,125,600	\$8,876,581
Lake Shore.....	15,197,700	5,649,000
Buffalo and Erie.....	6,000,000	4,000,000
Total.....	\$33,323,300	\$18,525,581

The total stock and debt of these lines previous to the consolidation was \$51,848,881. The consolidated capital was \$35,000,000. The funded and floating debt of the company, as stated in its first annual report made after the consolidation, deducting leased roads, was \$22,289,551. The two made an aggregate of \$57,289,551. The total watering in the whole line, consequently, equalled \$20,065,870, as follows:

Waterings in Cleveland, Painesville and Ashtabula.....	\$6,597,000
" Buffalo and Erie.....	6,778,200
" Cleveland and Toledo.....	1,250,000
Excess of new capital account over old.....	5,440,670
Total.....	\$20,065,870

" This was a year ago. The capital account of this company has since been increased to, probably, \$65,000,000, as provision was made, by the terms of consolidation, for a bonded debt of \$30,000,000. It is to be presumed that that amount has been wholly issued.

" As shown in the previous circular, the watering in the New York Central and Hudson River Railroad equalled \$57,578,900. The watering in the Lake Shore added to this sum makes a total of \$77,644,770. The dividends paid on this sum, at 8 per cent, equal \$6,211,725 annually. The waterings equal \$79,000 per mile, for the whole distance from New York to Chicago. The dividends paid equal \$6,325, annually, per mile, for the whole distance.

" The present charge for transporting freight over the line equals, say, two and one-half cents per ton per mile. Of this sum one and one quarter cents per ton per mile represent cost of transportation, and one and one-quarter cents per ton per mile profits on capital. Admitting this rate of charge produces 8 per cent upon \$163,000,000—the nominal cost of the road—then, if dividends were to be levied upon cost only—upon \$85,000,000—the charge for the capital might be reduced very nearly one-half, or five-eighths of a cent, per ton per mile. In such case, the reduction per ton for the whole distance of 932 miles would be \$6 14."

It is not necessary, in considering these statements, to concur at all in the purpose or spirit with which they have been issued; but, so far as they concern the all-important subjects of railroad transportation, or the possible value of railroad property, they are worthy of most serious consideration. An examination of the history of other prominent lines would show that a similar increase of the original capital, though to a less extent, has been made in a number of instances.

**The New York Central Scrip Dividend.**—WASHINGTON, Jan. 18.—The Finance Committee of the Senate had referred to it recently a communication from the Secretary of the Treasury, in answer to a call from the Senate, regarding the revenue assessment on the New York Central Railroad scrip dividend. The Committee to-day reported that the question at issue between the railroad and the Department was one for the courts alone, and asked to be discharged from its further consideration.

**Indiana Improvement Bonds.**—INDIANAPOLIS, Jan. 17.—The Senate, this afternoon, passed a resolution recognizing the validity of a few outstanding internal improvement bonds, and a resolution condemning the Wabash and Erie Canal claim.

**Milwaukee & St. Paul.**—The Company are now operating the following completed lines:

Miles.	Miles.
Milwaukee to Prairie du Chien... 193	Milwaukee to La Crosse..... 196
Milton to Monroe..... 12	Watertown to Madison..... 37
N. McGregor to St. Paul..... 212	Milwaukee to Portage..... 55
Mendota to Minneapolis..... 9	Horicon to Berlin & Winneconne. 58
Canover to Decorah..... 10	
Calmar to Algona..... 126	Total..... 1,018
Mason City to Austin..... 40	

Palace sleeping cars are attached to all night trains from Milwaukee. The restaurant accommodations are excellent.—Chicago Railway Review.

RAILROADS OF MASSACHUSETTS.

We are indebted to the Railroad Commissioners of Massachusetts for a copy of their annual report upon the railroads of that State, prepared with the usual completeness and excellence of arrangement. The returns are for ten months only, ending September 30, 1870, as the termination of the year for which companies are to make their returns, has been changed to that date.

CORPORATIONS.	Capital paid in.	Debt.	Cost of Road & equip'm't.	Length of road, miles	Gross Income.	Expense of working.	Interest paid.	Net Income.	Per cent. of Dividends.	Surplus
Ashol and Enfield, (1)	\$25,000		\$19,200	21.14					7 per cent.	
Berkshire, (2)	600,000		600,000	162.55	\$5,785,987	\$3,955,673	\$315,893	\$1,830,313	5 for 6 mos.	\$2,300,506
Boston and Albany, (3)	19,150,800	\$2,268,520	21,988,633		4,745					
Boston, Barre and Gardner, (1)	166,190	40	187,867	42.87	286,280	229,864	53,624	2,791	6 on guar. stk.	30,842
Boston, Clinton and Fitchburg	872,600	989,151	1,601,018	112.50	470,782	359,784	723			
Boston, Hartford and Erie, (4)				26.75	934,753	747,874	14,186	172,692	4 for 6 mos.	748,876
Boston and Lowell	2,215,000	639,844	2,653,300	36.75	1,563,658	1,052,107	22,645	451,550	5 for 6 mos.	1,212,360
Boston and Maine	4,471,274	450,000	5,171,995	40.33	1,049,125	769,621	696	278,807	5 for 6 mos.	504,422
Boston and Providence	3,700,000	None.	3,700,000	64.81	212,923	150,912	11,513	62,011	5 for 6 mos.	16,498
Cape Cod	915,577	176,424	1,454,779	10.73	616,754	532,382	45,903	38,468	2 for 6 mos.	103,754
Cheshire	2,085,925	807,000	2,689,307	50.00	591,972	374,797	19,211	197,174	10 per cent.	216,110
Connecticut River	1,700,000	320,000	2,100,430	9.20						
Danvers (5)	67,500	150,000	244,456	3.25						
Dorchester & Milton Branch (6)	73,340	58,448	136,372							
Duxbury and Cohasset (1)	15,000									
Eastern	4,062,600	3,612,600	6,783,262	44.10	1,462,770	819,496	173,746	444,710	8 per cent.	180,542
Easton Branch (6)	49,662	None.	56,144	3.78						
Fairhaven Branch (7)			284,659	15.11	50,823	40,500	10,320	3		
Fall River, Warren & Providence	150,000	269,450	330,089	3.66	26,814	23,014	26,814			
Fitchburg	3,640,000	None.	3,640,000	51.00	1,065,937	833,651		252,285	8 per cent.	501,230
Hanover Branch	123,500	60,000	201,039	7.88	25,740	13,860	8,890	8,050		
Hartford and New Haven (8)	4,800,000	744,000	8,407,284	5.88	1,568,861	11,055,287	38,694	513,594		
Horn Pond Branch (9)	2,000		66							
Lowell and Lawrence (9)	200,000	79,229	363,158	12.35	20,408	8,641	8,310	18,451	6 per cent.	15,182
Mansfield and Framingham (10)	258,000	398,853	688,185	22.11						
Massachusetts Central					25,720	21,711		4,009	2 for 6 mos.	11,770
Middleborough and Taunton	149,092	252	159,819	8.53	2,500		1,839	720		
Milford and Woonsocket	82,250	29,500	116,628	3.88						
Monadnock (1)	50,000		40,770	2.08						
Nashua and Lowell	720,000	None.	787,705	9.24	411,979	328,507		73,372	5 for 6 mos.	126,747
New Bedford and Taunton	500,000	172,500	500,000	20.12	169,141	123,571		45,570	8 per cent.	124,078
Newburyport (5)	220,340	800,000	597,386	26.98						
New Haven and Northampton	1,800,000	1,586,204	2,897,092	22.62	872,870	252,580	83,033	87,256		
New London Northern	1,003,500	724,000	1,485,222	43.75	875,766	810,273	88,008	27,484	4 per cent.	
Norwich and Worcester (11)	2,364,400	790,884	2,613,694	17.40	614,199	422,557	43,087	148,554	10 per cent.	227,016
Old Colony and Newport	4,959,020	2,986,600	7,878,979	114.25	1,276,848	602,135	777,357	297,354	3 for 6 mos.	418,269
Pittsfield and North Adams (12)	450,000	None.	443,677	18.65						
Providence and Worcester	2,000,000	181,000	2,128,285	25.51	661,716	487,905	4,656	189,154	5 for 6 mos.	117,698
Salem and Lowell (9)	243,305	228,187	468,968	16.88	15,517	957	11,345	3,215	14-10 per cent.	
South Reading Branch (13)	209,532	95,547	299,468	8.15	10,992	19,343		9,929		24,807
South Shore	259,685	150,000	501,562	11.50	62,169	43,235	9,004	9,929		
Stockbridge and Pittsfield (2)	448,700	None.	448,700	21.98	81,409			81,409	7 per cent.	
Stony Brook (14)	267,300	None.	267,338	13.16	8,591	634		7,958	8 per cent.	694
Stoughton Branch (15)	85,400	8,500	121,941	4.09	16,474	11,477	297	3,740	8 per cent.	2,846
Taunton Branch	400,000	23,556	490,751	11.10	102,173	78,521	716	22,935	4 for 6 mos.	76,428
Vermont and Massachusetts	2,860,000	949,626	3,465,943	59.00	456,651	459,537	45,645			
Ware River (1)	240,000	289,300			1,805	109		1,895	3 1/2 per cent.	649
West Stockbridge (2)	39,600	None.	39,600	2.75				156,860	5 for 6 mos.	170,078
Worcester and Nashua	1,400,555	3,801	1,606,128	39.06	452,546	295,685				
<b>Totals</b>	<b>\$70,096,647</b>	<b>\$19,493,025</b>	<b>\$85,610,918</b>	<b>1,257.94</b>	<b>\$20,836,627</b>	<b>\$14,601,196</b>	<b>\$1,750,605</b>	<b>\$5,327,122</b>		<b>\$7,230,310</b>

† Including interest and taxes. ‡ Rent for six months. § In Massachusetts.

(1) In process of construction.  
 (2) The Berkshire Railroad and the Stockbridge and Pittsfield Railroad are leased to and operated by the Housatonic Railroad Company of Connecticut. The West Stockbridge Railroad is operated jointly by the Boston and Albany Railroad Company and the Housatonic Railroad Company.  
 (3) The assets of the Boston and Albany Railroad Company (omitted in the Report), are: Cash and loans, \$1,600,096 49; stocks and bonds, \$136,000 00; real estate and lands, \$100,465 80; fuel and materials, \$783,743 90; balances due from individuals and corporations, \$118,082 42. Income expended in construction and equipment, \$1,178,873 91.  
 (4) No statement of the financial condition of the Boston, Hartford and Erie Railroad Company was made in the Report.  
 (5) The Danvers Railroad and the Newburyport Railroad are leased to and operated by the Boston and Maine Railroad Company, and the details are included in the Report of that Company.  
 (6) The Dorchester and Milton Railroad and Easton Branch Railroad are operated by the Old Colony and Newport Railway Company.  
 (7) The Fairhaven Branch is owned and operated by the New Bedford and Taunton Railroad Company.

(8) The "doings during the ten months" of the Hartford and New Haven Railroad Company embrace only that part of the road which is in Massachusetts. The income, expenditures, &c., are for the whole road.  
 (9) The Horn Pond Branch, Lowell and Lawrence, and Salem and Lowell Railroads are operated by the Boston and Lowell Railroad Company.  
 (10) The Mansfield and Framingham Railroad is operated by the Boston, Clinton and Fitchburg Railroad Company. The "doings" of this road are for five months.  
 (11) The Norwich and Worcester Railroad is leased to and operated by the Boston, Hartford and Erie Railroad Company.  
 (12) The Pittsfield and North Adams Railroad is operated by the Boston and Albany Railroad Company.  
 (13) The South Reading Branch Railroad is operated by the Eastern R.R. Co.  
 (14) The Stony Brook Railroad is operated by the Nashua and Lowell Railroad Company.  
 (15) The Stoughton Branch Railroad is operated by the Boston and Providence Railroad Company.  
 NOTE.—Wherever the returns are made in conformity with the blank form provided by law (every description of taxes being reported under No. 127, and interest paid under No. 137), the net income and dividends of this abstract will agree with the printed report of the company, and not otherwise.

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. 19, 1871. These weekly changes are furnished by, and published in accordance with an arrangement made with the Controller of the Currency.

LOCATION.	NAME OF BANK.	REDEEMING AGENT.
Iowa— Ottumwa	The Iowa National Bank (new bank)	The Union National Bank of Chicago, approved.
Ohio— Batavia	The First National Bank	The American National Bank of New York approved in addition to the Fourth Nat. Bank of Cincinnati, O.
Wisconsin— Oskosh	The Commercial National Bank	The National Park Bank of New York approved in addition to the Second Nat. Bank of Chicago.
Virginia— (Charlottesville)	The Citizens Nat'l Bank (new Bank)	The Importers' and Traders' National Bank of New York approved.
Massachusetts— Fairhaven	The National Bank of Fairhaven	The Ninth National Bank of New York approved in place of the Fourth Nat. Bank of New York.
North Carolina— Fayetteville	The Fayetteville National Bank (New Bank)	The National Park Bank of New York approved.

New National Banks.

List of National Banks organized during the week:  
 Official No.  
 1764—The First National Bank of Mason, Michigan. Authorized capital, \$80,000; paid in capital, \$40,000. Minos McRobert, President; Henry L. Henderson, Cashier. Authorized to commence business January 13, 1871.  
 1765—The Central National Bank of Columbia, S. C. Authorized capital, \$100,000; paid in capital, \$50,000. John B. Palmer, President; A. G. Brenizer, Cashier. Authorized to commence business January 13, 1871.  
 1766—The Citizens National Bank of Raleigh, N. C. Authorized capital, \$100,000; paid in capital, \$50,000. Wm. E. Anderson, President; Philip A. Wiley, Cashier. Authorized to commence business January 13, 1871.  
 1767—The First National Bank of Springfield, Ky. Authorized capital, \$150,000; paid in capital, \$75,000. E. L. Davison, President; Chas. R. McElroy, Cashier. Authorized to commence business January 14, 1871.  
 1768—The First National Bank of Saginaw, Mich. Authorized capital, \$100,000; paid in capital, \$50,000; Jos. E. Shaw, President; Smith Palmer, Cashier. Authorized to commence business January 16, 1871.

1769—The Commercial National Bank of Petersburg, Va. Authorized capital, \$120,000; paid in capital, \$60,000. Reuben Ragland, President; Carter R. Bishop, Cashier. Authorized to commence business January 16, 1871.  
 1770—The Boone County National Bank of Columbia, Mo. Authorized capital, \$100,000; paid in capital, \$100,000. R. B. Price, President; J. O. Hockaday, Cashier. Authorized to commence business January 17, 1871.  
 1771—The First National Bank of Boscobel, Wis. Authorized capital, \$50,000; paid in capital, \$32,000. Dwight T. Parker, President; Herman A. Meyer, Cashier. Authorized to commence business January 17, 1871.  
 1772—The First National Bank of Seneca, Ill. Authorized capital, \$50,000; paid in capital, \$50,000. Samuel Holderman, President; A. Spencer, Cashier. Authorized to commence business January 19, 1871.

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

EXCHANGE AT LONDON— JAN. 6.			EXCHANGE ON LONDON.		
ON—	TIME.	RATE.	LATEST DATE.	TIME.	RATE.
Amsterdam	short.	11.17 @ 11.17 1/2	Jan. 6.	short.	11.84 @ 11.86
Antwerp	3 months.	25.32 1/2 @ 25.37 1/2	Jan. 5.	"	25.06 @ 25.09
Hamburg	"	13.10 1/2 @ 13.10 1/2	"	"	13.06 1/2
Paris	"	25.50 @ 25.70	"	"	"
Paris	short.	Nominal.	"	"	"
Vienna	3 months.	12.70 @ 12.75	Jan. 3.	short.	123.60
Berlin	"	6.25 1/2 @ 6.27	"	"	6.22 1/2 @ —
Frankfort	"	120 @ 120 1/2	Jan. 4.	"	119 1/2
St. Petersburg	"	29 1/2 @ 29 1/2	Jan. 2.	"	80 1/2
Oadiz	"	49 1/2 @ 49 1/2	"	"	"
Lisbon	90 days.	52 1/2 @ 52 1/2	"	"	"
Milan	3 months.	26.85 @ 26.90	"	"	"
Genoa	"	"	"	"	"
Naples	"	"	"	"	"
New York	"	"	Jan. 5.	60 days.	109
Jamaica	"	"	Jan. 10.	90 days.	1 p. c. prem.
Havana	"	"	Jan. 6.	"	18 @ 19 1/2 prem.
Rio de Janeiro	"	"	Jan. 3.	"	23 1/2
Bahia	"	"	"	"	"
Valparaiso	"	"	Nov. 14	90 days.	44 1/2 @ 45
Pernambuco	"	"	"	"	"
Singapore	10 days.	48.5 d.	Nov. 29.	6 mos.	48.5 1/2 d.
Hong Kong	"	48.5 d.	Dec. 4.	"	48.5 d.
Ceylon	"	4 p. c. dis.	Nov. 28.	"	48.0 d. prem.
Bombay	"	18.10 1/2 d.	Jan. 3.	"	18.10 1/2 d.
Madras	"	18.10 1/2 d.	Dec. 13.	"	18.10 1/2 d.
Calcutta	"	18.10 1/2 d.	Jan. 3.	"	18.10 1/2 d.
Sydney	30 days.	1/2 dis.	"	"	"

**Latest Monetary and Commercial English News**

[From our own Correspondent.]

LONDON, Saturday, January 6, 1870.

The community seems to be in a state of suspense awaiting further news from Paris. The surrender of Mont Avron was certainly discouraging to those who held sanguine views with regard to the future and ultimate success of the French arms. The severity of the weather has also brought unparalleled trials on the besieged Parisians, and the latest accounts from the city mention that the privations have been very severe. But yet it is one of the marvels of a remarkable war, that so populous a city as Paris should have held out for four months, during which time no provisions of any kind have entered it. It is now said that the city cannot hold out beyond the twentieth, or the close of the month at the latest; but such a conjecture, should it prove to be correct, cannot deserve much commendation, for Paris, by the end of the month, will have withstood the investment for nearly five months—a duration of time for which no one could have given the Parisians credit in September last. The French, in their adversity, are unquestionably proving themselves to be a great people. They have met with grave disasters, but these only be attributed to the want of energy and talent amongst the Generals of the Empire, for, since the surrender of the Imperial forces, Republican France has caused more anxiety to the German leaders at Versailles than did the tactics of Napoleon's Generals on the Rhine. At the present time the German leaders seem to content themselves with covering their forces now besieging Paris, so as to ensure the speedy fall of the capital. All the efforts made by the French to relieve it have been unsuccessful, but there are indications that large forces are again advancing for that purpose. The weather, however, although much less severe, is very adverse to military operations, and, no doubt, the sufferings on both sides are very great. But the French cannot afford to lose time, for, at Paris, time is fighting for the Germans against the French, the supreme objects of the belligerents being in the one case to starve Paris into submission, and, in the other, to force provisions into the place. As matters stand, at present, the prospect is decidedly favorable to German success.

It is too much to be feared that the Prussian leaders, and the king especially, are fighting with the supreme object of humiliating France, and against the republic, which has been temporarily established. It has been foreseen that the effect of a free and popular government in France would be distasteful to conservative Germany, that is to say not to the German people, who certainly deserve, and may some day aspire to greater liberty, but to the sovereigns, who, according to their own notions, rule by Divine Right, and who are incapable, therefore, of doing wrong. There are no countries where liberty is so much prized, and where so much liberty exists, as Great Britain and the United States, and these are the most prosperous in the world, and the least disposed to go to war. It is but natural, therefore, when, by the acts of a few men, almost countless beings, laborers in the field of industry, and who should have added something to the prosperity and happiness of the world, are slaughtered because the failure of some intrigues should have irritated the feelings of a dynasty whose popularity was failing fast, that a change of feeling with regard to the government of nations should result by which ministers may become more responsible to the country, and by which they are quietly removed from office when they are acting contrary to the national wish.

Several branches of trade continue to prosper, and, taken altogether, there is nothing to find fault with with regard to our commercial position. It is asserted by some, however, that the return of peace will not bring about that increase of animation in mercantile affairs which others anticipate. The war, as has already been remarked, appears to have directed much trade to this country, and it is assumed that at its conclusion trade will resume its old channels. But it may be contended that such a movement would not be immediate. The industries of France would still be paralyzed, the wants of the people would be very great, and every effort would have to be made to supply those which were the most urgent. The French people, in their manufacturing districts, would unquestionably be very active, and the mills and manufactories would be working to their full extent, but it is doubtful if these could supply all that would be immediately necessary. In due time, however, and possibly more rapidly than most persons expect, France will resume her old position as a great mercantile country, unless the terms of peace which she concludes are too humiliating and irritating to her. The following relates to the trade of Manchester:

This market re-opened on Tuesday with a very steady tone, and the quotations of the previous week were adhered to. As the week advanced prices have become gradually easier, and both spinners and manufacturers have shown more desire to sell. This has not arisen from any urgent necessity on the part of producers to make sales, but from the fact of cotton being cheaper, and a desire on their part to extend existing contracts. So far, this disposition to sell has not brought about much business, as buyers had already bought heavily; and, before entering into fresh transactions, they wish to have some inducements in the way of price. The change of wind has brought in large supplies of cotton, the week's imports amounting to 182,000 bales, a large portion of which is American. There is nothing very extraordinary in this import, as many cotton laden vessels have been windbound in the Channel for some time. There is really no more cotton than there was, as it is only shifted from the sea to the port. The arrivals, however, have made one fact very transparent, and that is that cotton is very weakly held, and that it has to be converted into money as soon as it arrives. Probably also a good deal is arriving on spinners' account. This is either forwarded to them direct, and thus stops their buying in Liverpool, or if the quality does not suit it is at once put on the market for sale. There is still a steady inquiry for both yarn and goods, and to all appearances a large business will be done so soon as buyers think the bottom has been reached. Naturally they will desire to average the value of their shipments, but another decline in values is not likely to facilitate the profitable sales of recent exports. The continental buyers still keep very much out of the market, as it will still take several days of consecutive thaw to reopen navigation, and for lack of means of transit goods have accumulated in a confused mass at the few ports which have remained open.

