

# THE Commercial AND Financial Chronicle

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REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

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## The Chronicle.

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second volumes of the CHRONICLE are wanted by the publishers.

### MR. BOUTWELL'S PERPLEXITY.

The ratification of the new treaty which is now on its way  
to England has given an impetus to the new loan. The  
announcement is made that Mr. Boutwell is somewhat per-  
plexed by a conditional proposal from a prominent banking  
house, on the part of a number of banks and private firms in  
this country and in Europe, to take the whole of the 135  
millions of these new Five Per Cents, so as to complete the  
first 200 millions now offering. The precise nature of the  
terms has not transpired, but they are said to include the  
condition that the amount is to be placed at once in approved  
banks to the credit of the government, but is not to be  
immediately drawn for by Mr. Boutwell, but is to lie with-  
out interest till the 1st September. It is generally believed  
that the offer will not be accepted in its present form.  
Among the reasons urged upon his attention in favor of the  
scheme are the following:

First, the money market is now so easy that call loans are  
3 to 4 per cent, and it is difficult for lenders to employ their  
balances; so that large amounts have lately been offering at  
1@2 per cent. This plethora in the money market cannot  
be reasonably expected to last very long. It may be  
succeeded by great activity next fall. Consequently no time

is to be lost. And if the new loan is to be absorbed at all  
this year, the present time offers advantages which may not  
soon recur for the rapid placing of the bonds.

Secondly, the slow progress of the Treasury subscriptions  
shows the necessity of setting in motion a new machinery  
for negotiation. The whole amount taken up to the  
present time does not exceed 65 millions, and notwithstand-  
ing the dullness of speculative business, and the abundance  
of idle money accumulating here, as well as in the chief loan  
markets abroad, there seems to be small probability that,  
without some special effort, a very considerable proportion  
of the remaining 135 millions can be disposed of for a long  
time to come.

Thirdly, there are a multitude of other new securities  
pressing on the market, such as railroad bonds and muni-  
cipal securities, of which a large aggregate is being absorbed  
here and in Europe, so that the capital which is willing to  
invest itself in such securities as the new Fives is powerfully  
attracted in other directions, and cannot be fixed in the new  
Government Fives so long as there remains any supposed  
uncertainty as to the final success of the new loan. When  
once the impression gets abroad that there is a positive  
certainty that the Fives are the last that will be offered at  
this price, the theory is that private investors and public  
institutions, savings banks, national banks and trust com-  
panies will hasten to secure their share of these bonds,  
especially if 50 millions of registered Five-Twenties of 1862  
shall at once be announced for withdrawal and redemption  
at par in gold under the five years' option, which has now  
expired for three years.

These reasons, with others, are urged on Mr. Boutwell,  
who is known to be extremely anxious that the new bonds  
should sell more rapidly than heretofore. It is doubtful,  
however, whether he would be justified in conceding the 90  
days' credit which is demanded without interest. When  
the bonds leave the Treasury, the cash must by law be  
deposited there, and cash which cannot be checked for till  
the beginning of September cannot, with any propriety, be  
said to be in the Treasury at all. There is, moreover, this  
additional difficulty, that the locking up in the Treasury of  
this vast sum of currency, might produce a spasm in the  
money market at the critical moment when the fall demand  
begins for currency to go West to move the crops. Other  
objections are raised to the paying out of 50 millions of the  
gold reserve of the Government, to redeem the outstanding  
old Five-Twenties before a single dollar of the purchase  
money for the new Fives becomes available to the Treasury  
under the proposed contract. It is also asked what adequate  
security ought to be given to the Government for the faith-  
ful performance of so large an engagement and to prevent  
failure should the expected public demand not arise in time

to take the bonds off the hands of the contractors before the pay day comes round.

In view of these facts it is argued that Mr. Boutwell will decline the offer and will prefer to adhere to his old methods of disposing of the loan. He is said to be of opinion that the hesitancy and slow progress of the loan hitherto has arisen from other causes more than from those above referred to. Prominent among them is the uncertainty as to the new treaty, which is now on the point of removal. With the assurance of peace between us and England, the removal of the unsettled state of public feeling and the re-establishment of financial confidence between the two countries, under a treaty so judicious, moderate and comprehensive as that which will soon be ratified at the Court of St. James, there will be such an impulse given to the demand for our securities that England alone will take a large part of the residue which is left of our new Fives. Such is Mr. Boutwell's reported opinion. We may be well assured that if in England a free market should develop itself for these new Fives, the small aggregate of 100 or 150 millions will be absorbed in a very short time, should the ease of the London money market continue.

Nor is the prospect impaired so much as was expected by the coming French loans. The first 100 millions of dollars are to be paid toward the end of June, or 30 days after the pacification of Paris. This sum is said to have been offered by German and other Continental bankers, as has also the next 200 millions which will be due at the close of December. The next payments will not, perhaps, be quite so easily arranged; but that of May 1st, 1872 is but 100 millions of dollars, and the remaining payments of 600 millions will not be completed till March 1st, 1874. Hence it is possible that during this year a small part of this Indemnity loan will find its way into the English money market, our new Fives will therefore have a better chance of pushing their way into public favor. In confirmation of this view it has been pointed out that the Fives of the Canadian government, which certainly are not worth more than the Fives of the United States, are now selling in London at more than par in gold.

#### FINANCIAL PANICS AND THE INVESTMENTS OF INSURANCE COMPANIES.

A prudent captain, in repairing his ship, does not wait for the storm; but anticipates it, and does his overhauling in fair weather. In managing its somewhat overburdened financial barque, this country will do well to adopt a like precaution. Fine weather, with a propitious sky, when the sun shines and no danger threatens, is the time for anticipating evil and guarding against the future tempest. It is on this principle that the Insurance Companies are attracting so much attention just now in the financial circles. Our panic of 1857 might have been prevented if the Ohio Life and Trust Company had not failed at a critical moment; and the terrors of Black Friday were precipitated on the London money market because Overend, Gurney & Co. were so expanded and gorged with liabilities as to be unable to resist the "bear" combination which for months had employed all their talent and money and genius to depreciate and render unsaleable the securities in which this and other banking firms had invested to their ruin.

In both these cases the monetary panic spread far and wide, and by the well known laws of such convulsions multitudes of small institutions were crushed under the toppling ruins of those more lofty; but it is very likely that neither disaster would have begun or spread as it did if reasonable care and proper safeguards had been applied to strengthen beforehand the weak parts of the financial system. From the recent

failure of certain Insurance Companies a salutary desire has sprung up to examine the whole fabric of our insurance organism; and this week a meeting for some such purposes has been assembled by the National Insurance Convention. The proceedings of this body have been very imperfectly reported by the press; but from the practical character and large experience of the delegates much is expected; and there is no doubt that the official record, when published, will be a valuable repertory of facts, figures and suggestions for reform. Among the suggestions already announced, the most important, in a practical point of view, were offered by Mr. F. S. Winston, President of the Mutual Life Insurance Company of this city. On behalf of the Life Insurance Companies of this State, and after consultation with their officers, he advocated several changes in the legislation of the various States. Of these, the most important were as follows:

1. Uniformity in the forms of annual reports and other requirements made by the different State Departments of Insurance.
2. The adoption of the same basis, principles and system in the valuation of policies and computation of reserves by the different State Departments where such valuations and computations are to be made.
3. The acceptance by each State Department of the valuations made by any other State Department, (in which the companies were incorporated), when properly performed on sound and recognized principles and an uniform basis.
4. The lists of policies and securities in detail required in the annual statements to be made to one State Department only, and the certificate of the total amount of such policies and amount and value of such assets from said departments where made to be deemed sufficient in all other State Departments.
5. The deposit of securities by the companies to be made in the State only in which the company was incorporated, if there required, and the certificate of such deposit from the Insurance Department of the State where made, to be accepted by all other State Departments.
6. The appointment of one agent or attorney only in each State to be required by it to accept legal service in behalf of a company, thereby avoiding great possible dangers.
7. Taxation, if not practicable to have it entirely removed from life insurance, to be made uniform and reasonable in the different States, and not complicated and oppressive, as at present in many portions of the country.

Regarding the Fire Insurance Companies similar reforms were urged by Mr. George T. Hope of the Continental Fire Insurance Company. The great object at which all these suggestions profess to aim is of course to augment the public safety. This paramount object the proposed changes are for the most part adapted to promote. Especially is this true of the arrangements to concentrate the assets of the companies, to prevent their dispersion among the different States, and to keep them under immediate control, or at least within easy reach in case of panic. It is not easy to multiply beyond need the bulwarks which protect the insured constituency of such corporations. When a Life Insurance Company fails, the injury is fatal to multitudes of widows and orphans, who lose the living laid by for them through many years of frugal thrift and self sacrifice. So with a Fire Insurance Company, when a merchant's property is destroyed, he is ruined and reduced to poverty if he do not get his insurance money. In an individual point of view the damage from such failures cuts deeper and inflicts injuries more fatal, because it is concentrated in a narrower area than that arising from the failure of a bank, by which a multitude of persons lose something, but few lose every penny they own. In a more general view to the financial system of the country, however, and as parts of the complex organism by which the business of the country is carried on, both the banks and the insurance companies are like, or at least they fulfil analogous functions. The first duty of both is to the public. And a heavy failure at a monetary crisis in the ranks of the insurance companies is as likely to spread alarm and panic through the financial circles as a failure of a bank.

It was one of the Napoleonic war maxims to choose the weak spot in the enemy's line, and on this point to concen-

trate in an overwhelming, crushing, piercing column his whole force. This Napoleonic policy is that adopted by a financial panic. With unerring precision it selects the weakest part of the financial lines, and invariably breaks out there. If it be among the insurance companies, or the banks, or the trust companies, or the savings institutions that this weak spot exists, there the panic may start; and, like a great conflagration, when once started, it defies all human sagacity to foresee whither or how far it will spread its consuming, devouring rage. The present is a very favorable time, as we have said, for such investigations as are periodically needful into the position of our financial institutions. A fault discovered now can be remedied, though at another time, when the money market is less auspicious and the state of public confidence more disturbed, such a fault might be fatal.

We lay the more stress on these facts because, so far, the Convention has paid too little attention to them. After freely conceding all that these gentlemen claim as to their right to have their corporations relieved of antiquated burdens and oppressive restrictions which prevent expansion, contract business, and give undue advantage to the companies of certain States over rival organizations elsewhere, still we must maintain that superior questions have paramount claims; that subordinate matters, however important, must hold but the second place; and that the first duty of insurance companies is to the public.

Hence it is that our Insurance reformers will do well to scrutinize very closely the character of the assets and liabilities of their respective companies, and the availability of the securities in which their investments are made. A bank having more debts outstanding due on demand cannot afford to hold so large a proportion of mortgages or other long securities as can safely be chosen by an insurance company, because these securities are not so easily or so swiftly convertible at a crisis into ready cash. Hence the bank is debarred from many lucrative investments in which the insurance company may indulge more freely, so as to gain larger profits. Life insurance companies are, moreover, less liable to irregular and unforeseen demands than fire insurance companies. Still it is worthy of note that last year, although the amounts insured with the New York fire companies reached 4,800 millions, the amounts paid were less than 24 millions, or 1/2 per cent of the whole. Making all needful concessions, however, there is some doubt whether our banks, savings institutions and insurance companies are not tempted by the necessity of earning profits and are not venturing to lock up in securities not readily convertible, a larger part of their means than would be approved by a sound policy or a due regard to their safety in time of peril and panic.

**SOME FEATURES OF OUR EXPORTS.**

The statistics of the exports from the United States for the year 1870, which we published some weeks since, present features of interest, compared with the same figures for 1869, illustrating the relative prosperity of the different sections of the country. And first, it will be noticed that both the great staples of the West—Breadstuffs and Provisions—show a falling off in the values exported, the total deficiency amounting to nearly 13 million dollars. The short corn and hog crops of 1869 readily account for part of this, but the falling off in the value of wheat and flour will cause some surprise, in view of the large demand which was occasioned by the war in Europe. But it must be remembered that the premium on gold was higher in 1869 than in 1870, and the valuations of exports are given in currency. Then, again, fully one-half of the exports of Flour and Wheat in 1870 were made at very low prices, while those of 1869 were

at comparatively high prices until near its close. The exports in each year aggregated (reducing Flour to Wheat) something over 50 million bushels, more than double the quantities exported in the previous two years, and unequalled, we believe, in the history of our Breadstuffs trade. That our export of Provisions show no greater falling off in quantity and value is due mainly to the European war; for with the subsidence of that demand, the trade is left in a very precarious situation. The recent decline in prices of "hog products" has been very severe.

The exports of Southern products show an increased value of 30 millions in Cotton and a decrease of 9 1/2 millions in Tobacco and Naval Stores, leaving a balance of 20 1/2 millions in favor of that section. That a gain of 800,000 bales, or fifty per cent, in the quantity of Cotton exported, only gives an increase of 30 million dollars, or eighteen per cent in the total value is, of course, to be attributed to the great decline which took place in 1870—the price of Middling Uplands averaging only 20:84c. in 1870 against 29:62c. in 1869.

There is a handsome increase in the exports of Petroleum—though greater in quantity than in value; and in some of the minor staples the exhibit is a favorable one; but it will be seen to have been generally the case that an increase in quantity was attended with a decrease in value. This forcibly illustrates the shrinkage in prices which was going on throughout 1870, except in articles of food. The most notable improvement, because entirely abnormal, was in the export of munitions of war, which amounted to about thirteen millions in 1870 against about four millions in 1869—an excess of nine millions—while the shipments of iron and its manufactures increased nearly three millions, or more than doubled. A recapitulation of the differences in the foreign movement of the productions of the various sections of our country for the years 1870 and 1869 will show the following result:

Increased exports of products of the Southern States.....	\$20,500,000
Increased exports of products of the Eastern and Middle States....	7,200,000
<b>Total increase.....</b>	<b>\$27,700,000</b>
Diminished exports of products of the Western States.....	12,700,000
<b>Balance showing aggregate increase.....</b>	<b>\$15,000,000</b>

Besides feeding our own large cities, which are now exceeded in population by but few in the world, we have sent abroad, in the two years under review, 7 million barrels of flour and meal, 68 million bushels of wheat, 323 million pounds of animal food; supplemented with 400 million pounds of tobacco; and we have contributed to foreign manufactures, 1,800 million pounds, or about four million bales of cotton; not forgetting 243 million gallons of petroleum, furnishing Europe with an illuminating fluid of unequalled excellence and cheapness. How insignificant are mines of gold and precious stones, compared with such treasures as these!

**CHANGES IN THE REDEEMING AGENTS OF NATIONAL BANKS**

The following are the changes in the Redeeming Agents of National Banks since the 18th of May, 1871. These weekly changes are furnished by, and published in accordance with an arrangement made with the Comptroller of the Currency.

LOCATION.	NAME OF BANK.	REDEEMING AGENT.
Maryland—	The Central Nat'l Bank .....	The National Park Bank of New York, approved.
Baltimore.....	The First National Bank .....	The National Park Bank of New York, approved.
Kentucky—	Harrodsburg....	The Second National Bank of Chicago, approved in place of the First National Bank of Chicago.
Wisconsin—	Kenosha.....	The Third National Bank of Chicago, approved.
Iowa—	Indianola....	The National Park Bank of New York, approved.
New York—	Onconta.....	

**New National Banks.**

The following national banks have been organized since the 18th of May 1871:

Official No. 1,821—The People's National Bank of Winchester, Ill. Authorized capital, \$75,000; paid in capital, \$50,000. Thomas C. Keener, President; John Moses, Cashier. Authorized to commence business May 19, 1871.

- 1,822—The Gainesville National Bank, Alabama. Authorized capital, \$100,000 paid in capital, \$54,250. Jonathan Bliss, President; C. D. Woodruff, Cashier. Authorized to commence business May 20, 1871.
- 1,823—The First National Bank of South Haven, Michigan. Authorized capital, \$50,000; paid in capital, \$35,000. Silas R. Boardman, President; Charles J. Monroe, Cashier. Authorized to commence business May 22, 1871.
- 1,824—The Farmers' National Bank of Salem, Virginia. Authorized capital, \$50,000; paid in capital, \$32,500. John J. Moorman, President; Green B. Board, Cashier. Authorized to commence business May 23, 1871.

**Latest Monetary and Commercial (English) News**

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

EXCHANGE AT LONDON—MAY 12.			EXCHANGE ON LONDON.		
ON—	TIME.	RATE.	LATEST DATE.	TIME.	RATE.
Amsterdam...	short.	11.19% @ 11.19%	—	—	—
Antwerp.....	3 months.	25.62% @ 25.67%	May 11.	short.	25.35 @ 25.37%
Hamburg.....	—	13.10% @ 13.11%	—	—	13.7%
Paris.....	—	25.80 @ 25.90	—	—	—
Paris.....	short.	Nominal.	—	—	—
Vienna.....	3 months.	12.77% @ 12.82%	May 11.	3 mos.	123.35
Berlin.....	—	6.26% @ 6.27	—	—	6.23%
Frankfort.....	—	120% @ 120%	—	—	119%
St. Petersburg	—	30% @ 30%	May 10.	—	31%
Cadiz.....	—	49% @ 49%	—	—	—
Lisbon.....	90 days.	52% @ 53	—	—	—
Milan.....	3 months.	26.87% @ 26.92%	—	—	—
Genoa.....	—	—	—	—	—
Naples.....	—	—	—	—	—
New York.....	—	—	May 12.	—	110%
Jamaica.....	—	—	—	—	—
Havana.....	—	—	—	—	—
Rio de Janeiro	—	—	April 22.	—	25%
Bahia.....	—	—	April 26.	—	25 @ 25%
Valparaiso.....	—	—	—	—	—
Pernambuco.....	—	—	April 28.	—	24% @ 25
Singapore.....	60 days.	4s. 5d.	—	—	—
Hong Kong.....	—	4s. 5d.	April 19.	6 mos.	4s. 4% d.
Ceylon.....	—	4 p. c. dis.	—	—	—
Bombay.....	—	1s. 10 9-16 @ % d.	May 12.	—	1s 10 15-16 @ 1 11d
Madras.....	—	—	—	—	—
Calcutta.....	—	—	—	—	—
Sydney.....	30 days.	% p. c. dis.	Mch. 27.	60 days.	% p. c. premium

[From our own correspondent.]

LONDON, Saturday, May 13.

