

# THE Commercial AND Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,  
A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES

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WM. B. DANA & CO.,

PUBLISHERS,

79 & 81 William St., N. Y.

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### Lockwood & Co.,

BANKERS,

94 BROADWAY.

Transact a General Banking business, including the purchase and sale of Government and State Bonds, Railroad Stocks and Bonds, and other securities, on commission.

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BANKERS,

27 PINE STREET, NEW YORK.

Receive the accounts of interior banks, bankers, corporations and Merchants.

Agents for the sale of City, County and Railroad Bonds, issue Letters of Credit for foreign travel.

### W. G. CHITTICK,

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Buys and Sells, on Commission,

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Loans Negotiated and Investments made on Favorable Terms. Orders for Stocks and Gold carefully executed at the Regular Boards. Prompt attention given to every Branch of the business.

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Liberal cash advances made on consignments of Cotton, Tobacco, or other produce.

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SOUTHERN SECURITIES DEALT IN.

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### JAMES ROBB, KING & Co.,

BANKERS,

56 WALL STREET

Issue Letters of Credit for Travellers:

Available in all part of Europe, etc.,

THROUGH THE

CITY BANK, LONDON,

OR

Messrs. HOTTINGUER & CO., of Paris

Also COMMERCIAL CREDITS and DRAFTS on LONDON, PARIS, and SCOTLAND. ADVANCES made on Consignments. STOCKS and BONDS bought and sold on Commission.

### TAUSSIG, FISHER & Co.,

BANKERS AND BROKERS,

No. 32 Broad Street, New York.

Buy and Sell at Market Rates

ALL UNITED STATES SECURITIES. Solicit accounts from MERCHANTS, BANKERS and others, and allow interest on daily balances, subject to Sight Draft.

Make collections on favorable terms and promptly execute orders for the purchase or sale of

Gold, State, Federal, and Railroad Securities.

### SOUTTER & Co.,

BANKERS,

No. 53 WILLIAM STREET, NEW YORK.

Dealers in Bills of Exchange, Governments, Bonds, Stocks, Gold, Commercial Paper, and all Negotiable Securities.

Interest allowed on Deposits subject to Sight Draft or Check.

Advances made on approved securities. Special facilities for negotiating Commercial Paper. Collect on both in land and foreign promptly made. Foreign and Domestic Loans Negotiated.

### STOUT & DICKINSON,

BANKERS

25 BROAD STREET,

Cor. Exchange Place,

New York.

Government Securities, Gold, Stock and Bonds bought and sold on commission. Accounts received and interest allowed on balances, which may be checked for at sight same as at Bank.

A. V. STOUT, President Nat. Shoe and Leather Bank  
J. B. DICKINSON, late President Tenth Nat. Bank  
PLATT E. DICKINSON, Member of N. Y. Stock and Gold Exchange.

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JOSEPH STOUT

### JACOB R. SHIPHERD & Co.,

BANKERS.

24 Pine Street, NEW YORK,

AND

155 & 157 La Salle Street, CHICAGO.

ILLINOIS INVESTMENT SECURITIES A SPECIALTY.

TEN PER CENT Registered town and County Bonds payable by State Treasurer.

TEN PER CENT Mortgage Loans, with wide margins.

Our "Hand Book of Illinois Securities" sent free!

## Bankers and Brokers.

### DUNCAN, SHERMAN & Co.,

No. 11 Nassau St., New York City,

ISSUE CIRCULAR NOTES AND CIRCULAR Letters of Credit available and payable in all the PRINCIPAL CITIES OF THE WORLD; also in the United States, Canada and West Indies.

Telegraphic Transfers of Money to and from London, Paris, San Francisco, Havana, &c.

Current Accounts received on such terms as may be agreed upon.

### CHASE & HIGGINSON,

BROKERS IN

Government Securities, Stocks, State and Railroad Bonds,  
NO. 6 BROAD STREET,

Buy and Sell on Commission the Bonds of the following Railroads:

CHICAGO, BURLINGTON AND QUINCY RAILROAD AND ITS BRANCHES—3 per cent.

BURLINGTON AND MISSOURI RIVER RAILROAD (IN IOWA)—3 per cent.

BURLINGTON AND MISSOURI RIVER RAILROAD (IN NEBRASKA)—3 per cent.

KANSAS CITY, ST. JOSEPH AND COUNCIL BLUFFS RAILROAD—8 and 10 per cent.

MISSOURI RIVER, FORT SCOTT AND GULF RAILROAD—10 per cent.

LEAVENWORTH, LAWRENCE AND GALVESTON RAILROAD—10 per cent.

FORT WAYNE JA KSON AND SAGINAW RAILROAD—3 per cent

## BANKING HOUSE OF

### GEO. OPDYKE & Co.,

NO. 25 NASSAU STREET,

(Corner of Cedar street.)

DEPOSITS received from Individuals, Firms, Banks, Bankers and Corporations, subject to check at sight, and interest allowed at the rate of Four per cent per annum.

CERTIFICATES OF DEPOSIT issued, bearing Four per cent interest, payable on demand, or after fixed dates.

COLLECTIONS made on all accessible points in the United States, Canada and Europe. Dividends and Coupons also collected, and all most promptly accounted for.

ORDERS promptly executed, for the purchase and sale of Gold; also, Government and other Securities, on commission.

INFORMATION furnished, and purchases or exchanges of Securities made for Investors.

NEGOTIATIONS of Loans, and Foreign Exchange effected.

### P. R. SMITH & Co.,

BANKERS AND

COMMISSION MERCHANTS,

BRYAN, TEXAS.

### CHARLES G. JOHNSON,

COMMISSION MERCHANT,

Lock Box 384.

New Orleans.

Will purchase

EXCHANGE, COTTON, ETC.

Particular attention given to Receiving and Forwarding Bills.

[From the New York World of August 23, 1871.]

In the middle ages of our history, that is in the fifth decade of this century, the city of St. Joe—rising town and important centre that it now is—was a very unimportant place indeed. In 1843 its houses numbered one store, its inhabitants were the store-keeper and a single red Indian. It was unimportant in everything but position. It was right on the Indian trail, the shortest route to the Pacific. When the immigrants poured across the plains they followed this track, the natural route to the West, and the city of St. Joseph rose above the fertile prairie. It rapidly grew in importance; "those things that it had done being but an earnest of what it was to do." It became the starting-point in the far West for all sorts of transport, except those propelled by steam, to the all but unknown and apparently inaccessible regions of the West and North, the Southwest and the Pacific coast. The route which the Indian had adopted by instinct and knowledge was followed approvingly by the teamster and the immigrant, who found it to be the easiest and most direct route across the Continent.

This route is to-day perhaps the shortest across the Continent. Those making the journey from the West to the Eastern cities, or from this coast to the Pacific, save 200 miles by travelling over the St. Joseph and Fort Kearney road. A glance at the map will show how much shorter it is to go by this route than by Omaha. In fact it is a question of saving nearly ten hours. It is one of the shortest routes to the West, whither immigration is to-day hurrying like the waters of a rapid river. At the present moment 112 miles of this road, from St. Joseph to Fort Kearney, is in actual working condition, and 170 miles is in a state of construction rapidly approaching completion. When it is built St. Joseph will then be connected with the main line to San Francisco.

A great many people who, fortunately for themselves, never read "What I Know About Farming," have yet incontinently followed Mr. Greeley's advice to "go West," and have greatly benefited thereby. From recently published and trustworthy statistics with regard to progress and prosperity in the Middle States tier, Kansas seems, at present to be the most promising of the Western States. Several fortuitous circumstances have indeed a large immigration in this State. Missouri is filling up; no more government land subsidies are to be had in that State; there are now no lands for pre-emption; and emigrants are forced to "go West" farther for farming and grazing lands.

Kansas is the nearest and best State beyond the Missouri border. The climate is mild and agreeable; the winters are short, and snow seldom falls to any considerable depth; the soil is adapted to the cereals and all the fruits and vegetables of the Eastern States; hemp and sorghum are common crops, and cotton has been raised in South Kansas. Eastern Kansas presents a succession of rich prairies, fertile valleys, grass-covered hills, with an abundance of yellow oak, black walnut, elm, hickory, sycamore, basswood, and other timber along the streams. The middle is more thinly wooded, but the west has many extensive tracts of forest, and the best requisites of the finest grazing country. The more important mineral products are granite, gypsum, and coal. The entire area is 57,600,000 acres, or enough to make eleven States of the size of Massachusetts.

How the advantages offered by Kansas are appreciated is exhibited in the real estate transactions in that State for a single year. At Junction City, from which place the land office was removed to Salina in April last, the real estate business in 1870 was as follows:

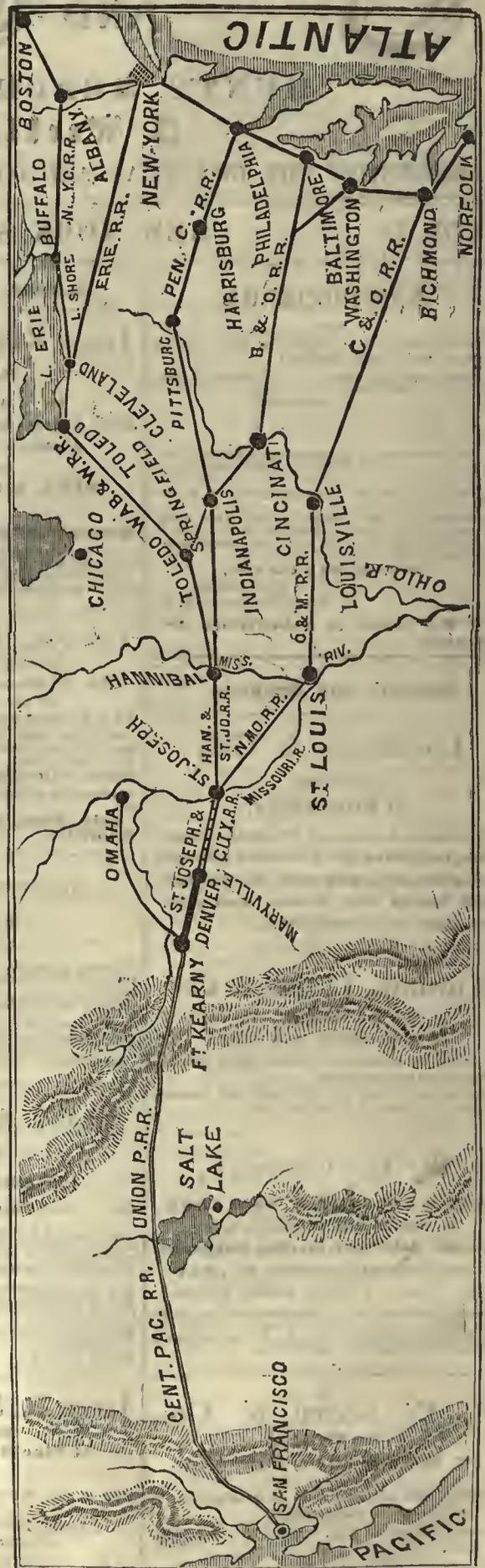
	Acres.
Sold for cash.....	186,985
Entered as homesteads.....	666,593
Entered with Agricultural College scrip.....	35,200
Entered with land warrants.....	38,760
<b>Total.....</b>	<b>927,538</b>
<b>At Humboldt land office:</b>	
Sold for cash.....	274,931
Entered with land warrants and Agricultural College scrip.....	19,571
Entered as homesteads.....	62,257
Final certificates to homesteads.....	8,753
<b>Total.....</b>	<b>365,512</b>

The government sales at the Topeka office in 1870 were 84,182 acres; but land farms sold in the same year 276,750 acres for the sum of \$1,433,644, and this is exclusive of large sales by private parties on their own account. Thus, in three towns in Kansas were sold or taken up last year a total of about two million acres, or more than two-fifths of the entire area of Massachusetts.

More rapid development will follow the completion of the railroads now constructing in the State. Of the 1,393 miles of track now laid down in the State, nearly the whole has been constructed within the past two years. These roads have been built partly by the aid of government; but it is estimated that at least three-fourths of the entire length have been called into existence by the actual demands of commerce and immigration, and have been aided only by land grants and local subsidies. Among the important railway connections in Kansas is the St. Joseph and Denver City Railroad, the Eastern Division of which, from St. Joseph, Mo., 112 miles, to Marysville, Kan., has been built and equipped, and is in successful operation; while the Western Division from Marysville, 170 miles, to a junction with the Union Pacific Railroad at Fort Kearney station, is now actively constructing. A nearly completed bridge is now building across the Missouri at St. Joseph, and the new road not only runs through a well-watered and rich agricultural and grazing region, but it makes the distance from the Atlantic to the Pacific shorter by 200 miles than by any other route.

Fortunately for Kansas, the State lies in the direct pathway of the competing Chicago and St. Louis lines. The Chicago lines come to the State through Southern Iowa and Northern Missouri,

and the St. Louis lines through Central and Southern Missouri. They do not concentrate but cross each other, and establish points of competition in different sections of the State—some running directly West and securing the trade of Colorado and beyond; others tending southwest towards New Mexico, Arizona, and Mexico, and others still pushing due south for Texas and the Gulf, and opening a way for the great cattle trade of that region. The enormous flow of immigration induced the building of lines to the border; the rapid development of the State will continue the work, and railroad building has but just begun in Kansas.



# NEW SHORT ROUTE

## BETWEEN THE

# Atlantic and Pacific States.

It is scarcely one month since we placed on the market the FIRST MORTGAGE SINKING FUND LAND GRANT BONDS

of the

ST. JOSEPH AND DENVER CITY R. R. COMPANY,'  
Western Division, and the rapidity with which investors have absorbed the Loan has fully justified our expectations.

The LOAN, which was originally for \$5,500,000, is already assuming small proportions, and bids fair to be closed out at an early day. We introduced this Loan to the public with our full and cordial endorsement, knowing that it possessed merits rarely found in a railway loan, and that it combined a high rate of interest with perfect security for both principal and interest, as well as a profit in the future by the enhancement of the market value of the Bonds after the entire Loan was absorbed. The United States Government, through Congress, realizing the IMPORTANCE of this Road, granted the Company a

LIBERAL LAND GRANT,

Amounting in the aggregate to

**1,500,000 Acres.**

The Company's lands are located in Kansas and Nebraska, where the soil is excellent for farming and all other purposes, and the section through which the St. Joseph and Denver City Railroad runs is known as

### "The Garden Spot of the New West."

The prairie of Nebraska is exceedingly valuable, as its rolling formation effects a natural drainage for the surface water. All the lands of the Company as well as the road and its equipments are pledged for the security of these bonds. At the present market value of the lands the land grant would realize an amount considerably in excess of the entire bonded debt of the company. By expressed stipulation the lands cannot be sold for less than \$4 per acre. The trustees for the mortgage are directed to retire the bonds of the Company with the proceeds of the land sales, when the same can be purchased at or under 115. The Chicago, Burlington and Quincy 8 per cent bonds are selling at 112, and the Michigan Central 8 per cent bonds at 120, and there is every reason to believe that the

ST. JOSEPH AND DENVER CITY RAILROAD COMPANY'S 8 per cent Gold Bonds will eventually sell as high. The operations of a liberal sinking fund under the land sales will accelerate the advance in the market price of these Bonds in the future. In regard to the road itself it is only necessary to remark that the distance from Fort Kearney on the Union Pacific to St. Joseph by the St. Joseph and Denver City Road is 80 miles shorter than via Omaha, while from Fort Kearney to New York via St. Louis the saving is equal to 100 miles, and via Hannibal it is over 200 miles. It will be seen, therefore, that the St. Joseph and Denver City Road forms what may be called an air line between the Atlantic and Pacific States. It will form a great and important link in our railway system, and must divert to itself a very large portion of the traffic in freight and passengers between the Atlantic and Pacific. The line of the road is well populated, and in many parts densely so; an existing trade therefore awaits its completion. In the year 1860 the Honorable Schuyler Colfax, the present Vice-President of the United States, recommended St. Joseph, on the Missouri River, as the terminus of the Union Pacific Railroad, but the civil war prevented the building of that road on the very line now occupied by the St. Joseph and Denver City Company. The Eastern Division of the road is completed and in successful operation from St. Joseph to Marysville, a distance of 112 miles. The bonds of this division were closed out at 97½ by our firm, and have since advanced to 102, and at any time since the bonds were all sold the holders have always had a ready market for the same at an advance upon their cost price.