The imports and exports of cotton into and from the United Kingdom, from September to January 5, compared with the corresponding period last season has been as given below:

	1870-1.		1869-70.	
	Imports.	Exports.	Imports.	Exports.
American.....bales	513,098	61,528	285,257	40,439
Brazilian.....	124,722	17,538	170,431	23,130
East Indian.....	519,900	206,799	712,563	228,109
Egyptian.....	90,966	2,437	73,409	1,855
Miscellaneous.....	139,560	3,168	43,998	5,855
Total.....	1,418,096	291,470	1,291,718	309,418

The wool trade is firm, and the Belgian and German demand continues to rule moderately active.

A large business is passing in tea, and the sales of the better qualities imported this season have resulted in a very handsome profit to those interested.

Now that the year has been fairly passed, and that the bills maturing on the first "fourth" of the new year have been met, the demand for money has perceptibly declined. At the same time, by the payment of the dividends on several home and foreign stocks, the supply of money seeking employment is increasing, and may, as the year progresses, be expected to be further enlarged. The rates of discount have therefore declined, and in the open market the best short-dated bills are taken at  $\frac{1}{4}$  per cent. beneath the official minimum. Some still expect a reduction in the official minimum to 2 per cent., but in the uncertainty prevailing in reference to the future, and with the possibility of peace, the Bank authorities may probably be disposed to remain content with the present quotation. As our trade is of a quiet, legitimate character, it is not expected that it will exert more than the ordinary influence on the money market. The following are the quotations:

	1870.		1871.	
	Per cent.	Per cent.	Per cent.	Per cent.
Bank minimum....	3 @	2 $\frac{1}{2}$ @	4 months' ba'k bills	3 $\frac{1}{2}$ @ 3 $\frac{1}{2}$
Open-market rates:			6 months' ba'k bills	3 $\frac{1}{2}$ @ 3 $\frac{1}{2}$
30 and 60 days' bills	2 $\frac{1}{2}$ @ 2 $\frac{1}{2}$	2 $\frac{1}{2}$ @	4 and 6 trade bills..	4 @ 4 $\frac{1}{2}$
3 months' bills....	2 $\frac{1}{2}$ @ 2 $\frac{1}{2}$	2 $\frac{1}{2}$ @		

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

	1870.	1871.
Joint stock banks.....	2	1 $\frac{1}{2}$
Discount houses at call.....	2	1 $\frac{1}{2}$
Discount houses with 7 days' notice.....	2 $\frac{1}{2}$	1 $\frac{1}{2}$
Discount houses with 14 days' notice.....	2 $\frac{1}{2}$	1 $\frac{1}{2}$

Money on the continent has not materially changed in value during the week. The following are the quotations at the leading cities:

City	-B'k rate-		-Op. m'kt-		City	-B'k rate-		-Op. m'kt-	
	1870.	1871.	1870.	1871.		1870.	1871.	1870.	1871.
At Paris.....	2 $\frac{1}{2}$	6	2	-	Brussels.....	2 $\frac{1}{2}$	3 $\frac{1}{2}$	2 $\frac{1}{2}$	3 $\frac{1}{2}$
Vienna.....	5	6	5	5	Madrid.....	5	5	5	5
Berlin.....	5	5	5	4	Hamburg.....	-	-	3 $\frac{1}{2}$	4 $\frac{1}{2}$
Frankfort.....	4	4	3 $\frac{1}{2}$	3 $\frac{1}{2}$	St. Peters				
Amst'rd'm.....	5	4	5	3 $\frac{1}{2}$	burg.....	6	8	6	7
Turin.....	5	6	5	6					

In the foreign exchanges no material variations have taken place. About an average demand is experienced. French bank notes are sold at 25f. 15c. Gold is in demand for export, and some considerable supplies have been recently sent away. In the silver market there is no fresh feature. The following prices of bullion are from the circular of Messrs. Pixley, Abell, Langley and Blake

GOLD			
	s.	d.	s. d.
Bar Gold.....per oz. standard.	77	9	@ -
do fine.....do	77	9	@ -
do Refinable.....do	77	11 $\frac{1}{2}$	@ -
Spanish Doubloons.....per oz.	-	-	@ -
South American Doubloons...do	73	8	@ -
United States gold coin.....do	76	8	@ -
SILVER.			
	s.	d.	s. d.
Bar Silver Fine.....(last price)..per oz. standard.	5	0	@ 5 0 $\frac{1}{2}$
do do containing 5 grs. g'd (last price) per oz. st'd.	5	1	@ -
Fine Cake Silver.....per oz. no price.	-	-	@ -
Mexican Dollars.....(last price) per oz.	4	10 $\frac{1}{2}$	@ 4 10 $\frac{1}{2}$
Spanish Dollars (Carolus).....per oz.	-	-	none here.
Five franc pieces.....per oz.	-	-	none here.
Quicksilver, £11 to £12 per bottle; discount 3 per cent.			

Some delay has been experienced in the payment of the coupons on several foreign loans. The most notable case, as might have

been expected, is that of the Turkish debt, but it is now known that the interest will be paid as early as possible.

The stock market have been very quiet, but as regards home stocks there has been continued firmness. British railway shares continue to attract attention, and bank shares are firmer, owing to the circumstance that some favorable dividends have been declared for the past half year. Continental Government stocks have been dull, owing to the delay in the payment of the dividends and to the uncertainty of the political affairs in Europe. North and South American Government stocks are, with a few exceptions, firm. The following figures show the highest and lowest prices of consols and the principal American securities on each day of the week :

	Monday.	Tuesday.	Wed'ay.	Thu'ay	Friday.	Sat'day.
Consols.....	Holiday	92 -92½	92 -92½	92 -92½	92 -92½	.....
U. S. 5-20's, 1882.....	89½-89½	89½-89½	89½-89½	89½-89½	89½-89½	.....
U. S. 5-20's, 1884.....	86 -88	86 -88	86 -88	87 -89	87 -89	.....
U. S. 5-20's, 1885.....	88½-89½	88½-89½	88½-89½	88½-89½	88½-89½	.....
U. S. 5-20's, 1887.....	87½-88½	87½-88½	87½-88½	87½-88½	87½-88½	.....
U. S. 10-40's, 1904.....	88 -88	88 -88	88 -88	88 -88	87½-88½	.....
Atlantic & G't West. consol'd mort. b'ds.....	28 -29	28 -29	28 -29	28 -29	28 -29	.....
Erie Shares (\$100).....	19½-19½	19½-19½	19½-19½	19 -19½	19 -19½	.....
Illinois shares (\$100).....	113¼-113¼	113 -114	114 -114½	114½-114½	114½-114½	.....

Annexed is a return showing the present position of the Bank of England, the bank rate of discount, the price of consols, the average quotation for English wheat, the price of middling upland cotton, and of No. 40 mule yarn, fair, second quality, compared with the four previous years :

	1867.	1868.	1869.	1870.	1871.
Circulation, including bank post bills.....	23,795,889	24,878,991	24,447,433	24,341,577	24,942,962
Public deposits.....	4,444,478	3,659,829	6,466,495	10,241,792	6,286,109
Other deposits.....	23,019,592	23,466,677	19,495,005	18,287,743	20,288,268
Government securities.....	13,111,068	14,369,046	13,984,710	16,311,399	12,425,679
Other securities.....	21,750,978	18,360,904	20,646,496	20,253,249	18,902,298
Reserve of notes and coin.....	11,126,024	12,825,215	9,494,866	10,256,466	13,234,919
Coin and bullion.....	19,438,853	22,160,070	18,519,361	19,055,721	22,382,934
Bank rate.....	3½ p. c.	2 p. c.	2 p. c.	3 p. c.	2½ p.
Consols.....	91½	92½	92½	92½	92½
Price of wheat.....	60s. 2d.	67s. 10d.	50s. 11d.	43s. 8d.	52s. 3d.
Mid. Upland cotton.....	11½d.	7½d.	11d.	11½d.	7 15-16d.
No 40 mule yarn.....	1s. 9½d.	11d.	1s. 2½d.	1s. 3d.	1s. 1½d.

Owing to the continuance of severe weather the corn trade was firm in the early part of the week, and prices were generally somewhat higher. The return of mild weather, however, had led to renewed caution on the part of buyers, and the trade closes very slowly, without change in prices. Annexed is a return showing the imports and exports of cereal produce into and from the United Kingdom during last week, and since the commencement of the season, compared with the corresponding periods in 1869 :

	1870.		1869.	
	Imports.	Exports.	Imports.	Exports.
Wheat.....cwt.	489,052	25,971	949,544	141
Barley.....	70,929	521	301,184	720
Oats.....	213,714	11,156	250,955	1,437
Peas.....	15,047	65	32,011	478
Beans.....	24,023	20	40,968	108
Indian corn.....	193,039	230	326,063	.....
Flour.....	55,351	19,103	145,876	300

  

	1870.		1869.	
	Imports.	Exports.	Imports.	Exports.
Wheat.....cwt.	11,763,736	1,119,976	16,991,535	95,161
Barley.....	2,261,781	13,906	2,642,694	5,426
Oats.....	3,712,495	344,926	4,006,773	21,379
Peas.....	853,365	28,431	420,812	5,811
Beans.....	519,952	4,298	653,54	891
Indian corn.....	7,078,571	30,278	7,586,164	3,229
Flour.....	1,670,653	403,492	2,347,736	6,102

**English Market Reports—Per Cable.**

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

**London Money and Stock Market.**—This market closed quiet with very little change in prices.

	Sat.	Mon.	Tues.	Wed.	Thu.	Fri.
Consols for money.....	92½	92½	92½	92½	92½	.....
“ for account.....	92½	92½	92½	92½	92½	.....
U. S. 6s (5-20's) 1862.....	90½	90½	90½	90½	90½	.....
“ “ “ old 1865.....	89½	89½	89½	89½	89½	.....
“ “ “ 1867.....	88½	88½	88½	88½	88½	.....
U. S. 10-40's.....	88	88	88	88	88	.....
Illinois Central shares.....	110 x d	110 x d	109½ x d	110 x d	110 x d	.....
Erie Railway shares.....	19	19	19½	19½	19	.....
Atl. & G. W. (consols).....	28	28	28½	28½	28½	.....

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

**Liverpool Cotton Market.**—See special report of cotton.

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

	Sat.	Mon.	Tues.	Wed.	Thu.	Fri.
Flour, (Western).....p. bbl	27 0	27 0	27 0	27 0	27 0	.....
Wheat (No. 2 Mil. Red) p. ct	10 0	10 1	10 2	10 2	10 2	.....
“ R-d winter.....	10 11	11 0	11 0	11 0	11 0	.....
“ (California white).....	11 8	11 9	11 9	11 9	11 9	.....
Corn (W. m. x d) p. 480 lbs n'w	32 6	32 9	32 9	32 9	33 6	.....
Barley (Canadian), per bush	5 0	5 0	5 0	5 0	5 0	.....
Oats (Am. & Can.) per 45 lbs	3 0	3 0	3 1	3 1	3 1	.....
Peas..(Canadian) pr 504 lbs	40 0	40 0	40 6	40 6	40 6	.....

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

	Sat.	Mon.	Tues.	Wed.	Thu.	Fri.
Beef (ex. pr. mess) p. 304 lbs	122 6	122 6	117 6	117 6	117 6	.....
Pork (Etn. pr. mess) p. bbl.	92 6	91 0	92 6	91 0	91 0	.....
Bacon (Cumb. cut) p. 112 lbs	41 0	50 0	50 0	50 0	50 0	.....
Lard (American) “ “	59 0	59 0	60 6	60 0	60 0	.....
Cheese (tine) “ “	73 0	73 0	73 0	73 0	73 0	.....

**Liverpool Produce Market.**—This market remains quiet, with few changes in prices.

	Sat.	Mon.	Tues.	Wed.	Thu.	Fri.
Rosin (com Wilma) .per 112 lbs	6 6	6 6	6 6	6 6	6 6	.....
do Fine Pale.....	15 0	15 0	15 0	15 0	15 0	.....
Petroleum (std white) p. 3 lbs.	1 6½	1 6½	1 6½	1 6½	1 6½	.....
“ spirits .....per 8 lbs.	11½	11½	11½	11½	11½	.....
Tallow (American) p. 112 lbs.	43 3	43 3	43 3	43 3	43 3	.....

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

	Sat.	Mon.	Tues.	Wed.	Thu.	Fri.
Lins'd c'ke (obl) p. tn. 10	5 0	£10 5 0	£10 5 0	£10 5 0	£10 5 0	.....
Linseed (Calcutta) “	59 6	59 6	59 6	59 3	59 0	.....
Sugar (No. 12 Dch std)						
per 112 lb.....	35 6	35 6	35 6	35 6	35 6	.....
Sperm oil.....	78 0 0	78 0 0	78 0 0	78 0 0	78 0 0	.....
Whaleoil.....	36 0 0	36 0 0	36 0 0	36 0 0	36 0 0	.....
Linseed oil. per ton.	29 0 0	29 0 0	29 0 0	29 0 0	29 0 0	.....

**COMMERCIAL AND MISCELLANEOUS NEWS.**

**IMPORTS AND EXPORTS FOR THE WEEK.**—The imports this week show an increase both in dry goods, and in general merchandise. The total imports amount to \$5,640,792 this week against \$3,927,254 last week and \$5,124,396 the previous week. The exports are \$4,607,757 this week against \$4,774,187 last week and \$4,187,739 the previous week. The exports of cotton the past week were 16,825 bales against 17,443 bales last week. The following are the imports at New York for week ending (for dry goods) Jan. 13, and for the week ending (for general merchandise) Jan. 14 :

	1868.	1869.	1870.	1871.
Dry goods.....	\$1,511,326	\$1,369,336	\$1,571,194	\$1,811,342
General merchandise..	2,046,165	4,379,002	2,786,324	3,829,450
Total for the week....	\$3,557,491	\$5,748,338	\$4,357,518	\$5,640,792
Previously reported...	3,456,003	3,537,513	4,522,595	3,927,254
Since Jan. 1.....	\$7,043,554	\$9,285,851	\$9,910,413	\$9,568,046

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

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports, for the week ending Jan. 17.

	1868.	1869.	1870.	1871.
For the week....	\$3,678,601	\$2,683,096	\$2,462,778	\$4,607,757
Previously reported....	6,412,780	5,302,920	5,693,272	8,961,926
Since Jan. 1.....	\$10,091,381	\$7,991,016	\$8,156,050	\$13,569,583

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

To	Since Jan. 1, 1871.	Sametime 1870.
Great Britain.....	\$8,467,205	\$4,158,866
France.....	831,710	169,481
Holland and Belgium.....	724,845	320,614
Germany.....	938,022	786,966
Other Northern Europe.....	24,313	22,399
Spain.....	78,578	85,675
Other Southern Europe.....	418,804	449,715
East Indies.....	.....	.....
China and Japan.....	5,710	5,850
Australia.....	121,980	173,896
British N A Colonies.....	113,231	57,962
Cuba.....	581,736	587,013
Haiti.....	135,627	54,856
Other West Indies.....	328,932	434,047
Mexico.....	63,651	149,316
New Granada.....	126,855	115,036
Venezuela.....	26,315	90,264
British Guiana.....	23,977	70,496
Brazil.....	122,877	2,6219
Other S. American ports.....	286,004	236,319
All other ports.....	210,610	55,482

The following will show the exports of specie from the port of New York for the week ending Jan. 14, 1871 :

	Jan. 11.—St. Algeria, Liverpool—	Jan. 14.—St. City of Wash- ington, Liverpool—
Silver bars.....	\$68,395	.....
Jan. 12.—St. Caabria, Liverpool—		Gold bars.....
Silver bars.....	20,000	Silver bars.....
Gold bars.....	30,000	British gold.....

Total for the week..... \$495,373  
Previously reported..... 481,997

Total since Jan. 1, 1871, ..	Sametime in 1870.....
1870.....	\$716,593
1869.....	745,628
1868.....	5,527,400
1865.....	1,640,604

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

Jan. 11.—St. Henry Chauncey, Aspinwall— Silver..... \$12,350 Gold..... 500	Cuidad, Bolivar— Silver..... \$394 Jan. 14.—St. Morro Castle, Havana— Gold..... 3,091
Jan. 11.—Brig Angostura	
Total for the week..... \$46,935	
Previously reported..... 33,610	
Total since Jan. 1, 1871..... \$79,945	
Same time in 1870..... \$263,782	Same time in 1869..... 8 9
1869..... 58,972	1867..... 91,773

FOREIGN IMPORTS (OTHER THAN DRY GOODS AND SPECIE) AT THE PORT OF NEW YORK FOR THE YEAR 1870.—Below we give the detailed statement of Imports at New York (other than dry goods and specie) for 1870. The figures for 1869 will be found in THE CHRONICLE of Jan. 15, 1870, page 74. The quantity is given in packages when not otherwise specified.

Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
China, Glass and Earthenware—		Gentian root..... 923	10,613	Oils, majoran..... 1	61
Bottles..... 556,670		Glucose..... 6,810	87,975	" sandlew'd..... 13	2,401
China..... 14,378	688,132	Gum arabic..... 5,082	318,166	" valerian..... 3	197
Earthenware..... 50,939	1,698,517	" amber..... 1	100	" peanut..... 39	3,442
Glass..... 379,771	872,047	" affine..... 52	8,023	" substitute..... 3	215
Glassware..... 27,215	517,020	" benzine..... 1	81	" benzoli..... 34	1,313
Glass plate..... 9,957	1,378,538	" benjamin..... 31	3,039	" galipoli..... 4	515
Other ware..... 43,099		" benguella..... 20	470	" castor..... 810	11,197
Drugs and Chemicals—		" crude..... 453	26,492	Opium..... 1,764	1,713,988
Acids..... 3,918	416,823	" copaiva..... 611	33,916	Orchilla..... 526	14,941
Acetate of		" copal..... 1,890	100,015	" liquor..... 50	4,717
lime..... 2,886	55,140	" damar..... 1,724	32,329	Orris root..... 62	3,015
Alkali..... 2,034	20,700	" gedda..... 653	25,668	Oxide zinc..... 7,024	90,671
Albumen..... 291	49,832	" guaicum..... 149	1,436	Paints..... 754,305	
Aluminum..... 7	2,195	" reni..... 57	833	Paris white..... 4,303	19,229
Aloes..... 519	10,067	" ko'rie..... 13,828	319,394	Persian berr's..... 132	9,433
Alum..... 3,906	35,823	" mastic..... 1	166	Petroleum..... 230	1,143
Aluminous		" olibanum..... 45	1,294	Potash, brom'e..... 1	59
cake..... 772	13,050	" Senegal..... 112	3,758	" bic'm..... 2,511	190,001
Albumen of		" substitute..... 126	6,546	" chl'te..... 2,174	52,309
egg..... 106	26,042	" salidrac..... 24	1,377	" hyd..... 123	15,945
Albumen of		" talc..... 1,025	39,046	" muri..... 9,646	33,863
blood..... 367	25,408	" trag' th..... 665	51,941	" pruss..... 638	83,140
Asphaltum..... 7,660	15,695	" tola..... 120	1,240	" sulph..... 22	462
Aureolone ars..... 20	1,398	" gamboga..... 13	790	Phosphorus..... 675	30,251
Ammonia, nit..... 8	660	" 201 Plumbago..... 11,421	145,489	" 1,922 Quinine..... 10	11,169
" sulph..... 172	8,514	427 Quicksilver..... 4,100	154,180	" 427 Red bark..... 5	412
" carb..... 956	60,610	1,000 Regentim'y..... 1,804	176,491	" 38,868 Rhabarb..... 421	25,921
" muri..... 127	8,395	1,271 Saffron..... 15	5,827	" 1,271 Senna..... 507	12,616
" sal..... 675	60,439	4,475 Shellac..... 4,889	166,435	3,659 Soda ash..... 36,809	936,727
" 35	2,238	33,797 " arsenate..... 155	7,610	" 1,043 bicar..... 106,111	252,140
Aluminum, sul..... 30	1,696	6,788 " caustic..... 28,367	527,334	9,622 " sal..... 55,210	204,436
Annatto..... 2,726	32,268	46,966 " sillicate..... 589	8,315	231,624 Soda, hy. sul..... 691	4,277
Aniline..... 9	2,688	202 " nitrate..... 92,827	705,845	995 " stannate..... 20	650
Aniline, arsen..... 325	25,016	386,347 Sponges..... 2,214	84,257	5,017 Squills..... 61	393
Annatto, ext..... 30	468	19,327 Star anise seed..... 75	1,764	10,023 Sugar of milk..... 26	976
Aniline, colors..... 593	196,673	10,223 Sugar of milk..... 26	976	1,303 Sulphite soda..... 93	1,016
" salts..... 123	13,558	1,303 Sulphite soda..... 93	1,016	358 Storax..... 11	572
Antimony ore..... 184	1,443	1,657 Sumac..... 43,884	270,956	1,657 Sup'r lime..... 539	5,567
Anise seed..... 334	6,026	33,869 Sup'r lime..... 539	5,567	7,844 Sulph quinid'e..... 22	2,579
Arsenate, tolu..... 123	10,144	7,236 Sulphur, ether..... 20	136	7,236 Sulphur, ether..... 20	136
Arsenic..... 1,885	12,519	31,252 Tonqua beans..... 138	17,017	4,818 Turmeric..... 3,936	13,455
Aurine..... 75	7,796	4,818 Turmeric..... 3,936	13,455	284 Terra alba..... 97	341
Arrowroot..... 1,527	12,539	1,288 Uthramarine..... 5,066	156,101	427 Valerian root..... 170	4,251
Arnica flowers..... 87	1,036	427 Valerian root..... 170	4,251	4,496 Vanish..... 811	69,355
Assafoetida..... 272	9,824	4,496 Vanish..... 811	69,355	15,964 Vanilla beans..... 173	151,065
Argols..... 2,493	223,918	15,964 Vanilla beans..... 173	151,065	81,145 Venice turp..... 220	2,582
Balsam Peru..... 428	5,334	81,145 Venice turp..... 220	2,582	30,185 Verdigris..... 133	39,068
Bark, calisa..... 1,468	118,988	30,185 Verdigris..... 133	39,068	15,654 Vermillion..... 501	48,469
" cascarilla..... 115	46	65,009 Whiting..... 286	470	75 Worm seed..... 86	3,442
" Peruv..... 16,738	336,314	75 Worm seed..... 86	3,442	1,356 Yellow ocre..... 1,505	6,158
Barytes..... 228	1,311	1,356 Yellow ocre..... 1,505	6,158	76 " berries..... 956	68,164
Barytes, sulph..... 346	2,422	351 Drugs, unspc'd..... 272,519		485 Furs—	
Barytes, carb..... 462	2,650	8,552 Felting..... 2,104	30,434	3,119 Furs..... 5,956	1,965,334
Bichrome..... 10	1,443	3,119 Furs..... 5,956	1,965,334	5,333 Hatters' goods..... 241	60,779
Blea, Pow..... 22,563	315,444	35,830 Fruits—		6,828 Bananas..... 172,632	
Blue, galls..... 34	1,644	2,175 Citron..... 166,596		2,175 Citron..... 166,596	
Bor. of Lime..... 1,581	14,611	1,735 Currants..... 392,793		2,946 Dried fruits..... 98,617	
Borax..... 527	19,288	1,870 Dates..... 37,167		2,546 Grapes..... 72,698	
Butter of cocoa..... 10	210	2,546 Grapes..... 72,698		2,350 Figs..... 157,682	
Bismuth, sub nit..... 8	59	2,350 Figs..... 157,682		105 Gelatine..... 30,283	
Burg'dy pitch..... 750	2,970	6,141 Oranges..... 852,442		23,660 Lactrine..... 6	1,162
Bucnu leaves..... 76	2,050	458 Olives..... 2,148		84,912 Lemons..... 880,909	
Brims't's..... 22,755	678,522	8,234 Preserved ginger..... 17,065		117 Lentils..... 22,341	
Ca..... 189	25,250	3,817 Pineapples..... 148,130		10,894 Nuts..... 637,967	
Calamus root..... 33	424	175,191 Plums..... 36,094		6,141 Oranges..... 852,442	
Calcedin farina..... 93	7,246	128 Prunes..... 242,708		458 Olives..... 2,148	
Castor b'ns..... 14,018	46,875	67,975 Raisins..... 1,375,039		8,234 Preserved ginger..... 17,065	
Calomel..... 71	3,271	497 Sardines..... 964,147		3,817 Pineapples..... 148,130	
Camphor..... 5,023	83,499	7,140 Sauces and presv..... 473,878		175,191 Plums..... 36,094	
Chl. of barium..... 53	67	1,800 Other..... 4,709		128 Prunes..... 242,708	
Chl. of lime..... 787	3,366	655 Instruments—		67,975 Raisins..... 1,375,039	
Chamomile..... 18	34	218 Chemical..... 3	230	497 Sardines..... 964,147	
" flowers..... 516	10,844	7,570 Mathematical..... 27,624		7,140 Sauces and presv..... 473,878	
Cantharides..... 80	11,170	296 Musical..... 4,751	630,823	1,800 Other..... 4,709	
Cardamoms..... 171	44,020	8,320 Nautical..... 13	3,639	655 Instruments—	
Carmine..... 76	14,894	5,262 Optical..... 476	122,233	218 Chemical..... 3	230
Car. of indigo..... 62	2,462	23,034 Philosophical..... 92	11,934	7,570 Mathematical..... 27,624	
Chlorodyne..... 12	1,366	50,143 Surgical..... 12	1,871	296 Musical..... 4,751	630,823
Chalk..... 13,601	13,601			8,320 Nautical..... 13	3,639
Cinnabar..... 3	620			5,262 Optical..... 476	122,233
Cobalt..... 17	3,764			23,034 Philosophical..... 92	11,934
Colcothar..... 30	171			50,143 Surgical..... 12	1,871
Creosote..... 20	62				
Cream tart..... 3,441	653,269				
Chicory..... 3,683	55,580				
Chlor. baryte..... 1	46				
Colocynthe..... 262	3,530				
Colombo root..... 40	382				
Cochineal..... 7,795	863,300				
Cubebs..... 490	3,584				
Cudbear..... 363	41,610				
Cutch..... 15,558	82,122				
Copper..... 761	1,485				
Cylonite..... 2	1,792				
Cuttlefish					
bone..... 174	787				
Divi divi..... 5,075	8,725				
Dragon's blood..... 8	342				
Ergot..... 8	855				
Ergot of rye..... 46	2,190				
Ext. of indigo..... 457	37,198				
" madder..... 260	84,354				
Full's earth..... 2,580	3,062				
Flavine..... 25	1,012				
Gambier..... 28,105	206,547				
Gamboge..... 175	6,255				
Galls..... 19	599				
Garacine..... 612	170,589				

Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Jewelry, &c.—		Mustard.....	130,275	Grindstones.....	65 15,633
Jewelry..... 4,618	2,957,746	Nutmegs.....	150,578	Gutta percha.....	58 6,063
Watches..... 1,393	2,808,337	Pepper.....	455,898	Guano.....	52,947 1,504,695
Leather, hides, &c.—		Pimento.....	29,305	Hair.....	8,335 1,240,541
Boots & shoes..... 249	30,768	Stationery, &c.—		Hair cloth.....	592 295,305
Hides, dres..... 41,717	8,213,805	Books..... 12,465	1,290,476	Hemp.....	110,737 2,902,494
" undressed..... 9,850	261	Engravings..... 1,000	307,619	Honey.....	1,667 53,075
Horns.....	15,255	Paper..... 15,148	800,532	Hops.....	358 10,048
Leather, pat nt..... 64	45,025	Other stat'y..... 3,399	340,755	Ind. rubber.....	35,787 3,662,353
M's leather..... 1,844	340,208	Woods—		Ice.....	650 3,619
Bristles..... 1,641	617,430	Bamboo.....	1,927	Ivory.....	6,337 246,071
Liquors, &c.—		Box.....	22,994	Jute.....	72,550 715,129
Ale..... 20,497	223,345	Bur.....	11,825	Jute butts.....	32,817 222,941
Bitters..... 1,756	18,225	Brazil.....	65,560	" reject'ns.....	2,593 26,155
Brandy..... 13,322	858,384	Cain.....	20,352	" cuttings.....	9,586 90,530
Beer..... 12,750	128,745	Cedar.....	84,230	Kylosite.....	13,508
Cordials..... 1,907	29,088	Cedar.....	14,771	Lith. stones.....	16,026
Cider..... 23	743	Cork.....	149,055	Machinery.....	5,091 422,401
Gin..... 8,900	179,120	Ebony.....	21,039	Marble & mfd do.....	288,997
Vinegar..... 3,432	14,357	Fustic..... 3,162	61,304	Malt.....	683 9,360
Min. waters..... 5,321	25,917	Granadilla.....	550	Matches.....	80 1,427
Porter..... 9,504	88,585	Lima.....	5,707	Maccaroni.....	48,366 87,827
Rum..... 2,499	171,437	Lignumvite.....	16,299	Molasses.....	139,047 4,070,014
Whiskey..... 3,030	160,447	Logwood.....	269,339	Oil paint'gs.....	1,068 532,971
Wines..... 268,795	2,362,817	Mahogany.....	163,925	Oakum.....	47,209
Cl' metal..... 138,154	1,346,661	Rattan.....	109,153	Oatmeal.....	45 10,695
Metals—		Rosewood.....	153,488	Onions.....	79,755
Anvils..... 4,758	45,463	Sapan.....	11,129	Paper hang'gs.....	1,734 111,403
Brass goods..... 427	52,175	Satin.....	946	Pearl barley.....	131 2,595
Bismuth..... 41	29,347	Red.....	75	Perfumery.....	3,215 233,379
Bronzes..... 600	95,067	Sandal.....	1,587	Plaster.....	81,759
Chains and		Willow.....	46,320	Provisions.....	286,715
anchors..... 6,937	250,302	Palm leaf.....	10,375	Pipes.....	239,045
Copper.....	35,077	Zebra.....	1,182	Potatoes.....	58,079
Copper ore.....	493	Other.....	305,346	Pumice stone.....	810 6,366
Cutlery..... 5,302	1,820,715	Miscellaneous—		Rags.....	101,822 2,525,203
Gas fixtures..... 55	6,171	Alabaster orn.....	687	Rice.....	582,583
Guns..... 6,997	721,507	Animals.....	78,870	Rotten stone.....	12 1,469
Hardware..... 7,213	837,687	Baskets.....	13,315	Rope.....	128,200
Iron, hoop, ts..... 2,851	130,486	Bags.....	192,491	Sago.....	27,384

Treasurer; R. M. Green, Burlington, Iowa, Secretary. The bonds are offered by Messrs. Henry Clews & Co., 32 Wall street, at the price of 90.

**Chesapeake and Ohio Railroad.**—A first mortgage of \$15,000,000, on a trunk line of railroad between the Atlantic coast in Virginia and the navigable waters of the Ohio River. The road is completed and in operation from Richmond to the celebrated White Sulphur Springs of West Virginia, 227 miles, and there remain but 200 miles (now partially constructed) to be completed, to carry it to the proposed terminus on the Ohio River, at, or near, the mouth of the Big Sandy River, 150 miles above Cincinnati and 350 miles below Pittsburgh. A large number of laborers are employed and the work is expected to be completed by July, 1872. The bonds are coupon or registered, in denominations of \$100, \$500 and \$1,000, interest payable January and July in New York, and have 30 years to run. Price 90 and interest. Messrs. Fisk & Hatch are the Financial Agents, No. 5 Nassau street.

**East Tennessee, Virginia and Georgia Railroad.**—This is a first mortgage seven per cent. bond, redeemable in 1900. The interest is payable Jan. 1 and July 1, in New York. The East Tennessee, Virginia and Georgia Railroad is 270 miles long; it commences at Bristol, on the boundary of Virginia, and runs to Chattanooga, with a branch from Cleveland to Dalton, Georgia, thirty miles long. It forms a link in the shortest line which can be built from New York to New Orleans, and, from the conformation of the country through which it runs, must necessarily remain a Trunk Line. The security of the bonds now offered for sale does not, however, depend upon any future development of the business of the road as the earnings are already sufficiently large to establish the safety of the bonds, and to make them one of the best securities offered in the market. The mortgage is for \$3,500,000, being only \$13,000 a mile, and has been created for the sole purpose of paying off the debt due to the State of Tennessee, amounting to \$4,117,761 10. The proceeds of \$2,500,000 of the bonds, together with the money the Company had on hand, will have paid the entire State debt, amounting to \$4,117,761 10, and leave the Company without any floating liability, its debt diminished by \$617,761 10, and with one million of bonds on hand. These bonds are for sale by the Gallatin National Bank, 36 Wall street, New York, at 90 and interest. For other details see advertisement.

**Elizabethtown and Paducah Railroad of Kentucky.**—First mortgage eight per cent bonds, to the amount of \$3,000,000, upon 185 miles of railroad from Elizabethtown to Paducah, Kentucky. Subscriptions to capital stock by cities, counties and individuals in bonds and cash amount to \$3,095,000. Bonds are for \$1,000. Coupon or registered, convertible for seven years; interest eight per cent, payable March 1 and September 1 in New York. Principal due in 1890. President, W. H. Dulaney; Secretary, A. A. Gordon, of Louisville. Loan offered at 87½ by Norton, Slaughter & Co., No. 41 Broad street; Wm. Alexander Smith & Co., No. 40 Wall street; Hallgarten & Co., No. 28 Broad street. For further particulars see advertisement next week.

**Nashville and Decatur Railroad.**—A mortgage for \$2,100,000, or \$17,500 per mile on an old and completed road. The mortgage is created for the purpose of paying a debt due to the State of Tennessee on terms which will reduce the liability of the road about \$600,000. Messrs. Drexel, Winthrop & Co., 18 Wall street, are the Financial Agents. For other particulars see advertisement.

**New York and Oswego Midland Railroad.**—A first mortgage limited to \$20,000 per mile on 345 miles of railroad between New York City and Oswego, forming with its connecting line in New Jersey, the Montclair Railroad a through route between the cities above named of 400 miles. The road traverses the interior counties of Oswego, Oneida, Madison, Cayuga, Onondaga, Cortland, Chenango, Otsego, Delaware, Sullivan, Ulster and Orange, in the State of New York, from which a large local business is expected. The citizens of the Midland counties have made subscriptions to its capital stock to the amount of about six and a half millions dollars. The larger share of these subscriptions have been made by towns and cities in their corporate capacity, and for which they paid in town and city bonds bearing seven per cent. interest. These bonds are made by law exempt from local and municipal taxation, when held in any county through which the road passes, the Company have sold them at par and interest whenever they had occasion to use the proceeds, thus rendering the subscriptions for which they were given in payment equivalent to cash. The Company, therefore, commenced its undertaking with a paid up capital of about \$6,500,000; 225 miles of road are now completed. The bonds are \$100, \$500 and \$1,000, coupon or registered, bear 7 per cent. gold interest payable January and July in New York free of government tax, and run till 1894. Price, par. Messrs. Geo. Opdyke & Co., Financial Agents, 25 Nassau street. For further particulars see advertisement on another page.

**Northern Pacific Railroad.**—New 7.30 gold loan, secured by first mortgage on railroad and land grant. The road when completed will extend from Lake Superior to Puget's Sound. The road is now building from Lake Superior, across Minnesota, to the Red River of the North, 233 miles, and this section is to be completed by August, 1871. The bonds cannot in any case exceed \$50,000 per mile of finished road, are secured by a first mortgage on all the property and rights of the Company, which will embrace on the completion of the work: 1. Over 2,000 miles of road, with rolling stock, buildings, and all other equipments. 2. Over 22,000 acres of land to every mile of finished road. This land, agricultural, timbered and mineral, amounting in all to more than 50,000,000 acres, consists of alternate sections, reaching 20 to 40 miles on each side of the track, and extending from Wisconsin through portions of Minnesota, Dakota, Montana, Idaho, Oregon and Washington to Puget's Sound. By the terms of the mortgage the 7.30 bonds of the Company are always receivable at par and accrued interest in payment for the Company's lands at their lowest graded prices; and in all cash purchases of land from the railroad 10 per cent

discount will be made from the purchase price whenever the Company's first mortgage bonds are offered in payment. The registered bonds can be exchanged at any time for coupons, the coupons for registered, and both these can be exchanged for others, payable, principal and interest, at the London and American banking houses of Jay Cooke & Co., or at any of the principal financial centres of Europe. They are free of United States tax, and are issued of the following denominations: Coupons, \$100, \$500, and \$1,000; registered, \$100, \$500, \$1,000, \$5,000 and \$10,000. Both principal and interest are payable in gold at the office of Jay Cooke & Co., New York City—the principal at the end of 30 years and the interest, at the rate of seven and three-tenths per cent per annum, half yearly, first of January and July. Board of Directors.—J. Gregory Smith, St. Albans, Vt.; R. D. Rice, Augusta, Me.; Thomas H. Canfield, Burlington, Vt.; William B. Ogden, Chicago, Ill.; William G. Moorhead, Philadelphia, Penn.; William G. Fargo, Buffalo, N. Y.; B. P. Cheney, Boston, Mass.; George W. Cass, Pittsburg, Penn.; Frederick Billings, Woodstock, Vt.; William Wincom, Wicoma, Minn.; James Stinson, Chicago, Ill.; Sam'l M. Felton, Philadelphia, Penn.; Charles B. Wright, Philadelphia, Penn. Secretary, Samuel Wilkeson, E. q. Price, par. Messrs. Jay Cooke & Co. are the fiscal agents, New York, Philadelphia, Penn., and Washington, D. C. For further particulars see advertisement in CHRONICLE next week.

**Western Maryland Railroad Company.**—An issue of \$1,200,000 six per cent endorsed by the City of Baltimore. The bonds have 30 years to run, coupons payable, and as an additional security the city has provided a Sinking Fund of \$200,000 for the liquidation of this debt at maturity. Price 87½ and accrued interest. The American Exchange Bank, New York, Financial Agents. For further particulars see advertisement.

**THE CENTRAL RAILROAD OF IOWA.**—A first mortgage of \$3,280,000 upon a railroad 205 miles in length (including rolling stock, equipment, &c.) running North and South across the State of Iowa, connecting on the South with the North Missouri Railroad and on the North with Milwaukee & St. Paul road and forming a route from St. Paul to St. Louis 580 miles in length. The bonds are limited to the amount of \$16,000 per mile. The mortgage is made to the Farmers' Loan & Trust Company of New York. The bonds are for the respective amounts of \$500 and \$1,000 each. They bear seven per cent. interest, payable free of government tax, on the 15th of January and July, in New York, have thirty years to run, and both principal and interest are payable in gold. The bonds have semi-annual coupons attached, but may be registered at the option of the purchasers. These bonds are now offered for sale at 90 and accrued interest at the rate of seven per cent., in currency, from the date when the last coupon was paid. Charles C. Gilman, President; Hon. W. H. SeEVERS, Vice-President; W. B. Shattuck, Treasurer; Charles Collins, Secretary. Messrs. Jay Cooke & Co., New York, Philadelphia and Washington, are the Bankers and Financial Agents.

**EVANSVILLE, TERRE HAUTE AND CHICAGO RAILROAD.**—A first mortgage of \$775,000 on 55 miles of railroad, extending from Terre Haute northerly to Danville, Illinois, forming part of a through route from Chicago to Terre Haute, Evansville, Nashville, and the South. Thirty-one miles are now in use for business. The local subscriptions to the capital stock of the Company are \$450,000, payable in cash at par. Of this \$300,000 has been paid in. The road is being built by Chauncey Rose, Esq., of Terre Haute, and his associates, who are the chief subscribers to the capital stock. The bonds are of \$1,000, bear seven per cent in gold, payable May and November in New York, and run thirty years. They are offered at 90 by Messrs. Winslow, Lanier & Co., No. 27 Pine street, New York, the financial agents of the Company.

**LAKE SHORE AND MICHIGAN SOUTHERN RAILROAD.**—Consolidated mortgage sinking fund bonds, covering the whole line of road from Buffalo to Chicago. The purpose of the Company is to retire its present funded debt upon maturity into these bonds, leaving them eventually the only mortgage upon its valuable property. These bonds, payable July 1, 1900, are in two classes, viz: seven per cent coupon bonds of \$1,000 each, interest in January and July; and registered bonds, interest payable quarterly, in January, April, July and October, both being payable at the Union Trust Company of New York. Price 97½ and accrued interest. Messrs. Robinson, Chase & Co., No. 18 Broad street, financial agents.

**LOUISVILLE AND NASHVILLE RAILROAD.**—Consolidated first mortgage seven per cent. bonds, interest payable April and October in New York. The Louisville and Nashville Railroad connects the two cities from which it takes its name, and, with its branches in the State of Kentucky, is 390 miles long. The Company has an opportunity of purchasing other railroad lines, connecting with Memphis, and other cities in the South, that will extend its business, and add largely to the value of its property. To obtain the funds for these purchases, and to retire the present indebtedness of \$1,747,000 at maturity, the Company has executed a mortgage to secure the payment of its bonds for \$8,000,000. These bonds are for \$1,000 each, payable 1898, and bear seven per cent. interest, and may be registered. Price 90 and accrued interest. Messrs. J. B. Alexander & Co., 19 Nassau street, and Messrs. John J. Cisco & Son, 59 Wall street, Financial Agents.

**MEMPHIS CITY BONDS.**—An issue of \$500,000, thirty years gold bonds of the City of Memphis, known as "funding bonds of 1870," for the purpose of funding a like amount of the due debt of the city, in exchange at par. Interest at six per cent, payable in gold, in New York on the first of May and November. P. M. Meyers & Co., No. 24 Pine street, New York, and Messrs. McKim & Co., Baltimore, Md., are the financial agents.

**MONTCLAIR RAILWAY.**—A first mortgage, at the rate of \$30,000 per mile on 40 miles of road between Jersey City and Greenwood Lake. This road is a continuation of the New York and Oswego Midland and

makes with that the through route from New York to Oswego. The road is leased by the New York and Oswego Midland Co., and the bonds also guaranteed by that Co. The bonds are coupon and bear 7 per cent., gold interest, payable semi-annually. Price par. Messrs. Leonard, Sheldon & Foster, 10 Wall street, Financial Agents.