One of the more prominent features of the week has been the large influx of gold into the country, the bulk of which has been received from the United States. The supplies sent into the Bank have been unusually large, and at the present time there are no indications of a reviving export demand. The only quantity purchased for export of late has been a sum of £432,000, which was bought by Messrs. Murietta & Co., and sent to Buenos Ayres on account of the Argentine loan. By telegraph we learn of large supplies coming forward; £434,000, for instance, is due from Australia about the 22d inst. This consists of Australian gold. There are also the large supplies which continue to be forwarded from the United States. The insurrection in Paris still checks all demand for export, and although there is some prospect that the reign of the Commune is drawing to a close, men hesitate to give an opinion as to what is to come next. Many arguments have arisen, and it may even be asserted that, taking into consideration the collapsed state of France after the surrender of the Emperor, the troubles in Paris may prove a boon to France. The fact must not be lost sight of that the French army was captive in Germany, and grave were the doubts expressed as to what would be done with it when it returned home. The National Guard of Paris, in its conceit at having kept the Germans at bay for five months, has treated with contempt the trained soldier, and has endeavored to impress upon the world the idea that theirs has been the most glorious achievement of the war. The credit of the resistance of Paris is due, however, more to those who had the sagacity to secure so large an amount of provisions, whereby close upon two millions of people were fed for five months. The fighting was comparatively little, and that was chiefly done by the troops of the line. The rising, revolution, or rebellion, under whichever name people like to call it, has had one important effect, viz.: that of bringing the captive army together, and of making it devoted to one chief. Under McMahon the army has regained confidence, and as it is one of the misfortunes of France that her people are so erratic as to need an army to keep them in order, the concentration and devotion of the army may be looked upon as guarantees that order will be maintained with a firm hand. Order once restored, and with little prospect of its being seriously disturbed, France will then be able to look seriously at her position. That position cannot but be grave, but the nation, like the individual, must face the difficulty, and must speedily set to work to restore its fortunes. With the restoration of order, the position of our money and bullion markets will be speedily changed, for if order, in its fullest sense, is established, the English capitalist will be only too willing to help, as the help given will be attended with considerable gain. During the present week the demand for money has been

exceedingly quiet. There has been some inquiry in connection with the settlement in the Stock Exchange, and the demand for commercial paper has been fair. But the supplies of idle capital are so large that, although the demand is considerable, it is still possible to discount freely the best three months' paper at 2½ per cent. And there will probably be no improvement until a change for the better has taken place in the state of affairs in Paris. The following are the quotations for money, compared with those of last year:

	1870.	1871.	1870.	1871.
	Per cent.	Per cent.	Per cent.	Per cent.
Bank minimum.....	3 @...	2½ @...	4 months' ba'k bills	3½ @ 3½
Open-market rates:			6 months' ba'k bills	3½ @ 3½
30 and 60 days' bills	3 @...	2½ @...	4 and 6 trade bills..	3½ @ 4
3 months bills.....	3 @ 3½	2½ @...		3 @ 3½

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

	1870.	1871.
Joint stock banks.....	2	1½
Discount houses at call.....	2	1½
Discount houses with 7 days' notice.....	2½	1½
Discount houses with 14 days' notice.....	2½	1½

Very little change has taken place at the leading Continental cities. The following are the quotations:

At Paris.....	B'k rate		Op. m'kt		Brussels..	B'k rate		Op. m'kt	
	1870.	1871.	1870.	1871.		1870.	1871.	1870.	1871.
Vienna.....	5	6*	2½	—	Madrid....	5	5	2½	3½
Berlin.....	4	4	3½	3½	Hamburg..	—	—	3	2½
Frankfort..	3½	3½	3	3	St. Peters-	—	—	—	—
Amst'd'm..	3½	3½	3½	3	burg.....	6	8	5	7
Turin.....	5	6	5	6					

\* Nominal.

There is no demand for gold for export, but Mexican dollars of the old issue are in request for export to China, at higher prices. In silver, for the Continent, a moderate business is doing. The following prices of bullion are from Messrs. Pixley & Co.'s circular:

GOLD		s.	d.	s.	d.
Bar Gold.....	per oz. standard.	77	8½	@ 77	9
do fine.....	do	—	—	@	—
do Refinable.....	do	77	11	@	—
Spanish Doubloons.....	per oz.	73	8	@ 74	—
South American Doubloons.....	do	76	3	@	—
United States gold coin.....	do	—	—	@	—
SILVER.		s.	d.	s.	d.
Bar Silver, Fine.....	per oz. standard.....	5	3-16	@ 5	0½
do do containing 5 grs. gold	per oz. standard.....	5	0%	@ 5	0%
Fine Cake Silver.....	per oz. no price. @	—	—	@	—
Mexican Dollars.....	per cz.	4	10%	@ 4	11%

In the Stock Exchange a considerable amount of business has been in progress, and nearly all classes of securities have improved in value. In British railway shares, owing to the continuance of very favorable traffic returns, there has been a further important rise. During the week ending May 7 the traffic receipts of railways in the United Kingdom amounted on 13,908 miles to £874,596, against £820,169 last year, on 13,665 miles, showing an increase of 243 miles, and of £54,427. The receipts for the goods traffic on the principal lines amounted to £432,052, against £396,455, showing an increase of £35,597. The debenture stocks of British railways have improved on the second reading of a bill which, if finally passed, will enable trustees to invest their funds in those securities. In the foreign market there has been an improved tone, and Spanish and Italian descriptions have risen in price. United States Government securities are firm in value, and have not materially altered during the week. Atlantic and Great Western securities remain firm, and the reorganization stock has been as high as 15½ premium. Erie railway shares are at about 21, but Illinois Central are weaker. The following were 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.....	93½-93½	93½-93½	93½-93½	93½-93½	93½-93½	—
U. S. 5-20's, 1882.....	90½-90½	90½-90½	90½-90½	90½-90½	90½-90½	—
U. S. 5-20s, 1884.....	89-90	89-90	89-90	89-90	89-90	—
U. S. 5-20s, 1885.....	90½-90½	90½-90½	90½-90½	90½-90½	90½-90½	—
U. S. 5-20s, 1887.....	92½-92½	92½-92½	92½-92½	92½-92½	92½-92½	—
U. S. 10-40s, 1904.....	89½-89½	89½-89½	89½-89½	89½-89½	89½-89½	—
Atlantic & G't West.						
consol'd mort. b'ds	41½-42½	42-42½	42-42½	42-42½	42½-42½	—
Erie Shares (\$100).....	20½-22	20½-20½	20½-20½	20½-21	20½-21	—
Illinois shares (\$100).....	110½-111½	110½-111½	110½-111½	110½-111	110½-111	—

The following were the closing prices to-day of other American as well as Canadian securities.

AMERICAN.		Sterling.	
6 cent Louisiana Levee (May 1, Nov. 1).....		58	@ 59
5 cent Massachusetts (May 1, Nov. 1) 1894.....		91½	@ 92½
Massachusetts, 1900.....		93	@ 95
do (Jan. 1, July 1) 1889.....		94½	@ 94½
do Scrip, £15 paid (Jan. 1 July 1) '89.....		pm	2½ @ 3½ pm
5 cent Virginia State.....		63	@ 68
6 cent do.....		57	@ 57½
7 cent do.....		—	@
7 cent Atlan. & Gt. W., N. Y. sec., 1st M., '80.....	4s. 6d.	—	@
Atlan. & Great W., N. Y. sec., 1st Mort., Bischoffsheim's certificates.....	4s. 6d.	—	@ 83 @ 88
7 cent Atlan. & G. W., N. Y. sec., 2d do, '81.....	4s. 6d.	—	@
Atlan. & Great W., N. Y. sec., 2d Mort., Bischoffsheim's certificates.....	—	—	@ 73 @ 78
7 cent At. & Gt. W. Pennsylvania, 1st M., '77.....	4s. 6d.	—	@



	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.					
Beef (ex. pr. mess) 304 lb	106 0	105 0	105 0	105 0	105 0	105 0
Pork (Etn. pr. mess) bbl	62 6	61 6	62 6	62 6	62 6	62 6
Bacon 112 lb c c	39 0	39 0	38 6	38 6	38 6	38 6
Lard (American) 51 9	51 9	50 0	50 0	49 6	50 0	49 0
Cheese (fine) 66 0	66 0	65 0	65 0	66 0	65 0	65 0

**Liverpool Produce Market.**—Petroleum, both Spirits and Standard White, are firm at a slight advance over last week's prices while the market otherwise is steady. Rosin, however, having declined 1s.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.					
Rosin (com. Wilm.) 112 lb	6 3	6 3	6 3	6 3	6 3	6 3
" (fine pale) 17 6	17 6	17 6	16 6	16 6	16 6	16 6
Petroleum (std white) 8 lb	1 5/8	1 5/8	1 5/8	1 5/8	1 5/8	1 5/8
" (spirits) 9 9	9 9	9 9	9 9	9 9	9 9	9 9
Tallow (American) 112 lb	42 0	42 0	42 0	42 0	42 6	42 6

**London Produce and Oil Markets.**—Prices have been steady throughout the week.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	£ s. d.					
Lins'd c'ke (obl) 10 10 0	10 10 0	10 10 0	10 10 0	10 10 0	10 10 0	10 10 0
Linseed (Calcutta) 63 6	63 6	63 6	63 6	63 6	63 6	63 6
Sugar (No. 12 Dch std) 36 0	36 0	36 0	36 0	36 0	36 0	36 0
" 112 lb 82 0 0	82 0 0	82 0 0	82 0 0	82 0 0	82 0 0	82 0 0
Sperm oil 36 0 0	36 0 0	36 0 0	36 0 0	36 0 0	36 0 0	36 0 0
Whale oil 31 15 0	31 15 0	31 15 0	31 15 0	31 15 0	31 15 0	31 15 0
Linseed oil 31 15 0	31 15 0	31 15 0	31 15 0	31 15 0	31 15 0	31 15 0

**COMMERCIAL AND MISCELLANEOUS NEWS.**

**IMPORTS AND EXPORTS FOR THE WEEK.**—The imports this week show an increase in both dry goods and general merchandise. The total imports amount to \$7,460,904 this week, against \$6,561,621 last week, and \$10,382,026 the previous week. The exports are \$3,473,666 this week, against \$4,306,496 last week, and \$3,846,933 the previous week. The exports of cotton the past week were 9,068 bales, against 13,095 bales last week. The following are the imports at New York for week ending (for dry goods) May 19, and for the week ending (for general merchandise) May 20.

	1868.	1869.	1870.	1871.
Dry goods	\$1,135,908	\$1,612,207	\$1,665,580	\$2,059,808
General merchandise	2,333,463	5,461,883	4,980,593	5,401,096
Total for the week	\$3,469,371	\$7,074,090	\$6,646,173	\$7,460,904
Previously reported	91,453,654	121,758,699	113,116,906	143,636,394

Since Jan. 1..... \$94,923,025 \$128,832,789 \$119,763,079 \$151,097,298

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

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports, for the week ending May 23:

	1868.	1869.	1870.	1871.
For the week	\$3,657,521	\$3,853,146	\$3,610,420	\$3,473,666
Previously reported	6,148,245	64,064,594	64,850,125	90,392,273

Since Jan. 1..... \$72,805,766 \$67,917,740 \$68,460,545 \$98,865,939

The following will show the exports of specie from the port of New York for the week ending May 20, 1871:

Date	Port	Specie	Value
May 15	St. Henry Chauncey, Aspinwall	American silver	17,218
		American gold	3,588
" 15	Brig James Miller, Arroyo, P. R.	American gold	4,285
" 16	St. Silesia, London	American gold	100,000
		Gold bars	32,054
		Silver bars	188,284
" 17	St. Wisconsin, Liverpool	American silver	10,000
		American gold	110,000
" 17	St. Russia, Liverpool	American gold	40,000
		Silver bars	19,000
" 17	St. Perit, Puerto Plata	Gold bars	41,100
		American gold	201,000
Total for the week			\$2,417,998
Previously reported			28,026,292

Total since Jan. 1, 1871..... \$30,444,290

Year	Value	Year	Value
1870	\$10,206,910	1867	14,994,478
1869	11,962,577	1866	16,964,006
1868	29,000,359	1865	9,658,117

The imports of specie at this port during the past week have been as follows:

Date	Port	Specie	Value
May 15	St. Ocean Queen, Aspinwall	Silver	600
		Gold	1,584
" 15	Br. Branch, Santa Martha	Silver	1,500
" 19	St. Morro Castle, Havana	Silver	400
Total for the week			\$13,403
Previously reported			3,011,127

Total since January 1, 1871..... \$3,024,530

Year	Value	Year	Value
1870	\$6,916,632	1868	\$3,064,855
1869	8,644,624	1867	1,056,073

**Lake Shore and Michigan Southern Railroad.**—The annual report of the Lake Shore and Michigan Southern Railroad Company, for the year ending December 31, 1870, is published in the N. Y. Daily Bulletin; a brief extract from the report was given in the CHRONICLE of May 20th, but the following additional details are of much interest:

The bonded debt of the Company (including the debt of the

Detroit, Monroe and Toledo Railroad Company, and the Kalamazoo and White Pigeon Railroad Company, the stock of both of which roads is owned by this Company) amounts to \$22,283,000. The annual charge for interest on this debt, and the \$466,000, bonds of the late Cleveland and Toledo Railroad Company, in the hands of the Sinking Fund Commissioners, is \$1,594,430. The rate of interest is seven per cent on all except \$200,000, which is eight per cent.

The company, on July 1st, 1870, executed a consolidated mortgage, with a provision for a sinking fund, to secure the payment of bonds registered and coupon, to the amount of \$25,000,000, bearing interest at the rate of seven per cent per annum.

Of the bonds secured by this mortgage a sufficient amount has been set apart to secure the payment of the bonded debt at maturity and the proceeds of the residue will be appropriated to double tracking the main line and procuring additional equipment.

There has been built at Elkhart, Indiana (the intersection of the Main and Air Lines), a machine shop, with other improvements, at a cost of \$141,831 26.

New depots and other structures, where none had previously existed, have been erected upon the road at a cost of \$139,567 57.

Additional second track and side tracks, thirty-four miles in extent, have been constructed at a cost of \$314,406. There has been expended in bridge masonry and permanent embankment, the sum of \$391,039 93. There has been expended in permanent work upon the Kalamazoo Division, the sum of \$73,300. A further sum of \$39,449 65 has been expended in miscellaneous construction. There has been advanced, for the purpose of the construction of the extension of the Jamestown and Franklin Railroad, from Franklin to Oil City and beyond, during the past year, the sum of \$421,262 26. The completion of this extension has contributed to a large increase of the traffic of this company.

There has been placed in the track, during the past year, 18,661 tons of new and re-rolled rails, including 3,054 tons of steel rails. The cost of these rails, with the exception of the iron used in the construction of new side tracks, has been charged to operating expenses. The business of the last year has demonstrated the necessity of additional double track, and it has been determined to construct, during the present year, one hundred and fourteen miles between the cities of Buffalo and Toledo, that being the part of the road where additional facilities are more immediately and imperatively required. This includes the re-building of that portion of the Northern Division of the late Cleveland and Toledo Railroad, extending from Sandusky, Ohio, to Oak Harbor, about twenty-six miles.

The earnings of the road for the first four months of the year 1871, show an increase of \$393,000 over the corresponding period of 1870, affording reasonable expectation that the year will be one of great and unusual prosperity.

EARNINGS FOR 1870.	
From Freight	\$3,658,661
" Passengers	4,153,512
" Express	282,088
" Mails	1,219
Total	\$13,457,540

OPERATING EXPENSES.	
General office expenses	\$193,783
Conductors and trainmen	438,659
Enginemen and firemen	463,619
Agents and station labor	1,200,194
Telegraph repairs & supplies	17,162
Gas light account	17,187
Repairs engines and tenders	543,973
" cars	659,987
" roadway and track	1,151,188
" bridges	128,899
" fences	79,074
" buildings & fixtures	290,157
New and re-rolled rails	701,149
Fuel consumed	968,434
Total	\$7,936,997

TAXES.	
National, on earnings	\$91,751
" on manufactures, stamps, &c.	4,845
State and local	335,227
Total	431,823

Total, 62 3-10 per cent	\$8,368,821
Net earnings, 37 8-10 per cent	\$5,088,719
Interest on funded debt	\$1,590,052
Interest on guaranteed stock	53,350
Rent Erie and Kalamazoo Railroad	30,000
Rent Kalamazoo, Allegan & G. R. Railroad	103,800
Dividends paid, viz:	
August 1, 1870, 4 per cent	\$1,376,180
February 1, 1871, 4 per cent	1,376,180
Total	2,752,360

Total	\$4,529,562
Surplus for the year	\$559,157

CONSTRUCTION, &c., FOR THE YEAR 1870.	
Railroad:	
New machine shops, &c., Elkhart	\$141,881
New depots, buildings, &c.	139,567
New second tracks and side tracks, 34 miles	314,406
Bridge masonry and permanent embankment	391,039
Improvements on Kalamazoo division	73,300
Miscellaneous construction	39,449
Real estate purchased	13,916
Total	\$1,113,560

Equipment—additional:	
Twenty-five new engines	\$266,316
Six hundred and one new cars, various classes	387,993
Total	\$654,309

Jamestown and Franklin Railroad:	
Advances for construction	\$421,262
Less—\$300,000, their 2d mortgage bonds, 85c.	\$235,000
Forty per cent earnings that road	51,694
Total	306,694

Grand Total	\$1,882,437
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The means to meet the above expenditures have been derived from the following sources:

Surplus earnings, as already shown.....	\$559,157
Proceeds of \$713,817 increase of debt—funded and floating.....	685,817
Sales real estate, Chicago, &c.....	475,865
Note—Le Grand Lockwood—paid.....	139,989
Decrease in other available assets.....	21,607

Total.....\$1,882,437

CONDENSED BALANCE SHEET, DEC. 31, 1870.

ASSETS.

Railroads:		
Buffalo to Chicago.....	\$42,701,846	
Toledo to Detroit.....	1,291,968	
White Pigeon to Kalamazoo.....	610,000	
Expended on Ashtabula Branch.....	364,005	
Total.....	\$44,967,819	
Equipment.....	9,128,931	
Jamestown and Franklin Railroad:		
Advances to that Company to Dec. 31, 1870.....	\$813,345	
First Mortgage Bonds.....	\$312,000	279,300
Second Mortgage Bonds.....	300,000	255,000
Stock.....	400,000	320,000
Total.....	\$1,667,645	
Detroit, Monroe & Toledo Railroad stock.....	412,600	
General office building, Cleveland (40 per cent).....	11,612	
Working supplies, fuel, &c., on hand.....	1,940,071	
Cash in hands of Assistant Treasurer and Paymasters.....	87,677	
Uncollected earnings.....	373,649	
Due from N. Y. Central Railroad (paid in January).....	281,427	
Due from Post Office Department.....	60,384	
Individual accounts.....	100,792	
Sunbury and Erie Railroad stock.....	\$500,000	500,000
Toledo, Wabash & Western Railway stock.....	2,502,954	1,877,896
Union Stock Yard stock.....	100,000	100,000
Empire Transportation Co. stock.....	60,750	60,750
Buffalo, Corry & Pittsburg Railroad, First Mortgage Bonds.....	100,000	100,000
Advances to same Company*.....		34,658
Erie & Pittsburg Railroad Bonds.....	14,000	14,000
Leavenworth Co. bonds.....	66,000	49,500
Oil Creek & A. A. Railway stock.....	300	300
Cleveland & Pittsburg Railroad bonds.....	2,500	2,000
Toledo & Wabash S. F. bonds.....	6,000	4,695
Toledo City Bridge bonds.....	2,000	2,000
White Pigeon & Kalamazoo Railroad bonds.....	58,000	52,200
Michigan, Lake Shore Railroad bonds.....	6,000	6,000
Buffalo & Erie Railroad bond scrip.....	270	270
Pacific Hotel Co., advances to.....		18,750
Bills receivable (Lockwood).....		400,000
Total.....	\$62,287,279	

\*Secured by second mortgage bonds as collateral.

LIABILITIES.

Capital stock:		
344,655 shares, \$100 each.....	\$34,466,500	
Less 620 shares owned by this company.....	62,000	
Total.....	\$34,404,500	
Guaranteed stock (10 per cent) 5,335 shares.....	533,500	
Total.....	\$34,938,000	
Funded Debt:		
Michigan Southern.....	\$8,873,000	
Lake Shore, less 466,000 in sinking fund.....	6,527,000	
Buffalo and Erie.....	3,623,000	
White Pigeon and Kalamazoo.....	600,000	
Lake Shore and Michigan Southern.....	2,660,000	
Total.....	\$22,283,000	
NOTE.—Kalamazoo, Allegan and Grand Rapids bonds \$840,000, and stock \$610,000, on which we pay as rent of that road, are not included in above liabilities of this company.		
Dividend of Feb. 1, 1871.....	\$1,376,180	
on guaranteed stock.....	26,675	
Unclaimed dividends and coupons.....	29,968	
December expenses, payable in January.....	976,980	
Bills payable.....	845,451	
Due James H. Banker, Treasurer.....	245,805	
Due Commissioners of Sinking Fund.....	35,328	
Total.....	\$3,536,390	
Profit and loss.....	1,529,889	
Grand total.....	\$62,287,279	

**Chesapeake and Ohio Railroad.**—This road is progressing rapidly towards completion. The road is already running to the White Sulphur Springs, and the earnings thus far are over \$800,000, which exceeds the estimate made when the road was first commenced. East and west from Coalsmouth over 100 miles are graded waiting for the iron, of which 10,000 tons are landing at Coalsmouth. At the western terminus the connections are so numerous that the company has determined to place 3,000 tons of steel rails as the best and most economical to support the great wear and tear. Next year the connecting roads now building from all the leading western and south-western cities will be completed about the same time as the Chesapeake and Ohio, so that the road will start with a full press of traffic from the west and southwest. The Chesapeake and Ohio Railroad, via Washington to St. Louis, when completed, will be fifty-one miles shorter than over the Erie Railway, and 110 miles less than by the New York Central via Chicago, and will furnish another trunk line from New York city to the west and southwest.