This early and remarkable success of a new railway loan is without a parallel, and we refer to it with the utmost satisfaction. We feel confident that the bonds of the Western Division will form no exception to those of the Eastern Division, but that when the loan is closed out all the bonds of the

ST. JOSEPH AND DENVER CITY RAILROAD COMPANY will advance and eventually stand as high as those of the Chicago, Burlington and Quincy and the Michigan Central—say 112 to 120. The Bonds, both principal and interest in Gold, are offered for the present at 97½ and accrued interest in currency, with the reserved right to advance the price without notice. Five-twenty bonds and all marketable securities will be received at their current market price, without commission, in payment for these bonds. In exchanging the Five-twenty bonds for those of the St. Joseph and Denver City Railroad Company the investor realizes 15 per cent more on the principal and 3 per cent gold in interest per annum more than by exchanging for the Government new 5 per cent loan. Expressage relating to the loan will be free.

**TANNER & CO., Bankers,**  
**No. 11 Wall Street.**

## THE VALUE OF LAND GRANTS TO RAILROAD COMPANIES.

In offering the remainder of the First Mortgage Sinking Fund Land Grant Bonds of the St. Joseph and Denver City Railroad Company to the public, we would respectfully call their attention to a few facts in regard to the value of Land Grants, especially where the lands granted are located in a fertile section of country. The Illinois Central Railroad Company was the first to receive Government aid in the shape of Lands, and in 1850 received a grant of 2,595,000 acres. Of these lands the Company have sold 2,170,300 acres, and realized for the same \$24,900,883. The remaining 415,610 acres are now selling at an average of \$12 50 per acre, equal to \$5,255,905. This would make the total value of the Illinois Central Land Grant equal to thirty million one hundred and fifty-six thousand seven hundred and eighty-eight dollars (\$30,156,788), largely in excess of their bonded debt. This Land Grant is located in a fertile country, and at the time the grant was made the land was considered among the choicest in the West for farming purposes. These facts show the great value of land grants to railroad corporations. The lands of the St. Joseph and Denver City Railroad Company, so far as their formation is concerned, are not in the least inferior to those of the Illinois Central Company, while their fertility and adaptability for farming and other purposes are equal, if not superior, to any lands in the Western country. The line of the St. Joseph and Denver City Land Grant comprises an old and favorite route for wagon travel before the road was projected. As a natural consequence, the country is well populated, at many points thickly so, and the land cultivated and developed. The St. Joseph and Denver City Company therefore has the advantage of a populated and cultivated country, with an established high price for its lands. In other words, the St. Joseph and Denver City Railroad Company will realize at once the same benefits and profit from its land grant which would be realized from companies owning lands in older States. At the present price of the Illinois Central Company's Lands (\$12 50 per acre), those of the St. Joseph and Denver City Company would realize a total of \$18,750,000; and if we take into consideration the future growth of the Western Country, and the natural attractions which these lands offer, then, indeed, the amount eventually realized must largely exceed this sum. Yet these bonds, which we are now offering, are backed by such security as this, to say nothing of their being a first mortgage on a trunk line which shortens the distance between the Atlantic and Pacific 232 miles, which must naturally have a large traffic, and will eventually take rank with the highest-priced railroad bonds on the New York Stock Exchange. The liberal daily subscriptions to this loan are steadily decreasing the amount unsold, and while they are offered for the present at 97½ and accrued interest, the right is reserved to advance the price at any time without notice. The large amount of Five-Twenty bonds which the Government is able to pay off by the recent negotiations of \$200,000,000 five per cent bonds must stimulate largely the investment demand for the eight per cent Gold Bonds of the St. Joseph and Denver City Railroad Company in the immediate future. In view of this, and also the fact that it is rarely a bond is offered to investors which combines all the requisites of large income and the most perfect safety and future profit, investors desiring to participate in the division of the remainder of this loan will best promote their interest by acting promptly, as the total amount of the issue was only \$5,500,000, for the payment of which this enormous property is specifically pledged. The Bonds are in denominations of \$1,000, \$500 and \$100, and are receivable at par and accrued interest in payment for the Company's land sales. Circulars, maps and documents relating to the Loan, furnished on application. Though acting as agents for the sale of this loan, our firm buy and sell, in their regular business, the Bonds of the St. Joseph and Denver City Railroad Company, those of the Eastern Division being now quoted at 102 and accrued interest. These were originally placed by us at 97½.

TANNER & Co., Bankers, No. 11 Wall street.

## FIRST MORTGAGE SINKING FUND LAND-GRANT BONDS OF THE

# St. Joseph & Denver City Railroad Co.

IN DENOMINATIONS OF \$1,000, \$500 AND \$100.

can now be had from the undersigned or through the principal banks and bankers of the United States. The attention of investors is invited to the merits of these bonds, secured by a first and only mortgage on the road, equipments, franchises, and property of a trunk line of railroad which will shorten the distance between New York and San Francisco some 230 miles, and in addition the mortgage to secure the bonds covers a land-grant of 1,500,000 acres of the most fertile land in the West, which is prohibited from being sold at less than four (\$4) dollars per acre by the terms of the mortgage deed, and according to the present market price of the Illinois Central Company's land is worth \$18,750,000. This loan was originally for \$5,500,000, but has been largely reduced by subscriptions of actual investors. The remaining balance of the loan is offered at 97½ and accrued interest, but the right is reserved to advance the price at any time, without notice.

The bonds have thirty years to run; bear 8 per cent interest, payable in New York, London or Frankfurt-on-the-Main, at the option of the holder, without notice, free of taxes. BOTH PRINCIPAL AND INTEREST ARE PAYABLE IN GOLD. They are coupon bonds, but can be registered with the coupon off, or can be registered with the coupon off, and interest paid to registered owner. Interest payable August 15 and February 15. A liberal sinking fund, formed from the entire land sales, in payment for which the bonds will be received at par and accrued interest, provides for the early extinguishment of this loan.

Trustees—Farmers' Loan and Trust Company. These bonds offer favorable inducements to parties desiring to fund their Five-Twenties, or other high-priced securities.

In converting Five-Twenties the investors realize 17 per cent profit on the principal; 3 per cent per annum excess of interest; and at the same time get a perfect security.

Maps, circulars, documents and full information furnished on application.

**TANNER & CO., Bankers,**  
**No. 11 Wall St.,**

**Financial.**

TO THE

**Holder of Mariposa Securities.**

In consequence of the great panic in the Mariposa stocks some time since, which caused the failure of the plan for funding the several securities into two stocks, and raising the contemplated means for bringing water on to the Estate to develop its immense placer resources and to settle pending litigations which have necessitated closing the Trust Estate, with the prospect of leaving but little or nothing for the holders of the old Mariposa securities and but a small per cent result to the certificate-holders, it has been determined, for the protection of all parties in interest, small as well as large stockholders, to form a new organization, which would be free from all old liabilities and litigation, reducing all claims against the old company and its present four stocks into two classes, where all would be equitably protected, and, at the same time sufficient cash means be realized to carry out the original design and plans of the old company.

Such a Company has been formed under the laws of the State of New York, named the "Mariposa Land and Mining Company," with a capital of preferred and common stock.

The Trust Certificates may be converted into new preferred stock, at the rate of par and accumulated dividends to October first, and a cash payment of two and one half per cent on its par value, making for each hundred dollar certificate and two and one half dollars cash in exchange one hundred and thirty five of preferred stock.

To the old Preferred Stockholders is allotted in equal amount of the new common stock, on payment of 10 per cent in exchange; and to the holders of old common stock, two shares will be entitled to the same conditions as one share of old preferred stock.

Parties holding stocks of the old company may make the exchange of foregoing rates until the 15th inst. (September); after that date, and until October 1st, 10 1/2 per cent. will be charged, and thereafter one-half per cent. increase will be added to the amount to be paid semi-monthly in the exchange.

The checks should be made payable to the order of J. B. Wallace, Esq., Treasurer.

Messrs. F. B. Wallace & Co. have been appointed Registrars of the new stock.

Under the foregoing arrangement, the certificates retain the first lien on the Estate in the form of preferred stock, while the other old interests are protected by receiving common stock and their contributing an equitable amount of cash means, which is necessary to a financial success.

This will leave the new organization with a perfect title to the entire Estate, with no liabilities but the preferred and common stocks, with a cash reserve to enlarge future operations; and by the introduction of water on a large portion of the Estate, the lands will become valuable, and place such portions of the property as may not be required for regular mining, in condition to be readily sold for its intrinsic value; enabling the new company to retire in the future all or part of the preferred stock. For further information inquire at the office of Mariposa Land and Mining Company, No. 34 Wall street, New York.

**AGENCY OF THE**

**BANK OF BRITISH NORTH AMERICA,**  
48 Wall Street,

Commercial Credits issued for use in Europe, China, Japan, the East and West Indies, and South America also Circular Letters of Credit for Travelers available in all parts of the World.  
Demand and Time Bills of Exchange, payable in London and elsewhere, bought and sold at current rates, also bills on Scotland and Ireland, also on Canada, British Columbia and San Francisco. Bills collected, and other banking business transacted.  
**JOHN PATON**  
**LAFCH. MCKINLAY,** Agent

**Financial.**

**FIELD, KING & Co.**

38 Pine St., Room 4, New York, and Chicago, Ill.,

Make Investments for Capitalists, in

**FIRST MORTGAGE RAILROAD BONDS.**

BOND AND MORTGAGE on Improved Real Estate in the CITY OF CHICAGO, for a term of years; Interest payable when desired.

ILLINOIS REGISTERED RAILROAD BONDS, bearing 7, 8 and 9 per cent interest.

MISSOURI COUNTY BONDS, 10 per cent.

NEBRASKA TOWN AND COUNTY, 7 per cent.

We always have a supply of the above bonds, of the best class.

**Gibson, Casanova & Co.**

**BANKERS**

No. 50 EXCHANGE PLACE.

STOCKS, BONDS, GOVERNMENT SECURITIES, FOREIGN EXCHANGE and GOLD bought and sold on the most favorable terms.

INTEREST allowed on deposits either in Currency or Gold, subject to check at sight, the same as with the City Banks.

ADVANCES made on all marketable securities. CERTIFICATES of Deposit issued bearing interest. COLLECTIONS made at all points of the UNION and BRITISH PROVINCES.

**A. D. Williams & Co.,**

**STOCK BROKERS,**

40 Wall Street New York.

**Stocks and Bonds**

BOUGHT AND SOLD ON COMMISSION.

A. DENISN WILLIAMS, J. P. WILLIAMS,  
Member of the Member of the  
N. York Stock Exchange N. York Stock Exchange

S. M. SWENSON. W. M. PERKINS. D. L. KERNION.

**SWENSON, PERKINS & Co.,**

80 Wall Street New York.

**PERKINS, SWENSON & Co.,**

New Orleans

Exchange sold on Texas and Louisiana. Collections made on all accessible points.

**S. G. & G. C. WARD,**

AGENTS FOR

**BARING BROTHERS & COMPANY**

54 WALL STREET, NEW YORK.

28 STATE STREET, BOSTON.

**THE CITY BANK,**

LONDON, ENGLAND.

INCORPORATED BY ROYAL CHARTER, A. D. 1855.

HEAD OFFICE (Corner of Flack Lane), Threadneedle Street  
BRANCH No. 34, Old Bond Street  
OFFICE No. 130 & 139, Fintinham Court Road  
No. 25, Ludgate Hill

Subscribed Capital - - - £1,000,000

(50,000 Shares of £20 each).

Paid-up Capital - - - - - 500,000

Reserved Fund - - - - - 105,000

DIRECTORS

John Jones, Esq., Chairman.  
Henry Vignars East, Esq., Joaquin De Mancha, Esq.,  
John Haeblock, Esq., William Simpson, Esq.,  
Robert Lawrie, Esq., Jonathan Thorp, Esq.,  
Robert Lloyd, Esq., James E. Vassar, Esq.,  
Wm. McArthur, Esq., M.P. George Young, Esq.,  
Wm. McNaughtan, Esq.,

MANAGER—Alfred George Kennedy.

SECRETARY—C. J. Worth.

Accounts opened with approved American and other Foreign Firms or Banks, at such moderate rates of Commission as shall be considered consistent with sound mutual advantage. The Interest upon such accounts is calculated at current rates on daily balances, and is made up on the 30th June and 31st December in each year.

Demand Cheques and Exchange honored against approved provisions or simultaneous Remittances. Credits opened against First-class Marginal Securities in London. Mercantile and Marginal Credits are issued, as also Letters of Credit upon any leading Commercial City.

**Travelers' Credits**

are issued when issued by Clients, and every description of general Banking Business transacted. The Officers and Clerks of the Bank are pledged not to disclose the transactions of any of its Customers.

**Financial.**

**E. Judson Hawley & Co.**

**Bankers,**

E. JUDSON HAWLEY, No. 50 WALL STREET, ALFRED W. HARTLETT, New York

Government Securities, Stocks, Bonds, Gold, Exchange and Mercantile Paper bought and sold ON COMMISSION. Interest allowed on Deposits, which may be checked for at sight.

**WILLIAM ALEXANDER SMITH & CO.**

**BANKERS,**

No. 40 Wall Street, New York.

DEPOSITS received and interest allowed at best Current Rates. GOVERNMENT and STATE SECURITIES, GOLD RAILROAD BONDS, STOCKS, etc., bought and Sold on Commission. ADVANCES made upon approved Securities. COLLECTIONS made, and Loans Negotiated.

**Williams & Bostwick,**

Nos. 40 & 42 Exchange-place,

NEW YORK,

**BANKERS AND STOCK, BOND AND GOLD COMMISSION BROKERS,**

Make liberal advances on all First-class Securities. Interest allowed on Deposit

**BANKING HOUSE OF**

**KOUNTZE BROTHERS,**

14 Wall Street, New York.

Deposits received from Banks and Individuals, and sent to check at sight, and interest allowed thereon at FOUR PER CENT per annum.

Collections made throughout the United States, the British Provinces and Europe. Governments Securities bought and sold.

**M. K. JESUP & COMPANY,**

**BANKERS AND MERCHANTS,**

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# THE Commercial AND Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,  
A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

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## The Chronicle.

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

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### THE TREASURY GOLD AND HOW TO UTILIZE IT

Some complaints are making themselves heard in Wall street relative to the continued accumulation of gold in the Treasury vaults, where about 74 millions are now held, although no interest is payable till November when at the present rate 18 millions more will have been hoarded so as to make the Treasury coin balance fully 92 millions. It is urged that if the weekly sales of gold were doubled, the interests of the government would not be in the least degree compromised, while great advantages would accrue to the commercial business of the country. These representations are worthy of consideration, and perhaps more consideration than they seem to have hitherto received at Washington.