**MONTICELLO AND PORT JERVIS RAILWAY.**—A first mortgage of \$500,000 on 25 miles of road from Port Jervis on the Erie railway to Monticello, Sullivan Co., New York. The capital stock paid up is \$500,000. The bonds run 20 years and bear 7 per cent., in gold, coupons being payable quarterly in New York. Price 87 and accrued interest. Messrs. Davidson & Jones, 59 & 61 Wall street, Financial Agents.

**NEW HAVEN, MIDDLETOWN AND WILLIMANTIC RAILROAD.**—A first mortgage upon 52 miles of road between New Haven and Middletown, Conn., popularly called the Boston "Air Line" route, as it makes the distance between Boston and New York 20 miles shorter than by present routes. The road is in a forward state of completion and is expected to be finished by soon.

The bonds are \$500 and \$1,000 each; have twenty years to run; bear interest at the rate of seven per cent. free of all taxes, with coupons payable in New York on the first of May and first of November, and may be registered at the option of the holders.

Price par, Messrs. Hatch & Foote Financial Agents, No. 12 Wall street, New York.

**ST. JOSEPH AND DENVER CITY RAILROAD.**—An issue of \$1,500,000 first mortgage eight per cent. gold bonds on a Railroad, commencing at St. Joseph, Mo., and extending west to Marysville, Kansas, a distance of 111 miles. This road is entirely completed and open to the public and the mortgage is at the rate of \$13,500 per mile. The Company possesses the franchises and right of way from Marysville to the City of Fort Kearney, granted by the United States and the States of Kansas and Nebraska, together with a grant of land within twenty miles on each side of the road. The Company have commenced the construction of this line of Railway, and the whole is under contract. The bonds are \$500 and \$1,000—and run till 1899—interest being payable Feb. 15 and Aug. 15 at New York, London and Frankfort. Price, 97½. Messrs. W. P. Converse & Co., 54 Pine street, and Messrs. Tanner & Co., 11 Wall street, Financial Agents.

**ST. LOUIS AND SOUTHEASTERN RAILROAD.**—A first mortgage of \$2,250,000, or \$16,000 per mile, on 139 miles of road between St. Louis and Shawneetown, on the Ohio River, connecting them with a line to Madisonville, making a through route between St. Louis and Nashville, Tenn. Subscriptions amount to \$1,800,000. The road is 200 miles in length, including the Evansville division, all under construction. Ninety-one miles are completed and equipped. The bonds are convertible sinking fund, run till 1894, are payable in gold, and bear seven per cent interest, payable in New York, on the first of May and November, free from Government tax.

**SOUTH AND NORTH ALABAMA RAILROAD.**—A first mortgage of \$22,000 per mile on a railroad between Montgomery, Ala., and Decatur, Ala., on the Tennessee River, 183 miles long; 107 miles are completed. The bonds are endorsed by the State of Alabama, which has a first lien upon the road as security. They bear eight per cent., gold interest, payable in New York in January and July, and mature in 1890. Price 95. V. K. Stevenson & Son, No. 11 Pine street, financial agents.

**WEST WISCONSIN RAILWAY.**—A first mortgage of \$4,000,000 on 154 miles of railroad, of which 120 are built, northwesterly from the Milwaukee and St. Paul Railroad. The mortgage covers road, &c., and 1,000,000 acres of land granted by Government. Bonds are coupons of \$50 and \$1,000. Land grant, sinking fund, bear seven per cent gold, payable January and July in New York, and mature in 1885. Price 90 and accrued interest. Messrs. Gwynne, Johnson & Day, No. 16 Wall street, and White, Morris & Co., No. 29 Wall street, New York, bankers and financial agents for the Company.

**New York & Harlem Railroad—Annual Report.**

Number of miles traveled by passengers, or number of passengers carried one mile:	
Regular.....	19,803,606
Commuters.....	5,729,250
Total tons of freight carried one mile.....	25,532,856
	19,602,827
Expenses of maintaining road were as follows:	
Repairs of road bed and railway, excepting cost of iron.....	\$324,051 22
For depreciation of way.....	53,205 28
Cost of iron used in repairs.....	43,001 80
Repairs of old rails.....	10,203 48
Repairs of buildings.....	19,987 20
Repairs of fences and gates.....	5,265 90
Real Estate.....	80,000 00
Total.....	\$549,652 40
From freight.....	\$1,288,688 50
From other sources.....	321,501 00
Total.....	\$2,659,074 00
The payments other than for construction were as follows:	
For transportation expenses.....	\$1,686,471 50
For interest.....	268,505 72
For dividends on stock—amount and rate per cent. (8 per cent.) per annum.....	631,578 94
United States tax on earnings.....	26,216 60
Cash on hand.....	2,304 63
Total.....	\$2,709,077 39
The cost of road and equipment is.....	\$10,224,665 89
This amount (\$8,624,058 30) cover only the cost of the road from New York to Dover Plains; the cost of the remaining distance from Dover Plains to Chatham 4 Corners is represented by \$2,000,000 Albany Extension Certificates, of which this company holds.....	
Real estate owned by this Company.....	\$1,948,000 00
Less bonds and mortgages.....	1,590,616 47
Not included in cost of road and equipment.....	629,000 00
Total.....	\$970,616 47
The stock and debts of the Company are as follows:	
Capital stock, as by charter.....	\$8,000,000
Amount of stock subscribed.....	8,000,000

Amount paid in.....	7,000,000
Total amount now paid in of capital stock.....	8,000,000
Total amount now of funded debt*.....	8,072,840
Total amount now of funded and floating debt*.....	5,072,840
Average rate per annum of interest on funded debt.....	6 2-3 p. c.

\* Real estate mortgage not included in above, \$629,000.

**Hannibal and St. Joseph Railroad.**—A report has been issued by the directors of this company for the seven years ending August 31, 1870. We shall endeavor to give an analysis of this report next week.

—Mr. Joseph G. Martin, of Boston, stock broker, has issued his annual circular of statistics in regard to the stocks, debts, dividends, etc., of all securities dealt in at the Boston Stock Board, and the fluctuation in prices during 1870. Mr. Martin will also issue soon a book under the title of "Seventy-three years' history of the Boston Stock Market," which will, we presume, be a very complete and interesting work.

**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 transfers 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, } London.  
Messrs. Clews, Habicht & Co., }  
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. 14, 1871.

United States Five-twenty Bonds, if allowed to run until 1875, will pay but Four Per Cent. Gold on the investment at present market rates, while they are likely to be funded at a lower rate of interest than they now bear before that time.

The First Mortgage Bonds of the Central Pacific Railroad Company, at present market price, will pay nearly Seven Per Cent. in Gold on the investment, and cannot be called in or the interest reduced under twenty-five years.

A difference of from Fifteen to Twenty Per Cent. may be realized in exchanging Government Bonds for Central Pacifics, or saved in making new investments.

The safety and value of the First Mortgage Bonds of the Central Pacific Railroad Company are thoroughly established and universally recognized.

The value of the property, the immense and increasing revenues of the Company, and its able and honorable management, assure the security of the principal and prompt and regular payment of interest beyond question.

We have introduced them into our regular business upon the same basis as Government Bonds, and buy and sell them as freely at current market rates, and are prepared to furnish them to investors or others at daily quotations.

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

FISK & HATCH.

BANKING HOUSE OF  
FARNHAM, GILBERT & Co.,  
No. 8 WALL STREET, NEW YORK,  
January 14, 1870.

GEORGE A. WICKS ceased to have any interest in or connection with our business, January 1, 1871.

FARNHAM, GILBERT & CO.

The Bankers' Gazette.

DIVIDENDS.

The following Dividends have been declared during the past week:

Table with columns: COMPANY, PER CENT., WHEN PAYABLE, BOOKS CLOSED. Includes Railroads (Cleveland, Rutland, New Jersey RR), Insurance (Astor, Manhattan, S. Nicholas, Fulton, Rutgers), and Miscellaneous (Quincy Mining, Delaware & Hudson Canal Co).

FRIDAY EVENING, January 20, 1871.

The Money Market.—The growing tendency towards ease in the money market, noticed in our last report, which had made call loans readily obtainable at 6 per cent. on good stock collaterals, has since been checked by another attempt to make money stringent through speculative manipulations.

The amount of \$5,750,000 of city revenue bonds fell due on the 15th inst., and the calling in of funds for the payment of these bonds naturally considered favorable by the operators for a decline in stocks, to make the money market tight by the usual process of locking up currency. One sum of \$4,316,000 appeared a creditor at the clearing house in the funds which and this probably represented but a portion of the funds which were held off the market.

It appears, however, that the revenue bonds above referred to were largely paid on the 14th inst., and the money was called in for the purpose at an earlier period than the clique had calculated upon, so that their attempt was but partially successful for a few days, culminating in the highest rates on Tuesday, when 7 per cent. currency, 7 gold, and in some cases a commission also was paid for money on call. Since that time the market has been relaxing, and @6@7 per cent. currency has been the ordinary rate, with exceptions at 5 per cent., although it does not appear that the amounts taken off the market have yet been returned to the usual channels.

The natural tendency of the market is towards easier rates as shown by the bank statements, the averages of the associated banks last week showing an income of \$3,632,995 in loans, an increase of \$2,632,213 in specie, an increase of \$11,364,949 in deposits, and an increase of \$1,544,501 in legal tenders. The net result of this statement shows a gain of \$1,351,705 in the excess over legal reserve, the total excess being \$18,202,921 over the 25 per cent. required by law.

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

Table comparing bank statements for Jan. 14, 1871; Jan. 15, 1870; and Jan. 16, 1869. Columns include Loans and discounts, Specie, Circulation, Net deposits, and Legal Tenders.

The banks now complain of a glut of national bank notes in their vaults, and considerable amounts have been offered free of interest, for eight, ten or fifteen days, in consideration of the loans being returned in legal tenders. Other banks have sold them at a discount varying from 1-10 to 1/4 per cent, according to size, the latter price being for notes of small denomination.

The demand for commercial paper was interrupted to some extent by the disturbance in the money market noticed above; but with the return of easy rates there has been a good demand for first-class paper at 7 or 8 per cent. There is not much offering, and the leading brokers report that they could sell much more of really first-class paper than they can now obtain; rates are as follows:

Table showing rates for Commercial, first class endorsed (60 days, 4 months, 6 months, single names, 4 to 6 months) and Bankers', first class foreign (60 days, domestic, 3 to 4 months) in per cent.

United States Bonds.—The market has been strong throughout the week, with considerable purchases by investors, and to some extent by the stock houses of the street. In several instances we have heard of large blocks being taken by leading houses in this city on orders from banks and other financial corporations in the Interior, some of which were from new banks. There has been no buying of consequence for shipment abroad. On the contrary, it has been reported that bonds have been bought in London and shipped to this market, though it is not possible to ascertain that any considerable amount has been so shipped. On Wednesday the Government purchased \$2,000,000 of 5-20s, the total offerings amounting to \$6,842,100, which was apparently larger than had been expected. As the effect was for the moment temporarily depressing to the market. Prices have not varied materially since last week, and close at very nearly the same figures as then quoted. In London quotations have been higher, but the interruption of prompt telegraphic communication by cable has prevented much business being done between that market and our own.

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 leading government securities (6's, 5-20's, 5-40's, 10-40's, Currency 6's) from Saturday to Friday.

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

State and Railroad Bonds.—Southern State Bonds have been firm throughout most of the week, and tolerably active, with an advance on several of the speculative favorites, as may be seen in the table of prices below.

There have been no recent developments in regard to the credit of the States in default of interest, and the confidence shown seems to be general, rather than based upon special causes.

In Railroad Bonds the interest in Pacifics has absorbed the whole attention of the street, the fluctuations and volume of transactions in the Union Pacific securities having been immense. The immediate cause of the advance is not certainly known, though rumors have been very numerous in regard to it. The better opinion seems to be that sellers "short" have been "cornered," and the sharp rise in prices to-day has been caused by their purchases. In addition to this, telegrams from Washington state that the Government is not going to press its claim for interest against the companies, but will continue the same arrangements heretofore had with them. It is also supposed that the directors, who have recently had a meeting in Boston, have been able to make preparations for taking care of the floating debt of the company without embarrassment. Still another report, with some show of probability, says that several parties heavily interested in the stock have combined to obtain control of the road, and that purchases have been made on their account. There may be truth in some or all of these statements, though in the excitement of the moment the exact facts can not be found out.

Table showing prices close to-night as follows: First Mortgages, Income Bonds, Land Grants, Central Pacifics close firm at 90 1/2 @ 90 3/4.

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 (6s Tenn., 6s N. Car., 6s Virg., 6s S. C., 6s Missouri) from Saturday to Friday.

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

Railroad and Miscellaneous Stocks.—The stock market has been variable, but did not at any time decline materially in consequence of the artificial stringency in money which prevailed early in the week. The impression had gained ground from the first that the purpose of the clique manipulating the money market was simply to buy in stocks which they had recently sold, and there was consequently little disposition shown to sell at any lower prices. The effect, however, of this tampering with the money market always has the effect of destroying the confidence of outside parties, and checks legitimate commission business.

In specialties there has been considerable activity, with large fluctuations, principally in Hannibal and St. Joseph, Union Pacific, and to-day in New York Central. The Hannibal and St. Joseph stocks have been influenced by the controversy and law suit pending between a stockholder and the company in regard to payment of dividends on the preferred stock; the company has just issued a report for the seven years ending Aug. 30, 1870. Union Pacific stock closes to-night at 23 1/2, against 14 1/2 last week, the large advance having been established by the several causes referred to above as affecting the prices of the company's bonds. New York Central advanced to 94 1/2 to-day on large dealings, the real cause of the rise and activity not being clearly ascertained, though attributed as usual to operations of Mr. Vanderbilt.

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

Table showing highest and lowest prices of railroad and miscellaneous stocks (N.Y. Cent & H.R., Harlem, Erie, Reading, Lake Shore, Wabash, Pittsburg, Northwest, Rock Island, Fort Wayne, St. Paul, Ohio, Missisipi, Central of N.J., Chic. & Alton, Panama, Cleve., Col. Chic. & I.C., Del., Lack. & W., Hann., St. Jos., Illinois Central, Mich. Central, Morris & Essex, B. Hart & Erie, Union Pacific, West. Un. Tel., Pacific Mail, Adams Expre's, Am. Merch. Un, United States, Wells, Fargo.) from Saturday to Friday.

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

The earnings of those roads which make reports of their traffic are now complete for the year 1870, and as may be seen by the tables on another page, the returns as a general rule compare very favorably with those of previous years; so far as receipts are concerned there seems to be no reason for any loss of confidence in railroad stocks, where the affairs of the respective roads are well and honestly administered.

The number of through passengers over the Pacific Railroad for the year 1870 were—Eastward, 23,795; Westward, 32,241; showing a gain to the Pacific coast of 8,446.

The Gold Market.—The market has been steady but dull. There is but little short interest in the market now and the high rates which were paid for carrying early in the week were rather the result of the close money market than any other cause; on Tuesday the rates for carrying were as high as 7 gold and even 1-32 and 1-16, but since that time have ranged from 7 gold to 4 currency—the rates to-day being within the latter range. On Thursday at the government sale unusually large bids were made amounting in all to \$7,036,500, which had a strengthening effect upon the market; nearly the whole \$1,000,000 was taken by a prominent firm of stock brokers. In regard to the future of gold the weight of opinion is on the side of higher prices whenever there is any material change. Whatever the result may prove, it seems difficult for the street to believe in the possibility of a lower price than 110 for some time to come.

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

Table showing gold premium with columns for Quotations (Open, Low, High, Close), Total Clearings, and Balances (Gold, Currency) for days from Saturday, Jan. 14 to Friday, Jan. 20, plus current and previous week data.

The general movement of coin and bullion at New York, in the week ending Saturday, January 14, was as follows:

Table showing coin and bullion movement with columns for In banks, Foreign imports, Gold paid out, Receipts from California, and Total known supply.

Foreign Exchange.—The market for exchange has been very firm, the bankers asking 109 3/4 to-day for prime 60 days sterling. Commercial bills have also been in good demand, and bankers have purchased some of the best names at 109 1/4. There has been no remarkable demand, but there is not a large supply of bills offering, and the scarcity supports prices. The total exports of cotton for the week amount to 119,349 bales, producing \$7,486,400 in gold, against 51,086 bales in same week last year, producing then \$5,041,220 in gold, with cotton at 25 3/4c. and gold at 120 1/4.

Table showing foreign exchange rates for various locations (London, Paris, Antwerp, etc.) with columns for 60 Days and 90 Days rates.

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

Table showing transactions at Custom House and Sub-Treasury with columns for Receipts and Payments in Gold and Currency.

NEW YORK CITY BANKS.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on Jan. 14, 1871:

Table showing the condition of New York City banks with columns for Capital, Loans and Discounts, Specie, Circulation, Net Deposits, and Legal Tenders.

Table showing the condition of Philadelphia National Banks with columns for Capital, Loans, Specie, L. Tender, Deposits, and Circulation.

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

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

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

Table showing totals for a series of weeks past for Loans, Specie, Circulation, Deposits, and Legal Tenders.

PHILADELPHIA BANKS.—The following is the average condition of the Philadelphia National Banks for the week preceding Monday, Jan. 16, 1871:

Table showing the average condition of Philadelphia National Banks with columns for Capital, Loans, Specie, L. Tender, Deposits, and Circulation.

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

Table showing deviations from last week's returns for Capital, Loans, Specie, Legal Tenders, Deposits, and Circulation.

BOSTON BANKS.—Below we give a statement of the Boston National Banks, as returned to the Clearing House, Jan. 16, 1871.

Table showing the statement of Boston National Banks with columns for Capital, Loans, Specie, L. Tender, Deposits, and Circulation.

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

Table showing deviations from previous week for Loans, Specie, Circulation, Deposits, and Legal Tender Notes.

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 for 'STOCKS AND SECURITIES', 'Bid', and 'Ask'. It is organized into sections for 'New York Prices', 'Boston', 'Philadelphia', 'St. Louis', and 'Baltimore', each containing various financial instruments like bonds, stocks, and mortgages.

# The Railway Monitor.

## EXPLANATION OF THE STOCK AND BOND TABLES

1. Prices of the Active Stocks and Bonds are given in the "Bankers' Gazette" ante; quotations of other securities will be found on the preceding page.
2. Bank and Insurance Stocks, Mining, Petroleum, City Railroad and Gas Stocks, and Southern Securities of those kinds which are least active, are all quoted either regularly or occasionally at the end of "Bankers' Gazette," on a previous page.
3. The Table of Railroad, Canal and Other Stocks, on the next page, comprises all Companies of which the stock is sold in any of the principal cities (except merely local corporations). The figures just after the name of the company indicate the No. of the CHRONICLE in which a report of the Company was last published. A star (\*) indicates leased roads; in the dividend column 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.

New Loans.—An account of every new loan now offered in the New York market will be found on a previous page, giving the terms, circumstances and security of each, the price asked and the financial agents.

The Vanderbilt Roads—Their Annual Report for 1870.—We are enabled to lay before our readers to-day the reports in detail of the New York Central and Hudson River, and the New York and Harlem Railroad Companies, for the year ending September 30, 1870. These reports are official, and made to the State Engineer at Albany, as required by law. The figures in regard to the New York Central and Hudson River are as follows:

Number of miles traveled by passengers, or number of passengers carried one mile..... 321,365,953  
Total movement of freight, or number of tons carried one mile..... 769,087,777

The following table shows the rate of fare for passengers per mile, charged for the respective classes:

First-class through passengers.....	2c
do way passengers.....	2@2½c
Emigrant, through.....	1@1 1-5c
do way.....	1c

The following table shows the expenses of maintaining the road or real estate of the corporation:

Expenses of road bed and railway, excepting cost of iron.....	\$2,268,159 65
Cost of iron used in repairs.....	46,088 10
Cost of steel rails.....	1,248,529 41
Repairs of buildings.....	276,395 20
Repairs of Mohawk Turnpike.....	6,115 40
Repairs of fences and gates.....	50,489 68
Taxes on real estate.....	668,768 69
<b>Total.....</b>	<b>\$4,564,456 16</b>

Of the above total, \$1,734,129 63 were allotted to passenger transportation, and \$2,830,304 53 were allotted to freight transportation.

Expenses of repairs of machinery..... \$3,181,515 08

Of the above total, \$1,417,077 75 were allotted to passenger transportation, and \$1,764,437 33 were allotted to freight transportation.

The following table shows the expenses of operating the road:

Office expenses, stationery, etc.....	\$46,530 13
Agents and clerks.....	477,715 84
Labor, loading and unloading freight.....	560,795 02
Porters, watchmen and switch tenders.....	597,274 65
Wood and water station attendance.....	103,698 18
Conductors, baggage and brakemen.....	512,652 29
Enginemen and firemen.....	751,935 09
Fuel, cost and labor of preparing for use.....	1,868,929 18
Oil and waste.....	256,157 81
Loss and damage of goods and baggage.....	88,798 64
Damage for injuries of persons.....	33,952 54
Damage to property, including damages by fire and cattle killed on the road.....	10,646 39
General Superintendence.....	185,498 95
Contingencies.....	755,876 23
<b>Total.....</b>	<b>\$8,245,160 74</b>

Of the above total, \$1,972,122 79 were allotted to passenger transportation, and \$4,273,039 97 were allotted to freight transportation.