**Selma and Meridian.**—This railroad, eighty-one miles long, part of a direct line between Vicksburg and Savannah, was sold at Selma, Ala., on the 18th ult., under chancery decrees, and was bought in by the bondholders at the minimum price of \$1,000,000.

**Minnesota Debt.**—On May 2nd, the people of the State of Minnesota, voted in special election, in favor of not acknowledging the indebtedness on the Bonds, issued by the State and known as Minnesota State Railroad Bonds. Of the status of this indebtedness, we have in previous issues furnished full particulars.

**U. S. Financial Agents in London.**—Messrs. Jay Cooke, McCulloch & Co. have been appointed agents of the United States in London for making the navy disbursements abroad. Messrs. Baring Bros. & Co. have heretofore been the agents, and the dis-

bursements since the war have amounted to four or five million dollars annually.

—The *Anglo-American Times* recently gave some interesting remarks of Mr. Geo. McHenry, of Pennsylvania, upon the new United States loan, concluding with this interesting table:

AMERICAN INDEBTEDNESS TO EUROPE.

	1861.	1871.
Federal securities.....	\$30,000,000	\$1,000,000,000
State securities.....	70,000,000	100,000,000
Municipal securities.....	20,000,000	8,000,000
Railway bonds.....	10,000,000	150,000,000
Railway shares.....	50,000,000	110,000,000
Canal bonds and shares.....	200,000	5,000,000
Mining securities.....	300,000	27,000,000
Miscellaneous debt.....	15,000,000	100,000,000
Total.....	\$200,000,000	\$1,500,000,000.

AMERICAN WEALTH.

	1861.	1871.
Population.....	32,000,000	40,000,000
Property.....	\$13,000,000,000	\$21,500,000,000

Deducting the debts due to foreigners at the respective periods, the accumulated wealth of the United States in 1861 was \$400 per head; in 1871, \$500 per head in gold.

—Attention is directed to the card of the Texas Banking and Insurance Company at Galveston, Texas. This company has a cash capital of \$238,000, and includes in its list of directors a number of the most prominent business men of Galveston. Special attention is given to collections in all parts of the State of Texas which are made without any other charge than the ordinary rates of exchange. J. M. Brandon, Esq., is President; J. C. Wallis, Esq., Vice-President, and the Messrs. Lauve Cashier and Secretary.

—The National Bank of Texas, at Galveston, makes collections on all accessible points. M. Kopperl, Esq., is the President; J. J. Hendley, Vice-President, and Chas. F. Noyes, Assistant Cashier.

—On another page will be found the advertisement of the Weston Fuel-Saving and Gas and Smoke Consuming Boiler. The great improvement introduced by this boiler is in the economy of fuel, as the gas and smoke heretofore lost are now consumed, with the result of saving from 33 to 40 per cent in the quantity of fuel ordinarily used by other boilers. Among other testimonials of the great value of this boiler is one from Mr. D. B. Grant, President of the "Grant Locomotive Works," at Paterson, N. J., who commends it very highly, particularly for the use of soft coal.

—Messrs. Davis & Freret in New Orleans are among the leading real estate brokers and general land agents of the South, they give attention to business in the States of Louisiana, Texas, Mississippi, Alabama, &c., in buying, selling and leasing of plantations and other real estate, paying of taxes, collecting rents, etc.

BANKING AND FINANCIAL.

BANKING HOUSE OF HENRY CLEWS & CO., 32 WALL ST., N. Y.

Our business is the same as an incorporated bank.

Deposit accounts can be opened with us in either Currency or Coin, subject to check without notice. Five per cent. interest will be allowed on 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 desired point, and transact every description of foreign banking business.

We draw Bills of Exchange in sums from £1 upward on.

The Imperial Bank, and Messrs. Clews, Habicht & Co., London.

The Provincial Bank of Ireland, The National Bank of Scotland, and all their branches.

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

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

Advances made on approved collaterals and against Merchandise consigned to our care.

We make collections of Notes, Drafts, Coupons and Dividends with promptness on all points, and are fully prepared to offer banking facilities upon either currency or gold basis.

TANNER & CO.,

BANKERS,

11 WALL ST., NEW YORK,

DEALERS IN

STOCKS, BONDS, GOLD, AND EXCHANGES.

ORDERS EXECUTED AT THE STOCK AND GOLD EXCHANGES.

INTEREST ALLOWED ON DEPOSITS SUBJECT TO CHECK AT SIGHT.

Buy and sell, at current market rates, the FIRST MORTGAGE EIGHT (8) PER CENT. GOLD BONDS of the ST. JOSEPH AND DENVER CITY RAILROAD CO.

Interest payable August and February, in New York, London or Frankfort-on-the-Main, free of U. S. Taxes. Present market quotations 97½@98½c. and interest.

TANNER & CO.,

No. 11 WALL STREET.



United States Bonds.—Government securities have been decidedly dull at steady prices, the fluctuations of the week hardly exceeding 1/4 per cent on any of the issues.

At the Treasury purchase of \$2,000,000 on Wednesday the total offerings amounted to \$5,216,800, and the awards were between 111.10 and 111.25, gold, at the same time being 111.38@111.50.

The most important event of the week in regard to the new loan has been the reported proposition of a prominent banking firm to Secretary Boutwell that their own house, in connection with other some other dealers in Government bonds, should take the whole balance of the \$200,000,000 5 per cents now offered, being about \$135,000,000.

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

Table with columns for days of the week (Saturday to Friday) and various bond types (e.g., 5's, 1881 corp., 5's, 1882 coup., etc.) with their respective price ranges.

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

State and Railroad Bonds.—Southern State bonds have been active in Tennessee, Virginia, South Carolina, and North Carolina, with considerable inquiry also for old Louisianas, and to some extent for all the Southern State securities.

The decision of the Court in Louisiana regarding the State debt is understood to permit the issue of such bonds to railroads, &c., as were authorized by law previous to the passage of the Constitutional amendment limiting the whole debt to \$25,000,000; this will increase the contingent liabilities of the State about \$7,000,000.

Railroad bonds have generally been more active, stimulated by the great ease in money and the growing confidence in this class of securities. The Pacifics, as usual, have been most largely dealt in; Central Pacific advanced to 103 1/2 @ 103 1/4 on the foreign demand, and Union Pacifics, after showing some weakness on the Incomes and Land Grants, which sold on Wednesday down to 81 1/2 @ 82 for the former, and 84 1/2 @ 85 for the latter, on speculative rumors, close to-day as follows; Firsts, 92 1/4 to 92 1/2; Land Grants, 85 1/2 to 86; Incomes, 85 1/2 to 86.

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

Table with columns for days of the week (Saturday to Friday) and various state bond types (e.g., Tenn., old, N. Car., old, etc.) with their respective price ranges.

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

Railroad and Miscellaneous Stocks.—Transactions in the Stock market have not been on a very large scale, and no general movement in prices has taken place, either in the direction of another upward turn, or towards a reaction from the late advance. Money continues to be so extremely easy as to offer every inducement to speculation, and the prevailing opinion of the street still favors the side of higher prices, whenever any material change takes place.

the report was promptly contradicted by the President. Dividends upon the Northwest stocks, common and preferred, are expected to be declared on the 31st instant.

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 with columns for days of the week (Saturday to Friday) and various stock types (e.g., N.Y. Cent & H.R., Erie, Reading, Lake Shore, etc.) with their respective price ranges.

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

The Gold Market.—Gold has been dull and ranged all the week between 111 1/2 and 112, closing up quiet at 111 1/2 and 111 1/4. The immediate cause of the slight decline from the advance of last week was the easier rates of foreign exchange, and the consequent shipment of a smaller amount of specie than had been anticipated.

The rates for carrying and borrowing gold do not indicate a very heavy "short" interest in the market, although it is possible that the easy rates for money and the absence of speculative movement for a rise render it difficult to ascertain the exact extent of this interest.

A considerable amount of railroad and other bonds have recently been negotiated abroad, and the demand for these securities is evidently on the increase, so that the movement may in time have a material effect in settling our trade balance, and checking the exports of specie.

At the government sale of \$2,000,000 on Thursday, bids amounted to \$6,618,500. Customs receipts of the week have been \$2,800,000. In the loan market rates have ranged from "flat" to 1 per cent for borrowing, and 1 to 3 per cent for carrying, the rates to-day being 1, 2 and 1 1/2 to "flat" for carrying.

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

Table with columns for days of the week (Saturday to Friday) and various gold market metrics (Open-ing, Low-est, High-est, Clos-ing, Total Clearings, Balances Gold, Currency).

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

Table with columns for various gold and silver types (American gold, Sovereigns, Napoleons, etc.) and their corresponding prices.

Foreign Exchange.—The weakness in Exchange noticed in our last report developed immediately afterward into a decline of 1/4 in prime bankers' sterling, followed on Tuesday by a further decline of 1/4, prime bills being then quoted at 110 1/4 @ 110 1/2. This decline was caused by the supply of exchange thrown on the market through a prominent banking house, drawing 30 and 60 days sterling bills against the new loan of the Reading Railroad.

Quotations are as follows:

Table with columns for various exchange rates (London prime bankers, Paris, Antwerp, etc.) and their respective rates for 60 Days and 3 Days.

Table with exchange rates for Hamburg, Frankfurt, Bremen, and Prussian thalers.

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

Table showing receipts and payments for the Custom House and Sub-Treasury from Saturday, May 20 to Friday, May 26.

Summary table for payment during the week, showing total receipts and payments.

Balance, May 20... \$55,708,513 73 \$6,969,415 51
NEW YORK CITY BANKS.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on May 20, 1871:

Large table titled 'AVERAGE AMOUNT OF' showing financial data for various banks in New York City, including Capital, Loans, Specie, Deposits, and Legal Tenders.

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

Table showing totals for a series of weeks past, including dates from April 8 to May 20 and corresponding financial figures.

PHILADELPHIA BANKS.—The following is the average condition of the Philadelphia National Banks for the week preceding Monday, May 22, 1871:

Table showing financial data for Philadelphia National Banks, including Capital, Loans, Specie, L. Tender, Deposits, and Circulation.

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

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

Table showing the condition of Philadelphia Banks for a series of weeks, including dates from April 24 to May 22 and financial figures.

BOSTON BANKS.—Below we give a statement of the Boston National Banks, as returned to the Clearing House, on Monday May 22, 1871:

Table showing financial data for Boston National Banks, including Capital, Loans, Specie, L. T. Notes, Deposits, and Circulation.

\* Not received. Same as last week.

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

Table showing comparative totals for a series of weeks past, including dates from April 24 to May 22 and financial figures.

SOUTHERN SECURITIES.

Prices are made by several of the principal dealers, though some quotations are necessarily nominal.

These Quotations are of the Less Active Securities which are not given on the Next Page.

Table listing various securities such as City Securities, North Carolina, South Carolina, Tennessee, Virginia, Railroad Securities, and Mississippi and Louisiana.

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 divided into sections for 'New York Prices', 'RAILROAD BONDS', 'MISCELLANEOUS BONDS', 'NEW, OR RECENT LOANS', 'RAILROAD STOCKS', 'MISCELLANEOUS STOCKS', 'Boston', and 'Baltimore'. Each section lists various financial instruments with their respective market prices.

## 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 another 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 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.

**Philadelphia and Reading Railroad—New Loan.**—The Philadelphia Ledger has an article in regard to the above from which we condense the following:

"It has been known that for some months past a number of gentlemen connected with the Reading Railroad Company have been buying large bodies of valuable coal lands in the Schuylkill and Mahanoy coal regions, and it has been generally supposed that these purchases were made in the interest of the Railroad Company. During the present session of the Legislature an act of incorporation was obtained, and under it these lands will hereafter be held. They embrace in the aggregate about 50,000 acres of the most valuable and productive coal land in the State of Pennsylvania, including nearly all the large bodies formerly held by individuals and coal companies in the first and second coal fields. The stock of this new coal company will be held by the Philadelphia and Reading Railroad Company, ample authority for this purpose having been conferred by the act of incorporation above referred to. The money required for this new enterprise will be raised by a loan made by the Reading Railroad Company. All of the branch lines of railroads which were owned entirely by the Company have been lately merged into and consolidated with the Philadelphia and Reading Railroad Company. And a new consolidated mortgage upon all of the property and franchises of the latter company will be issued to secure bonds to the amount of \$25,000,000. These bonds will all have forty years to run and will be 7 per cent. currency, both coupon and registered; 6 per cent. gold, both coupon and registered, all in sums of \$1,000 each; and 6 per cent. sterling in sums of £200 each; all the issues being free from taxes. Out of this issue of bonds \$6,000,000 will be set apart to retire all the present mortgage loans of the Company, amounting to \$5,807,000, so that the new loan will practically be a first mortgage loan upon all the property of the Company. The following statement of the assets of the Company has been prepared to show the amount of property upon which the new loan is secured:

Railroads, including main line, Lebanon Valley, Northern Liberties and Penn Township Branch, Lebanon and Pine Grove Branch, Pine Grove and Lebanon Railroad, Lorberry Railroad, Union Railroad, Good Spring Railroad, and Mahanoy and Shamokin Railroad, with their laterals and sidings, aggregating 648½ miles of single-track road.....	\$31,864,000
Depots, embracing all depots, terminal and wharf structures, office buildings, &c.....	3,898,661
Real estate, embracing properties held in fee simple, and not included in the items of railroads or depots.....	8,217,665
Locomotive engines and cars.....	10,083,990
Stocks and bonds held by the Company.....	4,325,353
Steam collieries.....	588,486
Coal barges.....	580,152
Debts due the Company, cash and uncollected bills.....	4,092,038
Materials on hand.....	1,203,523
<b>Total.....</b>	<b>\$64,800,873</b>

The leased lines of railroad and canal held by the Reading Railroad Company are also embraced in the mortgage, though not included in the values in the above statement. The Fidelity Insurance, Trust and Safe Deposit Company of Philadelphia will be the trustee, and the mortgage provides for a cumulative sinking fund of 1 per cent. per annum upon the outstanding bonds, beginning with the year 1873. Out of the new loan, after setting apart the \$6,000,000 to retire the present mortgage indebtedness of the Company, \$19,000,000 will be left for the purchase and development of coal lands, and the acquisition of other new property necessary for the increased traffic of the Company. All of the property thus acquired will be added as a security to the new loan, so that the entire amount of \$25,000,000, when issued, will be secured by property worth over \$80,000,000 exclusive of the value of the numerous leased lines of railway and canal now held by the Company."

**The Pennsylvania Railroad Company and its Leased Roads.**—The reorganization of the roads west of Pittsburg, leased by the Pennsylvania Company, does not seem to be correctly understood. The following statement is by an officer of the new organization: The number of miles of road in the West exceeds two thousand. The Pennsylvania Railroad Company proposes to delegate to a separate corporation the immediate super-

vision and management of its properties west of Pittsburg. The legal title of this new corporation is "The Pennsylvania Company." It is chartered by the State of Pennsylvania. Its capital stock consists of—preferred stock, \$8,000,000; common stock, \$4,000,000; total, \$12,000,000. The \$8,000,000 of preferred stock is held, and is to be held permanently, by the Pennsylvania Railroad Company. This amount of new capital stock, in consideration of which the above railroad interest of the Pennsylvania Railroad Company were transferred on March 1, to the Pennsylvania Company, covers fully all the expenditures of the parent company in this connection. The \$4,000,000 of common stock is also held by the Pennsylvania Railroad Company, who may sell it at par whenever, from time to time, such use of it as may be found expedient. All the profits of the operation of the new organization during 1871, after meeting the obligations of the lines leased, are to be used by the Pennsylvania Company in perfecting and equipping the roads transferred to it. After 1871, it is claimed, the preference shares of this company will yield at least six per cent on their par value. These works, as a whole, now yield net revenues more than sufficient to meet all the obligations assumed for the Pennsylvania Railroad Company in taking possession while the operations of the sinking fund of the Pittsburg, Fort Wayne and Chicago Railroad Company, the terms of which have been faithfully complied with, and the semi-annual amount to be charged to the running expenses, will pay off the whole of its mortgage debt of \$13,563,000 before the bonds are due. The management of this Pennsylvania Company has been placed by the company in the hands of seven directors, as has already been announced.—*Exchange.*

**Houston & Texas Central Railway Company.**—The Chief Engineer reports as follows, May 1: Gentlemen—I herewith submit a general report of operations on your road, in the different departments which have been under my control during the past year.

At the date of your last annual meeting you had in operation 155 miles of road, running to Calvert on the main line and to Brenham on the western branch.

Since that time the road has been opened for passenger and freight business to Groesbeck, 40 miles north from Calvert, on the main line; and to Ledbetter, 25 miles west from Brenham, on the western branch, making a total of 220 miles now in operation, with 10 miles of track laid beyond Ledbetter to Giddings, (and which will be ready to open for business about the 8th inst,) making at the present date a total of 230 miles of track.

The new portion of the road is well built, in good order, and in general compares favorably with any of the best roads where no ballast is used.

The earnings of the road were much reduced during September, October and the early part of November from the effects of the quarantine regulations incidental to alarm of yellow fever, and later by the non-arrival of rolling stock, which was expected early enough to meet the requirements of the business season. Incessant rains also, in December and January, damaged the road to some extent, and, of course, interfered proportionally with the business. The expenditures for repairs, therefore, bear more than a usual proportion to the earnings.

#### ROLLING STOCK.

The engines, passenger and freight cars owned by the company are as follows, viz:

Engines in running order.....	26	Baggage cars building.....	4
Engines in shop for repairs.....	4	Box cars.....	273
Passenger cars in good order.....	20	Platform cars.....	245
Passenger cars needing repairs.....	3	Stock cars.....	15
Passenger cars building.....	2	Boarding cars (old, worn out and unfit for regular service).....	8
Baggage cars in good order.....	5		

#### CONSTRUCTION.

Since August last, when I took charge of engineering operations on your road, the line has been located from Ledbetter to Austin and preliminary lines run from Richland creek to Red River, with a location secured twenty miles north of Corsicana.

By these surveys the distance from Houston to Red River, two miles above Preston where the line reaches it, is 354 miles, from Hempstead to Austin 118 miles, and the total length of your entire line when completed will be 472 miles.

The line to Austin is somewhat longer, but much cheaper and more easily built upon than that originally run up the Colorado bottom, which the present line avoids altogether, except near Austin, where it is not subject to overflow.

The grades on the present line are located everywhere above the highest known floods.

Arrangements have been made which are believed to be fully adequate to secure, if desired, the completion of the road to Austin by the first of October next.

About the first of June the grading will be completed from Groesbeck to Richland creek, a distance of 30 miles. Preparations have been also made to go on immediately with the grading as far as Corsicana, 10 miles north from Richland creek and 210 miles from Houston.

**Boston, Hartford & Erie.**—At a full meeting of the Bondholders, at Boston, last week, the question was upon the raising of \$200,000 to be paid to the receivers and trustees, so that the latter could foreclose the mortgage and enable the bondholders to get possession of the road, in accordance with the recent decree of the courts. An assessment of 2 per cent on the par value of the bonds was finally agreed upon, the bondholders paying this assessment being declared specially entitled to the benefit of the suit for foreclosure. The road, during the last ten months, has paid expenses and \$90,000 more, not including office expenses. Edward L. Pierce was added to the committee of bondholders, the other members being George M. Barnard, William T. Hart, S. Adams and T. R. Lathrop.