In the first place it is argued that the fall trade is opening very auspiciously, and its development depends much on the stability of gold. It is not for the good of anybody but the speculators that the premium should be so deranged as to threaten this development; or that the "cornering" operations by which the speculators make their harvest at the expense of legitimate business should be aided and fostered by the Treasury policy of locking up and keeping idle a large useless balance of coin.

A second argument is that there is a very small aggregate of coin available in this market for doing the whole

business of Wall Street, including the Custom House payments. This aggregate is variously computed at from 7½ to 15 millions, of which from 4 to 5 millions belong to foreigners, who manipulate it with a view to take advantage of every turn in the market, and avail themselves of the present scarcity of coin to exact from the importers a fictitious price for it, or usurious rates for borrowing it. Such being the use made of some five millions of gold, which is one-third of the aggregate floating on the market and available for delivery, there is a strong temptation offering to any clique who can raise money enough to control another five millions—a task which can the more easily be done, as certain well known banks will lend on gold at 5 per cent margin. Under the pressure of this temptation a powerful clique has, it is said, been organized, and is now at work. The question is, will Mr. Boutwell help this clique to success?

In justice to the Secretary we must suggest to the gentlemen who thus argue that they do not present the whole case, nor specify the best remedy. Mr. Boutwell has often been reminded, and is fully sensible, of the danger of hoarding greenbacks in the Fall months. If he were to do what his critics demand, these very men would be among the first to turn round with public opinion and blame the Treasury for locking up currency, disturbing the money market, and injuring the business interests of the country. If the currency obtained by the proposed extra sales of gold were not to be hoarded in the Treasury, what means would these gentlemen provide for paying it out? There are other obvious defects in their scheme. And doubtless we have here the reason why their suggestion has not yet been adopted.

We would suggest, however, to Mr. Boutwell an easy and efficient way of meeting the whole difficulty. Let him simply adopt the method we suggested last week of paying off the "noticed" Five-Twenties on presentation, in gold. He will thus save interest to the Treasury. For every million he thus redeems he will effect a saving of 1½ per cent, or three times the amount allotted by Congress for the expense of printing and negotiating the bonds. Economizing thus the expenses of negotiating the loan he will in part meet the objection which is so loudly urged in some quarters, that Mr. Boutwell is allowing double interest to the syndicate, and is thus making the country pay them more for the negotiation of the new loan than was authorized by law.

Let Mr. Boutwell, therefore, rescind so much of his public notice as defers the payment of the Five-Twenties till 1st December. He has the coin in hand to pay them off without delay. That coin if not thus used will be an idle hoard of no value to the Government, but will be accumulated to the detriment of business and the furtherance of the schemes of

the gold speculators. To pay out this hoard as here suggested is to utilize it, to make it save interest to the Treasury, and aid in keeping the gold market steady at an important and critical season.

Mr. Boutwell is justly averse to locking up currency during the active season of opening business. But he must remember that there are seasons during which the locking up of gold in the Treasury is just as mischievous, and must be as carefully avoided. If he will at once adopt the plan of paying off the Five-Twenties as they come in, he will accomplish the two-fold object which he is known to have in view,—an object in which he has had better success than any of his predecessors in office—namely, in steadying gold while avoiding all disturbance of the spontaneous movements of the money market. We are the more anxious to insist on these views because if we are rightly informed the Secretary though convinced in the main of their soundness, is inclined to admit a mischievous delay and to put off their adoption till next month.

#### THE ATTEMPTED ADVANCE IN THE RATE OF INTEREST,

A united effort was made on Thursday by the lenders of money to advance the rates, but their success does not seem to have been very decided, and yesterday there were large amounts offering at 2 to 3 per cent to the leading dealers in Government bonds. There are several circumstances which helped for a time to give plausibility to the representations of the advocates of dear money, and to extend the area of their influence. First of all was the demand for money to move the crops. This movement is expected to be large, and it is making itself sensibly felt. Still it is only beginning, and for some time to come it will rank as subordinate among the forces which act on the money market. Secondly, there is the rapid absorption of money by the new bonds which are offering in the market, and whose merit, though various, is for the most part regarded with favor by the people. As these bonds are selling at low prices, and pay large rates of interest, they attract many investors who have hitherto preferred Government bonds, but are now moved by the temptation of increasing their capital 15 to 25 per cent, and at the same time adding considerably to their income from interest on their bonds. A vast amount of new capital, the result of saving, is also passing into these bonds, and there will be, in consequence, as is supposed, a less amount of floating capital available for the purposes of the loan market, so that higher rates of interest may at the right time be without difficulty exacted.

A third point relied on as favorable to the advance in rates was the reported trouble in one of the savings banks of this city. Sensational stories were put in circulation relative to its nature, and some time elapsed before the real facts transpired. It was at length found, however, that only one savings bank was concerned—the Atlantic Bank for Savings in this city. In the Supreme Court, before Justice Sutherland, a petition was presented by a depositor representing that the trustees had lent to themselves money belonging to the depositors, and that the secretary had voted to himself a salary of \$6,000 a year. An order was granted appointing Hon. Philo T. Ruggles to examine the condition of the bank, and there were certain circumstances made known as to the condition of the bank and the motives of its assailants, which tended to reassure the public mind. The most important of these circumstances are referred to in another column.

The fact was also made use of that yesterday Judge Barnard granted a preliminary injunction in the long expected suit against the Comptroller and other officials of the New York city government, and that the validity of

10 or 12 millions of recently issued city stocks would depend on the issue of this injunction suit.

Such were some of the chief points relied on by those who believed that the present was the right time for putting up the rate of money. For the present, however, the attempt was a failure, and as we said large amounts of money are seeking investment at the low rates previously ruling.

It is impossible to resist the conclusion, however, that before the middle of next month the monetary situation will be more healthy, and that the existing plethora of unemployed floating capital will be relieved. The influence of the new loan, and the process of paying the proceeds into the Treasury, are better understood now, and the apprehension has subsided that there is any prospect of monetary disturbance from the part of it negotiated in this country. As to the 80 millions negotiated abroad there is less assurance. The public are waiting with some anxiety for information as to the details of the arrangement with the foreign syndicate. They want to know, for example, what part of the 80 millions was taken in Frankfort, in Amsterdam, in Berlin, in London, and in each of the great centres of European money-power. This is a point of great practical importance. It concerns vitally the movements of our foreign trade and of our foreign exchanges. If any firm or clique could get exclusive information on this subject, and act upon it secretly, the privilege would be worth a large sum, and many hundreds of thousands of dollars would probably be paid for the possession of such a secret.

To prevent the abuses arising out of exclusive knowledge of facts which are the property of the people, we have always contended for the fullest publicity in all such negotiations. On this principle the people demand the earliest and fullest announcement which is possible in regard to all the arrangements for negotiating the loan, including the time and methods of payment, the securities held as guarantee for the full execution of the contract, and the amount subscribed at each of the great European centres. As to Germany the report is that some 25 millions of the new loan will go there, and as there are computed to be 56 millions of Five-Twenties there, it follows that there will be a margin of over 30 millions, which can scarcely fail to cause a troublesome movement of gold for the needful settlement which may make some perturbation not only abroad but in our own money market. These matters though daily discussed in Wall street are too remote for present concern, and too little is as yet known to justify any positive estimate of their magnitude or of the force with which they may strike the money market hereafter.

#### THE SAVINGS BANKS AND POPULAR PANICS.

It has often been observed that the Savings' Banks are peculiarly exposed to popular unreasoning distrust, and this fact has been urged as one of the special reasons why these institutions should be careful to keep a large part of their funds in an available shape, and why they should also avoid doubtful investments and conduct their business so as to retain the confidence of that fickle sensitive part of the public who are interested in their stability. We had a notable illustration of this in the case of the Third Avenue Savings Bank a few years ago. That institution had made some call loans on Atlantic Mail shares, with ample margins, as was supposed. The shares, however, by some speculative manœuvre which has never been satisfactorily explained, received a blow in the stock market one morning, and fell so rapidly that the bank called in a large sum of deficient margins. The call was responded to and the banks secured from loss without delay. The story of heavy bank losses got about, however, with such exaggerations,

and had so much effect on the popular mind, that its managers, being shrewd men, thought it best to sell out Fives-Twenties, and thus arrange for half a million or more of greenbacks, which they easily did, as their surplus was large and their holding of government securities ample. This timely precaution was successful. In a few days the "run" ceased, but not until a large proportion of the deposits had been drained away from the bank. Another instance of a still less rational sort occurred last Thursday, when a perfectly sound and well managed Savings Bank in Brooklyn was subject to a "run," caused solely by a report that another bank with a similar name, situate in this city, was charged with having lent some of its funds to its trustees. The bank so charged is the Atlantic Savings Bank of New York, and its trustees deny the allegations against them, declaring that the rumor rests on the unsupported statements of a single official of the bank, and has its origin in some personal pique or disappointment. The trustees further say that the investments of the bank have been carefully made in accordance with the law, and they report these investments as follows: United States bonds, about \$650,000; bond and mortgage, over \$850,000; New York County and City bonds, about \$650,000; call loans, with ample securities, over \$300,000; cash, \$325,000; real estate, \$75,000—with a surplus, over all liabilities, of about \$200,000. This statement differs somewhat from the official figures for the 1st January last as reported to the Department at Albany. The figures then were as follows: Bonds and mortgages, \$808,178; United States bonds, \$676,000; New York State stocks, \$25,000; bonds of cities, towns and counties in this State, \$669,000; call loans, \$494,363; real estate \$59,698; cash on deposit in banks and trust companies, \$63,521; cash on hand, \$44,829; total resources, \$2,941,523; total deposits, \$2,752,379; surplus, \$189,149. The whole affair has been subjected to a rigid examination, and as stated elsewhere the preliminary steps thereto have been already taken. Inquiries which have been made by us have so far brought to light no evidence whatever indicative of any such grave irregularity as has been alleged.

The lesson for our savings banks is, however, to set themselves in order, and if any false maxims or unsound practice have invaded their policy they had better prune away all such perilous exercises. The events of this week combine with all past experience to enforce the admonition that no bank is safe from assault, so every bank should be always ready. An examination of the aggregate of the assets of the Savings Banks on which we recently offered some comments, will show that these institutions need to exercise more circumspection and foresight, and that they have, some of them, been tempted by the promise of high rates of interest; and led to invest in securities which are not so marketable as those held by savings institutions should be. One good feature of that report is, however, the large aggregate of bonds and mortgages. When the valuation is properly restricted, these mortgages are wisely defined by the law as the safest securities for a specified proportion of the funds of savings banks. But these mortgages are of course unavailable for present use. Consequently it is a fundamental axiom of sound management that the rest of the bank assets should be marketable and subject as little as possible to the ordinary causes of depreciation. This sound maxim forbids that rapid increase of the town, city, and county bonds, of which there has been some undue increase of late in the investments of these institutions.

As to the general solvency of our savings banks, there is no doubt that in a year or two our savings banks in

this State could succeed, with an easy money market and high prices for real estate, in converting their assets into cash and liquidating their deposits in full. But the high credit useful for a savings institution of the highest class is more exacting, and demands a much higher standard of investment. We want to see our savings banks able to meet the exigencies of the inevitable panics which are before us, and probably, as is the wayward habit of such visitations, they will come when least expected. Panic causes great depression of some securities, and destroys utterly the market for others, but always leaves governments and similar safe securities convertible into cash with the minimum amount of loss. Now it is in these absolute securities, which are available in a panic, and a recourse in whatever financial storm, that our savings banks, if they wish to perpetuate their system and prolong their own existence, should invest a larger part of the funds which the public entrust for safe keeping to their charge.

COTTON MOVEMENT AND CROP OF 1870-71.

Our statement of the cotton crop of the United States for the year ending September 1, 1871 will be found below. By a free use of the telegraph we are able to present our readers this annual review earlier than ever before. The largely increased expense thus incurred by us finds, however, full justification in the greater value an early presentation gives these figures. It will be seen that we have continued the plan adopted last year of furnishing all the details by which we arrive at the conclusions stated, so that each one for himself may test their accuracy. This we contend is the only satisfactory way of making up a crop report; and we believe there are now but few who will not admit that the overland movement prepared upon any plan other than that adopted by us is simply an illusion, no one knowing (not even the compiler) whether it is right or wrong. For a full explanation of the course of these overland shipments we would refer our readers to a subsequent part of this report.

It will be seen that the total crop this year reaches 4,352,317 bales, while the exports are 3,166,742 bales and the home consumption 1,100,196 bales, leaving a stock on hand at the close of the year of 104,814 bales. Our table showing the whole movement for the twelve months are as follows: The first table indicates the stock at each port, September 1 of 1871 and 1870, the receipts at the ports for each of the last two years, and the export movement for the past year (1870-71) in detail, and the totals for 1869-70:

Ports.	Receipts year ending		Exports, year ending Sept. 1, 1871, to				Stock.	
	Sept. 1, 1871.	Sept. 1, 1870.	Great Britain.	Fr'n'e	Other for'n.	Total.	Sept. 1, 1871.	Sept. 1, 1870.
New Orleans.....	1,446,490	1,142,097	823,092	119,171	360,332	1,302,595	25,323	20,696
Alabama.....	404,873	236,061	240,840	.....	46,114	287,074	3,466	9,743
South Carolina.....	357,382	216,284	131,141	.....	40,566	173,697	3,443	1,389
Georgia.....	226,406	488,201	850,516	7,559	108,293	461,869	3,215	2,823
Texas.....	321,801	216,281	179,918	5,637	35,889	221,244	10,480	4,763
Florida.....	13,948	22,871	.....	.....	.....	.....	21	11
North Carolina.....	94,320	59,612	70	.....	.....	70	661	125
Virginia.....	342,358	302,499	5,417	.....	.....	5,417	423	591
New York*.....	252,545*	135,376*	606,256	6,365	55,357	667,938	38,875	12,884
Boston*.....	15,410*	21,816*	2,667	.....	.....	2,667	8,045	8,040
Philadelphia*.....	18,830*	12,500*	1,880	.....	.....	1,880	8,093	885
Baltimore*.....	41,683*	26,274*	21,871	.....	15,690	37,567	860	1,017
Portland*.....	3,311*	616*	475	.....	.....	475	.....	.....
Total this year.....	4,032,154	2,911,121	2,367,440	138,708	660,599	3,166,742	104,814	.....
Total last year.....	.....	2,911,121	1,471,698	336,450	359,773	2,168,917	.....	92,717

\* These figures are only the portion of the receipts at these ports which arrive overland from Tennessee, &c. The total receipts at New York, Baltimore, Boston and Philadelphia for the year ending August 31, 1871, are given in a subsequent part of this report.

By the above it will be seen that the total receipts at the Atlantic and Gulf Shipping ports this year have been 4,032,154 bales, against 2,911,121 bales last year. If now we add the shipments from Tennessee and elsewhere direct to manufacturers, we have the following as the crop statement for the two years:

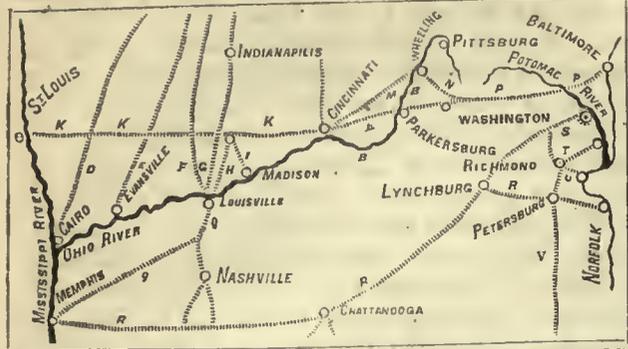
	Year ending Sept. 1— 1870-71.	1869-70.
Receipts at the shipping ports.....bales.	4,032,154	2,911,121
Add shipments from Tennessee, &c. direct to manufacturers.....	228,923	153,825
Total.....	4,261,077	3,064,946
Manufactured South, not included in above	91,240	90,000

Total cotton crop for the year, Bales..4,352,317 3,154,946  
The result of these figures is a total of 4,352,317 bales as the crop of the United States for the year ending August 31, 1871.