The receipts for the year were as follows:

From passengers.....	\$6,738,592 01
" freight.....	14,489,216 52
" other sources.....	1,135,511 14
<b>Total.....</b>	<b>\$22,363,319 67</b>

The payments, other than for construction, were as follows:

Transportation expenses.....	\$14,068,079 31
Interest.....	1,093,840 80
Dividends on stock.....	6,861,241 29
United States tax on earnings.....	168,975 89
Rents.....	60,000 00
Sinking fund.....	111,132 38
<b>Total.....</b>	<b>\$22,363,319 67</b>

The capital stock and debts of the Company are as follows:

Stock.....	\$45,000,000 00
Consolidated certificates.....	44,428,330 00
Funded debt.....	13,681,807 81
Floating debt.....	1,167 00
Average rates per annum of interest on the funded debt.....	6 per cent.

The report of the New York and Harlem Railroad will be found on page 77.

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

## MONTHLY EARNINGS OF PRINCIPAL RAILROADS.

Central Pacific		Chicago and Alton		Chicago & Northwestern		Chic. Rock Is. and Pacific		Clev. Col. Cin. & I.	
1870.	1871.	1869.	1870.	1871.	1869.	1870.	1871.	1869.	1870.
(742 m.)	(890 m.)	(431 m.)	(431 m.)	(465 m.)	(1,157 m.)	(1,157 m.)	(520-90 m.)	(590 m.)	(390 m.)
\$413,104		\$343,181	\$293,978		\$892,092	\$706,024	\$351,767	\$401,275	\$201,500
394,176		315,098	323,825		830,286	753,782	319,441	449,654	218,600
488,331		388,726	344,366		1,142,165	858,359	645,789	500,393	244,161
633,758		328,390	334,653		1,112,190	929,077	388,385	443,300	246,046
768,719		945,832	395,044		1,268,414	1,177,897	449,932	507,900	260,169
729,274		402,854	411,986		1,251,950	1,154,529	523,841	529,512	274,021
783,099		351,044	421,485		1,157,056	1,080,946	455,606	462,400	249,355
807,815		493,231	501,049		1,037,973	1,246,213	632,652	556,100	319,012
777,183		506,623	498,635		1,305,672	1,275,171	736,664	597,600	317,887
823,447		468,212	488,658		1,371,780	1,371,780	584,155	638,122	339,230
746,800		397,515	432,492		1,140,145	1,037,963	479,236		319,573
612,805		340,350	386,598		845,708		393,468		284,156
<b>7,983,513</b>		<b>4,681,562</b>	<b>4,831,731</b>		<b>13,355,461</b>		<b>5,960,936</b>		<b>3,280,420</b>
Illino. Central		Marietta and Cincinnati		Michigan Central		Milwaukee & St. Paul		North Missouri	
1869.	1870.	1871.	1869.	1870.	1871.	1869.	1870.	1871.	1870.
(862 m.)	(974 m.)	(1107 m.)	(251 m.)	(251 m.)	(251 m.)	(284 m.)	(284 m.)	(284 m.)	(825 m.)
\$659,137	\$654,587		\$99,541	\$90,177		\$384,119	\$337,992		\$454,130
524,693	663,391		90,298	98,275		320,636	329,127		330,233
709,644	644,374		104,585	101,379		386,527	380,430		420,774
568,282	597,571		106,641	106,246		411,814	412,030		460,287
640,974	695,253		109,752	110,213		403,646	406,283		630,844
778,260	759,214		117,695	111,117		366,623	363,187		678,800
696,228	645,768		116,198	111,127		329,950	326,891		586,342
841,363	861,857		129,096	118,407		353,569	378,880		525,363
979,400	870,584		142,014	132,998		473,546	467,990		724,514
914,406	862,171		185,376	153,531		490,772	511,477		1,039,811
814,418	841,990		129,806	144,028		443,419	453,873		801,163
698,677	758,232		110,837	141,376		374,542	423,735		496,530
<b>8,823,482</b>	<b>8,851,492</b>		<b>1,391,345</b>	<b>1,418,865</b>		<b>4,749,163</b>	<b>4,791,895</b>		<b>7,250,668</b>
									<b>8,120,427</b>
									<b>2,833,489</b>
Ohio & Mississippi		Pacific of Mo.		Iron Mt.		St. L. Alton & T. Haute.		Toledo, Wab. & Western	
1869.	1870.	1871.	1870.	1871.	1870.	1869.	1870.	1871.	1869.
(340 m.)	(340 m.)	(393 m.)	(355 m.)	(355 m.)	(210 m.)	(210 m.)	(222 m.)	(210 m.)	(521 m.)
\$180,366	\$196,787		\$202,447		\$102,760	\$132,622	\$152,392		\$284,192
216,080	218,234		267,867		93,160	127,817	158,788		240,394
221,459	253,065		294,874		113,894	175,950	172,216		342,704
214,409	270,933		289,550		104,019	171,868	172,347		311,832
218,639	246,266		283,000		115,175	157,397	155,081		312,529
223,236	249,987		263,328		116,242	154,132	150,719		348,890
192,364	211,219		260,449		107,524	144,164			310,800
275,220	300,971		343,194		122,000	186,888	167,305		450,246
292,803	318,957		356,677		124,124	202,238	175,453		470,720
228,044	355,187		341,373		127,069	204,552	163,284		422,368
298,027	316,054		324,659		121,791	189,351	152,909		323,378
254,896	250,471		271,207			168,559	137,794		434,283
<b>2,915,547</b>	<b>3,188,137</b>		<b>3,479,776</b>			<b>2,014,542</b>			<b>4,252,342</b>
									<b>4,426,429</b>
									<b>7,523,112</b>

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 PAR. Includes entries for various railroads like Albany & Susquehanna, Allegheny Valley, Atlantic and Gulf, etc.

Table with columns: COMPANIES, Stock Outstanding, DIVIDEND (Last paid, Date, Rate), and PAR. Includes entries for various canals, miscellaneous stocks, and passenger railroads like Chesapeake and Delaware, Delaware and Hudson, etc.

The prices will be found on the quotation page previously.

N. Y. & BROOKLYN CITY PASSENGER RAILROADS

Table with columns: NAME OF ROAD, PAR, STOCK, LAST DIVIDENDS PAID. Lists various passenger railroads and their stock prices.

CITY BOND LIST.

Table with columns: For an explanation of this Table see "Railroad Monitor" previously., Amount outstanding, Interest, Principal due. Includes entries for Alexandria, Augusta, Baltimore, Bangor, Boston, Brooklyn, Charleston, Chicago, Cincinnati, Cleveland, Columbia, Columbus, Detroit, Jersey City, Leavenworth, Louisville, and St. Paul.

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

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

RAILROAD, CANAL AND MISCELLANEOUS BOND LIST.

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

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

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

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

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

RAILROAD, CANAL AND MISCELLANEOUS BOND LIST.

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

Table with columns: COMPANIES, AND CHARACTER OF SECURITIES ISSUED; Amount Outstanding; INTEREST (Rate, When paid, Where paid); Principal payable. Includes entries for Railroads like Mobile & Montgomery, Montgomery & Eufala, Morris & Essex, etc.

Table with columns: COMPANIES, AND CHARACTER OF SECURITIES ISSUED; Amount Outstanding; INTEREST (Rate, When paid, Where paid); Principal payable. Includes entries for Railroads like State works purchase, Pennsylvania & N. Y., Peoria & Bureau Val., etc.

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

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



Imports of Leading Articles.

	For the week.	Since Jan. 1, 1871.	Same time 1870.		For the week.	Since Jan. 1, 1871.	Same time 1870.
China, Glass and Earthenware—				Metals, &c—			
China	60	559	630	Cutlery	251	334	122
Earthenware	1,670	9,451	1,421	Hardware	50	97	317
Glass	9,665	18,572	2,464	Iron, RR bars	8,577	15,971	481
Glassware	604	1,248	416	Lead, pigs	4,050	13,221	32,616
Glass plate	387	459	457	Spelter	107,433	107,438	647,142
Buttons	89	120	210	Steel	2,697	4,097	5,122
Coal, tons	2,274	3,455	645	Tin, boxes	11,343	17,651	14,160
Cocoa, bags	839	839	231	Tin slabs, lbs.	86,036	154,786	219,191
Coffee, bags	11,045	12,357	27,450	Rags	8,020	4,509	3,748
Cotton bales	41	41	....	Sugar, hhd's, tcs & bbl's	4,113	4,695	5,632
Drugs, &c.—				Sugars, boxes & bags	17,528	19,401	47,895
Bark, Peruvian	123	1,820	311	Tea	10,105	13,108	23,399
Blea powders	87	1,157	1,350	Tobacco	2,062	2,537	2,155
Brimstone, tons	540	540	43	Waste	25	44	63
Cochineal	119	250	132	Wines, &c—			
Cream Tartar	29	55	282	Champag'e, bks	704	704	9,181
Gambier	299	299	....	Wines	2,835	2,236	8,047
Gums, crude	....	....	59	Wool, bales	585	585	8,018
Gum, Arabic	72	122	120	Articles report'd by value—			
Indigo	83	246	109	Cigars	\$62,037	62,037	\$35,436
Madder	75	75	131	Corks	....	....	5,286
Oil, essential	19	30	10	Fancy goods	11,812	11,802	53,138
Oil, Olive	165	965	1,156	Fish	9,633	9,533	70,610
Opium	40	52	75	Fruits, &c—			
Soda, bi-carb.	7,050	7,050	5,95	Lemons	1,419	1,419	4,715
Soda, sal.	4,428	4,428	3,481	Oranges	27,696	27,696	51,000
Soda, ash	910	1,436	935	Nuts	18,791	18,791	38,967
Flax	56	990	54	Raisins	34,159	34,159	12,195
Furs	129	168	260	Hides undressed	405,542	659,034	324,639
Gunny cloth	....	....	....	Rice	....	....	....
Hair	408	529	420	Spices, &c—			
Hemp, bales	387	2,180	1,497	Cassia	....	9,107	19,473
Hides, &c—	26	50	....	Ginger	....	1,159	67
Bristles	....	....	51	Pepper	....	....	60
Hides, dressed	646	9,340	1,346	Saltpetre	225	6,435	14,526
India rubber	813	2,289	1,371	Woods—			
Ivory	41	45	8	Cork	....	....	5,735
Jewelry, &c—				Fustic	1,463	1,763	4,921
Jewelry	175	209	156	Logwood	8,725	12,203	52,136
Watches	30	93	51	Mahogany	9,366	9,445	4,970
Linseed	13,334	13,934	5,559				
Molasses	207	207	3,186				

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

	This week.	Since Jan. 1.	Same time '70.		This week.	Since Jan. 1.	Same time '70.
Ashes...pkgs.	97	277	527	Oil cake, pkgs....	700	1,752	4,888
Breadstuffs—				Oil, lard.....	106	145	144
Flour, bbl's	59,977	164,280	124,515	Peanuts, bags...	2,833	8,234	4,884
Wheat, bus.	45,904	139,849	139,109	Provisions—			
Corn.....	75,657	237,315	61,724	Butter, pkgs....	11,589	34,331	27,607
Oats.....	42,828	129,753	107,619	Cheese.....	5,674	20,699	12,665
Rye.....	....	401	206	Cutmeats.....	8,253	19,332	8,900
Barley, &c.	4,943	23,198	66,043	Eggs.....	2,818	8,313	4,983
Grass seed	16,561	29,487	118	Pork.....	6,784	22,181	16,046
Beans.....	4,638	15,072	13,255	Beef, pkgs.....	1,136	8,026	5,974
Peas.....	211	811	3,947	Lard, pkgs.....	12,640	31,570	9,270
C. meal, bbl's	3,347	7,004	18,703	Lard, kegs.....	270	1,470	2,520
Cotton bales	31,390	87,778	72,127	Rice, pkgs.....	531	2,667	1,341
Hemp...bales	....	48	148	Starch.....	7,919	13,787	6,237
Hides...No.	7,546	25,213	15,007	Stearine.....	440	1,011	507
Hops...bales	825	2,412	2,096	Sugar, hhd's, &c.	627	5,753	107
Leather sides	629,288	171,717	177,555	Tallow, pkgs...	239	2,968	2,093
Molasses bbl's	5,031	15,180	4,516	Tobacco, pkgs...	2,009	5,446	2,914
Naval Stores—				Tobacco, hhd's	243	718	244
Cr. turp. bbl.	441	951	141	Whiskey, bbl's	3,854	10,492	10,832
Spirits turp.	708	3,309	2,719	Wool, bales	1,088	5,906	3,791
Rosin.....	12,614	23,121	22,592	Dressed hogs No.	11,817	35,339	50,557
Tar.....	90	813	1,972				
Pitch.....	....	50	326				

COTTON.

FRIDAY, P. M., Jan. 20, 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 20. From the figures thus obtained it appears that the total receipts for the seven days have reached 146,887 bales against 132,585 bales last week, 139,631 bales the previous week, and 124,250 bales three weeks since, making the total receipts since the first of September, 1870, 2,048,024 bales against 1,625,139 bales for the same period of 1869, showing an increase since September 1 this year of 422,885 bales. The details of the receipts for this week (as per telegraph) and the corresponding week of 1870 are as follows:

RECEIPTS			RECEIPTS		
Rec'd this week at—	1871.	1870.	Rec'd this week at—	1871.	1870.
New Orleans bales	50,359	46,449	Florida.....bales.	482	237
Mobile.....	15,425	6,457	North Carolina.....	2,683	1,408
Charleston.....	1,416	5,925	Virginia.....	12,509	8,219
Savannah.....	28,153	15,951	Total receipts.....	146,887	93,851
Texas.....	10,787	6,822	Increase this year.....	43,036	....
Tennessee, &c.....	16,073	7,333			

The exports for the week ending this evening reach a total of 119,349 bales, of which 88,748 were to Great Britain, and 30,601 to the Continent, while the stocks at all the ports, as made up this evening, are now 546,476 bales. Below we give the exports and stocks for the week, and also for the corresponding week of last season, as telegraphed to us from the various ports to-night:

Week ending Jan. 20.	Exported to—		Total this week.	Same w'k 1870.	Stock.	
	G. Brit	Contin't			1871.	1870.
New Orleans.....	43,277	20,815	64,082	28,499	189,214	177,461
Mobile.....	2,853	2,261	5,119	1,024	65,458	69,282
Charleston.....	7,147	2,771	9,913	1,333	32,830	24,083
Savannah.....	10,239	2,021	12,259	10,843	8,991	69,568
Texas.....	8,651	1,440	10,091	3,421	58,493	46,807
New York.....	14,116	1,000	15,116	5,651	7,000	67,325
Other ports.....	2,471	293	2,764	310	33,500	18,091
Total.....	88,743	30,601	119,349	51,086	546,476	486,725
Total since Sept. 1.....	1,027,083	192,510	1,219,543	833,415	....	....

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 68,263 bales, while the stocks to-night are 59,751 bales more than they were at this time a year ago. The following is our usual table showing the movement of cotton at all the ports from Sept. 1 to Jan. 13, the latest mail dates. We

do not include our telegrams to-night, as we cannot insure the accuracy or obtain the detail necessary by telegraph.

PORTS.	RECEIPTS SINCE SEPT. 1.		EXPORTED SINCE SEPT. 1 TO—				North-ern Ports.	Stock.
	1870.	1869.	Great Britain	France	Other Foreign	Total.		
New Orleans.....	599,588	518,302	289,335	1,494	54,185	375,014	31,418	206,453
Mobile.....	210,437	192,134	98,997	....	10,318	109,315	19,886	56,827
Charleston.....	215,950	152,144	67,526	....	7,597	75,123	107,905	26,889
Savannah.....	438,642	305,661	175,162	....	32,991	2,8153	158,547	78,061
Texas.....	104,295	105,737	25,913	....	59	25,952	28,632	57,553
New York.....	76,639	50,502	272,645	....	17,906	290,551	....	83,000
Florida.....	4,047	12,432	....	....	....	....	....	14
North Carolina.....	53,216	37,806	....	....	....	....	....	51,017
Virginia.....	167,612	124,720	562	....	....	562	17,096	8,516
Other ports.....	30,411	26,770	8,150	....	7,349	15,499	....	2,000
Total this year.....	1901,137	....	938,290	1,494	160,415	1100,199	691,915	519,498
Total la t year .....	....	1526,288	507,937	131,857	147,533	787,329	563,267	461,677

The market the past week has been variable in tone with prices early in the week advancing, but later declining, the close to-day, however being firm at  $\frac{1}{2}$ c. advance on last Friday, Middling Uplands being quoted at 15 $\frac{1}{2}$ c., against 15 $\frac{1}{4}$ c. a week ago. The day following, the close of our last report (Saturday) the European advices being better, our market became strong and active at an improvement of  $\frac{1}{2}$ c. The next day, Monday, there was a further advance of  $\frac{1}{2}$ c., but the close was quiet. Tuesday there was less doing and prices yielded  $\frac{1}{2}$ c. Wednesday and Thursday, with the sales small, there was no change in either tone or quotations, although the quotations were almost nominal. And to-day the market has remained in pretty much the same condition. Holders are firm and no large purchases could be made, even at the quotations; but buyers at the same time are unwilling to operate, and to effect any considerable sale a concession would have to be made. The needy purchasers have, however, in the absence of any large offerings, served to stiffen prices, so that the close this afternoon is firmer than yesterday, notwithstanding the large receipts of the week. For future delivery the fluctuations have corresponded very nearly with the fluctuations for spot cotton, but the transactions have been limited and no large movement could take place without changing the ruling rates. To-day, with little doing, the close was, for January, 14 $\frac{1}{2}$ ; February, 15; March, 15 $\frac{1}{2}$ ; April, 15 $\frac{1}{2}$ ; May, 15 $\frac{1}{2}$ . The total sales of this description for the week (including 2,950 bales free on board, but not including bales "Exchanged") have been 40,550 bales. For immediate delivery the total sales for this week 23,679 bales, including 2,721 bales to arrive, of which 4,355 bales were taken by spinners, 371 bales on speculation, 17,678 bales for export, and 1,275 bales in transit. The following are the closing quotations:

	Upland and Florida.	Mobile.	New Orleans.	Texas.
Ordinary.....per lb.	13 $\frac{1}{2}$ @....	13 $\frac{1}{2}$ @....	13 $\frac{1}{2}$ @....	13 $\frac{1}{2}$ @....
Good Ordinary.....	14 $\frac{1}{2}$ @....	14 $\frac{1}{2}$ @....	14 $\frac{1}{2}$ @....	15 $\frac{1}{2}$ @....
Low Middling.....	14 $\frac{1}{2}$ @....	15 $\frac{1}{2}$ @....	15 $\frac{1}{2}$ @....	15 $\frac{1}{2}$ @....
Middling.....	15 $\frac{1}{2}$ @....	15 $\frac{1}{2}$ @....	15 $\frac{1}{2}$ @....	16 $\frac{1}{2}$ @....
Good Middling.....	16 $\frac{1}{2}$ @....	16 $\frac{1}{2}$ @....	16 $\frac{1}{2}$ @....	16 $\frac{1}{2}$ @....

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

	Total sales.	Ordinary.	Good Ordinary.	Low Middling.	Middling.
Saturday.....	5,293	13 $\frac{1}{2}$ @....	14 $\frac{1}{2}$ @....	14 $\frac{1}{2}$ @....	15 $\frac{1}{2}$ @....
Monday.....	5,897	13 $\frac{1}{2}$ @....	14 $\frac{1}{2}$ @....	15 $\frac{1}{2}$ @....	15 $\frac{1}{2}$ @....
Tuesday.....	3,715	13 $\frac{1}{2}$ @....	14 $\frac{1}{2}$ @....	14 $\frac{1}{2}$ @....	15 $\frac{1}{2}$ @....
Wednesday.....	3,246	13 $\frac{1}{2}$ @....	14 $\frac{1}{2}$ @....	14 $\frac{1}{2}$ @....	15 $\frac{1}{2}$ @....
Thursday.....	3,412	13 $\frac{1}{2}$ @....	14 $\frac{1}{2}$ @....	14 $\frac{1}{2}$ @....	15 $\frac{1}{2}$ @....
Friday.....	5,400	13 $\frac{1}{2}$ @....	14 $\frac{1}{2}$ @....	14 $\frac{1}{2}$ @....	15 $\frac{1}{2}$ @....

For forward delivery the sales (including 2,950 free on board,) have reached during the week 40,550 bales (all low middling or on the basis of low middling), and the following is a statement of the sales and prices:

	bales.	cts.	bales.	cts.	For April.	bales.	cts.
For January.	....	....	....	....	....	....	....
2.0 deliverable	3,700	15	....	....	....	....	....
the 16th.....14%	3,500	15 1-16	....	....	....	....	....
500 av. l. m. N.Y.	....	....	....	....	....	....	....
class, deliver'd	....	....	....	....	....	....	....
from Memphis	900	15 $\frac{1}{2}$	....	....	....	....	....
at.....15%	1,250	15 3-16	....	....	....	....	....
1,800.....							