**Union Pacific Railroad Company.**

Earnings.....	April, 1871. \$604,247 58	April, 1870. \$680,973 26
Expenses.....	268,401 94	474,355 61
Net earnings.....	\$335,845 64	\$206,617 65
	Jan. 1 to April 30, 1871.	Jan. 1 to April 30, 1870.
Earnings.....	\$1,957,644 23	\$2,148,879 99
Expenses.....	1,062,414 69	1,841,045 27
Net earnings.....	\$895,229 54	\$407,834 72
The net earnings in 1871 show an increase over 1870:		
For April.....		\$129,227 99
Three months previous.....		358,166 83
And for four months.....		\$487,394 82

COMPARATIVE STATEMENT SINCE OPENING, 10TH MAY, 1869.

	First fiscal year, May 10, 1869—	Calendar year, 1870.	Second fiscal year to May 1, 1870—
	April 30, 1870.	April 30, 1871.	
Earnings.....	\$8,364,592 50	\$7,625,277 11	\$7,333,961 35
Expenses.....	5,797,098 56	4,677,414 84	3,898,704 26
Net earnings.....	\$2,567,493 94	\$2,947,862 27	\$3,435,257 09
Percentage on expenses.....	69 30	61 34	53 16

**The St. Joseph Bridge.**—The \$500,000 subscription of St. Joseph to this bridge was conditional on a previous expenditure of \$100,000 by the bridge company. The company being unable to obtain such an amount in private subscriptions to its shares, now asks that the terms be altered so that fifty per cent of the city subscription be paid at once. As an inducement, it is declared the bridge will not cost more than \$800,000, and that the city will control the property absolutely.

**The New-Orleans, Mobile and Texas Railroad Company.**—The four south-western States of Alabama, Mississippi, Louisiana and Texas constitute a vast district, which is enormously productive, with resources for cotton, sugar, molasses, rice, wheat, corn and cattle-raising almost unlimited; and having within their bounds the great commercial cities of the Gulf. As railroads have made the Western States populous and prosperous, so railroads connecting the great agricultural regions of the south-west, with their natural markets and shipping ports, are to be the main agency in increasing the wealth of the South, and, in turn, the roads will find large profit in the traffic which will follow their opening.

The New Orleans, Mobile and Texas Railroad Company is composed of capitalists, who saw the promising field for the employment of capital, and who have already expended many millions of dollars in the work, and have built, equipped and opened to profitable business 140 miles of the road connecting Mobile and New Orleans (the only railway line between those two important commercial cities), and are now vigorously pushing the work west of the Mississippi River. The road is to run from New Orleans to the Sabine River (226 miles), and thence to Houston, Texas (108 miles), making the total distance from Mobile to Houston, 475 miles.

Among the leading stockholders in the Company are Hon. E. D. Morgan of New York, Hon. Oakes Ames, of Massachusetts (who are the trustees under the mortgage); Hon. John A. Griswold, of Troy, N. Y.; Messrs. Morton, Bliss & Co.; J. and W. Seligman & Co.; L. Von Hoffman & Co.; James H. Banker, and Harrison Durkee, bankers, of New York, and others, whose names are well known in business circles. Having disbursed very largely of their own means, as above noted, without asking help from the

the public, the company now offer for sale their First Mortgage Bonds, limited by law to \$12,500 per mile, and Second Mortgage Bonds, to an equal amount, principal and interest guaranteed by the State of Louisiana. They have forty-five years to run, and pay interest at the rate of seven per cent. gold or eight per cent. currency, at the option of the holder, at the time when each coupon is due.

Mr. W. B. Shattuck, who was formerly engaged in the negotiation of the Government loans, and who followed up his eminent success in the national securities by rapidly negotiating the Union Pacific First Mortgage Bonds, and, more lately, the Bonds of the Central Railroad of Iowa, of which he was Treasurer, has been appointed Financial Agent of this company, and sets forth some of the strong points of the enterprise in another column.

**Nashville & Decatur**—An exchange makes the following statement of the terms of the lease of the Nashville & Decatur Railroad to the Louisville & Nashville Railroad Company, lately agreed upon by a joint committee from the directories of the two roads: The Louisville & Nashville Company assume the floating and bonded indebtedness of the Nashville & Decatur Company, not to exceed \$2,450,000. The lease to extend for thirty years, to go into effect on the 1st of July, 1872, or sooner if agreed upon by the parties. Concurrent with or dependent upon the ratification of this lease is a contract by which the Louisville & Nashville Company binds itself to furnish the contractors for building the North & South road the money to complete that road. This money the North & South Company was obligated to furnish these contractors, but owing to the war in Europe that Company has been unable to comply with its contract with its contractors, and that work has been for some time suspended. Under the new contract the North & South road is to be completed by the 1st of May, 1872. To return to the lease of the Nashville & Decatur road: From and after two years from the date of the completion of the North & South road, the Louisville & Nashville road is to pay, semi-annually, an annual dividend of six per cent on the stock of the Nashville & Decatur Company. Should the profits from the North & South road during the first two years that it is run fail to pay the interest on the bonded debt of that Company, then the Louisville & Nashville Company may appropriate so much of the six per cent annual dividends that would be due on the stock of the Nashville & Decatur Company for the first two years of the lease, as will be sufficient to pay one-half of the deficit of the North & South road in meeting its interest. For the payment of the indebtedness of the Nashville & Decatur Company the Louisville & Nashville Company is to receive stock in the Nashville & Decatur Company. At the expiration of the lease the road and equipments are to be returned to the stockholders. If there be any deficiency it is to be paid by the Louisville & Nashville Company. If there be any excess in valuation when returned, the Nashville and Decatur Company to pay for it. No permanent improvements to be made without the consent of the directory of the Nashville and Decatur Company. The organization of this company to be continued during the lease. The road and equipments to be received and returned at gold valuation. The Nashville and Decatur Company to have the right of adjusting all suits and disputed claims against it. Strictly guarded stipulations are made prohibiting any discrimination for or against any point on the road, especially Nashville, in the tariff or movement of freights."

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.	1870.	1871.
(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	524,480	\$343,181	\$281,108	343,555	\$892,092	\$706,024	351,767	\$401,275	\$201,500
394,176	481,085	315,098	316,036	340,301	830,286	753,782	319,441	449,654	226,897
488,331	578,870	388,726	342,896	372,618	1,142,165	858,359	645,789	500,393	244,161
633,758	756,250	328,390	348,039	393,654	1,112,190	929,077	388,385	443,300	246,046
763,719		345,832	408,65		1,268,414	1,177,897	449,932	507,900	260,169
729,274		402,854	408,658		1,251,950	1,154,529	523,841	529,512	274,021
783,039		351,044	418,709		1,157,056	1,080,946	455,606	462,400	249,355
807,815		493,231	506,680		1,037,973	1,246,213	632,652	556,100	319,012
777,183		506,623	497,519		1,305,672	1,275,171	736,664	597,600	317,887
823,447		468,212	475,608		1,371,780	1,371,780	584,155	638,122	339,230
746,800		397,515	441,197		1,140,145	1,037,963	479,236	478,370	319,573
612,805		340,350	404,263		845,708		393,468	465,032	284,156
7,983,513		4,681,562	4,849,404		13,355,461		5,960,936		3,280,420
Illino. Central		Marietta and Cincinnati		Michigan Central		Milwaukee & St. Paul		North Missouri	
1869.	1870.	1869.	1870.	1871.	1869.	1870.	1871.	1870.	1871.
(862 m.)	(974 m.)	(1109 m.)	(251 m.)	(251 m.)	(284 m.)	(284 m.)	(284 m.)	(825 m.)	(936 m.)
\$659,137	\$628,383	639,540	\$99,541	\$90,177	\$384,119	\$337,992	418,755	\$454,130	\$396,171
524,693	661,788	565,415	98,275	126,224	320,636	329,127	442,665	330,233	382,823
709,644	601,326	606,845	104,585	101,379	386,527	380,430	441,685	420,774	377,000
568,282	555,087	588,661	105,641	106,246	411,814	412,030	470,703	460,287	443,133
640,974	684,533		109,752	110,213	403,646	406,283		630,844	430,700
778,260	712,616		117,695	111,117	366,623	363,187		678,800	755,737
696,228	627,215		116,198		329,950	326,891		586,342	636,434
841,363	899,051		129,096	118,407	353,569	378,880		525,363	661,026
979,400	901,235		142,014	132,998	473,546	467,990		724,514	808,318
914,406	903,225		135,376	153,531	490,772	511,477		1,039,811	908,313
814,413	811,707		129,306	144,023	448,419	453,873		801,163	791,014
696,677	697,750		110,837	141,376	374,512	423,735		496,550	529,758
8,623,482	8,678,958		1,391,345	1,418,865	4,749,163	4,791,895		7,250,668	8,120,427
Ohio & Mississippi		Pacific of Mo.		Iron Mt.		St. L. Alton & T. Haute		Toledo, Wab. & Western	
1870.	1871.	1870.	1871.	1870.	1871.	1870.	1871.	1870.	1871.
(340 m.)	(393 m.)	(355 m.)	(355 m.)	(210 m.)	(210 m.)	(210 m.)	(282 m.)	(521 m.)	(521 m.)
\$196,787	245,981	\$202,447	218,735	\$92,181	\$126,218	\$132,622	\$152,392	\$284,192	\$257,663
218,234	258,554	267,867	236,341	95,665	122,372	127,817	158,788	240,394	293,645
253,065	284,599	295,566	319,964	102,583	144,637	175,950	172,216	342,704	295,298
270,933	243,650	279,543	285,416	101,265	129,590	171,868	172,347	311,832	318,699
246,266		292,996		115,175		157,397	155,081	312,529	340,892
249,987		299,462		116,242		154,132	150,719	348,890	348,632
211,219		299,044		122,000		144,164		310,800	322,756
300,971		337,649		124,124		186,888	167,305	450,246	466,431
318,957		339,091		127,069		202,238	175,453	470,720	508,042
355,187		331,490		121,791		204,552	163,284	422,368	451,293
314,054		287,825		119,073		189,351	152,909	323,378	425,687
250,471						168,559	137,794	434,283	386,254
8,188,157		3,518,468		1,349,632		9,014,542		4,252,342	4,426,499
								Union Pacific	
								1870.	
								(1038 m.)	
								528,529	
								500,139	
								539,238	
								680,970	
								802,580	
								746,450	
								643,458	
								664,050	
								728,525	
								719,623	
								571,379	
								482,838	
								7,522,113	

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, Periods, Date, Rate. Includes Railroads, Canal, and Miscellaneous sections.

Table with columns: COMPANIES, Stock Outstanding, DIVIDEND, Last paid, Periods, Date, Rate. Includes Railroads, Canal, and Miscellaneous sections.

N. Y. & BROOKLYN CITY PASSENGER RAILROADS

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

STATE BONDS.

DENOMINATION. Marked thus * are in default for interest	Amount Outstanding	INTEREST.		Princ- pal Due.
		Rate	Payable	
<b>State Securities.</b>				
<b>ALABAMA (Oct. 1, '70) \$14,162,800:</b>				
State Bonds.....	168,000	5	May & Nov.	1872
do do (extended).....	1,941,000	5	do	1883
do do (do).....	473,800	5	do	1886
Sterling bonds of 1850.....	688,000	6	June.	1870
Sterling Bonds(extended).....	712,800	5	Jan. & July	1886
do do.....	82,500	6	do	1886
New Bonds, 1866 & 1868 ..	1,477,700	8	Jan. & July	'86-'88
New Bonds, 1870, gold .....	300,000	8	Jan. & July	1890
Endorsement for RR's (about).....	8,480,000	8	.....	1883
<b>ARKANSAS (March, '71) \$7,350,000:</b>				
Funding bonds of 1869.....	2,750,000	6	Jan. & July	92-1900
Bonds yet unfunded.....	1,680,000	.....	.....	.....
Memphis & Little Rock.....	1,050,000	.....	.....	.....
Little Rock & Fort S. R R.....	900,000	7	Apr. & Oct.	1900
Little R., Pine Bluff & N. O. R.R	750,000	.....	.....	.....
Miss., Ouachita & Red. R.....	400,500	.....	.....	.....
<b>CALIFORNIA (April, '70) \$4,122,500:</b>				
Civil Bonds of 1857.....(gold)	2,138,000	7	Jan. & July	1877
do do of 1860..... " "	133,500	7	do	1880
Soldiers' Relief Bonds..... " "	424,500	7	do	1883
do Bounty Bonds..... " "	805,000	7	do	1881
<b>CONNECTICUT (Apr. 1, '71) \$6,525,900:</b>				
War Bonds (July, '61) 10-20 year	.....	6	Jan. & July	'71-'81
do do (Jan., '63) 20 years.....	.....	6	do	1883
do do (Jan., '64) 20 years.....	6,525,900	6	do	1884
do do (Oct., '64) 10 or 30 y'r	.....	6	April & Oct.	'74-'94
do (non-taxab.) (Oct., '65) 20 y'r	.....	6	do	1885
<b>FLORIDA (Jan., '71) \$747,367:</b>				
State Bonds.....	747,367	7 & 8	June & Dec	'96-'98
<b>GEORGIA (Mar., '71) \$13,437,700:</b>				
Western & Atlantic RR. Bonds	100,000	7	Jan. & July	1872
do do do.....	176,000	7	May & Nov.	1874
do do do.....	866,000	6	Jan. & July	'72-'74
do do do.....	75,000	6	May & Nov	1874
Atlantic & Gulf RR. Bonds.....	800,000	6	Feb. & Aug.	'78-'86
Bonds, per act March 12, 1868.....	3,700,000	7	Jan. & July	'86-'87
Funding bonds of 1870, (gold)....	2,000,000	7	J. A. J. & O	1890
Railroad endorsements.....	5,923,000	.....	.....	.....
<b>ILLINOIS (Mar., 1871):</b>				
Interest Bonds of 1847.....	980,696	6	do	1878
Interest stock of 1837.....	134,311	6	do	1878
Refunded Stock bonds.....	348,000	6	do	var.
Normal University bonds.....	45,000	6	do	1880
Thornton Loan bonds.....	163,000	6	Mar. & Sep.	1880
War Bonds.....	416,800	6	Jan. & July	1880
<b>KANSAS (Jan., '71) \$1,341,975:</b>				
Civil Bonds, 1861 to 1869.....	990,475	6 & 7	Jan. & July	'70-'85
Military.....	346,000	.....	do	1889
<b>KENTUCKY (Oct., '70) \$1,421,391:</b>				
Bonds of 1841-'42.....	913,000	6	Apr. & Oct.	'71-'74
Bonds of 1843.....	66,000	5	Mar. & Sept.	1873
Bonds of 1843.....	94,000	5	April & Oct	1871
Bond for Military Purposes.....	303,300	6	Various.	1895
Bonds held by B'rd of Education	1,648,283	.....	.....	.....
<b>LOUISIANA Dec. '70, \$17,721,900:</b>				
Charity Hospital.....	50,000	5	Mar. & Sept	1872
1863, Relief of State Treasury	750,000	6	Jan. & July	1893
Bonds to various railroads.....	2,495,000	6	Various.	'69-'06
1865, Levee Bonds.....	1,000,000	8	Various.	1886
1867, do do.....	4,000,000	6	May & Nov.	1907
1870, do do.....	3,000,000	8	Mar. & Sep.	1875
1866, Funding Coupons.....	997,300	6	Jan. & July	'86-'88
Boeuf & Crocodile Navi Co.....	80,000	8	Jan. & July	1890
Relief of P. J. Kennedy.....	134,000	8	Jan. & July	1890
1869, Penitentiary Bonds.....	500,000	7	Mar. & Se t	1909
To Fund Floating Debt, &c.....	3,000,000	6	May & Nov.	1910
Miss. & Mex. Gulf Ship Can'l, '69	474,000	7.3	Mar. & Sep.	1899
N. Louisiana & Texas RR, 1869	546,000	8	Apr. & Oct.	1909
<b>MAINE (Jan. 1, '71) \$3,067,900:</b>				
Civil Loan Bonds, 1855-61.....	351,000	6	Various.	'70-'78
War Loan of 1861.....	800,000	6	do	1871
do do of 1863.....	525,000	6	Mar. & Sept	1883
Bounty Loan of 1863.....	475,000	6	Feb. & Ang.	1880
War Loan of 1864.....	2,832,500	6	June & Dec.	1889
Municipal War Debts assumed.....	3,684,406	6	Apr. & Oct.	1889
<b>MARYLAND (Oct., '70) \$13,317,475:</b>				
Baltimore & Ohio RR sterling.....	2,288,888	5	Jan. & July	1890
do do converted.....	418,500	5	J. A. J. & O.	1890
Chesapeake & Ohio Canal, st'g	1,855,335	5	Jan. & July	1890
do do converted.....	1,687,345	5	J. A. J. & O.	1890
do do 1834.....	1,403,146	6	do	1870
Baltimore & Susq. RR.....	269,000	3	do	1890
do do.....	429,000	6	do	1890
Annap. & Elkridge RR.....	45,420	6	do	1889
Susq. & Tide W. Canal, sterling	773,000	5	Jan. & July	1865
do do converted.....	215,622	5	J. A. J. & O.	1865
Eastern Shore RR.....	20,131	5	do	1890
Bounty Loan.....	3,651,398	6	Jan. & July	1883
Southern Relief bonds.....	100,000	6	do	1873
<b>MASSACHUS. (Jan. 1, '71) \$26,318,348:</b>				
State Almshouse Loan.....	\$100,000	5	May & Nov.	1872
do do.....	110,000	5	Apr. & Oct.	'73-'74
State House Loan.....	165,000	5	do	'73-'74
Lunatic Hospital, &c., Loan.....	94,000	5	Jan. & July	1874
Lunatic Hospital (West. Mass).....	50,000	6	June & Dec	1870
Loan, funding Public Debt.....	100,000	6	June & Dec.	'70-'72
Back Bay Lands Loan.....	220,000	5	May & Nov.	1882
Union Fund Loan.....	3,000,000	6	Jan. & July	'71-'76
do do.....	600,000	5	do	77-'78
Coast Defense Loan.....	888,000	5	do	1883
Bounty Fund Loan.....	200,000	5	do	1894
Bounty Fund Loan.....	4,383,500	5	May & Nov.	1894
do do do (sterling).....	4,000,744	5	do	1894
War Loan (currency).....	3,505,000	6	Apr. & Oct.	1888
Troy & Greenf. RR. Loan (st'g)	554,180	5	Apr. & Oct.	'89-'90
do do (home).....	966,500	5	do	'89-'90
do do (sterlin).....	2,952,400	5	do	'91-'93
Southern Vermont RR. Loan.....	200,000	5	Apr. & Oct.	1890
Eastern Railroad Loan.....	50,000	5	Jan. & July	1871
Norwich & Worces. RR. Loan.....	400,000	6	do	1877
Best Hartf. & Erie RR. (sterl.)	3,599,024	5	Jan. & July	1900
Harbor Land Improvement.....	290,000	5	do	1875