Overland Movement.

Knowing the desire all have to test results, we continue our plan of presenting the overland movement in detail. Our readers

thus have light upon a point which has always been the uncertain feature in crop reports, and also have before them the best evidence of the correctness of our figures. We reproduce our diagram of the Mississippi, Ohio and Potomac Rivers, and the various railroads running north and east, that the process by which we reach our conclusions may be more clearly presented.



- B Ohio River.
- D Illinois Central RR.
- E Evansville & Crawfordsville RR.
- F Louisville, New Albany & Chic. RR.
- G Jeffersonv., Madiso & Indianap. RR.
- H Ohio & Miss. Branch RR.
- I Madison Br. of Jeff. M. & I. RR.
- K Ohio & Miss. RR.
- L Marietta & Cin. RR.
- M Balt. & Ohio Connect'd
- N Balt. & Ohio RR.
- O Wheeling Branch.
- P Balt. & Ohio RR., Parkersburg Branch.
- Q Memphis & Louisv. RR
- R Great through Route
- S Norfolk to Memphis
- T Oran & Alexand. RR.
- U Richm'd to Washingt via Acquia Creek.
- V Richmond and York River RR.

Of course all cotton grown in the South (except such as is manufactured there) must reach a market overland or through the Southern outports. That portion which takes the latter direction (that is, passes through Southern ports) is now, and always has been, easily determined, on account of the admirably kept tables which the papers of the various Southern cities have always furnished. To obtain a correct statement of the quantity going overland is more difficult, and yet a moment's reflection will convince any one that no cotton can reach the North from the South except by passing up or crossing the Mississippi, Ohio or Potomac River. Hence we follow each of those rivers along its entire course, and count each bale as it leaves it. Beginning at Cairo, we find that the Illinois Central Railroad takes cotton from that point, and also from the Mississippi over its branch at Carbondale. A return from that Company shows that it has, this year thus carried North (including some small lots shipped at way stations in Southern Illinois, probably the growth of that section) 76,509 bales. Other than this no cotton leaves or passes up the Mississippi (not including local consumption) except what is counted at St. Louis, at which point during the year the receipts have reached 19,726 bales. Returning to the Ohio, and following up the north bank, the first railroad we meet with is at Evansville (the Evansville and Crawfordsville Railroad), a detailed return from which to us shows that they have carried North from Evansville 32,085 bales. The next lines of roads are opposite Louisville, the first of which is the Louisville, New Albany and Chicago. This road carried no cotton last year, but during the past twelve months it has taken 7,381 bales. Next we meet the Jefferson, Madison and Indianapolis Railroad, including the Madison Branch, a full return from which shows that they have carried 147,550 bales. The Ohio and Mississippi Branch, which was opened a year ago last May, and reported "no cotton carried" in our last return, for the last twelve months shows 55,410 bales. From these lines of roads up to Cincinnati there are no railroads running north from the Ohio taking cotton. At Cincinnati a portion of the receipts are received by the roads above specified and shown by the detail reports sent us. Deducting all so received, we have 215,758 bales left as the arrivals at Cincinnati not otherwise counted, all of which passes over the railroads centering at that point, to the North, or goes into stock or local consumption. Above Cincinnati no railroad has taken any cotton from the Ohio River. We have returns sent us by the various roads to that effect. There is, however, a small amount of cotton coming up the river which is not taken by any of these railroads, nor does it stop at Cincinnati, but goes direct to mills either above or below Cincinnati. We have returns from some of these mills and have estimated others, and also have made up the consumption of the mills along the Mississippi above Cairo, which take cotton from the river directly at their own wharves. Altogether the total reaches only 11,500 bales. Turning now to the east of the Alleghanies, it will be found that there is no cotton transported overland—none whatever crossing the Potomac—all coming northward being reported at the Virginia ports. The Orange and Alexandria Railroad, the only through line connecting both with the South and Southwest, reports that not a bale of cotton has passed over their road; and the less important

road from Richmond to Washington, via Acquia creek, makes a similar report; and further, the road from Washington to Baltimore (the Washington Branch of the Baltimore and Ohio Railroad) has carried no cotton. We thus see that the figures given above must include every bale of cotton which has come overland to the North, and hence we reach the following as the result of this movement for the year:

Receipts for the year at St. Louis.....	19,726
Carried North over Illinois Central Railroad from Cairo, &c.....	76,509
"    "    Evansville and Crawfordsville Railroad.....	32,085
"    "    Louisville, New Albany and Chicago.....	7,381
"    "    Jeffersonville, Madison and Indianapolis.....	147,550
"    "    Ohio and Mississippi Branch.....	55,410
Receipts at Cincinnati not otherwise counted.....	215,758
Shipped to points above Cincinnati, without touching at Cincinnati, and consumed by mills adjacent to the river, &c.....	11,500
<b>Total.....</b>	<b>565,919</b>
Deduct receipts overland at New York, Boston and Phila., &c.....	331,573
Deduct shipments at N. O. North by N. O. T. R.R. (counted at N. O.).....	5,418
<b>Leaving total direct to mills (including sent overland to Canada).....</b>	<b>228,928</b>

It will be seen that we have deducted from the above total 5,418 bales sent North over the New Orleans & Texas Railroad, as that cotton was once counted at New Orleans. We do not, however, really claim that it crossed the Ohio; it probably went to some southern outport, possibly Norfolk. But as it has been once counted it should be deducted somewhere, and this is the most convenient way to do it. With these explanations we give below the details of the crop for the two years;

	1870-71.	1869-70.
<b>Louisiana.</b>		
Exported from New Orleans:		
To foreign ports.....	1,502,535	1,035,530
To coastwise ports.....	238,324	179,530
Burnt and manufactured.....	2,150	2,357
Stock at close of year.....	25,323	20,696
Deduct:		
Received from Mobile.....	76,581	49,890
Received from Montgomery.....	2,681	3,477
Received from Florida.....	22,371	11,869
Received from Texas.....	20,696	770
Stock beginning of year.....	122,842	66,006
<b>Total product for year.....</b>	<b>1,416,490</b>	<b>1,142,097</b>

	1870-71.	1869-70.
<b>Alabama.</b>		
Exported from Mobile:		
To foreign ports.....	287,074	200,838
To coastwise ports.....	130,429	97,635
Burnt and lost.....	502	—
Stock at close of year.....	5,466	9,745
Deduct:		
Receipts from New Orleans.....	9,065	1,111
Stock at beginning of year.....	9,748	18,738
<b>Total product for year.....</b>	<b>404,673</b>	<b>306,061</b>

	1870-71.	1869-70.
<b>Texas.</b>		
Exported from Galveston:		
To foreign ports, except Mexico.....	218,883	147,087
To Mexico.....	7,859	5,522
To coastwise ports.....	94,867	89,132
Stock at close of year.....	10,490	4,795
Deduct:		
Stock at beginning of year.....	4,795	202
<b>Total product of year.....</b>	<b>321,801</b>	<b>246,284</b>

	1870-71.	1869-70.
<b>Florida.</b>		
Exported from Fernandina, St. Marks, &c.:		
To foreign ports.....	13,936	22,581
To coastwise ports.....	23	11
Stock at close of year.....	11	18
Deduct stock at beginning of year.....	11	18
<b>Total product of year.....</b>	<b>13,948</b>	<b>22,874</b>

	1870-71.	1869-70.
<b>Georgia.</b>		
Exported from Savannah:		
To foreign ports—Uplands.....	461,534	259,102
do do Sea Islands.....	2,835	6,529
To coastwise ports—Uplands.....	260,549	214,188
do do Sea Islands.....	6,839	9,606
Burnt.....	540	—
Stock at Savannah close of year.....	3,215	731,972
Deduct:		
Received from Beaufort, S. C.....	465	317
Received from Florida—Uplands.....	1,300	240
do do Sea Islands.....	3,968	3,771
Stock at Savannah beginning of year.....	2,833	8,566
<b>Total product for year.....</b>	<b>7,6406</b>	<b>488,204</b>

	1870-71.	1869-70.
<b>South Carolina.</b>		
Exported from Charleston:		
To foreign ports—Uplands.....	170,543	89,551
do do Sea Islands.....	5,107	7,233
To coastwise ports—Uplands.....	112,359	146,760
do do Sea Islands.....	6,562	5,686
Exported from Georgetown to N. York, &c.....	287	379
Exported from Beaufort to Savannah.....	465	317
Stock at Charleston close of year—Uplands.....	2,929	1,161
do do do Sea Islands.....	514	298
Deduct:		
Received from Florida—Uplands.....	1,593	160
do do Sea Islands.....	4,698	4,740
Received from Savannah.....	494	—
Stock at Charleston beginning year—Uplands.....	1,161	208
Sea Islands.....	203	42
<b>Total product of year.....</b>	<b>350,582</b>	<b>246,500</b>

	1870-71.	1869-70.
<b>North Carolina.</b>		
Exported:		
To foreign ports.....	70	50
To coastwise ports.....	98,064	59,437
Burnt.....	300	—
Stock at end of year.....	991	125
Deduct stock beginning of year.....	125	—
<b>Total product of year.....</b>	<b>99,020</b>	<b>59,612</b>

	1870-71.	1869-70.
<b>Virginia.</b>		
Exported:		
To foreign ports.....	5,417	9,660
To coastwise ports.....	837,143	1,192,788
Stock at end of year at Norfolk, &c.....	379	591
Deduct stock beginning of year.....	591	141
<b>Total product for the year.....</b>	<b>842,963</b>	<b>202,898</b>

	1870-71.	1869-70.
<b>Tennessee, &amp;c.</b>		
Shipments:		
From Memphis.....	518,536	286,551
From Nashville.....	114,829	58,263
From other places in Tenn., Kentucky, &c.....	166,394	123,784
Stock in Memphis & Nashville, end of year.....	2,726	6,471
Deduct:		
Shipped from Memphis to New Orleans.....	61,637	42,039
Shipped from Memphis, &c., to Charleston and Norfolk.....	159,381	82,520
Shipped from Memphis to Nashville.....	8,802	—
Shipped from Nashville to Chattanooga.....	5,603	—

Shipped direct to manufacturers.....	238,921	153,823
Stock in Memphis and Nashville beginning of year.....	6,471	465,817
.....	94	278,478
Total shipments to New York, Boston, Philadelphia and Portland.....	381,573	196,591
Add shipments to manufacturers as above.....	238,921	153,823
Total product for year from Tenn., &c*.....	600,501	350,416

\* Except the shipments to New Orleans, Norfolk and Charleston which are included in the New Orleans, Virginia and South Carolina crop.  
Total product detailed above by States, for the year ending September 1, 1871..... 4,261,077  
Consumed in the South, not included..... 61,240

Total crop in the United States for year ending September 1, 1871..... 4,352,317

Below we give the total crop each year since 1823:

Years.	Bales.	Years.	Bales.	Years.	Bales.
1823-24	4,323,317	1853-54	3,292,882	1883-84	1,841,497
1824-25	3,151,910	1854-55	3,018,029	1884-85	1,822,920
1825-26	2,483,039	1855-56	2,335,277	1885-86	1,864,792
1826-27	2,638,924	1856-57	2,098,700	1886-87	1,281,528
1827-28	2,019,771	1857-58	2,728,506	1887-88	1,335,324
1828-29	2,193,987	1858-59	2,317,641	1888-89	1,070,439
1829-30	no record	1859-60	1,778,651	1889-90	957,487
1830-31	3,556,086	1860-61	2,100,537	1890-91	1,033,945
1831-32	3,460,319	1861-62	2,381,504	1891-92	916,845
1832-33	3,851,481	1862-63	2,600,490	1892-93	870,415
1833-34	3,113,962	1863-64	2,378,875	1893-94	827,288
1834-35	2,889,519	1864-65	1,688,574	1894-95	957,281
1835-36	3,527,815	1865-66	1,634,945	1895-96	730,027
1836-37	2,847,839	1866-67	1,899,400	1896-97	660,219
1837-38	2,900,027	1867-68	1,590,532	1897-98	509,158

The crop of Sea Island the past year has been as follows: Florida, 8,753 bales; Georgia, 4,934 bales; South Carolina, 7,218 bales; Texas, 704 bales—total, 21,609 bales, the particulars of which are set out below:

FLORIDA—Receipts at Savannah, bales.....	3,968
Receipts at Charleston, ".....	4,098
Receipts at New York, ".....	50
Receipts at New Orleans, ".....	57
Total Sea Island crop of Florida.....	8,753
GEORGIA—Receipts at Savannah, bales.....	9,867
Deduct received from Florida.....	3,968
Deduct received from Beaufort.....	465-1,433
Total Sea Island crop of Georgia.....	4,934
SOUTH CAROLINA—Receipts at Charleston.....	11,915
Receipts at Savannah from Beaufort.....	465-12,410
Deduct received from Florida.....	4,098
Deduct received from Savannah.....	494-5,192
Total Sea Island crop of South Carolina.....	7,218
TEXAS—Receipts at Galveston.....	704
Total Sea Island crop of the United States 1870-71.....	21,609

The crop of Sea Island during former years has been as follows:

1855-56..... bales, 44,512	1859-60..... bales, 46,649	1863-64..... bales, 18,683
1856-57..... 4,214	1860-61..... No record	1864-65..... 26,507
1857-58..... 40,560	1861-62..... 32,224	1870-71..... 21,609
1858-59..... 47,592	1862-63..... 21,273	

**Consumption.**

The very low prices which have ruled during the past season have naturally resulted in increased takings by our spinners, not alone to supply an enlarged consumption, but also to add to their stock in view of the probability that the next crop is to be marketed at higher rates. We are indebted to the statistical officers of the late National Association of Cotton Manufacturers for a statement of the quantity of cotton the mills now have on hand compared with September 1, 1870, and September 1, 1869, and from this statement it would appear that while in 1869-70 the amount taken by spinners was about 50,000 bales in excess of their consumption, and in 1869-70 about 33,876 bales less than their consumption; this year they have taken 80,750 bales more than they have consumed. In other words they now hold 80,750 bales more stock than they did twelve months ago. Our own summary of the movement made up from the crop figures which we have given above is as follows. It will be seen that in stating the consumption, we, of necessity, include the stocks at Providence and other interior points north of the Ohio and Potomac, as our system of arriving at the overland movement brings every bale which has crossed those rivers into our total crop.