CONSUMPTION, &c., OF GREAT BRITAIN.—We have received the Liverpool official yearly tables this week, giving the movement of cotton during 1870. The actual consumption of Great Britain was as follows:

Descriptions.	1870.				Per week.
	Liverp'l.	London &c.	Total.	Av. weight lbs.	
American	1,459,630	7,800	1,467,430	434	636,825,560
Brazil	337,980	11,600	349,580	164	57,931,120
Egyptian	170,010	1,030	171,040	517	88,427,680
Turkey, &c.	22,760	.....	22,760	884	8,739,840
West India, &c.	61,700	13,110	74,810	209	16,324,990
East India, &c.	612,190	96,070	708,260	382	270,535,320
China and Japan	.....	.....	.....	.....	.....
<b>Total</b>	<b>2,667,320</b>	<b>129,770</b>	<b>2,797,090</b>	<b>886</b>	<b>1,078,204,510</b>

The imports during the year and stock Dec. 31 were as follows:

Descriptions.	IMPORTS DURING 1870				Stock, Dec. 31.
	Liverp'l.	London &c.	Total.	Av. weight lbs.	
American	1,659,990	8,020	1,668,010	434	722,180,340
Brazil	390,560	12,200	402,760	164	66,052,640
Egyptian	191,740	1,030	192,770	517	99,672,300
Turkey, &c.	27,130	.....	27,130	334	10,417,920
West India, &c.	84,720	17,330	102,050	209	23,428,900
Surat	247,020	20,290	267,310	386	334,758,500
Madras	2,280	106,250	108,530	300	32,559,000
Bengal	52,840	34,920	87,760	800	26,328,000
China and Japan	.....	.....	.....	.....	.....
<b>Total</b>	<b>3,252,290</b>	<b>210,050</b>	<b>3,462,330</b>	<b>830</b>	<b>1,815,397,730</b>

Exports have been as below for the year. We add the total bales for the two previous years.

Descriptions.	EXPORTS DURING 1870 FROM				Total Exports	
	Liverpool.	London, &c.	Total.	Av. weight.	lbs.	1869. 1868.
American	142,500	200	142,700	434	61,931,500	133,300 177,970
Brazil	47,800	250	48,050	164	7,880,200	61,800 89,840
Egyptian	5,500	.....	5,500	517	2,843,500	9,200 9,010
Turkey, &c.	2,400	.....	2,400	384	9,160,150	1,550 1,150
West India, &c.	5,600	6,830	12,430	209	2,608,320	11,540 21,500
East India, &c.	320,200	127,100	447,300	354	153,344,200	574,160 615,570
China & Japan	.....	.....	.....	.....	.....	.....
<b>Total</b>	<b>524,000</b>	<b>134,430</b>	<b>658,430</b>	<b>356</b>	<b>234,529,620</b>	<b>791,860 915,120</b>

GUNNY BAGS, BAGGING, &c.—There is no change to report in cloth. The market continues very quiet without any appearance of the anticipated demand from the South; there have been no sales made and prices are nominally quoted 19@20c. currency, duty paid, for India, and 20@21c. for Domestic Rolls. Bags are also quiet there being no demand from the West at present on account of the close of navigation on the Western Rivers; holders are, however, firm in their views and look for full prices when the rivers are free from ice again. We quote 17@18c. currency, duty paid, according to weight. The only sale we learn is 20,000 empty Linseed bags reported at 20c. currency. Hemp in the early part of the week was more active, but at the close there is very little moving; prices are lower than at the date of our last. The sales reported are 3,800 bales remainder of the cargo of the "Mutlah" in Boston at 10@10c.; 1,500 bales per "Bunker Hill" at 9c.; 500 bales per "Peruvian" at 9c. @ 10c., all gold. Sisal is dull and nominally 10c. @ 11c. Jute has ruled dull and without transactions. Jute Butts are in good demand and firm with sales of 2,000 bales (an old sale, but not before reported) to arrive in Boston at 3c. @ 3c. gold; 500 bales here per ex-"Riversdale" at 4c. currency, and 1,100 bales from store at same price at which price the market closes steady.

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 1870:

	—Week ending Jan. 20, 1871.—			—Week ending Jan. 20, 1870.—		
	Receipts.	Shipments.	Stock.	Receipts.	Shipments.	Stock.
Augusta	7,247	6,683	19,203	3,444	2,992	21,375
Columbus	3,259	2,306	13,823	1,552	2,291	15,395
Macon	4,211	3,462	15,664	1,626	1,985	17,718
Montgomery	3,652	4,497	11,238	1,037	1,974	15,391
Selma	4,650	5,072	10,578	1,297	1,146	8,275
Memphis	17,169	11,545	40,572	10,607	12,608	19,142
Nashville	4,680	4,899	6,101	2,763	2,398	3,749
<b>Total</b>	<b>44,868</b>	<b>38,464</b>	<b>117,179</b>	<b>22,326</b>	<b>25,394</b>	<b>101,045</b>

These totals show that the interior stocks have increased during the week 4,201 bales (being now 16,134 bales more than for the same period of last year), while the aggregate receipts are 22,542 bales more, and the shipments 12,970 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	545,000	341,000
Stock in London	69,077	115,671
Stock in Glasgow	450	250
Stock in Havre	45,150	72,700
Stock in Marseilles	6,500	4,150
Stock in Bremen	3,550	2,700
Stock rest of Continent	25,000	33,000
Afloat for Great Britain (American)	290,000	141,000
Afloat for France (American and Brazil)	58,067	58,067
Total Indian Cotton afloat for Europe	88,000	87,000
Stock in United States ports	546,476	486,725
Stock in inland towns	117,179	101,045
<b>Total</b>	<b>1,736,382</b>	<b>1,443,308</b>

These figures indicate an increase in the cotton in sight to-night of 293,074 bales compared with the same date of 1870.

STOCK HELD BY THE SPINNERS OF GREAT BRITAIN.—The Liverpool Brokers Association have given the following statement of the stock held by their spinners on the 31st of December of each of the following years:

Descriptions.	DECEMBER 31.				
	1870.	1869.	1868.	1867.	1866.
American	41,000	21,000	26,000	40,000	45,000
Brazil	9,000	8,000	15,000	10,000	8,000
Egyptian	15,000	10,000	6,000	6,000	8,000
Turkey, &c.	2,000	2,000	3,000	4,000	3,000
West India, &c.	.....	.....	.....	.....	.....
Surat	.....	.....	.....	.....	.....
Madras	33,000	40,000	20,000	20,000	56,000
Bengal	.....	.....	.....	.....	.....
China & Japan	.....	.....	.....	.....	.....
<b>Total</b>	<b>100,000</b>	<b>80,000</b>	<b>80,000</b>	<b>80,000</b>	<b>120,000</b>

The exports of cotton this week from New York show a decrease since last week, the total reaching 16,825 bales, against 17,443 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. 24.	Dec. 31.	Jan. 7.	Jan. 14.		
Liverpool	16,559	17,190	17,243	15,032	267,107	133,621
Other British Ports	.....	.....	.....	.....	5,533	381
<b>Total to Gt. Britain</b>	<b>16,559</b>	<b>17,190</b>	<b>17,243</b>	<b>15,032</b>	<b>272,640</b>	<b>133,992</b>
Havre	.....	.....	.....	.....	.....	6,715
Other French ports	.....	.....	.....	.....	.....	8
<b>Total French</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>6,718</b>
Bremen and Hanover	.....	1,429	.....	1,100	6,952	14,491
Hamburg	.....	99	.....	.....	4,305	12,765
Other ports	855	.....	200	692	4,332	2,045
<b>Total to N. Europe</b>	<b>355</b>	<b>1,528</b>	<b>200</b>	<b>1,792</b>	<b>15,689</b>	<b>29,201</b>
Spain, Oporto and Gibraltar &c	.....	.....	.....	.....	2,215	.....
All others	.....	.....	.....	.....	2	1,753
<b>Total Spain, etc.</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>2,217</b>	<b>1,753</b>
<b>Grand Total</b>	<b>16,914</b>	<b>18,718</b>	<b>17,443</b>	<b>16,825</b>	<b>290,551</b>	<b>176,776</b>

The following are the receipts of cotton at New York, Boston, Philadelphia and Baltimore for the last week, and since September 1, 1870:

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	4,299	69,511	.....	7,423	29	2,774	.....	86
Texas	902	13,774	.....	1,036	.....	.....	.....	.....
Savannah	4,667	120,925	955	19,92	257	8,586	.....	10,033
Mobile	.....	1,887	805	3,788	.....	.....	.....	.....
Florida	.....	14	.....	.....	.....	.....	.....	.....
South Carolina	1,962	96,094	17	492	.....	3,846	334	7,944
North Carolina	1,884	38,906	.....	214	84	3,052	327	3,025
Virginia	6,220	106,753	1,847	23,322	.....	40	2,591	29,913
North'n Ports	.....	9,524	826	39,974	.....	.....	.....	.....
Tennessee, &c.	12,005	88,644	1,569	9,196	916	7,023	1,583	18,260
Foreign	.....	.....	.....	85	.....	.....	.....	.....
<b>Total this year</b>	<b>31,539</b>	<b>546,082</b>	<b>6,019</b>	<b>103,327</b>	<b>1,286</b>	<b>25,321</b>	<b>4,835</b>	<b>69,311</b>
<b>Total last year.</b>	<b>16,993</b>	<b>392,300</b>	<b>9,759</b>	<b>86,986</b>	<b>1,701</b>	<b>24,677</b>	<b>3,578</b>	<b>55,701</b>

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 108,075 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:

<b>NEW YORK</b> —To Liverpool, per steamers City of Limerick, 1,403 ... Al-geria, 1,903 ... Wisconsin, 2,660 ... Calabria, 1,240 ... City of Wash-ington, 303 ... Helvetia, 3,464 ... per ships Washington, 1,800 ... J. Benton, 970 ... S. Hegnett, 780	15,033
To Bremen, per steamer Rhein, 1,100	1,100
To Rotterdam, per ship Sarah, 692	692
<b>NEW ORLEANS</b> —To Liverpool, per steamer Crescent City, 4,101 ... ships Gen vieve Strickland, 4,062 ... Agenon, 4,274 ... Atmosphere, 4,141 ... R. Ryands, 4,031 ... Elizabeth Yeo, 2,512 ... Pequot, 3,226 ... Friscilla, 2,693 ... Emma Rich, 2,059 ... Puckforton Castle, 3,115 ... Monsoon, 2,625 ... per barks Sea, 2,227 ... Nova Scotian, 2,083 ... Maggie McNeil, 1,520	42,726
To Bremen, per steamer Hanover, 2,635 ... per ship Riverside, 3,801 ... per bark Esmeralda, 800	7,236
To Barcelona, per bark Pres Hermanos, 460	460
To Vera Cruz, per brig L. M. Merritt, 790 and 364 half do ... per schooner Salvador, 50 and 886 half do	1,465
To Genoa, per ship Ed. Hyman, 3,417	3,417
<b>MOBILE</b> —To Liverpool, per ship Lydia Skolfield, 3,409 ... per brigs Tal-isman, 551 ... Marie, 854	4,814
<b>CHARLESTON</b> —To Liverpool, per brig Wasp, 981 Upland and 233 Sea Island	1,214
To Barcelona, per barks Ysabel, 1,050 ... Ciscar, 705 ... Joven Beatriz, 540	2,295
<b>SAVANNAH</b> —To Liverpool, per ships Peruvian, 3,560 ... Northampton, 3,498 ... Charlotte, 3,560 ... Geo. Skolfield, 2,996 ... Francis B. Cut-ting (additional), 31 ... per barks Geo. Durkee, 1,546 Upland and 3 Sea Island ... Sarah B. Cann, 2,187	13,381
To Amsterdam, per bark Alpine, 2,060 ... Athlet, 2,300	4,360
To Barcelona, per bark Fictuoso, 1,370	1,370
<b>TEXAS</b> —To Liverpool, per bark Sarah Douglass, 1,270	1,270
<b>NORFOLK</b> —To Liverpool, per brig Cairo, 562	562
<b>BALTIMORE</b> —To Bremen, per steamer Leipzig, 1,680	1,680
<b>Total</b>	<b>108,075</b>

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

	Liver- pool.	Rotter- dam.	Barce- lona.	Genoa.	Amster- dam.	Vera Cruz.	Total.
New York	15,033	1,100	692	.....	.....	.....	16,825
New Orleans	4,726	7,236	.....	460	3,417	1,465	55,304
Mobile	4,814	.....	.....	.....	.....	.....	4,814
Charleston	1,214	.....	2,295	.....	.....	.....	3,709
Savannah	13,381	.....	.....	.....	4,360	.....	24,111
Texas	1,270	.....	.....	.....	.....	.....	1,270
Norfolk	562	.....	.....	.....	.....	.....	560
Baltimore	1,680	.....	.....	.....	.....	.....	1,630
<b>Total</b>	<b>84,000</b>	<b>10,016</b>	<b>692</b>	<b>4,125</b>	<b>3,417</b>	<b>4,360</b>	<b>1,465</b>

**GOLD, EXCHANGE AND FREIGHTS.**—Gold has fluctuated the past week between 110½ and 110¾, and the close was 110¾. Foreign Exchange market is strong and rates higher. The following were the last quotations: London bankers', long, 109½@109¾; short, 110½@110¾; Commercial, 108½@109. Freights closed at 5-16@½d. by steam and 9-32d. by sail to Liverpool.

**BY TELEGRAPH FROM LIVERPOOL.**

LIVERPOOL, Jan. 19—1:30 A. M.—The market opened dull. The sales of the day are estimated at 10,000 bales. The sales of the week, ending Jan. 18, were 79,000 bales, of which 7,000 bales were taken for export and 11,000 bales on speculation. The stock in port was 545,000 bales, of which 284,000 bales are American. The stock of cotton at sea bound to this port is 300,000 bales, of which 290,000 bales are American.

	Dec. 23.	Dec. 30.	Jan. 6.	Jan. 13.
Total sales.....	90,000	54,000	50,000	79,000
Sales for export.....	16,000	9,000	7,000	7,000
Sales on speculation.....	4,000	2,000	1,000	11,000
Total stock.....	371,000	379,000	520,000	545,000
Stock of American.....	9,000	109,000	212,000	234,000
Total afloat.....	449,000	464,000	368,000	300,000
American afloat.....	345,000	355,000	280,000	290,000

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

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Price Middling Uplands... 8 @..	7½@..	7½@..	7½@..	7½@..	7½@..	7½@..
" Orleans..... 8½@..	8½@..	8½@..	8½@..	8½@..	8½@..	8½@..
" " Up. to arrive... @..	@..	@..	@..	@..	@..	@..

**EUROPEAN AND INDIAN COTTON MARKETS.**—In reference to these markets, our correspondent in London, writing under the date of Jan. 7, states:

LIVERPOOL, Jan. 7.—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	Fair	Mid.	Fair.	Good.
Sea Island....	12	16	18	23	28	45	21	23
Stained.....	6½	7½	9	10	11	12	11	14
	Od. G	Od. L	Mid. G	Mid. L	Mid. F	Mid. M	L. M	M. F
Upland.....	7½	7½	7½	7 15-16	8½	8½	11½	11½
Mobile.....	7½	7½	7½	8	8 3-16	8½	11 9-16	11½
N. O. & Texas....	7½	7½	8	8 3-16	8½	8½	11½	12½

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

	1867.	1868.	1869.	1870.	1867.	1868.	1869.	1870.
Mid. Sea Isl'd 18d.	25d.	21d.	16d.	16d.	Mid. Pernamb	6½d.	11d.	11½d.
Upland.....	7½	11	11½	7 15-16	Egyptian.....	5½	10½	10½
Mobile.....	7½	11	11 9-16	8	Broach.....	5	7½	8½
Orleans.....	7½	11½	11½	8 3-16	Dhollerah 5	7½	8½	5½

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

	Taken on spec. to this date			Actual export from Liverpool, Hull and other outports to this date		Actual exp't from U. K. in 1870.
	1871.	1870.	1869.	1871.	1870.	
American.....	480	1,050	2,400	.....	.....	142,700
Brazilian.....	.....	40	610	.....	.....	480,050
Egyptian &c.....	70	160	960	.....	.....	7,900
West Indian.....	30	.....	.....	.....	.....	12,480
East Indian.....	720	6,880	9,440	.....	.....	447,800
Total.....	1,300	8,190	13,410	.....	.....	658,480

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

	SALES, ETC., OF ALL DESCRIPTIONS.				Total	Same period 1870.	Average weekly sales 1871.
	Sales this week.		Total.	Year.			
	Trade.	Ex-Specula.					
American..bales.	26,990	2,590	480	30,060	30,060	19,390	26,990
Brazilian.....	2,630	.....	.....	2,630	2,630	8,480	2,630
Egyptian.....	3,400	50	70	3,520	3,520	4,170	3,400
West Indian.....	620	20	30	670	670	1,450	620
East Indian.....	7,990	4,060	720	12,770	12,770	32,150	7,990
Total.....	41,630	6,720	1,300	49,650	49,650	65,620	41,630

	Imports			Stocks		
	To this date	To this date	Total.	This date	Same date	Dec. 31.
	1871.	1870.	1870.	1870.	1870.	1870.
American.....	129,716	129,716	81,273	1,655,991	212,440	90,930
Brazilian.....	5,030	5,030	12,819	390,564	80,600	30,000
Egyptian.....	9,259	9,259	8,440	218,868	45,620	81,200
West Indian.....	2,834	2,834	.....	84,720	22,770	4,680
East Indian.....	35,694	35,694	8,782	902,139	208,250	195,120
Total.....	182,582	182,583	61,313	3,252,292	519,680	351,930

Of the present stock of cotton in Liverpool, 40 per cent is American, against 25.75 per cent last year. Of Indian cotton the proportion is 40 per cent, against 55.83 per cent.

LONDON, Jan. 7.—The cotton trade is dull and prices are ½d. lower. The following are the particulars of imports, deliveries and stocks:

	1869.	1870.	1871.
Imports, Jan. 1 to Jan. 5.....	Bales. 11,636	2,679	3,130
Deliveries.....	7,773	9,253	1,897
Stocks, Jan. 5.....	149,093	115,071	69,077

ALEXANDRIA, Dec. 23.—The shipments of cotton from Nov. 1 to Dec. 23, were as follows:

	Great Britain.	Continent.	Total.
1870.....	bales. 56,919	11,056	67,975
1869.....	60,205	17,155	77,360
1868.....	59,309	17,423	75,757
1867.....	46,437	13,862	59,849

**BREADSTUFFS.**

FRIDAY, P. M. January 20, 1871

The market for Breadstuffs has been generally buoyant, the past week, with a speculative demand and larger shipments, but closes at a pause in flour and wheat.

The receipts of flour have considerably increased, but we had at the same time, a large export demand, and a fair business for speculation, upon which prices had advanced 10@20c. per bbl. The business has been as it was at the close of last week, largely in low grades of extra Western, from Winter wheat, but as these have become scarce or have been advanced in prices, attention has been again directed to extras from Spring wheat. City made

flours have also had a free movement, millers having been enabled by the higher prices to take orders. The stock of flour in store continues large, but a large proportion of it is withdrawn from sale, at anything like current prices. Southern flours have been very sparingly offered. Rye flour has improved. Corn meal and buckwheat flour remain quiet. To-day the market was less active, and at the close shipping extras were neglected and week.

Wheat has steadily advanced. Liverpool has come in daily at higher quotations, enabling shippers to raise their bids, and there have been very limited offerings. Millers, too have latterly been more anxious to buy, and with ocean freights easy for the amount of business offering, new spring wheat has advanced day by day, with a very fair volume of transactions. Other grades of wheat have sympathized but little with spring growths, until to-day, when spring wheats were neglected, although offered at yesterday's prices, \$1 50 for No. 2, delivered, and about 37,000 bush. Amber Winter sold at \$1 43@1 46.

Corn has been variable. There has been more export demand, and this has caused prices to improve to-day, but the local trade has been very dull, and, although offerings are small, the withdrawal of shipping orders causes prices to recede; shippers took prime mixed and yellow to day at 82@88c. Rye has advanced on a speculative demand, with more inquiry for milling. A few boat loads of new Western sold at \$1 03@1 07, in store, closing at the higher figure.

Barley has ruled firm, but the demand is not pressing. Barley malt and Canada peas nominal. There has been a good business in white beans, at \$3 05@3 75.

Oats for the past two days have been in speculative request, and are higher; some ten boat loads sold closing at 62½@64c. for mixed and white Western, and Ohio, delivered.

The following are the closing quotations:

Flour—	Superfine..... 5 bbl. \$5 60@ 6 10	Wheat, Spring, bush.....	\$1 47@ 1 51
Extra State.....	6 35@ 6 60	Red Winter.....	1 44@ 1 48
Extra Western, com-	mon to good..... 6 30@ 6 75	Amberdo.....	1 52@ 1 56
Double Extra Western	and St. Louis..... 7 00@ 9 25	White.....	1 52@ 1 75
Southern supers.....	.....@ ..	White California.....	1 75@ ..
Southern, extra and	family..... 6 50@ 9 25	Corn, Western Mix'd....	79@ 83
California.....	.....@ ..	Yellow, new.....	81@ 83
Rye Flour, super & extra	4 75@ 5 65	White.....	82@ 88
Corn Meal.....	8 85@ 4 50	Rye.....	1 05@ 1 15
		Oats.....	60@ 65
		Barley.....	85@ 1 12
		Malt.....	95@ 1 15
		Peas, Canada.....	1 15@ 1 30

RECEIPTS AT NEW YORK.