DENOMINATIONS. Marked thus * are in default for interest	Amount Outstanding	INTEREST.		Princ- pal Due.
		Rate	Payable.	
<b>MICHIGAN (Jan. 1, '71) \$2,342,000:</b>				
Renewal Loan Bonds.....	160,000	6	Jan. & July	1878
Two Million Loan.....	1,621,000	6	do	72-'83
War Bounty Bonds.....	478,000	7	May & Nov	1890
Ste Marie Canal Bonds.....	83,000	6	Jan. & July	1879
<b>MINNESOTA (Dec., '70) \$350,000:</b>				
State Buildings Loans.....	100,000	7	Jan & July	1877
do do.....	100,000	7	do	1878
do do 1869.....	50,000	7	do	1879
Sionx War Loan 1862.....	100,000	7	May & Nov	1872
<b>MISSOURI (Jan. 1, '71) \$20,866,000:</b>				
State Bonds.....	438,000	6	Jan. & July	1883
Bonds of 1868.....	2,777,000	6	do	1887
Bonds to North Mo. RR.....	2,962,000	6	do	74-'88
Bonds to Cairo & Fulton RR.....	392,000	6	do	'77-'89
Bonds to Platte Co RR.....	501,000	6	do	'89-'90
Bonds to Iron Mountain RR.....	2,379,000	6	do	'74-'89
Pacific RR.....	5,419,000	6	do	'72-'89
S. W. Br. Pacific RR.....	1,456,000	6	do	1876
S. W. Br. Pacific RR (guar)....	1,559,000	7	do	1876
Hannibal & St. Joseph RR.....	3,000,000	6	do	'73-'87
<b>NEVADA (Dec., 1870) \$500,000:</b>				
Bonds of 1867.....	500,000	15	Jan & July	1872
<b>N. HAMP. (Jan., '71) \$2,402,000:</b>				
War Debt of July, '61-'62.....	899,200	6	Jan. & July	'71-'78
do of Sept. 1, 1864.....	600,000	6	Mar & Sep.	'84-'89
do of July 1, 1866.....	1,000,000	6	Apr. & Oct.	'71-'74
<b>N. JERSEY (Feb., '71) \$2,896,200:</b>				
War Bonds of 1861 (tax free)....	1,299,900	6	Jan. & July	'70-'84
do of 1863 (tax free).....	1,002,900	6	do	'86-'96
do of 1864.....	593,400	6	do	'97-'02
<b>N. YORK (Oct. 1870) \$38,641,606:</b>				
Bounty Fund Bonds, coupon.....	1,478,600	7	Jan. & July	1877
do do do, registered.....	21,089,000	7	do	1877
General Fund Bonds.....	1,910,000	6	do	Will.
do do.....	80,000	6	do	1878
do do.....	900,000	5	do	1875
do do.....	348,000	5	do	Will.
do do (no interest).....	51,500	.....	.....	.....
Canal Fund Stock.....	2,257,900	6	J. A. J. & O.	1872
do do.....	5,150,100	6	Various.	1873
do do.....	2,099,000	6	Apr. & Oct.	1874
do do.....	473,000	6	do	1875
do do.....	180,000	6	June & Dec.	1877
do do.....	1,70,420	5	Jan. & July	1874
<b>NORTH CAROLINA (Oct., '70):</b>				
Railroad Bonds, old.....	4,738,800	.....	Jan. & July	'68-'98
do do.....	3,639,400	.....	Apr. & Oct.	'68-'98
Railroad Bonds, new.....	2,636,000	.....	Jan. & July	'68-'98
do do.....	1,739,000	.....	Apr. & Oct.	'68-'90
Funding Bonds, since war.....	2,417,460	.....	Jan. & July	1900
do do do.....	1,721,400	.....	Apr. & Oct.	1899
Other bonds do do.....	383,000	.....	Jan. & July	1898
do do do.....	100,000	.....	Apr. & Oct.	1898
Special Tax Bonds do do.....	11,407,000	.....	do	1898
<b>OHIO (Nov., '70) \$9,732,077:</b>				
Loan due after 31st Dec., 1870 ..	1,284,317	6	Jan. & July	1870
do do 31st Dec., 1875 ..	1,600,000	6	do	1875
do do 30th June, 1881.....	4,095,309	6	do	1881
do do 31st Dec., 1886.....	2,400,000	6	do	1886
Domestic Bonds (Union Loan)	366,975	6	May & Nov	1871
<b>OREGON (Sept., '70) \$106,633:</b>				
Relief and Bounty Bonds.....	106,633	7	Jan. & July	'73-'85
<b>PENN'A (Dec 1 '70) \$31,107,168:</b>				
Stock Loan (of 1840).....	563,410	5	Jan. & July	1870
Inclined Plane (1849).....	400,000	6	Apr. & Oct.	1879
Coupon Bonds (1852).....	384,000	5	Jan & July	1882
do do.....	112,000	4 1/2	do	1882
do do.....	3,105,000	5	Feb. & Ang	1877
do do (1853).....	272,000	5	do	1878
Military Loan (1861).....	2,769,250	6	do	1871
Stock Loan (1867).....	4,711,500	6	do	1872
do do.....	92,850	5	do	1872
do do.....	7,890,550	6	do	1877
do do.....	90,400	5	do	1877
do do.....	9,237,050	6	do	1882
do do.....	726,950	5	do	1882
<b>RH. ISL. (April, '70) \$2,916,500:</b>				
War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882
do do of 1863.....	239,000	6	Apr. & Oct.	1883
do do of 1863.....	736,000	6	Jan. & July	1893
do do of 1864.....	841,000	6	Feb. & Ang	1894
<b>S. CAROLINA (Nov. '70) \$7,665,908:</b>				
Fire Loan Stock (act. '38).....	303,345	6	Jan. & July	1870

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; COMPANIES, AND CHARACTER OF SECURITIES ISSUED; Amount Outstanding; INTEREST (Rate, When paid, Where paid); Principal payable. Includes sections for Railroads, Oil Creek & Allegh. R., Orange, Alex. & Manas, Oswego & Rome, Oswego & Syracuse, Pacific of Missouri, Peoria & Bureau Val., Peoria & Jacksonv., Philadelphia & Balt. Cent., Philadelphia & Erie, Philadelphia & Read., Philadelphia, Wilm. & Balt., Pittsb., Cin. & St. Louis, Pittsb., Ft. W. & Chic., Pittsb., Ft. W. & Chic. (1862), Placerville & Sacram., Port Huron & L. Mich., Portland & Kennebec, Portland & Rochester, Reading & Columbia, Rensselaer & Saratoga, Richmond & Danville, Rockf., R. I. & St. Louis, Rock Isl. & Peoria, Rome, Wat. & Ogdensb., Rutland, and Osage Valley.

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The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, May 26, 1871.

In the leading staples of domestic produce—Cotton, Breadstuffs and Provisions—much speculative activity has prevailed during the past week, in fact, they seem to have attracted to them many of the operators on the Stock Exchange, and the combinations to influence the prices of them have wide ramifications. The legitimate demand is good, for all of them. Most foreign merchandise has, however, been rather quiet, and in Coffee and Sugar prices are easier.

Tobacco has been active, and very firm for Kentucky Leaf, the demand being mainly for account of foreign governments, the sales having amounted to about 1,500 hhds. Local manufactures and dealers have done very little. All the offerings—which have been comparatively small—have been quickly taken up, but it is expected that the receipts during June will be greatly increased. Prices remain very firm. Lugs, 5½@6c; Leaf, 6¼@11c. Seed Leaf Tobacco has been without important feature, though the trade has been very good for home use. Many parties in the trade express a want of confidence in present prices. The sales have been 460 cases new crop Connecticut and Massachusetts, second and fillers, and 170 cases new crop New York, both on private terms; 1,000 cases new crop Ohio, 20@25c, and 200 cases 1869 crop, Connecticut and Massachusetts Wrappers, 35@45c. Spanish Tobacco in good demand, with sales of 750 bales Havana at 85@102½c, currency, duty paid. Manufactured Tobacco is quiet.

Provisions have been active and variable in the leading staples, closing generally with a steady tone at some decline. Pork was active for speculation early in the week; Mess advanced to \$16 50 for May and June and \$16 75 for July, but there has been a sharp reaction, with sales to-day at \$15 50@15 62½ for June and \$15 75 for July, with Prime Mess jobbing at \$14@14 25. Lard sold to the extent of several thousand tierces on Wednesday evening and Thursday at 10¼@11c. for prime Steam on the spot, 11c. for June, and 11¼c. for July, closing dull, with a partial concession of ½c. from these prices. Bacon has sold fairly for export at 8½c. for Short Rib and 9c. for long and short clear. Beef has gone forward to London. Butter has declined, good to prime Western and State selling as low as 20@25c., but closes with some reaction on the effect of drought upon pasturage. Cheese has sold for export at 13¾@14c. for prime factories.

Proleum advanced about 1c. yesterday, but closes dull to-day at 25c. for refined, and 15c. for crude, in bulk.

Rosin has been firm most of the week, but closes unsettled; strained about \$2 60. Spirits Turpentine has varied considerable, but closes firm at 52½@53c.

Metals are still without important feature. Oils have been more active at old prices. Tallow has been firmer and active at 9@9½c.

Wool has been in less demand, but prices remain firm, with light stocks. Hops have been firmer on advices that the vine in some parts of England has been injured by vermin; prices are unchanged as yet.

East India Goods have been less active, and general trade on minor articles dull.

Freights have been rather quiet. Room available for Grain to Great Britain was pretty well taken up previously, and shippers have been securing Grain to fill them. Their embarrassments in this work, caused by damage to the Grain arriving by canal, has checked business at the close; shipments to Liverpool by sail to-day 7½d in bulk and 9d by steam.

Exports of Leading Articles from New York.

The following table, compiled from Custom House returns, shows the exports of leading articles from the port of New York since January 1, 1871, to all the principal foreign countries, and also the totals for the last week, and since January 1. The last two lines show total values, including the value of all other articles besides those mentioned in the table.

ARTICLES.	Same time 1870.	Total since January 1, 1871.	Total this week.	All oth. Ports.	Other S. American.	Brazil.	British Guiana.	Mexico.	Other W. Indies.	Haiti.	Cuba.	Br. N. A. Colonies.	Australia.	China & Japan.	Other S. Europe.	Spain.	Other N. Europe.	Germany.	Holland & Belg.	France.	Great Britain.	
Breadstuffs—Flour..... bbls.	634,643	750,127	34,335	2,595	33,948	19,777	24,127	2,525	125,710	15,790	18,815	37,415	.....	.....	3,020	7,300	.....	.....	336	21,143	17,958	353,096
Corn meal..... bush.	31,734	49,344	4,829	.....	40	5	3,108	.....	33,480	.....	1,016	11,656	.....	.....	181,921	.....	.....	.....	14,738	173,058	66,143	4,022,836
Wheat..... bush.	4,029,492	4,287,117	275,110	.....	4,764	.....	.....	.....	10	.....	.....	7,075	.....	.....	.....	.....	.....	.....	3,000	9,910	.....	78,847
Rye..... bush.	9,103	80,847	.....	.....	.....	.....	100	.....	11,638	338	315	.....	.....	.....	.....	.....	.....	.....	.....	4,000	.....	1,793,962
Barley..... bush.	117,893	1,940,334	175,944	.....	17,287	.....	7,280	20,000	36,489	.....	9,671	14,140	.....	.....	73	.....	.....	.....	43,050	4,000	.....	7,438
Oats..... bush.	45,186	30,635	10,928	.....	22	.....	4,400	.....	18,326	.....	41	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	78,847
Corn..... bush.	18,075	24,140	840	.....	3,369	.....	2,500	236	13,377	1,980	739	209	.....	175	.....	.....	.....	.....	.....	.....	.....	1,793,962
Peas..... bush.	20,285	2,984	376	.....	1,304	20	.....	.....	34	.....	1,011	.....	.....	465	.....	7	.....	.....	.....	.....	.....	7,498
Candies..... bxs.	9,390	11,568	127	.....	.....	.....	.....	.....	113	.....	.....	1,260	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Coal..... tons.	188,769	370,258	8,362	.....	.....	.....	490	100	1,259	.....	.....	183	.....	.....	50	.....	.....	.....	2,163	.....	.....	1,600
Coffee..... bgs.	19,149	24,450	869	.....	480	.....	.....	1,072	23	354	2,719	.....	.....	.....	1,220	100	.....	.....	4,355	.....	.....	1,600
Cotton..... bales.	18,475	9,171	274	.....	100	.....	.....	.....	39	.....	6	.....	.....	.....	31	.....	.....	.....	18,199	.....	.....	326,299
Drugs..... pkgs.	6,213	2,650	145	.....	282	.....	.....	.....	11	100	216	.....	.....	.....	166	.....	.....	.....	.....	.....	.....	8,968
Hops..... bales.	12,785	157,622	8,366	.....	1,654	.....	.....	.....	110	.....	527	.....	.....	.....	17,116	.....	.....	.....	.....	.....	.....	540
Naval st.—Sp. Turp. bbls.	216,615	2,995	330	.....	181	.....	.....	.....	485	44	766	.....	.....	.....	.....	350	.....	.....	.....	.....	.....	55,817
Rosin..... bbls.	256,648	350,467	21,704	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tar..... bbls.	26,799,795	29,879,721	2,270,364	.....	.....	.....	.....	.....	366,020	17,745	638,461	9,777	.....	.....	.....	.....	.....	.....	.....	.....	.....	974,327
Oil—Petroleum..... galls.	36,071	85,178	79,587	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8,269,166
Whale..... galls.	214,820	26,071	6,519	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,575
Sperm..... galls.	12,858	35,103	1,436	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	269,549
Lard..... galls.	37,425	75,982	2,374	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	129,863
Provisions—Pork..... bbls.	37,098	87,707	1,400	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	43,407
Beef..... bbls. & tos.	177,350	322,626	6,131	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	44,883
Bacon..... bbls. & tos.	5,957	20,078	743	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	43,407
Butter..... 100 lbs.	70,085	99,901	6,392	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	268,539
Cheese..... 100 lbs.	140,067	399,893	16,611	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9,479
Lard..... 100 lbs.	8,913	8,944	65	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	81,249
Rice..... pkgs.	103,916	98,055	650	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	213,730
Tallow..... 100 lbs.	7,318	56,468	745	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	67,937
Tobacco leaf..... hhds.	16,877	11,444	353	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4,482
Tobacco..... cases, &c.	2,463,190	3,492,771	115,410	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,584
Whalebone..... lbs.	186,550	197,326	10,862	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	569,866
Total Values, 1871.....	68,460,545	92,825,384	3,477,666	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	57,805,574
Total Values, 1870.....	68,460,545	92,825,384	3,477,666	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	35,247,705

**Imports of Leading Articles.**

The following table, compiled from Custom House returns shows the foreign imports of certain leading articles of commerce at this port for the last week, since January 1, 1871, and for the corresponding period in 1870:

[The quantity is given in packages when not otherwise specified.]

	For the week.	Since Jan. 1, 1871.	Same time 1870.		For the week.	Since Jan. 1, 1871.	Same time 1870.
China, Glass and Earthenware	847	5,249	4,083	Metals, &c—			
China	3,782	21,692	17,926	Cutlery	118	3,087	1,798
Earthenware	6,118	201,730	176,315	Hardware	48	2,191	3,067
Glass	705	13,26	7,974	Iron, RR bars	32,108	239,114	171,480
Glassware	194	4,532	4,467	Lead, pigs	12,684	209,600	218,126
Glass plate	137	2,119	2,476	Spelter	44,281	2,313,773	4,184,401
Buttons	1,502	19,032	8,079	Steel	6,195	77,325	50,852
Coal, tons	7,532	11,707	11,707	Tin, boxes	21,378	355,766	281,954
Cocoa, bags	14,117	411,691	333,948	Tin slabs, lbs.	70,403	1,538,000	1,208,756
Coffee, bags	10	1,064	1,049	Rags	7,139	55,575	37,164
Cotton bales				Sugar, hlds, tcs & bbls	13,284	172,895	189,707
Drugs, &c—				Sugars, boxes & bags	20,445	366,791	336,298
Bark, Peruvian	562	10,535	5,263	Tea	15,596	602,689	552,024
Blea powders	1,414	10,821	7,877	Tobacco	792	24,385	18,266
Brimstone, tons	796	8,605	4,725	Waste	241	1,311	621
Cochineal	1	3,323	1,760	Wines, &c—			
Cream Tartar	23	1,390	1,325	Champagne, bks	779	63,757	54,441
Gambier		519	5,071	Wines	6,413	74,173	90,340
Gums, crude			260	Wool, bales	1,135	23,683	16,033
Gum, Arabic	179	1,669	1,883	Articles report'd by value—			
Indigo	59	3,778	2,336	Cigars	\$38,521	\$671,244	\$457,991
Madder		1,713	851	Corks		33,185	35,103
Oils, essential	8	143	137	Fancy goods	27,667	327,580	808,819
Oil, Olive	1,902	13,509	13,947	Fish	525	176,45	237,772
Opium	5	832	72	Fruits, &c—			
Soda, bi-carb.	3,500	49,702	40,871	Lemons	15,224	208,868	260,505
Soda, sal.	524	20,585	19,67	Oranges	40,931	910,635	713,604
Soda, ash	1,933	17,689	13,381	Nuts	30,565	569,685	248,274
Flax	14	6,484	787	Raisins		497,445	431,937
Furs	152	2,350	1,520	Hides undressed	102,865	2,183,477	3,908,851
Gunny cloth	6	2,915	3,475	Rice	16,208	255,159	71,618
Hair	4,241	53,372	31,475	Spices, &c—			
Hemp, bales			522	Cassia		270,327	163,638
Hides, &c—			15,822	Ginger		45,003	10,977
Bristles	51	715	15,350	Pepper		41,440	15,977
Hides, dressed	301	9,459	15,350	Saltpetre		93,888	174,855
India rubber	316	19,343	1,331	Woods—			
Ivory	57	1,540	1,331	Cork	5,639	117,551	47,699
Jewelry, &c—			1,300	Fustic	1,568	25,598	29,143
Jewelry	89	2,450	494	Logwood	3,107	145,367	132,987
Watches	42	656	494	Mahogany	3,889	61,107	61,405
Linseed		373,627	223,272				
Molasses	3,475	62,596	71,943				

**Receipts of Domestic Produce for the Week and since January 1.**

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

	This week.	Since Jan. 1.	Same time '70.		This week.	Since Jan. 1.	Same time '70.
Ashes, pkgs.	115	3,011	3,545	Oil cake, pkgs.	2,100	16,803	23,361
Breadstuffs				Oil, lard	181	2,130	2,384
Flour, bbls.	71,354	1,173,525	1,112,842	Peanuts, bags	604	38,269	45,221
Wheat, bus.	401,000	2,410,035	2,754,590	Provisions			
Corn	531,514	4,702,619	931,037	Butter, pkgs.	14,979	209,265	184,389
Oats	103,867	1,366,72	1,177,625	Cheese	11,151	113,124	118,375
Rye		7,977	181,672	Cutmeats	1,975	103,771	68,981
Barley, &c.	1,250	310,632	819,240	Eggs	11,712	205,406	145,131
Grass seed		110,022	26,510	Pork	2,197	114,621	66,814
Beans	1,617	70,770	56,011	Beef, pkgs.	179	81,550	53,220
Peas	8,059	43,951	84,829	Lard, pkgs.	2,017	126,455	50,525
C. meal, bbls	5,415	97,809	128,290	Lard, kegs.	1,555	10,716	12,757
Cotton, bales	12,744	516,035	335,755	Rice, pkgs.	290	10,165	10,023
Hemp, bales	27	93	1,535	Starch	7,734	83,607	93,109
Hides, No.	4,716	191,873	179,666	Stearine	55	8,711	5,070
Hops, bales	819	19,162	13,744	Sugar, hlds, &c.	19	12,611	5,8
Leather, sides	85,693	1,147,577	1,033,326	Tallow, pkgs.	279	8,938	10,203
Molasses, bbls	16	41,769	12,814	Tobacco, pkgs.	5,905	93,812	45,364
Nava. Stores				Tobacco, hlds.	1,706	27,609	16,116
C. turp, bbl.	322	2,216	3,612	Whiskey, bbls.	2,420	71,204	92,225
Spirits turp.	1,132	18,163	23,227	Wool, bales	1,269	23,966	29,372
Rosin	7,774	179,820	230,325	Dressed hogs No.		90,114	65,476
Tar	6	11,223	40,700				
Pitch	77	297	1,792				

**COTTON.**

FRIDAY, P. M., May 26, 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 May 26. From the figures thus obtained it appears that the total receipts for the seven days have reached 40,178 bales against 45,067 bales last week, 46,849 bales the previous week, and 51,432 bales three weeks since, making the total receipts since the first of September, 1870, 3,756,898 bales against 2,750,047 bales for the same period of 1869-70, showing an increase since September 1 this year of 1,006,851 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	17,100	10,465	Florida bales	125	178
Mobile	2,631	2,169	North Carolina	819	703
Charleston	2,200	2,605	Virginia	3,316	1,789
Savannah	3,970	5,036	Total receipts	40,178	30,737
Texas	5,033	2,117	Increase this year	9,441	....
Tennessee, &c.	4,814	5,676			

The exports for the week ending this evening reach a total of 56,540 bales, of which 31,931 were to Great Britain, 10,445 to France, and 14,164 to rest of the Continent, while the stocks as made up this evening, are now 300,843 bales. Below we give the exports and stocks for the week, and also for the corresponding week of last season, as telegraphed to us from the various ports to-night.