Total crop of the United States as above stated..... bales.	4,352,317
Stock on hand commencement of year (September 1, 1870):	
At Northern ports.....	19,554
At Southern ports.....	40,193-39,747
At Providence, &c., Northern interior markets.....	10,361-70,128
Total supply during year ending September 1, 1870.....	4,422,445
Of this supply there has been	
Exported to foreign ports during the year.....	8,166,742
Sent to Canada by railroad direct from the West.....	6,681
Burnt North and South.....	5,335
Now on hand (September 1, 1871):	
At Northern ports.....	55,765
At Southern ports.....	49,019-104,814
At Providence, &c., Northern interior markets.....	39,476-3,322,249
Total taken by spinners in the United States year ending Sept. 1, 1871.....	1,100,196
Taken by spinners in southern States included in above total.....	91,240
Leaving taken from the crop by the Northern mills.....	1,008,956

The foregoing statement indicates that the Northern mills have taken from this crop 1,008,956 bales. If we now apply to these figures, and also to our figures of the previous two years, the statement of increase of stock received from the statistical officers of the Cotton Manufacturers' Association, and which we have referred to above, we shall have the following as the actual consumption of the mills for the three years:

Taken by Northern mills.....	1869-70.....	1869-70.....	1870-71.....
Taken by Southern mills.....	918,836	806,860	1,008,956
.....	80,000	90,000	91,240
Total takings from crop.....	998,836	896,860	1,100,196
Added to mill stock during year.....	50,000	.....	80,750
Reduction of mill stock during year.....	.....	88,876	.....
Total consumption of mills.....	948,836	985,736	1,019,446

These totals show an increase in actual consumption this year of only about 100,000 bales. This, however, is not strictly correct,

as in last year's figures some deduction should be made for a difference in Northern interior stocks, &c., as stated in our crop report of that year, which would leave this year's increase somewhat larger. The above statement furnishes a very gratifying indication of the prosperity of our cotton manufacturing interest during the season which has just closed.

**Exports.**

In the first table given in this report will be found the foreign exports the past year from each port to Great Britain, France and other ports, stated separately, as well as the total to all the ports. In the following we give the total foreign exports for six years for comparison:

**Total Exports of Cotton to Foreign Ports for Six Years.**

From	1866	1867	1868	1869	1870	1871
New Orleans..... bales.	516,138	618,940	281,477	619,354	1,005,520	1,202,336
Mobile.....	270,581	153,121	236,511	163,154	200,828	287,071
South Carolina.....	53,821	90,896	105,413	165,899	97,091	1,560,000
Georgia.....	37,905	114,101	229,694	167,337	280,631	464,270
Texas.....	61,388	76,988	.....	68,595	53,326	153,539
Florida.....	37,977	3,000	.....	810	.....	221,242
North Carolina.....	21	534	.....	.....	50	70
Virginia.....	.....	13,011	8,282	6,253	9,670	5,417
New York.....	498,162	469,669	371,634	327,838	413,701	667,936
Boston.....	12,011	17,011	1,411	1,491	1,677	8,005
Philadelphia, &c.....	2,035	3,153	1,440	99	.....	1,281
Baltimore.....	6,709	7,372	16,519	19,212	32,161	37,237
Portland, Maine.....	.....	101	2,807	1,907	.....	475
an Francisco.....	.....	32	1	.....	.....	.....
Total from the U. S.....	1,552,457	1,558,787	1,637,015	1,419,020	2,178,917	3,166,742

Below we give a detailed statement of the year's exports from each port, showing the direction which those shipments have taken

	New Orleans.	Mobile.	Galveston.	Charleston.	Savannah.	New York.	Balt. & Philad.	Other ports.	Total.
Liverpool.....	767,791	240,660	171,524	125,586	393,259	594,057	21,877	10,009	2,290,762
Glasgow.....	.....	.....	.....	.....	.....	117	.....	.....	117
Cowes, Falmouth, &c.....	2,709	.....	1,386	1,200	.....	5,396	.....	.....	5,396
Queenstown & Cork.....	23,532	.....	8,292	8,272	21,068	6,214	.....	.....	97,799
Lyons.....	113,538	.....	5,687	.....	7,589	5,760	.....	.....	137,495
Bordeaux.....	568	.....	.....	.....	.....	.....	.....	.....	568
Marseilles.....	.....	.....	.....	.....	.....	605	.....	.....	605
Rouen and Cello.....	35	.....	.....	.....	.....	.....	.....	.....	35
Amsterdam.....	24,217	18,104	15,719	17,808	24,816	8,106	2,273	.....	110,275
Bremen.....	127,616	3,690	12,196	.....	82,540	20,921	10,413	.....	206,791
Hamburg.....	16,709	1,300	.....	.....	.....	6,879	.....	.....	28,388
Antwerp.....	31,126	.....	.....	.....	8,707	8,817	787	41	89,131
Rotterdam.....	.....	.....	.....	.....	1,701	3,832	6,748	1,457	13,283
Continent via Glasgow.....	.....	.....	.....	.....	.....	1,215	.....	.....	1,215
Ghent.....	1,477	.....	.....	.....	.....	.....	.....	.....	1,477
Gottenburg & Stockholm.....	4,524	.....	3,071	.....	4,344	.....	.....	.....	11,909
Barcelona.....	62,919	8,681	11,625	15,960	100	.....	.....	.....	92,785
Gibraltar.....	.....	.....	1,450	.....	108	.....	.....	.....	1,558
Santander.....	1,126	.....	.....	.....	.....	.....	.....	.....	1,126
Malaga.....	5,471	.....	.....	.....	.....	.....	.....	.....	5,471
San Sebastian, &c.....	1,310	.....	14	.....	40	.....	.....	.....	1,424
Cadiz.....	52	.....	.....	.....	.....	.....	.....	.....	52
Genoa.....	31,906	4,550	890	2,582	1,015	.....	.....	.....	41,893
Trieste.....	2,460	.....	.....	1,450	760	.....	.....	.....	4,670
Venice.....	3,410	.....	.....	.....	.....	.....	.....	.....	3,410
Saleria.....	.....	.....	.....	.....	1,308	.....	.....	.....	1,308
St. Petersburg.....	.....	3,100	.....	.....	.....	.....	.....	.....	3,100
Narva.....	.....	.....	415	.....	8,811	.....	.....	.....	4,239
Cronstadt, &c.....	37,982	5,861	825	16,452	76	810	.....	.....	61,959
Malmoe.....	.....	825	.....	1,310	.....	.....	.....	.....	2,135
Mexico.....	18,127	.....	7,339	.....	.....	2	.....	.....	25,468
Br. N. A. Provinces.....	.....	.....	.....	.....	.....	.....	.....	.....	274
Havana, &c.....	.....	.....	.....	.....	.....	.....	.....	.....	20
Total.....	1,302,585	257,074	231,472	175,650	461,369	667,928	37,567	10,317	3,166,742

\* Other ports include 5,417 bales to Liverpool from Norfolk, 70 bales to Liverpool from Wilmington, N. C.; 455 bales to Liverpool from Portland, Maine; 1,380 bales to Liverpool from Philadelphia, and the balance from Boston.

The following are the total gross receipts of cotton at New York, Boston, Philadelphia and Baltimore for each of the last two years ending September 1:

RECEIPTS FROM—	NEW YORK.		BOSTON.		PHILAD'A.		BALTIMORE.	
	1870-71.	1869-70.	1870-71.	1869-70.	1870-71.	1869-70.	1870-71.	1869-70.
New Orleans.....	152,176	116,991	61,501	63,612	7,099	5,188	449	184
Texas.....	49,042	54,873	16,981	10,910	5,381	.....	818	.....
Savannah.....	194,718	161,262	42,325	23,416	20,891	19,511	14,591	14,185
Mobile.....	15,000	18,608	13,981	17,677	476	282	433	.....
Florida.....	1,775	6,996	.....	5,185	11,791	10,560	13,852	13,410
Georgia.....	117,091	121,890	4,849	8,849	1,738	1,678	5,651	2,789
North Carolina.....	63,724	44,012	991	133	.....	.....	.....	.....
Virginia.....	2,5,611	97,316	63,331	57,101	18,031	.....	51,575	84,275
No then Ports.....	14,016	8,357	15,793	63,356	4,963	2,902	1,108	3,773
Tennessee, &c.....	252,848	135,876	15,410	21,316	18,970	12,509	41,688	26,214
Foreign.....	6,074	11,788	351	229	.....	.....	52	6
Total this year.....	1,101,591	780,017	235,896	251,993	95,481	56,653	182,570	96,922

To complete our record, we give below a table showing the price of middling uplands at New York and Liverpool on Friday of each week during the last two years:

**Prices of Cotton at New York and Liverpool Two Years.**

	1869-70.		1870-71.		1869-70.		1870-71.	
	New York.	New Liverpool.						
1869. ets. d.	1870.	1870.	1870.	1871.	1871.	1871.	1871.	1871.
Sept. 8. 15 1/2	13 1/2	2. 19 1/2	9	Mar. 4. 22 1/2	11 1/2	Mar. 8. 14 1/2	7 1/2	
" 17. 30	13 1/2	" 9. 1. 1. 1/2	0	" 11. 21 1/2	11 1/2	" 10. 14 1/2	7 1/2	
" 21. 29	12 1/2	" 18. 19 1/2	9 1/2	" 18. 25 1/2	11 1/2	" 17. 15 1/2	7 1/2	
		" 23. 18	9 1/2	" 25. 22 1/2	1 1/2	" 21		

THE DEBT STATEMENT FOR SEPTEMBER, 1871.

The following is the official statement of the public debt, as appears from the books and Treasurer's returns at the close of business on the last day of August, 1871 :

Debt bearing interest in coin.

Table with columns: Character of Issue, Authorized, When Payable, Registered, Coupon, Interest Accru'd Over'd. Interest.

Aggregate of debt bearing inter't in coin, 729,063,950 1152,304,950 5,609,888 29,496,599

Debt Bearing Interest in Lawful Money.

Table with columns: 3 per cent Certifs., 5's, Navy pension, 4's, Certificate of debt bearing interest in lawful money.

Debt on Which Interest Has Ceased Since Maturity.

Table with columns: 5 to 6's Bonds, 6's Bonds, 6's Mex. Indem., 6's Bonds, 6's Bounty L. scp., 5's Texas Indem., 1-10/6's Tr. notes, 6's Tr'y notes, 3 to 6's Tr'y notes, 7 3/10's, 3 years, 5's, one year, 5's, 2 years, 6's, Com. Int. n's., 7 3/10's, 3 years, 6's, Certif. of Ind., 4, 5 & 6's, Teu. l.

Debt Bearing no Interest.

Table with columns: Authorizing act, Character of issue, Amt. outstanding.

Recapitulation.

Table with columns: DEBT BEARING INTEREST IN COIN, DEBT BEARING INTEREST IN LAWFUL MONEY, DEBT BEARING NO INTEREST, Total, Amount outstanding, Interest.

Bonds Issued to the Pacific Railroad Companies, Interest Payable in Lawful Money.

Table with columns: Character of Issue, Amount outstanding, Interest accrued and not yet paid, Interest paid by United States, Interest repaid by Int. paid of mals, &c. States.

The Pacific Railroad bonds are all issued under the acts of July 1, 1862, and July 2, 1864; they are registered bonds, in denominations of \$1,000, \$5,000 & \$10,000; bear six per cent interest in currency, payable January 1 and July 1, and mature 30 years from their date.

CHANGES IN THE REDEEMING AGENTS OF NATIONAL BANKS.

The following are the changes in the Redeeming Agents of National Banks since the 31st of August, 1871. These weekly changes are furnished by, and published in accordance with, an arrangement made with the Comptroller of the Currency :

Table with columns: LOCATION, NAME OF BANK, REDEEMING AGENT.

New National Banks.

The following is a list of the National Banks organized since the 31st of August, 1871 :

- Official No. 1,868-The First National Bank of Jefferson at Charleston, West Virginia. Authorized capital, \$50,000; paid in capital, \$30,000. Colin C. Porter, President; ... Cashier. Authorized to commence business Sept. 1, 1871.

Latest Monetary and Commercial English News

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

Table with columns: EXCHANGE AT LONDON - AUGUST 25, EXCHANGE ON LONDON, ON - TIME - RATE, LATEST DATE, TIME, RATE.

[From our own correspondent.]

LONDON, Saturday, August 26.

The weather of the present week, although of a variable and uncertain character, has not been so adverse as to delay in any material extent the harvesting of the crops of grain. A large portion of the produce which was standing in shocks in the fields at the close of last week has now been carted and stacked, but much yet remains to be done in the South, while in the North and in the earlier districts in Scotland, harvest was only commenced at the beginning of the week. The more that the wheat crop is tested by the only satisfactory means of arriving at a correct result, viz.: by thrashing, the more convinced do we become that our crop is decidedly under an average. The quality of the grain is good; but further experience may acquaint us of the fact that in consequence of the late season, and the anxiety caused by the threatening aspect of the weather, a large proportion of the crop has been stacked in such a condition as to render it quickly

amenable to variations of temperature. The farmers would unquestionably prefer to allow their produce to remain in the fields a few days longer, but with somewhat frequent showers, and with damp nights, no advantage can be gained by adopting such a course at so late a period of the season. Should these remarks be correct, it would follow that when the wet season shall have set in, millers will find a scarcity of dry English produce, and the result will be that sound foreign wheat will meet with a ready sale at remunerative prices.

There is no one now who expects to see lower prices for wheat. Although the stocks here and at the French outports are large—the stock at Marseilles being 420,000 quarters—it is evident that we shall require large foreign supplies, and that France will be under the necessity of importing largely during the next twelve months. The large number of wheat-laden vessels on passage necessitates much caution on the part of millers, who, recognizing the fact that our present prices are sufficiently high to attract the supplies we require, are unwilling to accumulate large stocks. The number of wheat-laden vessels afloat is 382 against 366 last year.

Mr. James Sanderson has forwarded his usual letter to the *Times*, in which the season is reviewed, and conclusions are arrived at very similar to those I have ventured upon myself. Of the wheat crop he speaks very unfavorably, and puts the yield "at 22 bushels per acre, or eight bushels under average, or, as compared with recent years, eight bushels per acre under the yield of last year, two bushels per acre under the crop of 1869, 14 bushels short of the great crop of 1863, and about equal to the crop of 1867; or, to take the aggregate yield, and assuming that the area under wheat will be equal to that of last year, the results are as follows: In the year 1863, 16½ million qrs.; in the year 1869, 12 million qrs.; in the year 1870, 13 million qrs.; and in the year 1871, 9½ million qrs." With regard to the crops of barley, oats, beans and peas the letter reports in most favorable terms, barley, beans and peas being very abundant. "Root crops, comprising turnips, mangold and kohlrabi never looked better. The turnip crop especially—which when good is the basis of a successful rotation of crops, is the best soil restoring crop, and lessens the farmer's outlay on artificial foods—is singularly promising. Not a patchy nor a blighted field is to be seen, but everywhere this crop is remarkable for luxuriance."

I may add, however, as a fact mitigating to some extent Mr. Sanderson's deficiency in the yield of wheat, that on light soils the crop is by no means a discouraging one, five-quarters to the acre having been secured in some places. The season has, however, been very propitious to the light-land farmers.

The funded five per cent loan of the United States, the subscription list of which was opened at the offices of Messrs. Jay Cooke McCulloch & Co. on Tuesday last, has met with a great success. The applications from all parts of the country have been very large; and as numerous small amounts have been applied for, the *bona fide* character of the subscriptions is guaranteed. Very few holders of five-twenty bonds, however, have considered it prudent to exchange, the applications for cash having very greatly exceeded those for an exchange of bonds. In Germany and Holland the same has been the case, and it is remarkable that even from France a moderate number of applications has been made. The dealings in the loan on the Stock Exchange have been to a moderate extent at from par to half premium.