	1871.			1870.		
	For the week.	Since Jan. 1.	Same time Jan. 1, 1870.	For the week.	Since Jan. 1.	Same time Jan. 1.
Flour, bbls.	59,977	164,280	124,515	42,559	105,248	35,434
C. meal bls.	3,347	7,004	18,703	1,133	3,299	2,971
Wheat, bush.	45,904	159,849	106,109	23,687	537,708	141,089
Corn, bush..	75,657	287,315	61,724	6,926	51,687	1,560
Rye, bush..	.....	400	200	.....	.....	.....
Barley, &c bu	4,948	23,198	66,043	.....	9	9
Oats, bush..	42,828	129,763	107,619	950	2,533	367

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. 14, 1871.			EXPORTS FROM NEW YORK.		
	Flour, bbls. (196 lbs.)	Wheat, bush. (60 lbs.)	Corn, bush. (56 lbs.)	Oats, bush. (32 lbs.)	Barley, bush. (48 lbs.)	Rye, bush. (56 lbs.)
Chicago.....	25,341	234,627	405,132	77,330	14,062	11,990
Milwaukee.....	9,670	147,636	11,340	2,694	2,358	4,694
Toledo.....	9,450	41,950	92,720	16,404	2,500	730
Detroit.....	14,109	22,878	15,277	10,378	8,772	.....
Cleveland.....	4,672	11,400	11,600	11,650	1,600	.....
Totals.....	64,342	458,491	536,069	118,456	24,292	17,404
Previous week.....	49,219	522,143	529,956	106,877	35,489	22,410
Correspond'g week, '70.	62,356	296,478	143,049	131,778	28,721	13,891
" '69.	128,421	533,988	432,097	156,911	21,627	32,744
" '68.	44,857	109,817	597,856	144,936	25,366	13,845
" '67.	78,883	274,347	245,113	109,712	31,381	24,676

COMPARATIVE RECEIPTS at the same ports from Jan. 1 to Jan. 14 inclusive, for four years:

	1871.	1870.	1869.	1868.
Flour, bbls.....	118,461	185,966	267,267	102,020
Wheat, bush.....	980,634	878,887	1,063,337	376,996
Corn, bush.....	1,066,025	359,971	884,684	1,117,934
Oats, bush.....	227,333	348,726	335,355	242,870
Barley, bush.....	59,780	59,052	49,392	42,908
Rye, bush.....	39,824	28,201	66,217	51,053
Total grain, bush.....	2,373,586	1,672,837	2,398,985	1,831,751

And from August 1st, to and including Jan. 14, for four years:

	1870-71.	1869-70.	1868-69.	1867-68.
Flour..... bbls.	2,327,634	2,423,407	2,912,944	2,466,819
Wheat..... bushels.	26,387,673	28,272,754	24,786,487	24,627,958
Corn.....	11,799,434	13,768,088	13,357,497	14,892,594
Oats.....	9,589,858	7,740,514	13,527,418	11,106,511
Barley.....	3,914,794	1,959,254	2,321,649	1,519,343
Rye.....	962,619	857,574	1,635,852	1,188,190
Total grain, bushels.....	52,654,378	52,596,184	53,626,393	53,334,891

SHIPMENTS FROM CHICAGO, MILWAUKEE, TOLEDO AND CLEVELAND FOR WEEK ENDING JAN. 14.

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Week ending Jan. 14, '71.	60,314	38,930	219,352	54,170	16,819	1,387
Week ending Jan. 7, '71.	59,840	26,441	188,107	35,142	34,408	5,535
Week ending Jan. 15, '70.	57,372	92,392	83,563	84,046	4,875	4,740

COMPARATIVE SHIPMENTS of flour and grain from the ports of Chicago, Milwaukee, Toledo, and Cleveland, from Jan. 1 to Jan. 14, inclusive, for four years:

	1871.	1870.	1869.	1868.
Flour.....bbls.	119,654	112,664	230,552	....
Wheat.....bush.	65,371	189,078	159,299	....
Corn.....bush.	401,459	208,893	472,053	....
Oats.....bush.	59,312	65,262	121,454	....
Barley.....bush.	51,227	11,572	60,007	....
Rye.....bush.	6,922	8,571	56,106	....
Total.....	614,291	488,371	868,919	....

THE VISIBLE SUPPLY OF GRAIN, JAN. 14, 1870.

	Wheat. bush.	Corn. bush.	Oats. bush.	Barley bush.
In store at New York, 14th.....	2,685,116	272,618	1,736,936	554,491
In store at Albany, 1st.....	30,000	32,000	200,000	206,800
*In store at Buffalo, 14th.....	498,058	62,200	63,200	261,649
*In store at Chicago, 14th.....	2,730,813	1,397,890	512,028	418,851
In store at Milwaukee, 14th.....	2,051,000	12,516	32,833	20,147
In store at Toledo, 14th.....	347,671	185,031	56,934	3,577
In store at Detroit, 14th.....	107,100	4,676	3,470	3,223
*In store at Oswego, Jan. 14th.....	600,000	102,108	55,661	86,176
In store at St. Louis, 14th.....	206,716	27,669	49,265	6,720
In store at Boston, 14th.....	13,431	162,697	115,111	56,170
In store at Toronto, 1st.....	61,128	.....	8,685	71,990
In store at Montreal, 15th.....	319,498	25,291	15,525	1,200
*In store at Philadelphia, 1st.....	203,926	58,000	145,610	100,000
*In store at Baltimore, 14th.....	350,000	175,000	150,000	30,000
Bail shipments for week.....	38,930	213,352	54,170	16,819

Total in store and in transit	Jan. 14, '71.	Jan. 14, '70.	Jan. 14, '69.	Jan. 14, '68.
Wheat.....	10,243,497	2,731,028	3,223,488	1,738,553
Corn.....	10,623,854	2,379,896	3,477,893	1,873,837
Oats.....	11,341,193	2,088,010	3,058,142	2,832,592
Barley.....	9,450,849	1,868,388	3,187,367	1,735,132
Dec. 10, '70.....	10,015,446	1,775,998	3,637,164	2,889,700
Dec. 3, '70.....	8,439,457	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	3,814,439	2,861,878
Nov. 12, '70.....	10,653,277	1,821,711	3,473,004	2,737,320

\* Estimated. †166,000 bush wheat more afloat. ‡184,000 bush. wh at and 121,000 bush. oats more afloat. Stock afloat in New York not included.

GROCERIES.

FRIDAY EVENING, January 20, 1871.

Business in a wholesale way has at times proved a little slow, but distributive dealers have had all they could attend to in getting off supplies as they became available, and the withdrawals from bond probably now represent more closely the actual amounts going into immediate consumption than ever before. This affords much encouragement to importers, who, with small stocks themselves, and the probability that jobbers must soon commence buying again to make good the large drain upon previous purchases, feel confident in their ability to sustain values. A few styles show an advance during the week, but this does not appear to greatly check the demand from consumers, who consider themselves gainers to a large extent in view of their ability to obtain a much superior quality, even though they pay figures nearly or quite equal to those current previous to the reduction in duties.

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.....	16,208 pkgs.	Laguayra ..	1,709 bags.	Sugar, Brazil.	4,001 bags.
Green.....	11,199 pkgs.	Other.....	4,385 bags.	Manilla, &c..	6,304 bags.
Japan.....	6,383 p. gs.	Sugar, Cuba..	14,529 bxs.	M'las'es, Cuba	710 hhds.
Various.....	7,166 pkgs.	Cuba.....	2,950 hhds.	Porto Rico..	58 hhds.
Coffee, Rio.....	22,537 bags.	Porto Rico	181 hhds.	Demerara..	671 hhds.
Java.....	11,729 mats.	Other.....	2,630 hhds.	Other.....	631 hhds.
Maracaibo..	4,707 bags.				

Imports this week have included 6 cargoes of tea; 23,995 bags Rio, and 3,402 bags of other kinds of coffee; good receipts of sugar, including 24,208 bags Manila, and 4,201 bags Brazil, and small receipts of molasses.

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.	.....	.....	3,495,236	2,779,495
Tea (indirect import).....	.....	.....	118	984
Coffee, Rio.....bags.	20,977	76,027	62,000	45,925
Coffee, other.....bags.	51,855	13,618	15,011	8,934
Sugar.....boxes.	59,010	89,774	17,329	2,635
Sugar.....hhds.	27,115	52,825	7,792	4,625
Sugar.....bags.	314,163	245,535	29,170	44,497
Molasses.....hhds.	6,748	20,092	952	3,664

TEA.

The market during the week has been rather slow, at times quite dull, a few invoices of magnitude have changed hands. This is in part due to recent free purchases, but can be traced more directly to the fact that the long expected arrivals have at last come to hand, and the trade having secured a goodly portion of the cargoes previously are disposed to await their landing and sorting out in order to ascertain about how they stand in regard to purchasing further supplies. The fresh receipts are mostly Greens, giving Blacks and Japans rather the preference as to strength on values for the time being, but all grades of new are pretty well sustained and the market generally has a uniform and healthy tone. Old crops which sold quite freely last week in the absence of a better assortment are now comparatively neglected, and though there is nothing to warrant the quoting of a decline holders are quite willing to operate at previous rates. Lines are selling fairly and less difficulty is experienced in making withdrawals from bond. The invoice sales embrace 17,475 pkgs. Green; 4,000 pkgs. Oolong; and 3,000 pkgs. Japans.

Imports this week have included 70,895 lbs. Black, 1,412,326 lbs. Green, and 12,123 lbs. Japan, per steamer "Riga," from Shanghai; 480 lbs. Black, and 21,629 lbs. Green, per "Hudson," from Whampoa; 440,409 lbs. Black, per "Eleanor," from Amoy; 333 lbs. Black, per "Lufra," from Whampoa; 823,414 lbs. Green, and 18,082 lbs. Japan, per "Mikado," from Shanghai; 1,151,168 lbs. Japan, per "Ariel," from Yokohama; and 118 pkgs.

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.....	1,470,942	855,048	1,169,251	3,495,236
1870.....	1,506,333	1,239,214	33,548	2,779,095

The indirect importations, including receipts by P. M. Steamers via Aspinwall, have been 118 pkgs. since January 1, against 984 last year.

COFFEE.

The general volume of business has become somewhat reduced of late as consumers are commencing to feel the influence of the immense distribution of supplies at the opening of the year; but there is still a very fair movement, and as a whole the market has a healthy, encouraging tone. Buyers at present appear to be calling mainly for ordinary or roasting grades, or a fine, bright, choice style calculated to sell freely green, and this causes a little drag and now and then some slight concessions on medium qualities. There has been a few additions to the supplies of Brazils, but nothing of magnitude and as the bulk of the accumulation of desirable lots here is under easy control holders feel no loss of confidence and have in all cases refused negotiations not fully up to current quoted figures. The recent arrival per steamer proved quite acceptable and the bulk was distributed without much difficulty. The demand has proved very fair from the regular trade and still continues, as many jobbers have sold with sufficient freedom to break assortments and desire to restock. At other ports the movement has been moderate and recent advices indicate no new features. Java has continued to sell with much freedom in small lots through jobbers and there has been an increased movement from first hands, the superior quality of this grade and the smaller cost as compared with last year making it a much greater favorite with consumers. Brown grades attract the largest share of attention, and are higher, though all qualities show a good degree of firmness. The West India styles since the large movements noted in our last have remained comparatively quiet, owing in part to the fact that buyers did not consider the remaining offerings as worthy of close attention, but holders have not urged business very closely and full prices are in all cases insisted upon. Bids from European agents on one or two cargoes have had a tendency to strengthen the position somewhat. The sales for the week embrace 17,678 bags Rio; 500 bags Maracaibo; 2,000 bags Laguayra; 325 bags Savanilla; 275 bags Costa Rica; 1,600 mats, and 850 bags Java; and shipments to Europe from first hands of 678 bags Laguayra. Sales at Baltimore of 5,723 bags Rio on spot; and 10,851 to arrive.

Imports this week have included the following cargoes of Rio:—Steamer "City of Rio Janeiro," 6,060 bags; "Contest," 9,027 bags; "Seraphina," 4,487 bags; "Wavelet," 4,421 bags. Of other sorts the imports have included 3,500 bags St. Domingo, per "B. Ingenac," and 102 bags of sundries.

The stock of Rio Jan. 19, and the imports since January 1, 1871, are as follows:

In Bags.	New York.	Phila. delphia.	Balti. more.	New Orleans.	Savan. & Gal. Mobile. veston.	Total.
Stock.....	20,977	.....	3,836	7,500	2,500	34,813
Same date 1870.....	76,027	.....	9,600	17,500	3,500	111,127
Imports.....	48,950	3,550	.....	6,000	3,500	62,000
in 1870.....	45,925	.....	.....	.....	.....	45,925

Of other sorts the stock at New York, Jan. 19, and the imports at the several ports since January 1, 1871, were as follows:

In bags	New York—stock. import.	Boston imp. ft.	Philadel. import.	Balt. import.	N. Orleans import.	Total imports at all the ports
Java and Singapore.....	200	.....	8,840	.....	.....	.....
Ceylon.....	15,561	.....	.....	.....	.....	.....
Maracaibo.....	25,296	.....	.....	.....	.....	.....
Laguayra.....	899	.....	.....	.....	.....	.....
St. Domingo.....	.....	4,845	800	.....	.....	.....
Other.....	9,899	463	.....	.....	58	.....
Total.....	51,855	5,313	9,640	.....	58	15,011
Same time, 1870.....	13,618	8,934	.....	.....	.....	8,934

Includes mats, &c., reduced to bags. † Also, 14,558 mats

SUGAR.

Immediately following the issue of our last report advices were received of an advance in the London market, and this being followed by a considerable purchase on speculation, the position on Raw Sugars was much strengthened, and full prices realized without difficulty. The influence was not strong enough, however, to stimulate any continued demand of magnitude, or to increase values, and the tone subsequently became rather tame, with favors shown buyers, to induce quick sales. A fair aggregate movement has taken place, the Trade buying moderately, and refiners being the principal operators, but all calls, as before, were based upon positive necessities, and a cautious spirit prevailed generally. Holders, while careful not to overdue the matter, have not allowed the market to want for stock, and the offerings were at all times ample, with now and then a slight indication of pressure, the desire to close out old lots before the new crop appears in large quantity being quite evident. In all negotiations of late there has been much close figuring on quality, and only good, dry Sugars, grading fully up to standards, have realized outside figures. The arrivals begin to increase somewhat, but are not by any means large as yet, and embrace mostly the grocery styles. Refined have met with rather a slow demand at irregular figures, Powdered at one time showing much strength, owing to its relative scarcity, but, as a rule, all calls were met, and the main advantage has been with the buyer. Most of the Refiners are now at work, but producing moderately, as there is no desire to over-stock a dull market. The sales of Raw embrace 1,827 hhds. Cuba, 386 hhds. Porto Rico, 760 hhds. Martinique, 875 hhds. Demerara, 300 hhds. New Orleans, 1,406 baskets Batavia, 7,500 bags Pernambuco, 14 hhds. Cuba tank bottom, and 13,633 boxes Havana.

Imports at New York, and stock in first hands, Jan. 19, were as follows:

Imports this week...	Cuba, bxs.	Cuba, *hhds.	P. Rico, *hhds.	Other *hhds.	Brazil, bags.	Manilla, &c. bags.	Melado hhds.
since Jan. 1.....	5,797	.....	307	1,709	4,201	.....	63
same time, '70.....	2,635	2,162	298	3,772	8,701	20,469	266
Stock in first hands..	59,010	.....	27,115	.....	844,168	.....	1,013
Same time 1870.....	89,774	.....	52,825	.....	245,535	.....	745
" " 1869.....	21,825	.....	26,689	.....	93,435	.....	139

MOLASSES.

The market for foreign grades has again shown a pretty dull tone, and remains more or less nominal on values, in view of the absence of a sufficient movement to fix a basis of quotations. Occasionally a small lot is taken by refiners or the trade to satisfy pressing wants, but the stock now here is far from attractive, and the disposition is to await a better assortment. Some few lots, new crop, Porto Rico and Demerara have arrived, but not in sufficient quantities to have any important effect upon the position. There was a little quiet movement of distilling qualities, but the recent raid on illicit stills has closed this outlet. Domestic has come forward in antities, the de-

mand proved slow, and the presence of a large accumulation forced values down a trifle. Holders, however, prefer putting goods in store, to selling at the rates generally bid, and though not strong the market has a show of steadiness; sales of 200 hhds. foreign, in odd lots, mostly Porto Rico and Demerara; 255 hhds. very old crop Cuba; 800 hhds. Barbadoes; and 3,125 bbls. New Orleans.

The receipts at New York, and stock in first hands, Jan. 19, were as follows:

	Cuba, *hhds.	P. Rico, *hhds.	Demerara, *hhds.	Other *hhds.	N. O. bbls.
Imports this week.....	290	327	342	32	6,474
" since Jan. 1.....	49	327	485	32	12,132
" same time 1870.....	3,120	.....	485	59	4,490
Stock in first hands.....	5,675	347	826	.....	4,500
" same time '70.....	15,831	135	4,126	.....	1,000
" same time '69.....	12,878	524	2,496	.....	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.	Boxes.	Hhds.
New York.....	9,995	2,635	6,507	4,625
Boston.....	2,288	.....	1,079	.....
Philadelphia.....	4,916	.....	206	.....
Baltimore.....	100	.....	.....	.....
New Orleans.....	.....	.....	.....	.....
Total.....	17,329	2,635	7,792	4,625

\* Including tierces and barrels reduced to hhds.

**Receipts of Sugar, Molasses and Melado, at Portland, Me.**

The following statement is furnished by Messrs. J. B. Brown & Sons, of Portland:

	Sugar				Molasses			Melado.
	hhds.	tes.	bbls.	bxs.	hhds.	tes.	bbls.	hhds.
Total receipts, 1870.....	12,395	680	190	7,200	37,632	3,610	653	7,515
Receipts, 1869.....	10,453	396	216	9,200	31,364	3,061	896	6,328
To Canada, 1870.....	8,162	413	190	6,366	2,170	3,260	623	7,515
Direct imports, 1870.....	4,233	267	.....	834	35,482	350	25	.....

**SPICES.**

The movement of supplies from jobbers hands continues uninterrupted, and the distributive business has a quick, active tone throughout on all styles, with full prices not only asked but freely paid, and the position generally strong and encouraging. In the regular wholesale way, however, small supplies still retard operations, and the tone is somewhat dull. There has been a few movements, however, the most important of which was a concentration into the hands of one leading house of all the desirable lots of nutmegs, and an advance in the cost of 5c., gold,  $\frac{3}{4}$  lb. Cassia has arrived with rather more freedom, and an increased assortment is the result, as only a portion was previously sold, but holders evince no great inclination to modify their views.

**FRUITS, &c.**

The market the past week for Foreign Dried has been more quiet, especially towards the close, than it has been for several preceding weeks. The activity noticed for some time past has been for goods to arrive, and as several of these cargoes have come in, most dealers have a supply which will last them for some time to come. The foregoing remarks are applicable particularly to currants and prunes.

The movement in Raisins has been quite limited also, as dealers, while buying other goods to arrive, of late, bought these at the same time on the spot, as there was no reduction in the duty on Raisins and therefore nothing to be gained by waiting for later shipments; so they have sufficient for their present wants, while an advance quoted last week in prices has been lost and the market closes tame, with holders more willing to operate than sellers. Sardines may be quoted strong and tending upward, the movement has been quite large at full prices, and at the close sales are reported at 19 $\frac{1}{2}$ c., currency. Nuts have been without change or movement worthy to note since our last. Figs and Dates rule about as before quoted.

Foreign Green are lower, caused by the arrival of several cargoes this week from the Mediterranean, part of which should have been here some time ago, and since our last about 16,000 boxes have been thrown upon the market, and prices or Lemons have declined \$4@6 per box, Malaga now selling from store at \$4 00 and Messina at \$6@6 50. Oranges sell at \$2 50@\$3 50 for Malaga and Palermo, and \$3@5 for St. Michaels. At auction to-day Messina Oranges sold at \$2@ \$2 75 per box, and do. Lemons \$3 50@\$4 10. West India have been in full supply and easier for most kinds, Porto Rico Oranges selling at \$6@6 50 per bbl., Nassau at \$6, and Havana, which are of poor quality, at \$2 75 per bbl. Baracoa Cocoanuts sell at \$35@40 per thousand, and a lot of Baracoa Bananas at \$1 per bunch. We also note a small lot of Grape fruit at \$2.

Domestic Dried have generally been quiet. Some trade has been done in State Apples at 6 $\frac{1}{2}$ c., but does not amount to much; a few small lots have been taken for export at this price. Southern have been quiet, but the stock is well concentrated and easily controlled, and no sales have been made except at full prices. Blackberries are again quiet; they have shown some movement, but prices have not been affected by it, and they are without improvement in tone or price. Pared Peaches continue scarce. Unpeeled are in small demand, but sell at full former prices. Pitted Cherries have sold to a considerable extent, and prime dry ones are firm at the close and meet with ready sale. Raspberries and Plums are quiet, and are in ample supply for all wants of the trade.

Domestic Green are firm for Apples and in active demand, and large sales have been made, principally to the city trade, at \$4@4 50 per bbl., and at the close holders of prime stock refused to sell except at the highest price. Cranberries are in small demand, but the stock of prime in holders' hands does not seem to be large, and they refuse further concessions. Canned goods sell fairly.

**ADVICES FROM PRODUCING MARKETS.**

**Tea.**—Messrs. Aug. Heard & Co.'s telegram, dated Hong Kong, Dec. 12, 1870, says: Fair to good Oolongs, 23 taels  $\frac{3}{4}$  picul. Stock at Foochow and half Amoy, 90,000 half chests. Settlements for America since last advices, 40,000 chests. Total export this season of Oolongs to the United States, will probably not exceed 12,500,000 lbs. Shanghai, Dec. 21.—Total export Green Tea to United States since June 1st, about 14,500,000 lbs. Export for whole season not likely to exceed 18,500,000 lbs. Green Tea crop will probably be 4,000,000 lbs. smaller than last year.