Week ending May 26.	Exported to—		Total this week.	Same w'k 1870.	Stock.	
	G. Brit	Contin't			1871.	1870.
New Orleans	17,171	17,135	31,306	17,067	92,190	116,277
Mobile		3,666	3,666	9,337	19,797	36,459
Charleston		1,119	1,119		12,691	9,261
Savannah	3,399	759	4,149	3,292	26,339	42,207
Texas		1,626	1,626	1,106	63,873	27,909
New York	11,361	313	11,674	6,974	62,900	55,000
Other ports				645	18,000	15,000
Total	31,931	21,609	56,540	38,421	300,843	302,013
Total since Sept. 1.	2,180,165	712,819	2,892,984	1,923,431	....	....

\*Of the exports from Galveston to the Continent this week 1,311 bales were to France.

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 18,119 bales, while the stocks to-night are 1,170 bales less than they were at this time a year ago. The following is our usual table showing the movement of cotton at all the ports from Sept. 1 to May 19, 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—				Northern Ports.	Stock.
	1870.	1869.	Great Britain	France	Other For'gn	Total.		
New Orleans	1830,194	1079,194	783,739	70,473	343,374	1148,136	170,200	108,864
Mobile	384,677	291,234	238,988		35,072	274,060	41,440	22,985
Charleston	327,754	223,356	127,870		33,300	161,170	156,984	17,965
Savannah	703,663	458,470	336,904	4,056	99,770	410,731	238,787	30,588
Texas	267,223	227,257	123,969		23,822	147,131	47,169	67,915
New York	228,983	117,358	557,349	5,961	54,709	618,019		73,250
Florida	12,206	20,398						1,555
North Carolina	86,158	54,594	70			70	84,233	1,533
Virginia	314,520	191,033	5,310			5,310	307,706	1,504
Other ports	61,942	55,856	24,535		17,183	41,768		17,000
Total this year	5716,720	....	2148,234	80,490	607,720	2836,444	1048,104	341,676
Total last year	....	2719,310	1243,233	316,702	325,075	1885,060	738,921	312,222

We have had an advancing buoyant market the past week. This upward movement has been due in part to the improvement at Liverpool, in part also to the efforts of the shorts to cover their outstanding contracts due this month, but has found its chief support in the growing belief that cotton is cheap, that it has touched bottom, and that the little remnant of the crop can be easily held, and in case of a recurrence of bad weather at the South can be put upon the market at higher prices. On Saturday last there was little doing, but an advance of 1/4c. was established. Monday the transactions were still light, and prices remained unchanged. Tuesday was quiet, but there was a further advance of 1/4c. The next day, Wednesday, was active, and prices improved 1/4c. Thursday the close was 1/4c. higher, Midling Uplands reaching 17c. But to-day there has been a slight reaction, prices being off 1/4c, the receipts proving larger than anticipated. The same influences which have operated on spot cotton have also effected contracts for future delivery, and prices have advanced, though not in all cases correspondingly. Low Middling closed to-night at 15 1/4c. for May, 15 1/4c. for June, 16 3/16c. for July, 16 5/16c. for August, and 16 1/4c. for September. The total sales of this description for the week are 65,950 bales, including 300 free on board. For immediate delivery the total sales foot up this week 28,511 bales, including 6,596 for export, 11,670 for consumption, 3,162 for speculation, and 7,083 in transit. Of the above 561 bales were to arrive. The following are the closing quotations:

	Upland and Florida.	Mobile.	New Orleans.	Texas.
Ordinary.....per lb.	12 1/2 @....	12 1/2 @....	13 @....	13 1/2 @....
Good Ordinary.....	14 1/2 @....	15 @....	15 1/2 @....	15 1/2 @....
Low Middling.....	16 @....	16 1/2 @....	16 1/2 @....	16 1/2 @....
Middling.....	16 1/2 @....	17 @....	17 1/2 @....	17 1/2 @....
Good Middling.....	17 1/2 @....	18 @....	18 1/2 @....	18 1/2 @....

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

	Total sales.	Ordinary.	Good Ordinary.	Low Middling.	Middling
Saturday	1,453	11 1/2 @....	14 @....	15 1/2 @....	16 @....
Monday	2,599	11 1/2 @....	14 @....	15 1/2 @....	16 @....
Tuesday	2,720	12 @....	14 1/2 @....	15 1/2 @....	16 1/2 @....
Wednesday	9,463	12 1/2 @....	14 1/2 @....	15 1/2 @....	16 1/2 @....
Thursday	8,789	12 1/2 @....	15 @....	16 1/2 @....	17 @....
Friday	3,482	12 1/2 @....	14 1/2 @....	16 @....	16 1/2 @....

For forward delivery the sales (including 300 free on board) have reached during the week 65,950 bales (all low middling or on the basis of low middling), and the following is a statement of the sales and prices:

For May.		bales.		cts.		bales.		cts.		bales.		cts.		
bales.	cts.	100	15	11-16	1,100	16	100	16	7-16	1,000	16	15-32	2,000	16
400	15 1/2	2,200	15 1/2	15 1/2	1,100	16	1,000	16	15-32	2,000	16	16 1/2	2,900	16 1/2
500	15 3/16	700	15	13-16	2,000	16 1/2	2,900	16 1/2	16 1/2	500	16	9-16	9,100	total August.
400	15 1/2	5,600	15 1/2											

has suffered very severely during the late weeks of rain, and is peculiarly in need of fine weather to save a large portion of the crop. Galveston reports favorable weather, with the crop progressing satisfactorily. The thermometer has averaged at Charleston, 75; Montgomery, 72; Macon, 79; Columbus, 77; Mobile, 78; Selma, 80; Galveston, 75; and Memphis, 75.

**CROP MAIL REPORTS.**—We have during the past week received letters from almost every section of the South, excepting Texas, giving very full particulars of the area planted in cotton this year and the condition of the crop about May 15. Some of our correspondents in whom we have great confidence, and who have had particular advantages for informing themselves with regard to their entire State, have given an opinion covering the whole State; but we have also received letters from each district, with an estimate of the area under cotton in such district, enabling us to test the more general opinions and leading us to rely with great confidence upon the conclusions we have reached. We have space to give only the following results.

**North Carolina.**—The falling off in cotton planting in this State reaches about 12 per cent. Weather has been very unfavorable—cold and wet, so that replanting has become necessary in many instances, while in others the grass is extremely troublesome.

**South Carolina.**—The decrease in cotton cultivation is more decided in South Carolina, due in a great measure to the necessities of the planters, resulting from the large use of fertilizers last year, the small price obtained for cotton, and the bad laws and heavy taxation which that people are struggling under. The area in cotton has decreased 20 per cent, and corn has increased to about the same extent. In this State the weather has also been very bad. A correspondent at Charleston, writing under date of May 23, to illustrate the coolness of the nights, says (speaking of a district within 10 miles of that city), "that there has hardly been a night when fires have not been found comfortable, and in no case has thick covering for beds been discarded." It is not to be wondered at therefore, that the plant is reported as looking sickly, and only from three to six inches in height, and very generally full of weeds and grasses.

**Georgia and Alabama.**—In addition to the letters reported by us last week from Georgia and Alabama, we have within the past few days received communications from numerous other correspondents, but all to about the same effect. As to the area in cultivation in these two States we see no reason to change our figures, except to put the average at say 13 per cent decrease for Georgia, leaving it at about 15 per cent for Alabama. For all the States above mentioned, some falling off in crop should also be allowed on account of the small amount of fertilizers used. This remark applies with special force to Georgia. With regard to the condition of the plant we can add nothing to the facts we gave last week.

**Mississippi.**—Our advices from this State are from all portions of it, and the result shows a falling off in planting of an average of about 12 per cent. The weather in most sections has been extremely unfavorable, and the planters feel much discouraged, having no money, high taxes, and both the crop of cotton and corn very backward.

**Tennessee.**—In Tennessee the average decrease planting is less; in the 18 western counties, say 5 per cent, and in the middle of the State 10 per cent, or about an average of 7 per cent decrease. The cold, wet Spring, however, has been particularly severe in the western counties. At first the tender plant had a hard struggle to get up; subsequently much of it sickened and died, and the balance looks very unpromising. Replanting has in many cases been resorted to. This has been mostly done in bottom lands with the hoe, carefully preserving every plant that is living, as a living early plant in the rich bottoms every four feet gives a better promise of a good yield than plants one or two feet apart planted late.

**Arkansas.**—The average decreased planting in Arkansas is about 8 per cent, and the weather has been and the crop is about as reported for Tennessee.

**Louisiana.**—The falling off in cultivation in Louisiana is about 9 per cent. Early in the season the weather was not so unfavorable as in most other portions of the South. But for the ten days previous to May 17 the weather was very cold and wet. The late favorable change has most likely come in time to prevent very serious damage, unless there is a recurrence of rain.

From the foregoing facts we obtain the following results:

States.	Per ct.	Acres.	States.	Per ct.	Acres.
North Carolina	12	54,000	Tennessee	7	37,000
South Carolina	20	120,000	Arkansas	8	56,000
Georgia	13	170,000	Louisiana	9	83,000
Alabama	15	215,000			
Mississippi	12	197,000	Total dec. acres.		932,000

The second column in the above statement of decreased acreage is based on the total estimate of acreage given out by the Government last year, and shows that the falling off reaches nearly one million acres.

**GUNNY BAGS, BAGGING, &C.**—There has been no demand whatever for either Bags or Cloth this week, and consequently no correct quotation can be given; lots can be bought at 18c. for Calcutta and 19c. for Domestic Cloth, and 14c. for Bags; an order below these prices would undoubtedly be filled. Manila Hemp is very dull, and we have no sales to report; quoted at 11c., gold. Jute is dull and nominally 5½@6½c., as to quality. Jute Butts have met with a very limited sale. We note 600 bales at 4½c., cash, currency, and 4½c., currency, 60 days.

**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 May 26, 1871.—			—Week ending May 26, 1870.—		
	Receipts.	Shipments	Stock.	Receipts.	Shipments.	Stock.
Augusta.....	511	8,070	6,323	644	1,321	12,755
Columbus.....	162	713	3,044	231	810	6,452
Macon.....	82	306	2,796	247	1,022	7,280
Montgomery....	313	1,139	3,674	218	658	5,445
Selma.....	215	531	1,495	256	1,056	3,300
Memphis.....	2,435	4,640	8,324	3,004	4,217	14,678
Nashville.....	1,097	1,430	1,230	1,479	873	5,542
	4,815	16,829	26,886	6,079	9,957	55,452

The above totals show that the interior stocks have decreased during the week 12,025 bales, and are to-night 28,566 bales less than at the same period last year. It will also be noticed in a previous table that the stocks at the outports are now less than a year ago.

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

	1871.	1870.
Stock in Liverpool.....	913,000	606,000
Stock in London.....	90,049	28,592
Stock in Glasgow.....	600	350
Stock in Havre.....	32,800	94,270
Stock in Marseilles.....	15,600	11,900
Stock in Bremen.....	56,153	19,049
Stock rest of Continent.....	30,000	40,000
Afloat for Great Britain (American).....	250,000	120,000
Afloat for France (American and Brazil)....	41,250	71,443
Afloat for Bremen (American).....	37,749	22,068
Total Indian Cotton afloat for Europe*....	364,099	233,011
Stock in United States ports.....	300,843	302,018
Stock in inland towns.....	26,886	55,452
Total.....	2,159,029	1,594,148

\* This item includes all India cotton afloat for Europe, and also all cotton afloat for Liverpool other than American.

These figures indicate an increase in the cotton in sight to-night of 554,881 bales compared with the same date of 1870.

Below we give our usual table of exports from New York for the week:

**Exports of Cotton (bales) from New York since Sept. 1, 1870**

EXPORTED TO	WEEK ENDING				Total to date.	Same time prev. year.
	April 29.	May 6.	May 13.	May 20.		
Liverpool.....	12,691	13,880	11,935	8,490	545,150	263,030
Other British Ports.....	.....	.....	22	61	12,199	964
<b>Total to Gt. Britain</b> .....	12,691	13,880	11,957	8,551	557,349	263,994
Havre.....	493	1,125	445	509	5,356	17,433
Other French ports.....	.....	.....	205	.....	605	3
<b>Total French</b> .....	493	1,125	650	509	5,961	17,436
Bremen and Hanover.....	.....	.....	380	8	20,617	35,662
Hamburg.....	.....	.....	12	.....	6,660	17,536
Other ports.....	113	2,839	96	.....	21,306	4,862
<b>Total to N. Europe.</b> .....	113	2,839	488	8	51,583	58,060
Spain, Oporto & Gibraltar &c.....	.....	.....	.....	.....	2,363	.....
All others.....	.....	.....	.....	.....	763	1,809
<b>Total Spain, &amp;c.....</b> .....	.....	.....	.....	.....	3,126	1,809
<b>Grand Total.....</b> .....	13,297	17,844	13,955	9,068	618,019	341,349

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

RECEIPTS FROM	NEW YORK.		BOSTON.		PHILADELPHIA		BALTIMORE.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
New Orleans.....	959	118,541	669	33,812	142	5,399	.....	426
Texas.....	.....	33,358	.....	11,359	.....	766	.....	.....
Savannah.....	2,188	175,988	1,018	37,844	.....	13,976	.....	13,984
Mobile.....	892	11,454	.....	7,611	.....	.....	.....	433
Florida.....	22	1,607	.....	.....	.....	.....	.....	.....
South Carolina.....	1,501	131,286	.....	4,781	168	7,835	110	12,421
North Carolina.....	993	59,556	.....	620	.....	4,904	34	5,411
Virginia.....	2,189	192,168	590	51,838	.....	69	491	52,057
North'n Ports.....	91	13,516	1,589	80,477	.....	.....	240	1,103
Tennessee, &c.....	4,174	234,157	31	15,196	229	14,692	410	32,124
Foreign.....	.....	.....	.....	210	.....	.....	.....	52
<b>Total this year</b> .....	13,009	971,731	3,897	243,748	539	47,641	1,285	118,011
<b>Total last year</b> .....	15,877	648,783	4,767	195,559	1,144	44,025	1,646	86,286

**SHIPPING NEWS.**—The exports of cotton from the United States the past week, as per latest mail returns, have reached 79,493 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:

	Total bales.
<b>NEW YORK</b> —To Liverpool, per steamers Russia, 447.....	Wisconsin, 1,920
..... City of Baltimore, 200.....	Calabria, 483.....
..... The Queen, 2,318.....	per ships Edith Warren, 894.....
..... water, 1,302.....	per bark Juan Ferrin, 114.....
To London, per ship Ada, 61.....	.....
To Havre, per steamer Lafayette, 469.....	per bark N K Clements, 40.....
To Bremen, per steamer Main, 8.....	.....
<b>NEW ORLEANS</b> —To Liverpool, per steamer Alice, 2,517.....	per ships Joseph Fish, 3,857.....
..... Richard Robinson, 3,993.....	Gen. Berry, 3,776.....
To Cork, per bark Enrique, 1,723.....	.....
To Queenstown, per bark Victor, 1,200.....	.....
To Havre, per ships John Tucker, 3,209.....	Union, 3,002.....
..... Clarke, 3,979.....	Alexander, 3,529.....
..... Wetterhorn, 2,082.....	Daniel Draper, 2,671.....
To Bremen, per steamer Frankfurt, 1,007.....	per ship St. James, 4,018.....
To Ghent, per bark Esther, 1,477.....	.....
To Genoa, per barks Nippon, 3,010.....	Anna, 435.....
To Barcelona, per brig Vincedor, 461.....	.....
<b>MOBILE</b> —To Liverpool, per ship Glendower, 8,690.....	per bark Lynet, 1,535.....

CHARLESTON—To Liverpool, per bark Volage, 2,318 Upland and 65 Sea Island.....	2,383
To Amsterdam, per bark Sirian Star, 2,010 Upland.....	2,010
To Rotterdam, per bark Ermina, 1,701 Upland.....	1,701
To Barcelona, per brigs Panchita, 642 Upland..... Bella Dores, 460 Upland.....	1,102
SAVANNAH—To Liverpool, per ship Lady Dufferin, 2,759 Upland and 13 Sea Island.....	2,772
To Rotterdam, per bark Rachel, 1,652 Upland.....	1,652
To Barcelona, per bark Polar, 600 Upland..... per brig San Quinton 570 Upland.....	1,170
TEXAS—To Liverpool, per bark Sappho, 1,997..... per brigs Wm Mallory, 900..... Uranus, 430.....	3,327
To Amsterdam, per bark Thos Dryden, 1,339.....	1,339
BALTIMORE—To Liverpool, per steamer North America, 668.....	668
BOSTON—To British Provinces, 1.....	1
<b>Total.....</b>	<b>79,493</b>

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

	Liverpool.	Cork.	Queens-town.	London.	Havre.	Bre-men.	Am-str'd'm.	Rot-tr'd'm.	Total.
New York.....	8,490			61	509	8			9,068
N. Orleans.....	14,143	1,728	1,200		19,596	5,025			47,075
Mobile.....	5,225								5,225
Charleston.....	2,383						1,701	2,010	7,196
Savannah.....	2,772						1,652		5,594
Texas.....	3,327							1,339	4,666
Baltimore.....	668								668
<b>Total.....</b>	<b>37,008</b>	<b>1,728</b>	<b>1,200</b>	<b>61</b>	<b>20,105</b>	<b>5,033</b>	<b>3,353</b>	<b>3,349</b>	<b>79,493</b>

Included in the above totals are from New Orleans 1,477 bales to Ghent, 3,445 bales to Genoa, and 461 bales to Barcelona; from Charleston 1,102 bales to Barcelona; from Savannah 1,170 bales to Barcelona; and from Boston 1 bale to British Provinces.

**GOLD, EXCHANGE AND FREIGHTS.**—Gold has fluctuated the past week between 111½ and 112, and the close was 111½. Foreign Exchange market is strong. The following were the last quotations: London bankers', long, 110¼@110½; short, 110¼@110½, and Commercial, 110@110½. Freights closed at ¼d. by steam and 3-16@¼d. by sail to Liverpool.

**BY TELEGRAPH FROM LIVERPOOL.**

LIVERPOOL, May 26, 5 P. M.—The market opened steady and closed quiet, with sales of the day amounting to 12,000 bales, including 3,000 bales for export and speculation. The sales of the week have been 99,000 bales, of which 20,000 bales were taken for export and 17,000 bales on speculation. The stock in port is 913,000 bales, of which 560,000 bales are American. The stock of cotton at sea bound to this port is 480,000 bales, of which 250,000 bales are American.

	May 5.	May 12.	May 19.	May 26.
Total sales.....	82,000	78,000	106,000	99,000
Sales for export.....	17,000	13,000	19,000	20,000
Sales on speculation.....	11,000	10,000	22,000	17,000
Total stock.....	994,000	966,000	937,000	913,000
Stock of American.....	607,000	592,000	562,000	560,000
Total afloat.....	400,000	429,000	454,000	480,000
American afloat.....	230,000	240,000	260,000	250,000

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

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Price Mid. Uplands.....	7½@...	7½@7½	7½@...	7½@7½	7½@7½	7½@...
“ Orleans.....	7½@...	7½@7½	7½@...	7½@7½	7½@7½	7½@...
“ Up. to arrive.....	@...	@...	@...	@...	@...	@...