The holiday season creates a dullness in the stock markets, and only a moderate amount of business is in progress. The tone of the various markets, however, is good, and the value of railway shares has improved. French Government securities have been dull, owing to the exciting discussions lately held in the National Assembly, but for other foreign stocks the market has been firm. American government stocks show but little alteration. The following were the highest and lowest prices of Consols and the principal American securities on each day of the week:

	Monday.	Tuesd'y.	Wednes'y.	Thursd.	Friday.	Satur.
Consols .....	93½-93¾	93½-93¾	93½-93¾	93½-93¾	92½-92¾	93½-93¾
U. S. 5-20's, 1862 .....	91-91½	91-91½	91-91½	91-91½	91-91½	91-91½
U. S. 5-20's, 1861 .....	91-92	91-92	91-92	91-92	91-92	91-92
U. S. 5-20's, 1865 .....	93¾	93¾	93¾	93¾	93¾	93¾
U. S. 5-20's, 1871 .....	87-87½	87-87½	87-87½	87-87½	87-87½	87-87½
U. S. 5-20's, 1867 .....	92½-92¾	92½-92¾	92½-92¾	92½-92¾	92½-92¾	92½-92¾
U. S. 10-40's, 1831 .....	90¾-91	90¾	90¾	90¾	90¾	90¾
Atlantic & Gt. West. consold mort. bd's .....	42¾-43¾	42¾-43¾	42¾-43¾	42¾-43¾	42¾-43¾	41¾-42¾
Erie shares (\$100) .....	21¾-21¾	21¾	21¾	21¾	21¾	21¾
Hlliois shares (\$100) .....	109-110	109¾-110	109¾-110	109¾-110	108¾-109	109¾-110

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of Consols the average quotation for English Wheat, the price of Middling

Upland Cotton, and of No. 40 Mule Yarn, fair, second quality, compared with the four previous years:

	1867.	1868.	1869.	1870.	1871.
Circulation, including bank post bills .....	24,215,800	24,458,593	23,751,872	21,146,011	23,562,782
Public deposits .....	7,850,218	2,979,410	3,766,406	5,261,649	5,093,493
Other deposits .....	18,870,139	19,898,830	18,708,156	20,624,795	22,852,520
Government securities .....	12,812,373	13,790,131	14,399,928	12,483,861	13,968,765
Other securities .....	16,976,823	15,697,078	13,901,523	19,950,096	16,530,216
Reserve of notes and coin .....	14,880,916	11,818,471	12,761,437	11,747,841	15,460,572
Coin and bullion .....	23,574,726	20,774,101	21,042,677	19,663,646	25,558,243
Bank rate .....	2 p. c.	2 p. c.	2½ p. c.	4 p. c.	2 p. c.
Consols .....	91¼	91¾	91¾	91¾	91¾
Price of wheat .....	68s. 2d.	57s. 1d.	59s. 1d.	51s. 7d.	57s. 10d.
Mid. Upland cotton .....	10½d.	11d.	11d.	13 11-16d.	9 1-16d.
No. 40 mule yarn .....	1s. 2¼d.	1s. 2½d.	1s. 5d.	1s. 1¼d.	1s. 1¼d.

Subscriptions will be received at the principal European capitals on the 6th of September for a loan of £6,000,000 net for the Spanish Government. The bonds will bear three per cent interest per annum, and will be issued at 31. The loan will not be introduced here by any financial establishment, but applications will be entertained at the Spanish Financial Agency. The object of the Spanish Government is evidently to save the commissions which they have hitherto paid to their loan contractors, and should the course they are about to adopt prove to be successful other Governments may adopt a similar policy.

In the money market there has been extreme quietness, but the tendency as regards long-dated paper is more in favor of lenders. No material variation, however, is apparent. The changes in the Bank return are favorable to continued ease, and the amount of other securities remain at a low figure. The quotations of money, compared with those of last year, are subjoined:

	1870.	1871.	1870.	1871.
	Per cent.	Per cent.	Per cent.	Per cent.
Bank minimum .....	4 @...	2 @...	4 months' b'k bills.	3¼@4 1¼@3
Open-market rates:			6 months' b'k bills.	4¼@1½ 2½@2¾
30 and 60 days' bills .....	3¾@3¾	1½@...	4 and 6 trade bills.	4¼@5 3 @3¾
3 months bills .....	3¾@3¾	1½@...		

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

	1870.	1871.
Joint stock banks .....	3	1
Discount houses at call .....	3	1
Discount houses with 7 days' notice .....	3¼	1¼
Discount houses with 14 days' notice .....	3¼	1¼

In the Continental money markets the tendency is downward and at Amsterdam the rate has been reduced to 2½ per cent. Annexed are the quotations at the leading cities:

	B'k rate		Op. m'kt			B'k rate		Op. m'kt	
	1870.	1871.	1870.	1871.		1870.	1871.	1870.	1871.
At Paris .....	6	5	6	4½	At Turin .....	5	5	4	5@5
Vienna .....	5	5	5	5	Brussels .....	7	4	6½	3½
Berlin .....	6	4	5½	3¾	Madrid .....	5	6	5	6
Frankfort .....	3	5	2½	2½	Hamburg .....	8	4	3	3
Amsterdam .....	6	2½	6	2½	St. Petersburg .....	8	8	5	7

In the early part of the week bills were largely offered, especially on Paris; but they are now much scarcer and the quotations are firmer. In the bullion market there is no important feature. There is no demand for bar gold for export; but sovereigns continue to be sent away for Government and other purposes. The silver market is quiet. The following prices of bullion are from Messrs. Pixley, Abell, Langley & Blake's circular:

	per oz. standard.	s. d.	s. d.
Bar Gold .....	per oz. standard.	77	11 @
United States Gold Coin .....	per oz.	76	3 @

	per oz. standard.	s. d.	s. d.
Bar Silver, Fine .....	per oz. standard.	50	5 @ 5 0½
Bar Silver, containing 5 grains Gold .....	per oz. standard.	5	1½ @ 5 1½
Fine Cake Silver .....	per oz.		no price.
Mexican Dollars .....	per oz.—last price.	4	10 15-16 @ 11 1½

The trade of the country remains good, and a healthy business is in progress. The wool and iron trades are very satisfactory, and although production in the latter department has been retarded by the strikes of workmen, quite an average amount of activity is apparent. Cotton has improved in value. The following relates to the trade of Manchester:

The character of this week has been similar to the last. It opened very quietly in the middle of the week more business was done; and judging from to-day it promises again to close quietly and without animation. These characteristics have been owing chiefly to the variations in the cotton market. On Wednesday, after a few days of comparative flatness in Liverpool, renewed activity set in, and large sales were reported. The same was the case yesterday, the reported sales amounting to as much as 25,000 bales. This activity in cotton had the effect of hardening prices in this market, and sellers who had been desirous of selling previously but could not, were at least able to sell at prices which they could not previously get. This is about the extent of the improvement which has taken place for to-day, when an advance has been insisted on, it has materially curtailed business. Those who held stocks, and in several quarters stocks had begun to appear, availed themselves of the opportunity, and sold at better prices than they could obtain on Monday last. The position of producers, however, has not improved, and manufacturers as a rule are not making profits.

It is difficult to account for the sudden straits which the cotton market makes. The stock has now got into a limited and manageable compass, and owing to the cheapness of money is easily held and turned over. Many attribute the sensitiveness of the market to this cause. In addition, however, spinners show a disinclination to reduce their stocks of cotton, and whenever they undertake renewed contracts for yarn they generally proceed to buy sufficient cotton to cover them. Probably the large purchases of cotton by consumers on Wednesday and yesterday were the result of sales of yarn which they had previously been quietly making. Buyers here are with difficulty spurred into making heavy purchases, but somehow or other the production is got rid of, and a small decline in prices is sufficient to bring about business.

Annexed is a statement showing the imports and exports of cotton into and from the United Kingdom, from September 1 to August 24, compared with the corresponding period in 1869-70.

	1870-71		1869-70	
	Imports.	Exports.	Imports.	Exports.
American.....bales.	2,288,684	363,235	1,450,311	120,414
Brazilian.....	465,953	58,504	431,031	52,336
East Indian.....	1,049,174	534,031	1,247,076	460,622
Egyptian.....	235,295	14,158	169,040	4,552
Miscellaneous.....	209,900	12,605	137,317	13,179
Total.....	4,217,906	922,936	3,434,745	652,103

The traffic receipts of railways in the United Kingdom, for the week ending August 20, amounted to £964,078, or 13,964 m.les against £899,079 last year, on 13,723 miles, showing an increase of 241 miles, and of £64,999. The receipts from the goods traffic on the 14 principal lines were £396,268, and for the corresponding week last year, £368,827, showing an increase of £27,441.

The following return shows the imports and exports of cereal produce into and from the United Kingdom, during last week and since the commencement of the season compared with the corresponding periods in 1869-70 :

FOR THE WEEK ENDING AUG. 19.

	1870-71		1870-71	
	Imports.	Exports.	Imports.	Exports.
Wheat.....cwt.	733,518	19,053	457,169	6,410
Barley.....	136,588	255	153,490	65
Oats.....	159,161	771	220,253	58,273
Peas.....	24,026	42	58,092	171
Beans.....	71,217	36	30,206	.....
Indian Corn.....	445,076	96	497,990	.....
Flour.....	61,434	2,036	96,511	33,698

FROM THE COMMENCEMENT OF THE SEASON, (AUG. 28.

	1870-71		1870-71	
	Imports.	Exports.	Imports.	Exports.
Wheat.....cwt.	33,456,196	3,256,720	37,845,441	971,322
Barley.....	7,746,418	111,818	7,687,153	101,260
Oats.....	9,864,509	1,461,767	11,328,618	811,843
Peas.....	985,074	56,780	2,012,454	14,532
Beans.....	2,119,546	18,657	1,738,966	3,161
Indian Corn.....	15,880,776	79,371	17,622,999	16,450
Flour.....	4,289,312	1,352,403	5,816,759	135,965

The following are the totals for the corresponding periods in 1868-69 :

	Imports.		Exports.	
	For the week.	Since Sept. 1.	For the week.	Since Sept. 1.
Wheat.....cwt.	1,119,396	27,770,461	930	164,665
Barley.....	61,906	8,861,317	.....	103,293
Oats.....	95,609	5,871,162	222	122,931
Peas.....	21,670	1,168,236	221	26,371
Beans.....	15,013	2,279,098	.....	4,694
Indian Corn.....	462,562	13,494,125	.....	4,512
Flour.....	190,392	3,875,242	137	32,815

English Market Reports—Per Cable.

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

London Money and Stock Market.—Consols close at a decline of 3/4d. on last week's prices. American securities close quiet and steady, 62s showing a decline of 1/4d and 65s a decline of 1/4d.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Consols for money.....	93 3/4	93 3/4	93 3/4	93 3/4	93 3/4	93 3/4
" account.....	93 3/4	93 3/4	93 3/4	93 3/4	93 3/4	93 3/4
U. S. 6a (5-20s), 1862.....	93 3/4	93 3/4	93 3/4	93 3/4	93 3/4	93 3/4
" old, 1865.....	94 1/4	94 1/4	94 1/4	94 1/4	94 1/4	94 1/4
" 1867.....	92 3/4	92 3/4	92 3/4	92 3/4	92 3/4	92 3/4
U. S. 10-40s.....	90 3/4	90 3/4	90 3/4	90 3/4	90 3/4	10 3/4

The daily closing quotations for United States 6s (1862) at Frankfurt were :

Frankfort.....	96	95 3/4	95 1/2 @ 3/4	95 1/4 @ 3/4	.....
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Liverpool Cotton Market.—See special report of cotton.

Liverpool Breadstuffs Market.—This market closes active with prices advancing.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Flour (Western).....	22 0	22 0	22 0	22 0	22 0	24 0
Wheat (No. 2 Mil. Red).....	10 2	10 2	10 4	10 4	10 6	10 7
" (Red Winter).....	10 11	10 11	11 1	11 1	11 3	11 5
" (California White).....	11 11	11 11	12 2	12 2	12 4	12 6
Corn (W. m' d).....	29 6	29 6	29 0	30 0	30 3	30 9
Barley (Canadian).....	4 0	4 0	4 0	4 0	4 0	4 0
Oats (Am. & Can.).....	3 2	3 2	3 2	3 2	3 2	3 2
Peas (Canadian).....	38 6	38 6	38 6	38 6	38 6	38 6

Liverpool Provisions Market.—This market closes quiet, the prices of beef showing a decline and bacon an advance.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Beef (ex. pr. mess).....	72 0	72 6	72 6	72 6	72 6	72 6
Pork (Estn. pr. mess).....	45 0	45 0	45 0	45 0	45 0	45 0
Bacon, Cumb. cut.....	31 6	32 0	32 0	32 0	32 0	32 0
Lard (American).....	45 0	45 0	45 0	45 0	45 0	45 0
Cheese (fine).....	49 0	49 0	49 0	49 0	49 0	49 0

Liverpool Produce Market.—The market closed quiet at last week's prices.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Resin (com. Wilm.).....	7 9	7 9	7 9	7 9	7 9	7 9
" (fine pale).....	19 6	19 6	19 6	19 6	19 6	19 6
Petroleum (std white).....	1 6 1/2	1 6 1/2	1 6 1/2	1 6 1/2	1 6 1/2	1 6 1/2
" (spirits).....	10	11	11	10	10	10
Tallow (American).....	43 6	43 6	43 6	43 6	43 6	43 6

London Produce and Oil Markets.—Calcutta linseed has shown a slight and whale oil a considerable decline the past week.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Linseed (Calcutta).....	10 10 0	10 10 0	10 10 0	10 10 0	10 10 0	10 10 0
Linseed (Calcutta).....	62 0	62 0	62 0	62 0	62 0	62 0
Sugar (No. 12 Delistd).....	36 8	36 6	36 6	36 6	36 6	36 6
Sperm oil.....	81 0 0	81 0 0	81 0 0	81 0 0	81 0 0	81 0 0
Whale oil.....	32 10 0	32 10 0	32 10 0	32 10 0	32 10 0	32 10 0
Linseed oil.....	33 0 0	33 0 0	33 0 0	33 0 0	33 0 0	33 0 0

COMMERCIAL AND MISCELLANEOUS NEWS.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports this week show a decrease in both dry goods and general merchandise. The total imports amount to \$8,771,076 this week, against \$10,333,923 last week, and \$7,163,055 the previous week. The exports are \$4,394,046 this week, against \$3,955,742 last week, and \$4,729,437 the previous week. The exports of cotton the past week were 4,872 bales, against 8,631 bales last week. The following are the imports at New York for week ending (for dry goods) Sept. 1, and for the week ending for general merchandise) Sept. 2.

FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.

	1868.	1869.	1870.	1871.
Dry goods.....	\$2,362,700	\$2,116,405	\$3,532,797	\$3,915,667
General merchandise.....	2,222,071	3,405,672	4,101,173	4,855,409
Total for the week.....	\$4,584,771	\$5,522,077	\$7,633,970	\$8,771,076
Previously reported.....	168,375,332	207,283,982	193,014,245	257,375,042

Since Jan. 1..... \$172,960,093 \$212,809,059 \$205,643,215 \$266,146,111

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 September 5 :

EXPORTS FROM NEW YORK FOR THE WEEK.