**Rio Coffee.**—Messrs. Wright & Co.'s telegram dated Rio de Janeiro, Dec. 23, 1870, reports sales Coffee for United States, since Dec. 19, 44,000 bags; shipments Coffee to United States, 40,000 bags; loading Coffee, 77,000 bags; stock Coffee at date, 80,000 bags; price Coffee, 6 $\frac{1}{2}$ @100. Exchange,  $\frac{3}{4}$ lr.

**Cuba Sugar.**—HAVANA, January 13th.—The *Weekly Report* says: The same causes which existed last week, have continued to act upon our market during the period since elapsed. With the little sugar that has come in, up to this date, there has been no opportunity for our buyers to make any selections, and with exception of a certain alacrity shown in picking a few trifling lots of desirable sugars we have only a quiet market to review, and can not look for increased activity until stocks accumulate further. We quote prices nominally at 9 $\frac{1}{2}$ @10 rs. for No. 12.

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

To	Boxes.	Hhds.
New York.....	5,320	1,581
Philadelphia.....	.....	100
Boston.....	2,889	58
Baltimore.....	100	.....
Total export of the week to all countries.....	10,087	1,789

The general movement at both ports has been as follows:

	Rec'ts since 1st		Exports since January 1.		To all Ports.		Stock at date.	
	Boxes.	Hhds.	Boxes.	Hhds.	Boxes.	Hhds.	Boxes.	Hhds.
1871.....	20,171	2,699	8,309	1,739	10,087	1,739	28,694	8,047
1870.....	44,005	5,081	7,460	1,514	17,022	1,514	114,478	13,228
1869.....	30,146	2,192	4,340	1,400	5,464	1,400	60,187	4,357

**New Orleans Molasses.**—The *Price Current* says: Choice is scarce. Good descriptions are in request but the poor qualities are dull. Prices, especially of the lower grades, have ruled in favor of buyers. The supplies were mostly sold, however, embracing 4,000 bbls. on Wednesday and Thursday at 20@30c.  $\frac{3}{4}$  gallon for inferior and centrifugal; 35@40c. for common and fermenting; 45@52c. for fair; 54@56c. for prime; 57@58c. for strictly prime, and 59@60c. for strictly prime to choice. Yesterday the demand was good, especially for the better descriptions, which are scarce, and about 2,000 bbls., all the supplies in first hands, sold at previous prices

Receipts Molasses since Sept. 1, bbls.....	1870. 127,340	1869. 98,740
Exports coastwise, since Sept. 1, bbls.....	127,340	33,055
Receipts Sugar since Sept. 1, hhds.....	56,434	38,277
Exports Sugar since Sept. 1, hhds.....	7,995	871

**PRICES CURRENT.**

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

Tea.		Duty paid	
Hyson, Common to fair.....	45 @ 55	H. Sk. & Tw'ky Ex. f. to fin'et	55 @ 60
do Superior to fine.....	60 @ 75	Uncol. Japan, Com. to fair..	60 @ 65
do Ex. fine to finest.....	85 @ 115	do Sup'r to fine.....	70 @ 75
Young Hyson, Com. to fair.....	50 @ 55	do Ex. f. to finest.....	80 @ 105
do Super. to fine.....	60 @ 90	Oolong, Common to fair.....	52 @ 60
do Ex. fine to finest.....	95 @ 130	do Superior to fine.....	65 @ 85
Gunp. & Imp., Com. to fair.....	65 @ 75	do Ex. fine to finest.....	95 @ 130
do Sup. to fine.....	85 @ 100	Souc. & Cong., Com. to fair.....	50 @ 60
do Ex. fine to finest.....	115 @ 150	do Sup'r to fine.....	65 @ 80
Hyson Sk. & Tw. C. to fair.....	40 @ 45	do Ex. f. to finest.....	90 @ 120
do do Sup. to fine.....	46 @ 52		

**Coffee.**

Rio Prime, duty paid.....	gold. 15 $\frac{1}{2}$ @17	Native Ceylon.....	gold. 14 @13 $\frac{1}{2}$
do good.....	gold. 14 $\frac{1}{2}$ @15 $\frac{1}{2}$	Maracaibo.....	gold. 14 @13 $\frac{1}{2}$
do fair.....	gold. 13 $\frac{1}{2}$ @14	Laguayra.....	gold. 14 @13 $\frac{1}{2}$
do ordinary.....	gold. 13 @13 $\frac{1}{2}$	St Domingo, in bond.....	gold. 9 $\frac{1}{2}$ @9 $\frac{1}{2}$
Java, mats and bags.....	gold. 18 $\frac{1}{2}$ @19 $\frac{1}{2}$	Jamaica.....	gold. 12 @14 $\frac{1}{2}$
" " Brown.....	20 @21 $\frac{1}{2}$		

**Sugar.**

Cuba, inf. to com. refining.....	8 $\frac{1}{2}$ @9	Hav'a, Box, D.S. Nos. 19 to 20.....	12 $\frac{1}{2}$ @12 $\frac{1}{2}$
do fair to good refining.....	9 $\frac{1}{2}$ @9 $\frac{1}{2}$	Havana, Box, white.....	12 @13
do prime.....	9 $\frac{1}{2}$ @9 $\frac{1}{2}$	Porto Rico, refining grades.....	9 @9 $\frac{1}{2}$
do fair to good grocery.....	9 $\frac{1}{2}$ @10	do do grocery grades.....	9 $\frac{1}{2}$ @10 $\frac{1}{2}$
do pr. to choice grocery.....	10 $\frac{1}{2}$ @10 $\frac{1}{2}$	Brazil, bags.....	8 $\frac{1}{2}$ @9 $\frac{1}{2}$
do centrifugal, hhds. & bxs.....	9 @10 $\frac{1}{2}$	Manila, bags.....	8 @9 $\frac{1}{2}$
do Melado.....	4 @7	White Sugars, A.....	13 $\frac{1}{2}$ @13 $\frac{1}{2}$
do mo.asses.....	8 @9 $\frac{1}{2}$	do do B.....	13 @.....
Hav'a, Box, D. S. Nos. 7 to 9.....	8 $\frac{1}{2}$ @9	do do extra C.....	12 $\frac{1}{2}$ @12 $\frac{1}{2}$
do do do 10 to 12.....	9 $\frac{1}{2}$ @9 $\frac{1}{2}$	Yellow sugars.....	11 $\frac{1}{2}$ @12 $\frac{1}{2}$
do do do 13 to 15.....	10 @10 $\frac{1}{2}$	Crushed and granulated.....	13 $\frac{1}{2}$ @14
do do do 16 to 18.....	11 $\frac{1}{2}$ @11 $\frac{1}{2}$	Powdered.....	13 $\frac{1}{2}$ @14

**Molasses.**

New Orleans new.....	$\frac{3}{4}$ gall. 60@72	Cuba Clayed.....	20@25
Porto Rico.....	35@53	Cuba centrifugal.....	18@20
Cuba Muscovado.....	25@33	English Islands.....	35@40

**Rice.**

Rangoon, dressed, gold in bond \$ @ 3 $\frac{1}{2}$	Carolina (new).....	7 $\frac{1}{2}$ @
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**Spices.**

Cassia, in cases.....	gold $\frac{3}{4}$ lb. 36 $\frac{1}{2}$ @36 $\frac{1}{2}$	Pepper, in bond.....	(gold) 11 $\frac{1}{2}$ @11 $\frac{1}{2}$
Cassia, in mats.....	do 36 $\frac{1}{2}$ @37	do Singapore & Sumatra	16 $\frac{1}{2}$ @16 $\frac{1}{2}$
Ginger, Race and Af (gold)	10 $\frac{1}{2}$ @11 $\frac{1}{2}$	Pimento, Jamaica.....	8 $\frac{1}{2}$ @8 $\frac{1}{2}$
Mace.....	do 12 $\frac{1}{2}$ @15	do in bond.....	do 8 $\frac{1}{2}$ @8 $\frac{1}{2}$
Nutmegs, casks.....	82 $\frac{1}{2}$ @83	Cloves.....	do 12 $\frac{1}{2}$ @.....
do cases Penang.....	82 $\frac{1}{2}$ @85	do in bond.....	do 7 $\frac{1}{2}$ @.....

**Fruits and Nuts.**

Raisins, Seedless, new $\frac{3}{4}$ mat. 6 00 @	Brazil Nuts.....	12 @
do Layer, 1870, $\frac{3}{4}$ box.....	Filberts, Sicily.....	10 $\frac{1}{2}$ @
do Layer, 1869, $\frac{3}{4}$ box.....	do Barcelona.....	10 @
do Valencia, $\frac{3}{4}$ lb.....	African Peanuts.....	2 35@2 40
do London Layer.....	Walnuts, Bordeaux.....	12 @13
Currants, new.....	Macaroni, Italian.....	12 @13
Citron, Leshorn.....	Fire Crack, best No 1 $\frac{3}{4}$ box	3 60@
Prunes, Turkish, old.....	DOMESTIC DRIED FRUITS.	
Prunes, Turkish, new.....	Apples, State.....	6 $\frac{1}{2}$ @
Prunelles.....	do Western.....	5 $\frac{1}{2}$ @6
Dates.....	do Southern, common	4 @5
Figs, Smyrna.....	do prime.....	6 @7
Cherries German.....	do sliced.....	7 @9 $\frac{1}{2}$
Canton Ginger.....	Peaches, pared.....	15 @25
Almonds, Languedoc.....	do unpared, qrs & hlv	6 $\frac{1}{2}$ @9 $\frac{1}{2}$
do Tarragona.....	Blackberries.....	8 $\frac{1}{2}$ @9
do Ivica.....	Cherries pitted.....	10 @20
do Sicily, soft shell.....	Pecan Nuts.....	13 @15
do Shelled, Spanish.....	Hickory Nuts.....	10 @15 $\frac{1}{2}$
do paper shell.....	Peanuts, Va, g'd to fncy do	1 75 @2 17 $\frac{1}{2}$
Sardines.....	do com. to fair do	1 25 @1 50
Sardines.....	do Wil. g'd to best do	2 25 @2 50

**Grocers' Drugs and Sundries.**

Alum.....	3 $\frac{1}{2}$ @3 $\frac{1}{2}$	Essom Salts.....	.....@16
Bl-Carb, Soda (Eng.).....	4 $\frac{1}{2}$ @4 $\frac{1}{2}$	Sic. Licorice.....	21 @28
Borax.....	30 @31	Calabra Imitation.....	11 @13
Sal Soda, Cask.....	2 @3 $\frac{1}{2}$	Vadder.....	gold. 15 @12 $\frac{1}{2}$
Sulphur.....	3 $\frac{1}{2}$ @	Indigo, Madras.....	gold. 80 @15 $\frac{1}{2}$
Saltpetre.....	8 @16	do Manila.....	gold. 19 @20
Coppers.....	1 $\frac{1}{2}$ @	Cordage, Manila, $\frac{1}{4}$ and $\frac{3}{8}$	19 @20
Camphor, in bbls.....	70 @78	do do Large sizes.....	19 @20
Castile Soaps.....	11 $\frac{1}{2}$ @12	Sisal.....	.....@18

**THE DRY GOODS TRADE.**

FRIDAY, P. M., January 20, 1871

The market continues without notable feature in any department, beyond what was reported in our last review. There is an apparent disposition on the part of jobbers to get their stocks in readiness for the Spring trade, though purchases are still limited to such fabrics as are, from present indications, most likely to experience an advance later in the season. There are more buyers in town from distant sections than during the preceding week, and the purchases of this class are of a more general character than those of our city dealers. California buyers, in addition to fair amounts of staple and colored cottons, are taking prints freely, where light and medium work is obtainable, and are also making considerable purchases of foreign linens. Dealers from the more remote districts of the South are appearing in the city in increased numbers, and are taking fair amounts. The trade from first hands opens with rather more encouraging prospects than was the case last Spring, and as the market for the next ninety days is likely to be a rising one, there is every reason for believing that the season will prove satisfactory, both to commission men and jobbers.

The city retail trade is dull, as is usual at this season of the year, and retail dealers are small purchasers in consequence. There is a fair trade doing in the interior, with considerable movements of Winter fabrics, and occasional orders are received for small assortments to replenish broken stocks. Payments are made promptly, as the rule, but some delay is said to be experienced in the collection of bills from small dealers in certain sections. The losses are not heavy, however, and the number of failures, thus far, this year, has been unusually small.

**DOMESTIC COTTON GOODS.**—There is an active demand for brown and bleached sheetings and shirtings in first hands, trade being stimulated by the limited production, and prospective scarcity later in the season. The current trade is fully equal to, and, in some instances, in excess of the supply of desirable goods, and the entire list tends upward. This is especially the case with fine bleached goods, the stock of which is unusually small. Colored cottons, suited to the spring trade, are improving somewhat, and the movements compare favorably with those of a corresponding period in former seasons. There is, however, less activity in the demand than is noted of staple cottons, as there is thought to be less danger of a short supply of colored cottons, and buyers are holding off in consequence. Prints are in active request, though movements are still restricted by an inadequate supply of medium and light work. Prices are very firm, though some makes are not quotable as agents are offering no goods. Agents are showing fair assortments of medium spring colors in Americans, Spragues, Merrimacs, Cocheeos, and Gloucesters, but the offerings are not general.

**DOMESTIC WOOLEN GOODS.**—The demand for fine woollens shows decided improvements, and the sales are considerably heavier than for the preceding week. Agents are showing more extensive assortments, though many still hold back their samples of high priced goods, until the trade shall become more spirited. The trade in medium and low grades of cassimeres continues good, with large sales to clothiers. The better class of clothing manufacturers are taking fine goods freely, as are, also, the larger jobbers. Prices open about the same as last spring, and are very firm, in consequence of the limited production.

**FOREIGN GOODS.**—The trade in foreign fabrics is considered good for this season of the year, though the demand is confined to linen goods and woollens. Large amounts of dress goods have been received by importers during the week, and these dealers generally hold sufficiently large stocks to begin the season with, but are indisposed to show samples until the demand becomes more spirited. Values are steady on all goods offering, without material change from the prices current last spring.

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. pkgs.	Val.	Dry Goods. packages.	Domestics. pkgs.
Total for week....	1,518	\$125,642	19	\$6,856
Since Jan. 1, 1871....	1,994	174,608	138	18,010
Same time 1870....	444	57,133	325	88,100
" " 1869....	479	55,658	44	19,040
" " 1868....	511	29,234	579	90,716
" " 1867....	193	.....	63	1,788
" " 1866....	1,004	.....	.....	103
				4,720

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

**BROWN SHEETINGS AND SHIRTINGS** are in good request, with prices tending upward. A few brands have already been marked up. Amoskeag A 36 12½ do B 36 12, Atlantic A

36 18, do D 11, do H 12½, Appleton A 36 18, Augusta 36 11½, do 30 10, Bedford R 36 8½, Boott O 34 10½, Commonwealth O 27 8, Grafton A 27 8, Great Falls M 36 11 do S 38 10, Indian Head 36 13, do 30 10½, Indian Orchard, A 40 13, do C 36 11½, Laconia O 29 12 do B 37 11, Lawrence A 36 11, Lyman C 36 11, do E 36 12½, Medford 36 11½, Nashua fine O 38 11½, do 36 13, do E 40 15, Newmarket A 36 10½, Pacific extra 36 12½ do L 36 11½, Pepperell 7-4 22½, do 8-4 25, do 9-4 27½, do 10-4 32½, do 11-4, 37½, Pepperell E fine 39 13, do R 36 12, Pocasset F 30 8½, Saranac fine O 38 11, do R 36 12½, Stark A 36 12½, Swift, River 36 9, Tiger 27 7½.

**BLEACHED SHEETINGS AND SHIRTINGS** are in relatively active demand, with the stock sold up close to production. Prices are advancing. Amoskeag 46 16, do 42 15, do A 36 15, American A 36 12½, Androscoggin L 36 15½, Arkwright WT 36 18, Ballou & Son 36 12½, Bartletts 36 14½, do 33 13½, Bates XX 36 16½@18, Blackstone 36 14, Boott B 36 13½, do O 30 11, do R 28 9, Clarks 36 17, Dwight D 40 18, Ellerton 10-4 45, Forestdale 36 14½, Fruit of the Loom 36 15, Globe 27 7, Gold Medal 36 12½, Great Falls Q 36 13, Hill's Semp. Idem 36 15, Hope 36 12½, James 36 15, Lonsdale 36 15, Masonville 36 15, Newmarket C 36 12½, New York Mills 36 20, Pepperell 6-4 22½, do 10-4 37½, Tuscarora 36 18, Utica 5-4 25, do 6-4 30, do 9-4 45, do 10-4 50, Waltham X 38 11½, do 42 15, do 6-4 25, do 8-4 27½, do 9-4 32½, do 10-4 40, Wamsutta 36 19.

**PRINTING CLOTHS** are stiff, and in fair demand, at 7½c. for 64x64s. to be made, and 7¼@8c. for goods in hand. The stock on hand is very small.

**PRINTS** are in fair demand, at the annexed quotations, which are sufficiently maintained. American 11, Albion solid 11, Allens, 11, do pinks 12, purples 12, Arnolds 8½, Atlantic 6, Dunnell's 10½, Hamilton 11, London mourning 10, Mallory 11½, Manchester 11, Merrimac D 11, do pink and purple 13½, do W fancy 12½, Oriental 11, Pacific 11, Richmond's 11, Simpson Mourning 10½, Sprague's pink 11½, do blue and white 11, do shirtings 10, Wamsutta 7½.

**CHECKS.**—Caledonia 70 22½, do 50 24, do 12 26½, do 10 21, do 8 18 do 11 22½, do 15 27½, Cumberland 13, Jos Greers, 55 15½, do 65 18 Kennebeck 20, Lanark, No. 2, 9½, Medford 13, Mech's No. A 1 29.

**DENIMS.**—Amoskeag 26, Bedford 14½, Beaver Cr. AA 23, Columbian, heavy 24, Haymaker Bro. 14, Manchester 20, Otis AXA 22½, do BB 20.

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

**COTTON BAGS.**—Ontario A \$35@40 00, American \$30 00, Androscoggin \$37 50, Great Falls A \$35 00, Lewiston \$32 50, Stark A \$35 00.

**BROWN DRILLS.**—Atlantic 13, Appleton 12½, Amoskeag 12½, Augusta 12½, Pacific 13, Pepperell 12½, Stark A 12½.

**STRIPES.**—Albany 8½, Algoden 16½, American 12-13, Amoskeag 19-20, Hamilton 19-20, Haymaker 11½@12½, Sheridan A 10, do G 11, Uncasville A 12-13, Whittenton A A 22½.

**TICKINGS.**—Albany 8½, American 14½, Amoskeag ACA 30, do A 24, do B 21, do C 19, do D 17, Blackstone River 14½, Conestoga extra 32 21, do do 36 25, Cordis AAA 24, do ACE 27, Hamilton 21, Swift River 13½, Thorndike A 14, Whittendon A 22½, York 30 22½.

**GINGHAMS.**—Clyde, 11½; Earleton, extra 18; Glasgow, 14; Gloucester, 13; Hadley, 14; Hampden, 15; Hartford, 13; Lancaster, 11; Lancashire, 15; Pequa, 12½; Park Mill, 14; Quaker City, 14.

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

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

**IMPORTATIONS OF DRY GOODS AT THE PORT OF NEW YORK.**

The importations of dry goods at this port for the week ending Jan. 19, 1871, and the corresponding weeks of 1869 and 1870, have been as follows:

	1869.		1870.		1871.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of wool....	730	\$329,809	527	\$245,994	543	\$268,871
do cotton..	1,727	486,757	1,176	346,766	1,085	341,607
do silk....	387	371,413	272	247,374	545	371,683
do flax....	1,252	345,751	741	160,661	1,063	231,453
Miscellaneous dry goods.	565	154,496	659	183,556	331	102,816
Total.....	4,661	\$1,687,736	3,415	\$1,184,351	3,567	\$1,816,129

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

Manufactures of wool....	415	\$159,072	490	\$187,189	554	\$229,068
do cotton..	483	127,003	354	87,635	578	147,887
do silk....	57	58,129	97	117,168	175	283,717
do flax....	609	168,334	754	179,278	1,035	190,810
Miscellaneous dry goods.	1,306	40,724	851	18,571	389	24,435
Total.....	2,870	\$559,262	2,546	\$589,781	2,731	\$834,907
Add ent'd for consu'pt'n.	4,661	1,687,736	3,415	1,184,351	3,567	1,816,129
Total th'w'n upon m'rk't	7,531	\$2,246,998	5,961	\$1,774,132	6,298	\$2,141,036

**ENTERED FOR WAREHOUSING DURING THE SAME PERIOD.**

Manufactures of wool....	728	\$235,727	534	\$193,790	629	\$223,646
do cotton..	563	158,458	905	236,448	931	256,443
do silk....	171	213,708	131	146,345	126	93,736
do flax....	1,191	114,493	600	122,782	652	126,176
Miscellaneous dry goods.	78	30,137	101	28,443	80	29,816
Total.....	2,731	\$832,523	2,271	\$732,808	2,418	\$729,819
Add ent'd for consu'pt'n.	4,661	1,687,736	3,415	1,184,351	3,567	1,816,129
Total entered at the port	7,397	\$2,520,250	5,686	\$1,917,159	5,985	\$2,045,948