**TRADE REPORT.**—The market for yarns and fabrics at Manchester is dull.

**EUROPEAN AND INDIAN COTTON MARKETS.**—In reference to these markets our correspondent in London, writing under the date of May 13, states:

LIVERPOOL, May 13.—The following are the prices of American cotton compared with those of last year:

	—Ord. & Mid—		—Fair & g'd fair—		—G'd & fair—		—Same date 1870—		
	Ord.	Mid.	G.	L.	Mid.	G.	Mid.	G.	Mid.
Sea Island.....	23	28	32	36	45	19	22	30	30
Stained.....	13	18	21	23	30	19	22	30	30
Uplands.....	6 6½	7	7½	7 13-16	8	11½	11 7-16	11½	11½
Mobile.....	6 6½	7	7½	7 13-16	8	11½	11½	11½	11½
N. Orleans & Texas.....	6 6½	7 3-16	7½	8	8½	11 7-16	11½	12½	12½

The following are the prices of middling qualities of cotton at this date and at the corresponding periods in the three previous years:

	1868.				1869.				1870.				1871.			
	Midland	d.	d.	d.	Midland	d.	d.	d.	Midland	d.	d.	d.	Midland	d.	d.	
Sea Island.....	27	26	19	23	Pernambuco.....	11½	11½	11½	7							
Upland.....	12	11½	11½	7½	Egyptian.....	10½	10	9½	6½							
Mobile.....	12½	11½	11½	7½	Broach.....	9½	8½	8½	4½							
Orleans.....	12½	11½	11 7-16	7½	Dhollerah.....	9½	8½	8½	4½							

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

	—Taken on spec. to this date—			—Actual exp. from Liv., Hull & other outports to date—			Actual exp't from U.K. in 1870.		
	1871.	1870.	1869.	1871.	1870.	1869.	1871.	1870.	1869.
American.....	65,310	98,510	84,650	189,328	33,619	142,700			
Brazilian.....	4,970	7,200	14,990	17,734	20,893	48,050			
Egyptian.....	3,700	4,560	10,530	4,788	1,822	7,900			
W. Indian.....	1,140	780	300	1,152	3,126	12,480			
E. Indian.....	28,500	64,210	159,940	115,710	73,575	447,300			
<b>Total.....</b>	<b>103,620</b>	<b>175,260</b>	<b>270,410</b>	<b>328,712</b>	<b>133,035</b>	<b>658,430</b>			

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.									
Sales this week.					Stocks.				
Trade.	Ex-port.	Specu-lation.	Total.	Total year.	Same period 1870.	Average weekly sales.	This date 1871.	Dec. 31, 1870.	Same date 1870.
American.....	35,030	4,540	6,320	45,890	870,920	601,690	36,720	25,110	
Brazilian.....	6,500	3,590	1,670	11,760	89,350	138,480	3,610	5,780	
Egyptian.....	3,070	380		3,270	76,000	62,050	3,720	4,000	
West Indian, &c.....	1,220	70	130	1,420	22,040	18,620	1,070	810	
East Indian.....	8,860	4,850	2,070	15,780	323,760	415,860	8,790	12,200	
<b>Total.....</b>	<b>54,680</b>	<b>13,430</b>	<b>10,190</b>	<b>78,300</b>	<b>1,383,470</b>	<b>1,251,730</b>	<b>52,910</b>	<b>47,900</b>	

Of the present stock of cotton in Liverpool 61 per cent is American against 61 per cent last year. Of Indian cotton the proportion is 12.75 per cent, against 17.75 per cent.

LONDON, May 13.—There has been a fair demand for cotton during the week, and prices are firm. Annexed are the particulars of imports, deliveries and stocks:

	1869.	1870.	1871.
Imports, January 1 to May 11.....	104,718	46,767	96,472
Deliveries.....	177,230	140,419	74,246
Stocks, May 11.....	72,717	28,592	90,049

**BREADSTUFFS.**

FRIDAY P. M., May 26, 1871.

We have had very unsettled markets for flour and grain during the past week, with a partial decline in prices.

Flour has arrived but moderately, and holders have not been compelled to concede anything to keep their hands clear, except in the common extras and other low grades made from Spring wheat; in these the speculative and export demand noted last week has been materially curtailed, and prices are lower and drooping. But in the medium and better grades, made from Winter wheat, Amber as well as White, there is a scarcity, with a demand from the home trade showing no abatement, as well as some business for the West Indies and South America, and prices have been well maintained; indeed, for fresh made city mills, and some other favorite brands, a little more money has been paid. To-day, the market was a little weak; a good line of extra State sold at \$6 35.

Wheat has arrived freely, and a decline of five pence per cent is reported from Liverpool, while ocean freights have remained firm. But a considerable portion of the receipts were sold previous to arrival, and did not come upon the market. Parties who had freight room engaged were compelled to purchase wheat to fill it, and this has served to prevent any decline to correspond with that in Liverpool. Amber Winter Wheats have been in some demand from the Continent and for milling, and have brought extreme prices, while there was more doing in White Wheats. At to-day's market prices opened 1 cent lower, but owing to the fact that much of the corn arriving is in an unfit condition for shipment, the purchases of corn yesterday to fill freight engagements had to be thrown up, and the space filled with wheat; this created an abnormal demand for wheat, and notwithstanding a great decline in Liverpool, No. 2 Spring sold freely at \$1 48@1 49, with choice at \$1 50.

Corn has come forward freely, but owing to the long detention at the break in the canal, much of it is heated or otherwise out of condition. In consequence of this a much wider range of prices has been established. The export demand has been active, but, as stated above, a large proportion of the purchases yesterday were rejected, and to day prime dry samples of Western mixed brought 73@75, while the poorest qualities sold at 66@68, being available to home buyers, or requiring to go to store to be dried or cooled. Yellow sold at 76@78c for Western and Southern and White, 76c for Western.

Rye has sold in a small way at full prices. The season for Barley is over. Canada Peas are nearly nominal at \$1 15@1 16 in bond. Oats have been in light supply, but with a very limited demand prices have been weak and unsettled, the market closing lower, with sales at 67@68c for prime cargoes afloat.

The following are the closing quotations:

Flour—	Superfine.....	\$5 60@ 6 00	Wheat, Spring, bush.....	\$1 40@ 1 50
Extra State.....	6 25@ 6 45	Red Winter.....	@ .....	
Extra Western, com- mon.....	6 15@ 6 50	Amber do.....	1 62@ 1 66	
Extra and double extra Western & St. Louis.....	6 65@ 9 00	White.....	1 65@ 1 85	
Southern shipp'g extras.....	7 00@ 7 35	White California.....	1 70@ 1 80	
Southern, trade and family brands.....	7 75@ 9 25	Corn, Western Mix'd.....	66@ 74	
Rye Flour, super & extra.....	5 00@ 6 10	Yellow, new.....	76@ .....	
Corn Meal, Western and Southern.....	3 40@ 4 20	White.....	76@ 80	
		Rye.....	1 05@ 1 22	
		Oats.....	65@ 70	
		Barley.....	@ .....	
		Malt.....	1 00@ 1 20	
		Peas, Canada.....	1 12@ 1 40	

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

—RECEIPTS AT NEW YORK.—				—EXPORTS FROM NEW YORK.—			
For the week.	Since Jan. 1.	Same time Jan. 1, 1870.	1871.	For the week.	Since Jan. 1.	For the week.	Since Jan. 1.
Flour, bbls.....	74,354	1,173,525	1,112,842	34,335	750,127	27,881	634,643
C. meal, ".....	5,445	97,809	128,290	4,829	49,344	1,18	34,734
Wheat, bush.....	404,001	2,410,005	2,754,590	275,110	4,287,117	234,575	4,629,492
Corn, ".....	531,514	4,702,619	931,037	175,944	1,940,334	9,546	117,893
Rye, ".....		7,677	131,672		20,418	6,923	13,642
Barley, &c ".....	1,250	310,632	819,240		80,847		9
Oats.....	103,867	1,366,422	1,177,625	312	112,192	200	9,103

The following tables, prepared for THE CHRONICLE by Mr. E. H. Walker, of the New York Produce Exchange, show the Grain in sight and the movement of Breadstuffs to the latest mail dates:

RECEIPTS AT LAKE AND RIVER PORTS FOR THE WEEK ENDING MAY 20, 1871.									
	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.			
	bbls.	bush.	bush.	bush.	bush.	bush.			
	(196 lbs.)	(60 lbs.)	(56 lbs.)	(32 lbs.)	(48 lbs.)	(56 lbs.)			
Chicago.....	24,605	253,073	988,629	210,530	11,470	16,971			
Milwaukee.....	19,427	497,393	3,453	33,073	1,978	14,320			
Toledo.....	12,461	60,562	275,493	67,213	803				
Detroit.....	13,881	23,618	9,258	18,066	648	388			
Cleveland.....	5,800	14,700	7,980	43,950					
St. Louis.....	20,711	105,82	134,464	110,700	2,816	4,418			
Duluth.....									
<b>Totals.....</b>	<b>96,885</b>	<b>955,328</b>	<b>1,446,277</b>	<b>483,532</b>	<b>17,715</b>	<b>36,097</b>			

Previous week.....	101,930	637,845	916,661	282,681	22,322	19,281
Correspond'g week, '70.	119,990	1,166,088	1,121,478	538,564	36,151	37,594
" '69.	120,545	725,058	442,882	334,924	4,844	13,553
" '68.	81,449	689,691	640,791	364,309	3,956	5,61
" '67.	64,754	306,315	686,184	205,446	17,140	17,938

COMPARATIVE AGGREGATE RECEIPTS of Flour and Grain at the same ports from Jan. 1 to May 20, inclusive, for four years.

	1871.	1870.	1869.	1868.
Flour, bbls.....	1,629,304	1,894,529	2,359,417	1,481,026
Wheat, bush.....	9,157,645	9,633,122	8,937,859	6,178,998
Corn, bush.....	14,500,598	8,117,641	11,122,832	11,842,325
Oats, bush.....	4,478,075	3,950,694	4,351,289	3,929,943
Barley, bush.....	701,018	758,261	489,953	418,137
Rye, bush.....	402,602	329,130	520,011	210,332
Total grain, bush.....	29,239,938	22,788,898	25,421,944	22,579,735

SHIPMENTS of Flour and Grain from Chicago, Milwaukee, Toledo, Cleveland and St. Louis for the week ending May 13, 1871:

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Week ending May 20, '71.	86,909	868,061	1,171,389	278,339	3,477	12,735
Week ending May 13, '71.	91,885	1,250,828	1,135,457	256,332	10,726	10,556
*Week ending May 21, '70.	95,898	1,220,852	372,588	222,173	13,872	17,190
*Week ending May 21, '69.	138,446	1,071,866	482,649	194,002	2,700	7,463

\* St. Louis not included.

COMPARATIVE SHIPMENTS from the same ports from Jan. 1 to May 20, inclusive, for four years.

	1871.	1870.	1869.	1868.
Flour.....	1,341,095	1,358,349	1,882,899	.....
Wheat.....	8,337,346	7,658,864	5,698,849	.....
Corn.....	12,271,606	4,113,821	6,653,618	.....
Oats.....	2,174,101	1,377,750	2,398,295	.....
Barley.....	334,241	276,759	174,664	.....
Rye.....	160,229	148,669	467,713	.....
Total.....	23,277,523	13,575,863	15,393,134	.....

RECEIPTS OF FLOUR AND GRAIN AT SEABOARD PORTS FOR THE WEEK ENDING MAY 20, 1871.

At	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	70,707	266,098	297,212	135,057	.....	1,000
Boston.....	31,538	10,642	41,275	16,160	13,606	.....
Montreal.....	27,647	241,873	127,983	.....	.....	2,500
Philadelphia.....	11,150	25,200	76,100	27,100	.....	500
Baltimore.....	23,966	26,000	35,000	27,000	.....	.....
New Orleans.....	24,961	.....	112,597	23,414	.....	.....
Total.....	189,969	569,813	690,167	228,731	13,606	4,000
Previous week.....	193,624	923,635	574,045	309,044	17,565	6,400
Week ending May 6.....	161,499	520,821	565,402	231,328	20,892	8,214
Week ending April 29.....	187,944	434,775	590,589	304,138	12,976	3,806
Week ending April 22.....	152,118	211,965	746,168	314,435	14,375	1,200
Week ending April 15.....	160,643	243,804	861,776	252,857	24,300	1,851

RECEIPTS at the same ports, excepting New Orleans, from Jan. 1 1871:

Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
2,633,422	4,889,538	9,233,510	3,243,774	449,188	60,938
Total Grain..... bushels.. 17,876,998					

THE VISIBLE SUPPLY OF GRAIN, including stocks in store at the principal points of accumulation, and the amount in transit by rail and on lakes and on New York canals, May 20, 1871:

In store at New York.....	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.
	185,421	153,294	236,588	21,883
In store at Albany.....	10,000	10,000	30,000	.....
In store at Buffalo.....	434,948	261,300	103,100	2,788
In store at Chicago.....	637,293	1,134,033	261,298	88,980
In store at Milwaukee.....	987,000	.....	.....	.....
In store at Duluth.....	.....	.....	.....	.....
In store at Toledo.....	225,458	231,314	65,214	1,110
In store at Detroit.....	87,169	8,706	22,657	1,500
In store at Oswego.....	377,087	78,900	12,725	5,481
In store at St. Louis.....	18,013	60,810	20,050	838
In store at Boston.....	101,516	83,171	.....	34,244
In store at Toronto.....	234,427	17,276	.....	12,000
In store at Montreal.....	650,000	.....	.....	.....
In store at Philadelphia.....	65,000	55,000	60,000	5,000
In store at Baltimore.....	55,000	45,000	25,000	.....
Rail shipments for week.....	59,961	164,477	103,110	3,477
Water shipments for week.....	808,100	1,007,106	175,229	41,728
On New York Canal.....	1,594,672	1,344,291	290,143	.....
Total in store and in transit May 20, '71.	6,429,549	4,673,023	1,488,285	219,029
" " May 13, '71.	6,312,259	4,129,918	1,568,039	236,772
" " May 6, '71.	7,071,961	4,509,725	1,836,620	413,329
" " +May 21, '70.	6,771,436	1,887,941	1,829,426	255,219
" " April 29, '71.	6,995,680	4,009,645	2,017,204	410,183
" " April 22, '71.	7,085,436	3,857,865	2,257,053	469,223

†Boston, Toronto, Montreal, Philadelphia, Baltimore and Albany not included.

GROCERIES.

FRIDAY EVENING, May 26, 1871.

The market has been variable during the week, but without wide fluctuations on values, and there is no positive gain for either the buyer or the seller, though on a close distinction the first named class of operators may have slightly the most advantage on the position for the time being. The demand was spasmodic and hardly up to expectations, while supplies have proved sufficient in all cases for the outlet, with parcels in second hands here and there offered for re-sale in view of the increased values reached since original purchases were made. Interior buyers still fail to show any great amount of anxiety, though the supply of goods from the interior is now reaching the seaboard freely and means of transportation are improving in quantity and shading somewhat in cost. Importers, as a rule, appear fairly confident of the future and offer supplies sparingly.

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.....	5,512 pkgs.	Laguayra ..	279 bags.	Sugar, Brazil.....	bags.
Green.....	7,730 pkgs.	Other.....	467 bags.	Manila, &c., 13,021	bags.
Japan.....	2,862 pkgs.	Sugar, Cuba.....	3,647 boxes.	M'las' Cuba.....	4,853 hds.
Various.....	1,207 pkgs.	Cuba.....	4,011 hds.	Porto Rico.....	419 hds.
Coffee, Rio.....	8,337 bags.	Porto Rico	2,352 hds.	Demerara.....	..... hds.
Java.....	3,021 mats.	Other.....	802 hds.	Other.....	234 hds.
Maracaibo.....	4,018 bags.				

Imports this week at this port have included 10,799 bags of Rio, 3,120 do. of Santos, 15,540 do. of Java, 4,297 do. of Laguayra, and 915 do. of sundry kinds. The receipts of Sugar are 7,489 boxes, 11,251 hds., and 3,021 bags. Of Molasses 1,589 hds. have arrived. In Tea the imports are 2,313,355 pounds of Black, 1,304,897 do. of Green, and 568,870 do. of Japan.

The stocks in New York at late, and imports at the five leading ports since Jan. 1, 1871, are as follows:

	Stocks in New York at date.	1871.	1870.	Imports at leading ports since January 1.	1871.	1870.
Tea.....	.....	.....	.....	29,359,330	29,712,500	.....
Tea (indirect import).....	.....	.....	.....	10,598	31,406	.....
Coffee Rio.....	63,453	41,751	694,753	513,598	174,859	.....
Coffee, other.....	41,839	20,439	222,739	174,859	.....	.....
Sugar.....	66,931	101,156	209,697	194,671	.....	.....
Sugar.....	52,973	88,548	280,015	286,625	.....	.....
Sugar.....	212,420	317,551	431,273	353,338	.....	.....
Molasses.....	8,866	20,668	154,965	181,292	.....	.....

TEA.

The demand has been fair, but not unusually active, with the market showing about the same general features noted for a week or two past. All kinds were inquired after to some extent, and desirable grades commanded full figures, with prices ruling firm up to the close. Throughout, however, holders have appeared quite well disposed to meet the call, and the assortment available was such as to render selections comparatively easy. The general stock continues full—is slightly increased, if anything—recent arrivals more than balancing the sales. The transactions during the week embrace 4,780 pkgs. Green, 14,500 Oolong, 5,200 Souchong, and 3,950 Japans.

The imports this week include 940,900 pounds of Black Tea, per "E. Nicholson," from Foo Chow; 651,680 pounds of Green, per "John Nicholson," from Shanghai; 19,755 pounds of Black and 653,217 do. Green, per "Stanfield," from Shanghai; 518,870 do. Japan, per "Royal Minstrel," from Yokohama; and 849,121 do. Black, per "Sea Serpent," from Hong Kong.

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.....	11,961,339	12,028,119	5,696,899	29,686,357
1870.....	11,292,406	11,416,766	6,008,378	28,717,550

The indirect importations, including receipts by Pacific Mail steamers via Aspinwall, have been 10,598 pkgs. since January 1, against 31,496 last year. The receipts of Tea overland by railroad have this week amounted to 80 pkgs.

COFFEE.

There has been a somewhat larger amount of goods changing hands since our last report, but little or no reduction of stock, and though at one time the general market seemed to develop a steadier tone, sellers have gained no positive advantage, and at the present writing the feeling is again rather slack, and holders, to some extent, discouraged in their hopes of a reaction. Buyers evidently are still determined not to venture out of their depth, and withdraw upon the first indication of a possible turn in their favor. Brazils during the early portion of the week were in very good demand from the trade, and, as compared with nearly a month past, there was enough stock changing hands within a day or two to give the market an appearance of activity. The call, however, showed caution, and on subsequent advices by telegram via Europe, from Rio Janeiro, reporting a more liberal movement on United States account, there was a withdrawal of bids, and business became slack. The sales above referred to while in progress had the effect to give the position a somewhat steadier tone, but holders were in reality meeting the outlet on comparatively easy terms, and, since the reports from the point of production came to hand, have shown even more anxiety to realize, though at the same time taking care to prevent any undue pressure. The regular steamer arrived during the week with some 6,800 bags. At the outports the movement has continued moderate, with no important change to advise on value. Our stock of East India is still entirely in second hands, from whence a fair amount is distributed to consumers, and a cargo of some 4,200 mats Singapore was sold by one dealer to another. West India coffee is in very good stock, the general demand quite moderate, and, though quoted as nominally unchanged, prices want strength, and occasionally concessions are hinted at by holders, who appear rather anxious to sell. The transactions include 8,595 bags Rio, a resale of 4,200 mats Singapore, 350 bags Savanilla, 450 bags Laguayra, 2,700 bags Maracaibo, and 80 bags Java. At Baltimore 20,982 bags Rio. At the close the stock of Java in first hands has been increased by the arrival here of 15,000 mats, per Agincourt, and 1,600 at Boston, by Louise.