	1868.	1869.	1870.	1871.
For the week.....	\$3,074,642	\$4,393,733	\$3,012,437	\$4,891,046
Previously reported.....	111,455,100	126,692,796	119,780,983	151,930,160

Since Jan. 1..... \$114,532,742 \$120,906,579 \$122,793,470 \$159,924,206

The following will show the exports of specie from the port of New York for the week ending September 2, 1871 :

	1868.	1869.	1870.	1871.
Aug. 29—St. Silesia, London—				
Gold bars.....	\$30,500			
For Hamburg—				
Foreign silver.....	6,600			
" 30—St. Russia, Liverpool—				
Foreign silver.....	25,000			
Silver bars.....	106,932			
" 20—St. Minnesota, London—				
American gold.....	15,000			
" 30—St. Ocean Queen, Greytown—				
American silver.....	500			
Total for the week.....				\$504,762
Previously reported.....				53,309,234

Total since Jan. 1, 1871..... \$53,874,096

Same time in	1867.	1868.	1869.	1870.
Same time in				
1870.....	\$45,226,452	1867.....	39,975,968	
1869.....	34,882,445	1868.....	53,186,390	
1868.....	61,379,144	1865.....	20,300,922	

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

	1867.	1868.	1869.	1870.
Aug. 26—St. Rising Star, Aspinwall—				
Gold dust.....				\$13,334
Silver.....	\$1,134			
Gold.....	170			
Total for the week.....				\$24,693
Previously reported.....				7,561,163

Total since January 1, 1871..... \$7,585,831

—In our advertising columns will be found an important notice in regard to a reorganization of the Mariposa Gold Mining Co., to which the attention of all parties interested in the company's securities is particularly directed.

BANKING AND FINANCIAL.

BANKING HOUSE OF HENRY CLEWS & Co.,  
32 Wall street, N. Y.

Letters of Credit for travelers; also, commercial credits issued, available throughout the world.

Bills of Exchange on the Imperial Bank of London, National Bank of Scotland, Provincial Bank of Ireland and all their branches.

Drafts and Telegraphic Transfers on Europe, San Francisco the West Indies, and all parts of the United States.

Deposit accounts received in either Currency or Coin, subject to check at sight, which pass through the Clearing-House as if drawn upon any city bank; 4 per cent interest allowed on all daily balances; Certificates of Deposit issued; Notes, Drafts and Coupons collected; advances made on approved collaterals and against merchandise consigned to our care.

Orders executed for Investment Securities and Railroad Iron.

CLEWS, HABICHT & Co.,

11 OLD BROAD STREET, LONDON.

**FIRST MORTGAGE SINKING FUND LAND GRANT BONDS**

OF THE ST. JOSEPH AND DENVER CITY RAILROAD CO.

IN DENOMINATIONS OF \$1,000, \$500 AND \$100,

can now be had from the undersigned or through the principal banks and bankers of the United States. The attention of investors is invited to the merits of these Bonds, secured by a first and only mortgage on the road, equipments, franchises and property of a trunk line of railroad which will shorten the distance between New York and San Francisco some 230 miles, and in addition the mortgage to secure the Bonds covers a land grant of 1,500,000 acres of the most fertile land in the West, which is prohibited from being sold at less than four (\$4) dollars per acre by the terms of the mortgage deed, and according to the present market price of the Illinois Central Company's lands is worth \$18,750,000. This loan was originally for \$5,500,000, but has been largely reduced by subscriptions of actual investors. The remaining balance of the loan is offered at 97½ and accrued interest, but the right is reserved to advance the price at any time, without notice.

The bonds have thirty years to run; bear 8 per cent interest, payable in New York, London, or Frankfort-on-the-Main, at the option of the holder, without notice, free of taxes. BOTH PRINCIPAL AND INTEREST ARE PAYABLE IN GOLD. They are Coupon Bonds, but can be registered with the coupons ON, or can be registered with the coupons OFF, and interest paid to registered owner. Interest payable August 15th and February 15th. A liberal sinking fund, formed from the entire land sales, in payment for which the bonds will be received at par and accrued interest, provides for the early extinguishment of this loan.

Trustees—Farmers' Loan and Trust Company.

These bonds offer favorable inducements to parties desiring to fund their Five-Twenties, or other high-priced securities.

In converting Five-Twenties the investors realize 17 per cent profit on the principal; 2 per cent per annum excess of interest; and at the same time get a perfect security.

Maps, circulars, documents, and full information furnished on application.

*Though acting as agents for the sale of this loan, our firm buy and sell in their regular business the bonds of the St. Joseph and Denver City Railroad Company, those of the Eastern Division being now quoted at 102 and accrued interest. These were originally placed by us at 97½*

TANNER & CO.,

Bankers, No. 11 Wall street.

**FUNDING FIVE-TWENTY BONDS.**

OFFICE OF FISK & HATCH,

NO. 5 NASSAU STREET,

NEW YORK, Sept. 5, 1871.

We are strongly recommending in exchange for FIVE-TWENTY BONDS, soon to be called in, the SIX PER CENT GOLD BONDS of the CHESAPEAKE AND OHIO RAILROAD COMPANY, now selling at 93 and interest, of which we have only some \$5,000,000 still unsold. The total amount of the loan is \$15,000,000. They are issued in denominations of \$1,000, \$500 and \$100, coupon and registered, interest payable May and November in New York city, in U. S. gold coin.

The CENTRAL PACIFIC SIXES, amounting to \$25,885,000, are in sharp demand for the home and German markets, and any amount can be sold as readily as so many Five-Twenty Bonds; they are freely dealt in at all the prominent Stock Exchanges in the world, and will soon advance to a large premium; that the same result will follow with the Chesapeake and Ohio bonds, on the completion of the road, we have no doubt.

Holders of FIVE-TWENTIES, by conversion into CENTRAL PACIFICs, retain the same rate of interest and increase their capital about 12 per cent. By converting into the CHESAPEAKE AND OHIO bonds the increase will be about 20 per cent.

Holders of Centrals can exchange for Chesapeake and Ohios, and increase their capital from 7 to 8 per cent, and in either case have a bond just as sure to be paid, principal and interest, as a Five-Twenty bond.

As the amount of Chesapeake and Ohio bonds remaining unsold is so small and the demand very great, they must soon be absorbed. There are very few Centrals on the market, and they will soon largely advance in price.

HARVEY FISK.  
A. S. HATCH.

FISK & HATCH.

**NOTICE.**

**REDEMPTION OF 520 BONDS OF 1862.**

TREASURY DEPARTMENT, Sept. 1, 1871.

By virtue of the authority given by an Act of Congress, approved July 14, 1870, entitled "An Act to authorize the refunding of the National Debt," I hereby give notice that the principal and accrued interest of the bonds herein below designated, known as Five-Twenty Bonds, will be paid at the Treasury of the United States, in the City of Washington, on or after the first day of December next, and that the interest on said bonds will cease on that day. That is to say, Coupon Bonds known as the first series, Act of February 25, 1862, dated May 1, 1862, numbered as follows:

- 1 to 30,699 inclusive, of \$50 each.
- 1 to 43,572 inclusive, of \$100 each.
- 1 to 40,011 inclusive, of \$500 each.
- 1 to 74,104 inclusive, of \$1,000 each.

And registered bonds of the same act:

- 1 to 595 inclusive, of \$50 each.
- 1 to 4,103 inclusive, of \$100 each.
- 1 to 1,899 inclusive, of \$500 each.
- 1 to 8,906 inclusive, of \$1,000 each.
- 1 to 2,665 inclusive, of \$5,000 each.
- 1 to 2,906 inclusive, of \$10,000 each.

The amount outstanding (embraced in the numbers as above) is one hundred million (\$100,000,000) dollars. Coupon bonds of the act of February 25, 1862, were issued in four distinct series. Bonds of the first series (embracing those described above) do not bear the series designation upon them, while those of the second, third and fourth series are distinctly marked on the face of the bonds, United States securities forwarded for redemption should be addressed to the "Loan Division," Secretary's office.

J. F. HARTLEY, Acting Secretary.

**INVESTMENT SECURITIES.**

JAY COOKE & Co. are now selling, and recommend as a profitable and safe investment for all classes, the First Mortgage 7-30 Gold Bonds of the Northern Pacific Railroad Company, bearing Seven and Three-Tenths per cent. gold interest (more than 8 per cent currency), and secured by first and only mortgage on the entire Road and equipments, and on more than 23,000 Acres of Land to every mile of track, or 500 Acres of Land to each \$1,000 Bond. The highest current price will be paid for U. S. Five-Twenties, and all other marketable securities received in exchange. Pamphlets, maps and full information, as well as the bonds themselves, will be furnished on application by JAY COOKE & Co. Philadelphia, New York and Washington, and by most Banks and Bankers throughout the country.

**The Bankers' Gazette.**

**DIVIDENDS.**

The following Dividends have been declared during the past week:

COMPANY.	PER CENT.	WHEN PAYABLE.	BOOKS CLOSED.
<b>Railroads.</b>			
Long Island.....	3	Sept. 9.	Until Sept. 11.
<b>Miscellaneous.</b>			
Morris Canal Banking Co., preferred.....	\$3 25	Sept. 11	
" " consolidated ..	\$1 30	Sept. 11	

FRIDAY EVENING, Sept. 8, 1871.

**The Money Market.**—There has been more activity in the demand for money on call, arising chiefly from the enlarged volume of business at the stock exchange, which is apparent both in government securities and in railroad and miscellaneous stocks and bonds. Under this influence brokers have at times paid a high as 3½@4 per cent for money, while the dealers in government bonds have been accommodated at 2½@3 per cent. The supply of loanable funds is still abundant, however, and the slightly increased firmness in rates for money on call lacks the appearance of being a permanent steady advance to higher prices. Considerable importance has been attached to the alleged circumstance that foreign bills of exchange have been largely borrowed here and the money obtained thereon used in speculation by stock operators, who thus take advantage of the extremely easy condition of the money markets abroad to make use of foreign capital. In the absence of any definite facts it is not possible to say to what extent such transactions have been carried on.

The Assistant Treasurer gives notice that the three per cent certificates bearing date May 15, 1868, of the denominations of \$5,000, between the numbers 2,024 and 2,365 inclusive, and of the denomination of \$10,000 between the numbers 2,187 and 2,365 inclusive, will be paid on presentation at this office, and that from and after the 31st day of October, 1871, such certificates will cease to bear interest.

The last bank statement was favorable, and showed a gain in the excess over legal reserve of \$215,424, the whole excess being \$10,699,829. Changes from the previous week were in detail as follows:

Loans, increase, \$1,998,920; specie, increase, \$1,576,500; circulation, decrease, \$40,333; deposits, increase, \$1,064,500; legal tenders, decrease, \$1,105,000.

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

Table with 3 columns: Item, Sept. 2, 1871, Sept. 3, 1870, Sept. 4, 1869. Rows include Loans and discounts, Specie, Circulation, Net deposits, and Legal Tenders.

Commercial paper has not been active, though a little more easy of sale in consequence of continued ease in the money market, and the prospect that such a condition of affairs may last some time longer.

Table showing Commercial, first class endorsed rates for 60 days, 4 months, and 6 months, and Bankers' first class foreign rates for 60 days and 3 to 4 months.

United States Bonds.—Government securities have been firm throughout the week on a tolerably active business. The principal movement is in the direction of exchanging the older issues of 5-20s for the later, in order to obtain those bonds which will be the last in order to be called in. This is probably done on the supposition that the exchanging of 5-20s for bonds of a lower rate of interest will extend over a period of several years, though it seems possible that with further legislation the whole amount of 5-20s may be funded in a much shorter period.

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

Table showing highest and lowest prices for various government securities (e.g., 6s, 1881, reg., 5-20s, 1862 comp.) from Sept. 2 to Sept. 8.

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

State and Railroad Bonds.—State bonds have been without features of unusual interest on a fair demand; prices of the leading bonds have ranged each day as below, and quotations of the whole list to-day (Friday) are given on a subsequent page.

For railroad bonds the demand has increased. Several new loans have recently been introduced on the market and are generally selling well, while the prices of the older bonds are firmer and in some cases have materially advanced, particularly the gold bonds of the Central and Union Pacific Companies, the former being in sharp demand from the foreign markets. A decided impetus has unquestionably been given to the dealings in railroad bonds by the new loan operations, as many investors are exchanging their governments for first-class railroad securities.

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

Table showing highest and lowest prices for various State Bonds (e.g., 6s Tenn., old, 6s N. Car., old, 6s N. Car., new) from Saturday to Friday.

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

Railroad and Miscellaneous Stocks.—The stock market has generally been buoyant and prices close materially higher than last week, though generally off from highest points reached. There has been considerable activity in the market and large transactions have taken place in New York Central, Lake Shore, Wabash, Erie, Reading, Pacific Mail, Western Union Telegraph, Rock Island, the Northwests and Union Pacific. There seems to have been very little opposition to the upward movement and the controlling interest of the street has evidently been on the "bull" side. Pacific Mail and Union Pacific stocks have been favorably influenced by the mutual agreements made in regard

to freight transportation. Wabash has continued strong on the large earnings, which show an increase of \$85,648 in August 1871 over the same month of 1870. Other roads show the following changes in their August earnings, viz: Central Pacific an increase of \$187,250; Cleveland, Columbus, Cincinnati and Indianapolis, \$34,984 increase; Marietta and Cincinnati, \$18,934 increase; Illinois Central, \$54,743 decrease; Milwaukee and St. Paul, \$154,463 decrease. To-day the market was lower in the afternoon, led by Hannibal and St. Joseph common which broke from 78 to 71 under a pressure to sell, and influenced to some extent the general list.

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

Table showing highest and lowest prices for various railroad and miscellaneous stocks (e.g., N.Y. Cent. & H.R., Erie, Lake Shore, Wabash, Pitsburgh, Northwest, Rock Island, For. Wayne, St. Paul, Ohio, Missisipi, Central of N.J., Chic. & Alton, Panama, Cleve. C. & C., Col. Chic. & I.C., Bel. Lack. & W., Hann., St. Jos., Union Pacific, Mariposa pref., Pacific Mail, Adams Expr., Am. Merch. Un., United States, Wells, Fargo.) from Saturday to Friday.

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

The Gold Market.—The gold market has been very firm on a business rather above an average in volume. The chief topic of interest has been in regard to the Treasury sales of the month, which will be \$2,000,000 per week, while the very large customs receipts amount to nearly \$4,000,000, showing an important excess in the amount withdrawn from the market over that paid out. It has been urged, with much force, indeed, that as the supply of cash gold on the market is now so small compared with the large demand for payment of customs, it would be a much more liberal policy for the Government to sell for the use of our importers an amount at least equal to the weekly customs receipts. Rates on gold loans have ranged up to 1/4 per day for borrowing, and to-day were as follows: 2, 3, 6 and 7 per cent per annum, and 1-64, 1-32 and 3-64 per day and "flat."

These high rates have ruled on loans, although it does not appear that speculative influence has been at work to any great extent. It is to be hoped that late experience in borrowing gold at enormous rates will prevent merchants from going "short" of it as much as they have done heretofore. Customs receipts have been \$4,215,000.

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

Table showing gold premium quotations (Open, Low, High, Close) and Balances (Gold, Currency) from Saturday to Friday.

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

Table showing quotations for American gold (old coinage), American silver (old coinage), Sovereigns, Napoleons, German X thalers, Prussian X thalers, German Kronen, X guilders, Spanish doubloons, and Patriot doubloons.

Foreign Exchange.—The market has been weak on a comparatively light demand. Between the bond shipments of government and railroad securities, and the stringency in the gold market here foreign exchange is necessarily depressed. Nominal rates are as given below, though concessions have been obtainable. The annual cotton crop statement of the CHRONICLE published to-day in detail shows that the total crop this year reaches 4,352,317 bales, while the exports have been 3,166,742 bales and the home consumption 1,100,196 bales, leaving a stock on hand at the close of the year of 104,814 bales.

Table showing quotations for various foreign exchange items (London prime bankers, Good bankers, Paris bankers, Antwerp, Swiss, Amsterdam, Hamburg, Frankfurt, Bremen, Prussia thalers) and their respective rates.

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

Table with columns: Custom House Receipts, Sub-Treasury Receipts, Payments, and Currency. Rows include Saturday, Sunday, Monday, Tuesday, Wednesday, Thursday, Friday, and Total.