Imports this week have included 10,799 bags Rio, per "Marie" and "North America," 3,120 do Santos, per "Priscilla," 15,540 do Java, per "Agincourt," and 925 do sundry kinds.

The stock of Rio May 25, and the imports since Jan. 1, 1871, are as follows:

	New York.	Phila. delphia.	Balti- more.	New Eavan. & Gal- orleans.	Mobile.	Gal- veston.	Total.
In Bags.....	.....	.....	.....	.....	.....	.....	.....
Stock.....	63,453	.....	49,322	9,756	10,437	3,100	141,068
Same date 1870.....	41,751	.....	9,893	2,000	5,000	.....	58,644
Imports.....	281,611	14,805	238,676	115,002	42,059	7,600	694,753
in 1870.....	252,463	.....	187,955	76,602	20,802	9,045	513,593

Of other sorts the stock at New York, May 25, and the imports at the several ports since January 1, 1871, were as follows:

	New York.	Boston.	Phladel- phi.	Balt.	N. Orle- ans.	Total.
In bags.....	.....	.....	.....	.....	.....	.....
Java and Singapore.....	47	*30,847	*43,233	*1,962	.....	.....
Ceylon.....	7,280	6,600	.....	.....	.....	.....
Maracaibo.....	7,703	21,542	.....	.....	.....	.....
Laguayra.....	11,295	21,217	.....	9,706	.....	.....
St. Domingo.....	967	34,623	4,256	714	1,400	6,977
Other.....	14,067	32,637	542	.....	.....	.....
Total.....	41,359	153,676	48,071	12,382	1,400	7,210
Same time, 1870.....	20,439	124,698	41,990	3,952	3,478	213

\* Includes mats, &c., reduced to bags.

SUGAR.

Raw Sugars have not shown much general life, and prices have been rather tame during the week. There were a few throbs of activity, but the movements indicated that buyers did not intend to operate freely, and aside from the natural temporary steadiness, the effect upon the position was unimportant. The trade continues to be very moderate operators, and refiners, though buying fairly to meet a corresponding call for their production, are somewhat indifferent beyond the wants of a few days ahead. The accumulation in store

is still withheld, but from landing parcels the offerings have been fully equal to if not in excess of the outlet, and in some cases sellers resorted to a trifling amount of pressure in order to realize quickly.

Imports at New York, and stock in first hands, May 25, were as follows:

Table with columns: Imports this week, since Jan. 1, same time, 70, 1869, and Stock in first hands. Sub-columns for Cuba, P. Rico, Other, Brazil, Manila, &c., Melado.

MOLASSES.

The market for foreign goods is without decided variation, but if there be any change at all it is rather against the selling interest. The arrivals continue small certainly, and there is still some demand for first-class goods from both refiners and the trade.

The receipts at New York, and stock in first hands, May 25, were as follows:

Table with columns: Imports this week, since Jan. 1, same time 1870, same time 69, and Stock in first hands. Sub-columns for Cuba, P. Rico, Demerara, Other, N. O.

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:

Table with columns: Sugar (Boxes, Hhds, Bags) and Molasses (Hhds) for various ports: New York, Boston, Philadelphia, Baltimore, New Orleans.

\*Including tierces and barrels reduced to hhds.

SPICES.

The predictions of dealers on a small run of trade have been realized, the movement in a wholesale way up to the present writing proving extremely light, and though the available stocks are far from extensive there is enough for the current outlet.

FRUITS, &c.

The market continues in that quiet state noted for some time past. Jobbers report a very light trade, and will buy only such lots as they need to keep up assortments.

Foreign Green are in good demand, and Oranges are very firm in price. Lemons are more plenty, but the best are firm in price.

Domestic dried fruit are generally dull. There is no stock of any kind except apples, and on these buyers and sellers are apart in their views.

Blackberries and cherries are firm. Raspberries are quiet. Peaches nominal. Peanuts are more active, and, as the stock is small, holders have been able to obtain higher prices.

Domestic green apples are in small stock and demand, at firm prices; sales at \$7 50@8 80 per bbl. Strawberries are firm at the close, with a good sale.

ADVICES FROM PRODUCING MARKETS.

Tea.—Market reports from all the China ports give little of interest as regards Teas at Shanghai. On April 11th the total contracts for the previous month had been only 4,000 half-chests, and the stock now on hand was expected to be carried over until the new season.

RECEIPTS OF OOLONGS.

Table with columns: At Amoy, At Foochow, At Formosa, Total. Sub-columns for 1870-71 and 1869-70.

EXPORT FOR FIVE YEARS TO UNITED STATES.

Table with columns: Season 1866-7, 187-8, 1868-9, 1869-70, 1870-71 (to date). Sub-columns for Black, Green, Japan.

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

Table with columns: Date of sailing 1870-71, Name of Vessel, From, Black lbs., Green lbs., Japan lbs., Total lbs.

Total known to be afloat..... 4,658,477 1,103,024 3,159,699 9,356,600

Rio Coffee.—Messrs. Wright & Co.'s telegram, dated Rio de Janeiro, May 6, 1871, says:

Table with columns: Sales of Coffee for United States since 23d ult., Shipments, Loading, Stock at date.

From Messrs. Boje & Co.'s report of the 24th of April we note an active demand for Coffee for the fortnight, previous sales for that period amounting to 90,000 bags at relatively higher prices.

Vessels sailed for United States since March 24..... bags. 84,677

The shipments from Jan. 1 to April 1 for United States are as follows:

Table with columns: Rio, Santos. Sub-columns for 1869, 1870, 1871.

PRICES CURRENT.

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

Tea.

Table with columns: Hyson, Young Hyson, Gunp. & Imp., Hyson Sk. & Tw C. Sub-columns for Duty paid and N. S. & Tw'ky Ex. i. to first.

Coffee.

Table with columns: Rio Prime, do good, do fair, do ordinary, Java, mats and bags, Brown. Sub-columns for gold and silver prices.

Sugar.

Table with columns: Cuba, Hav'a, Porto Rico, Brazil, Manila, White Sugars, Yellow sugars, Crushed and granulated, Powdered.

Molasses.

Table with columns: New Orleans new, Porto Rico, Cuba Muscovado. Sub-columns for price per gallon.

Rice.

Table with columns: Ragoon, dressed, gold in bond, Carolina. Sub-columns for price per cwt.

Spices.

Table with columns: Cassia, Cassia, in mats, Ginger, Race and Al (gold), Mace, Nutmegs, cases, Penang. Sub-columns for price per lb.

Fruits and Nuts.

Table with columns: Raisins, do Laver, do Sultana, do Valencia, do London Layer, Currants, Citron, Lemons, Prunes, Turkish, Prunelles, Dates, Figs, Smyrna, Cherries German. Sub-columns for price per lb.

Canton Ginger, case.....	9 00 @	Peaches, pared.....	15 @	26
Almonds, Languedoc.....	19 @	do unpared, qrs & hlv	9 @	11
do Tarragona.....	19 1/2 @	Blackberries.....	20 @	14
do Ivica.....	15 @	Cherries, pitted.....	16 @	22
do Sicily, soft shell.....	15 @	Pecan Nuts.....	16 @	18
do Shelled, Spanish.....	31 @	Hickory Nuts.....	20 @	20
do paper shell.....	21 @	Peanuts, Va, g'd to fancy do	2 50 @	25
Bardines.....	31 @	do com. to fair do	1 75 @	25
Bardines.....	17 @	do Wil. g'd to best do	2 50 @	40

**Grocers' Drugs and Sundries.**

Alum.....	3 1/2 @	3 1/2	Essom Salts.....	16 @	3 1/2
Bi-Carb, Soda (Eng.).....	4 @	31	Sic. Licorice.....	20 @	42
Borax.....	30 @	31	Calabra.....	12 @	14
Sal Soda, Cask.....	1 1/2 @	2	Madder.....	12 @	14
Sulphur.....	3 1/2 @	15	Indigo, Madras.....	15 @	35
Saltpetre.....	3 @	15	do Manila.....	80 @	15
Copperas.....	1 1/2 @	73	Cordage, Manila, 1/2 and 3/4	18 @	19
Camphor, in bbls.....	70 @	73	do do Large sizes	18 @	19
Castle Soaps.....	11 1/2 @	12	Sisal.....	16 @	16

**THE DRY GOODS TRADE.**

FRIDAY, P. M., May 26, 1871

Trade has remained quiet throughout the current week, with very small transactions either in first hands or with jobbers. The only sales have been to city buyers or on orders from dealers in the interior, and are light in the aggregate. The retail trade has not been very active as yet, in consequence of the continued cool weather, and the demand for goods to replenish broken assortments is unusually small for this season of the year. It is thought, however, that there will be a good trade during June, but commission houses are expecting much benefit from it, as jobbers generally hold ample stocks for all of their probable wants. The market rules firm with few quotable changes in any department. The trade generally appear to be in an easy financial condition and dry goods paper finds ready sale in the discount market. The amount offering is not unusually large for this time of the year. There has been one failure during the week—that of Wm Hoffman & Co., skirt manufacturers, with liabilities amounting to about \$100,000. The assets are not stated, but are reported small. This failure is not attributable to any unsoundness in the trade at large, and it is thought even with the large amount of paper maturing about the 1st of June there will be comparatively few suspensions.

**DOMESTIC COTTON GOODS.**—There is more firmness in the market for all cotton fabrics since the recent advance and firmer tone in the market for the raw material, and a speculative feeling has developed itself especially in brown goods. The lower grades of these have been very firm for some time past, and an advance has been expected in some of the leading makes, which will probably be hastened by the firm feeling. Standards are also more buoyant and will probably advance before the fall trade fairly opens. The demand for bleached goods remains unimportant, and the market is wholly unchanged. Prices continue firm, but we see no disposition on the part of holders to advance prices at present. Printing Cloths are weaker, with prices a shade lower. Contracts for future delivery are not placed so freely as they were a few weeks since, and there is a prospect of goods settling down to their proper level. Prints are still in fair request at steady prices, though concessions might possibly be offered by agents to effect large sales. Colored cottons are unchanged and remain fairly firm.

**DOMESTIC WOOLEN GOODS.**—The market for woolen fabrics continues quiet, with rather less inquiry for goods than is usual at this season of the year. Holders are firm and are offering few inducements to purchasers in the way of discounts from quoted prices. There is consequently less speculative demand from the jobbing trade, and few sales are effected except to clothiers. Hosiery for winter wear is opening at a trifle under last year's quotations, but agents contemplate an early advance, and several prominent makes are to be marked up on the 1st proximo. The demand is light as yet, and sales are unimportant. Flannels have been quiet during the week, with no changes to report.

**FOREIGN GOODS.**—The only trade doing at present is with jobbers who are effecting moderate sales of thin goods for the summer trade to retailers here and in the interior. There is a fair inquiry for jaconets and grenadines, as well as Japanese goods, and the latter are held at stiff prices. Suitings are also in moderate demand, the principal call being for linens, grass cloths and chambrays. Ribbons and millinery goods are quiet, at unchanged and generally firm quotations. Woolens are not very active, though importers are taking a fair number of orders for goods to arrive, and the tone of the market is rather improved in consequence of the advance in domestic goods.

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

**BROWN SHEETINGS AND SHIRTINGS** are firmer in all grades, with a tendency toward higher prices upon the opening of trade. Quotations are unchanged, as follows: Amoskeag A 36 11 1/2, do B 36 11, Atlantic A 36 12, do D 36 10 1/2, do H, 36 11 1/2 Appleton A 36 12, Augusta 36 11, do 30 9 1/2, Bedford R 30

8 Boott O 34 9 1/2, Commonwealth O 27 8, Grafton A 27 7 1/2, Great Falls M 36 11 do S 33 9 1/2, Indian Head 36 12, do 30 10, Indian Orchard, A 40 12 1/2, do C 36 10 1/2, Laconia O 39, 12 1/2 do B 27 11, Lawrence A 36 10, Lyman C 36 10 1/2, do E 38 11 1/2, Medford 36 11 1/2, Nashua fine O 33 11 1/2, do R 36 13, do E 40 14 1/2 Newmarket A 36 10, Pacific extra 36 11 1/2, do L 36 11, Pepperell 7-4 22 1/2, do 5-4 25, do 9-4 27 1/2, do 10-4 32 1/2, do 11-4, 37, Pepperell E fine 39 12 1/2, do R 36 11 1/2, Pocasset F 30 8 1/2, Saranac fine O 33 11 1/2, do R 36 13, Stark A 36 11 1/2, Swift, River 36 8, Tiger 27 8.

**BLEACHED SHEETINGS AND SHIRTINGS** are quiet, with a fair degree of firmness in prices, which remain unchanged. Amoskeag 46 16 1/2, do 42 15, do A 36 14 1/2, Androscoggin L 36, 15 1/2, Arkwright WT 36 18, Ballou & Son 36 12 1/2, Bartletts 36 14 1/2, do 33 13 1/2, Bates XX 36 17 1/2, Blackstone AA 36 13 1/2, Boott B 36 13 1/2, do O 30 10, do R 26 8 1/2, Clarks 36 17 1/2, Dwight D 40 18, Ellerton 10-4 35, Fruit of the Loom 36 16, Globe 27 6 1/2, Gold Medal 36 12 1/2, Great Falls Q 36 15 Hill's Semp. Idem 36 15, Hope 36 13, James 36 15, Lonsdale 36 15 1/2, Masonville 36 16, Newmarket C 36 12 1/2, New York Mills 36 21 Pepperell 6-4 22 1/2, do 10-4 37 1/2, Tuscarora XX 36 18, Utica 5-4 25 do 6-4 32 1/2, do 9-4 47 1/2, do 10-4 52 1/2, Waltham X 33 11, do 42 15 1/2, do 6-4 22 1/2, do 8-4 27 1/2, do 9-4 32 1/2, do 10-4 37 1/2, Wamsutta 36 20.

**PRINTING CLOTHS** are weak, but only a limited demand at 6 1/2 @ 6 3/4 c for full 64x64s.

**PRINTS** have not sold quite so freely during the past week, but continue in moderate demand at full prices. American 10 1/2, Albion solid 10 1/2, Allens 10 1/2, do pinks 11 purples 10 1/2, Arnold 8 1/2, Atlantic 5 1/2, Dunnell's 11, Hamilton 11, London mourning 9 1/2, Mallory pink 11 1/2, do purples 10 1/2, Manchester 10 1/2, Merrimac D 11, do W pink and purple 12 1/2 do W fancy 12, Oriental 10 1/2, Pacific 11, Richmond's 10 1/2, Simpson Mourning 10, Sprague's pink 11, do blue and White 10 1/2, do shirtings 9 1/2, Wamsutta 7 1/2.

**PRINTED LAWNS AND PERCALES.**—Pacific Percales 22 1/2, Lancaster Cambric 14 1/2, American Shirting Styles 19, American Dress Styles 18, Merrimack 16 1/2, Dunnell —, Oriental 18, Atlantic 18, Dunnells Lawns 12 1/2, Pacific 1,400 Fancy 14, do Solid Colors 15, do Organdies 15, Spragues 1,400 12 1/2, Victoria 1200 9 1/2, Atlantic 1,400 12 1/2, Manchester 1400 14, do Piques 13 1/2.

**CHECKS.**—Caledonia 70 23, do 50 22 1/2, do 12 26 1/2, do 10 21, do 8 17 do 11 22, do 15 27 1/2, Cumberland 11 1/2, Jos Greers, 55 15 1/2, do 65 18 Kennebeck 20, Lanark, No. 2, 9 1/2, Medford 13, Mech's No. A 1 29.

**DENIMS.**—Amoskeag 26, Bedford 14 1/2, Beaver Cr. AA 20, Columbian heavy 22 1/2, Haymaker Bro. 12 1/2 @ 12 1/2, Manchester 20, Otis AXA 21, do BB 19.

**CORSET JEANS.**—Amoskeag 12, Androscoggin —, Bates 9, Everetts 13 1/2, Indian Orchard Imp. 10, Laconia —, Newmarket 9 1/2.

**COTTON BAGS.**—American \$29 00, Great Falls A \$32 50, Lewiston \$30, Ontario A \$31 50, Stark A \$32 50.

**BROWN DRILLS.**—Appleton 12 1/2, Amoskeag 13, Augusta 12 1/2, Pacific 12 1/2, Pepperell 12 1/2, Stark A 12 1/2.

**STRIPES.**—Albany 7 1/2, Algodoa 16 1/2, American 11 @ 12, Amoskeag 17 @ 18, Hamilton 17 @ 18, Haymaker 10 1/2 @ 11, Sheridan A 9 1/2, do G 10, Uncasville A 12 @ 13, Whittenton A 16.

**TICKINGS.**—Albany 8 1/2, American 14 1/2, Amoskeag ACA 29, do A 24, do B 20, do C 18, do D 16, Blackstone River 14 1/2, Conestoga extra 32 21, do do 36, 25, Cordis AAA 23, do ACE 26, Hamilton 20 Swift River 13, Thorndike A 14, Whittendon A 25, York 30 21 1/2.

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

**MOUSSELINE DELAINES.**—Pacific 18, Hamilton 18, Pacific Mills printed armures 19, do Imperial reps 22 1/2, do auiline 20, do plain assorted colored armures 18, do do Orientals 17, do do alpacas 21, do do corded do 22 1/2.

**CARPETS.**—Lowell Company's ingrain are quoted at \$1 for super fine, 2 mos. credit, or less 2 per cent., 10 days; \$1 15 for extra super, and \$1 42 1/2 for three-ply Hartford Company's \$1 for medium superfine; \$1 15 for superfir; \$1 42 1/2 for Imperial three-ply, and \$1 50 for extra three-ply; assels \$1 70 for 3 fr., \$1 80 for 4 fr., and \$1 90 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 May 25, 1871, and the corresponding weeks of 1870 and 1869, have been as follows:

	ENTERED FOR CONSUMPTION FOR THE WEEK ENDING MAY 25, 1-71.					
	1869.		1870.		1871.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of wool...	337	\$125,370	676	\$251,834	592	\$233,906
do cotton.....	493	130,330	630	162,472	1,218	320,896
do silk.....	265	246,386	367	287,795	759	638,782
do flax.....	433	90,868	426	114,760	1,137	220,474
Miscellaneous dry goods	323	93,457	326	126,258	479	169,624
Total.....	1,851	\$686,411	2,425	\$943,119	4,185	\$1,583,682
WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET DURING THE SAME PERIOD.						
Manufacturers of wool..	296	\$113,983	359	\$134,462	383	\$131,918
do cotton.....	190	49,041	357	96,794	251	76,896
do silk.....	36	42,302	46	49,605	100	103,615
do flax.....	240	57,279	369	75,964	225	59,236
Miscellaneous dry goods	220	14,729	3,508	41,823	2,718	32,403
Total.....	982	\$277,334	4,639	\$398,648	3,677	\$404,068
Add ent'd for consu'p'n	1,851	686,411	2,425	943,119	4,185	1,583,682
Total th'n upon m'rk't.	2,833	\$963,745	7,064	\$1,341,767	7,862	\$1,987,750
ENTERED FOR WAREHOUSING DURING THE SAME PERIOD.						
Manufacturers of wool..	604	\$213,504	259	\$77,746	452	\$174,583
do cotton.....	338	91,541	94	27,616	334	111,261
do silk.....	68	101,814	15	10,583	118	121,315
do flax.....	519	114,041	197	45,261	316	77,901
Miscellaneous dry goods	59	22,925	81	10,468	181	52,868
Total.....	1,588	\$543,825	646	\$171,674	1,401	\$537,928
Add ent'd for consu'p'n	1,851	686,411	2,425	943,119	4,185	1,583,682
Total enter'd at the port	3,439	\$1,230,236	3,071	\$1,114,798	5,586	\$2,121,614