Balance, Sept. 1..... \$63,209,051 21 \$7,563,179 03
Balance, Sept. 8..... \$65,811,230 43 \$8,811,512 73

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 Sept. 2, 1871:

Table with columns: Banks, Capital, Loans, Deposits, and Circulation. Lists various banks like Manhattan, Merchants, Mechanics, Union, America, etc., with their respective financial figures.

The deviations from the returns of previous week are as follows:
Loans..... Inc. \$1,993,920 Net Deposits..... Inc. \$1,064,520
Specie..... Inc. 1,578,501 Legal Tender..... Dec. 1,105,000
Circulation..... Dec. 49,231

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

Table with columns: Date, Loans, Specie, Legal Tender, Deposits, and Circulation. Shows weekly data from July 9 to Sept 2.

PHILADELPHIA BANKS.—The following is the average condition of the Philadelphia National Banks for the week preceding Monday, Sept. 4, 1871:

Table with columns: Banks, Capital, Loans, Deposits, and Circulation. Lists banks like Philadelphia, North America, Farmers and Mech., Commercial, etc.

The deviations from last week's returns are as follows:
Loans..... Increase, 1,117,623 Deposits..... Increase, 1,422,741
Specie..... Increase, 3,074 Circulation..... Decrease, 12,460
Legal Tender..... Increase, 393,623

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

Table with columns: Date, Loans, Specie, Legal Tender, Deposits, and Circulation. Shows weekly data from July 31 to Sept 4.

BOSTON BANKS.—Below we give a statement of the Boston National Banks, as returned to the Clearing House, on Monday Sept. 4, 1871:

Table with columns: Banks, Capital, Loans, Deposits, and Circulation. Lists banks like Atlantic, Atlas, Hancock, Boston, etc.

\*Not received, same as last week.

The deviations from the returns of previous week are as follows:
Loans..... Inc. \$,536,079 Deposits..... Inc. 751,257
Specie..... Dec. 80,189 Circulation..... Inc. 1,019,219
Legal Tender Notes..... Dec. 158,246

Table with columns: Date, Loans, Specie, Legal Tender, Deposits, and Circulation. Shows weekly data from July 31 to Sept 4.

SOUTHERN SECURITIES. Table with columns: Securities, Bid, Ask, and prices. Lists various securities like Mississippi Central, Montgomery & West P., etc.

GENERAL QUOTATIONS OF STOCKS AND BONDS.

Active Stocks and Bonds given on a Previous Page are not Repeated here. Quotations in New York are made of the Per Cent Value, Whatever the Par may be.

Table with multiple columns: STOCKS AND SECURITIES, Bid, Ask, STOCKS AND SECURITIES, Bid, Ask, STOCKS AND SECURITIES, Bid, Ask, STOCKS AND SECURITIES, Bid, Ask. Includes sections for NEW YORK, State Bonds, Railroad Bonds, and various regional securities.

# The Railway Monitor.

## EXPLANATION OF THE STOCK AND BOND TABLES

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

2. Bank and Insurance Stocks, City Railroad and Gas Stocks, and Southern Securities are all quoted either regularly or occasionally at the end of "Banker's Gazette," on a previous page.

3. The Table of Railroad, Canal and Other Stocks, on 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  $\frac{1}{2}$  means stock or scrip.

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

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

New Tables of State, City and Railroad Stocks and Bonds in very complete form are now in course of preparation and will soon be published in the CHRONICLE. These tables are designed to furnish more valuable and detailed information in regard to all marketable stocks and bonds than has ever before been published in tabular shape. Until the new tables are ready there may be some irregularity in the insertion of our presentable pages, which subscribers will be kind enough to overlook, in view of the improvements in this department of the CHRONICLE, of which they will soon have the benefit.

**Atlantic and Great Western.**—The *Cleveland Herald* says: At noon of Friday, September 1, the Atlantic and Great Western Railway, with all the property connected with that organization, was formally transferred by the Receiver to the Trustees under the reorganization of the company. The transfer took place at Akron, and on its completion the three trustees—Gen. McClellan, Judge Thurman, of Ohio, and Mr. Duncan, of New York—took possession of the railroad and all its appurtenances in behalf of the newly organized Atlantic and Great Western Railroad Company. The new organization comprises all the various classes of bondholders, with the exception of a portion of the bonds held in Holland, and so many of the stockholders as signed the agreement and consented to the scaling down of their stock. It is believed that by far the greater portion of the stockholders have come into the arrangement. There is no opposition to the scheme on the part of the bond and stockholders who have not come into the arrangement, they merely preferring to take their chances outside of the arrangement. The Dutch bondholders have been paid their overdue interest, and are now working in harmony with the new organization. The stockholders who stand out do so because they think the investment is good, and that, after the bonds have all been provided for, there will be more value left in the common stock than is allowed for it now in scaling down for the new organization. The trustees, who now have temporary control of the property, during the perfecting of the reorganization, will probably surrender their trust within thirty days to the company, when General McClellan will become its President. All arrangements with the Erie Railroad Company ceased at noon on Friday, and the two lines are now merely connecting roads. Important changes are in contemplation, and will be commenced at once, the object of which is to make the Atlantic and Great Western independent of the Erie, whilst maintaining friendly relations with it. The first step, to be taken immediately, is the laying of a double track (narrow gauge), with steel rails, on the Cleveland branch (Cleveland and Mahoning). The rails taken up from the Cleveland branch will be used toward laying a third rail from Leavittsburg eastward, so that narrow gauge cars can pass over the main line east of Leavittsburg. Arrangements have already been perfected with the Philadelphia and Erie Railroad, by which narrow gauge traffic between Cleveland and the Atlantic cities can pass over the Atlantic and Great Western to Corry, and thence over the Philadelphia and Erie and its connecting lines. Connections will be made with the New York Central also, either over the Buffalo division of the Atlantic and Great Western, which in that case will be completed without delay, or over another line in course of construction. With these arrangements completed, the Atlantic and Great Western will form part of a narrow gauge line by way of Corry, Harrisburg, and Philadelphia, another narrow gauge line by way of Buffalo and the New York Central, and a broad gauge line by way of the Erie. The building of a short link, twelve or thirteen miles, from the Mahoning line to the Baltimore and Ohio extension, will open a new and short route between Cleveland, Baltimore, and Washington. Other projects are contemplated, by which, without great expenditure of capital, 100 outlets and feeders will be secured to the line and its value enhanced.

**Boston Semi-Annual Dividends.**—Payable in September, 1871.—From the circular of Mr. J. G. Martin, Stock Broker, No. 10 State street, Boston.—The interest paid by the city of Boston and State of Massachusetts is in currency, none maturing on gold bonds in September and March. The number of different corporations paying dividends and interest at this time is not large, but the aggregate foots up a very respectable sum.

In 1866, the State of Massachusetts issued a loan of \$3,505,000 currency 6s, twenty years to run, but with the right to redeem

after five years. Of these bonds \$2,849,000 are registered, and \$656,000 with coupons. The first of March the State Treasurer gave notice that he was prepared to redeem all of the coupon bonds on presentation, and thus far \$303,500 have been paid. On the remaining \$352,500, interest will cease Sept. 1, when the five years, after which they are redeemable, will have expired.

The gold interest on United States 10-40s, due Sept. 1, was anticipated, and made payable Aug. 22. That of the registered bonds is the exact sum payable at the Sub-Treasury here, while the coupons are estimated. No interest is paid on \$50 and \$100 pieces at this time, the coupons being due annually in March.

The United States pensions, both for soldiers and sailors, are now paid quarterly, March, June, September and December, amounting to about \$350,000 for Massachusetts, and the aggregate of the other New England States will be nearly as much more.

The bonds of the Grand River Valley Railroad are assumed by the Michigan Central Railroad Co., and coupons on the second mortgage, as well as coupons on the Chicago and Michigan Lake Shore 8s, 1866, (both payable in New York), will be paid at the Michigan Central Railroad Treasurer's office on the first of September, provided notice is given prior to Aug. 30, that the holder prefers to collect here. The Boston Gas Light Company pays its usual dividend of 2½ per cent quarterly, on \$250,000 increased capital. The Connecticut River Railroad and the Danvers Railroad are relieved, by the decision of the Superior Court, from paying gold interest on their bonds, as they did the previous six months. Interest on \$500,000 of the Eastern Railroad 6s, 1880, is paid May and November. The Marquette and Bay de Noquet Railroad (Michigan Iron Regions), a large portion of which is owned here, will pay a dividend in September, but not yet declared. The Granite Railway Company will not pay a dividend at this time, as usual heretofore, but probably change its dividend period from March and September to January and July.

**Allegheny Valley R. R.**—The *Pittsburgh Commercial* gives an extended notice of the history and progress of this important extension, from which we take the following brief details:

About three years ago the Al. Val. Co. began a careful survey of the line from Red Bank Creek easterly, but coming into collision with the Penn. R. Co.—which at once began to build westerly from Driftwood—the enterprise was delayed. A compromise was, however, effected, by the former Co. paying for the portion already completed by the Penn. Co. This was found to be 18 miles, substantially finished and bridged,—nearly all of it being designed for a double track, an evidence of the estimate which that Co. had of the R. for future business.

The route is from the mouth of Red Bank Creek (on the Al. Val. R.—although a short branch, required by its charter, will be built to Mahoning City, nine miles below) easterly, on the northerly bank to Brookville; from thence along the Sandy Creek to the Allegheny Mt.; and thence along Bennett's Branch to Driftwood at the mouth of the Sinnemahoning. Its length is 110 miles, including the 18 completed.

A very large force are now employed, and the work is pressed with all the energy that Col. Phillips, the able President, and John A. Wilson, the Chief Engineer, can throw into it.

It is expected to be finished to the foot of the Allegheny in 18 months, and in two years entirely finished. No estimates are given of its cost. It is guessed by outsiders, at between six and eight million dollars—including what was paid the Penn. Co.

The R. will be a feeder to the Phil. & Erie R., and it is believed will be of especial value to it. Satisfactory and beneficial traffic arrangements have already been made between the two Cos.—or rather between the new line and the Penn. Co., which controls the P. & E.

**North Missouri Railroad.**—After an ineffectual attempt to enjoin and restrain the sale of the railroad under a foreclosure of a deed of trust or mortgage claimed, on the part of the petitioners for the injunction, to have been improperly or fraudulently executed, the railroad was sold at auction on the 27th to M. K. Jesup, Esq., of New York for \$2,000,000 cash. Thirty-five hundred shares in the St. Charles bridge across the Missouri, belonging to the Northern Missouri Railroad Company, were then sold at \$35 per share, Mr. Jesup being the buyer. Previous to the sale notices were read by various parties that it would be contested, and the County Court and Collector warned purchasers that they had claims against the road to which the sale would be subjected. The attorneys for St. Louis county then filed a petition in the Circuit Court to set aside as fraudulent the deed of trust under which the Northern Missouri Railroad was thus sold. The suit is against the directors, and the petition is very lengthy, giving a full history of the road and its management. Morris K. Jesup, the purchaser, is a large owner in the Jacksonville branch of the Chicago, Alton and St. Louis Railroad; a heavy stockholder in the Kansas Pacific Railroad, and largely interested in the St. Charles bridge. The amount of the first mortgage bonds assumed by the purchaser is \$6,000,000, and also a floating debt of about \$2,500,000.—*Railway Review*.

**Chicago and Southwestern.**—The completion of this road is noticed as follows by the *Chicago Railway Review*:

We are happy to announce the final completion of this very important enterprise, whereby another railway, first-class in every respect, is added to the system of which Chicago is the centre. The Chicago & Southwestern Railway connects with the Chicago, Rock Island & Pacific Railroad at Washington, Ia., and runs through the latter State southwesterly, and through Northwestern Missouri, via Cameron, to Leavenworth, Kansas. The distance from Chicago to Washington is 257 miles, and from Washington to Leavenworth 270 miles—total distance, from Chicago, to Leavenworth 527 miles. The new road has been leased, and will

be operated by the C. R. I. & Pacific Railway Company. Through trains began running on September 1. F. H. Winston, Esq., of Chicago, is President of the new road.

The company have located what is known as the Atchison Branch, from Edgerton, on their line in Missouri, through Taos, De Kalb and Rushville, Missouri, to Winthrop, on that river, opposite Atchison, 29 miles long. Contracts have been let for the entire work for about \$10,000 per mile. Work is being despatched with the accustomed energy of the company in such little matters as railway building, and ere long the cars will run over the branch, to the great delight of Atchison people. The opening is promised by January 1, next.

**Burlington and Missouri River Railroad in Nebraska.**

—Mr. F. W. D. Holbrook, Assistant Chief Engineer and Assistant Superintendent of this railroad, gives the following description of the present condition of the road, in a letter written at Plattsmouth, Neb., Aug. 16:

"As a few items concerning our road may be of interest to you in keeping you posted, I here send the following:

"Track laying commenced April 12, 58 miles from Plattsmouth and three miles west of Lincoln, and is to day on the one hundred and eighteenth mile from here, making some sixty miles laid thus far this season. Track laying is now progressing at the average rate of a mile per day for working days, and it is expected will reach the Platte River, in the vicinity of Fort Kearney, about the 1st of November, giving us 180 miles to operate. The Platte River will be bridged during the Winter, taking advantage of the ice to facilitate pile driving, and a connection made with the Union Pacific Railroad in the early Spring of 1872.

"We are now running trains to a point 115 miles west of Plattsmouth. Between Plattsmouth and Dorchester, 83 miles, all culverts and bridge abutments will be of masonry, but west of that point, for the present, pine bridging is used, ultimately, however, to be replaced by masonry, the great distance stone has to be transported rendering it not advisable to put it in at present.

"The grading of the road from Dorchester to a junction with the Union Pacific Railroad, 107 miles, was let in April to John Fitzgerald, of this place, and will be finished by the middle of October."—*Railroad Gazette.*

**Chicago and Northwestern.**—This company has let to Fox & Howard, of Chicago, the contract for the construction of twenty miles more of the Madison Extension or "Baraboo Air Line," from Reedsburg to Wonewoc. This will bring the road to the point where the branch northward to Tomah will intersect it. The same firm has taken the contract for the construction of a viaduct over the line of the Wisconsin Division at Erie street, in this city.

Concerning the Menominee Extension, from Fort Howard, northward, the *Green Bay Advocate* says: "There are now about 1,200 men at work on the line between this city (Fort Howard) and Peshtigo, and men are fast coming in, and all are given employment that apply. It is expected that by Saturday night there will be upward of 1,500 men at work on the road. Camps have been established about one mile apart, and large forces of men are at work north from Oconto and south from Peshtigo. The road is already completed and construction trains running

beyond Duck Creek, and, as the heavier work is now done, the contractors expect to be able to lay one-half a mile of iron per day until the road is completed to Menominee."

**Cincinnati, Hamilton & Dayton.**—On the 23d ult. the stock holders had a meeting at Cincinnati to consider certain contracts heretofore proposed to be made. The *Cincinnati Gazette* says:

"The first business brought up was the contract with the Junction Railroad. It was thereupon stated that a suit had been instituted on behalf of holders of preferred stock of the Junction Railroad, and that the Cincinnati, Hamilton and Dayton Railroad had been officially informed by the Junction Railroad Company, that they had been unable to effect a compromise with their creditors. The Junction Railroad Company being therefore unable to execute the contract with the Cincinnati, Hamilton and Dayton Company, until the termination of the suit or a compromise with the dissatisfied creditors, the further consideration of the contract by the Cincinnati, Hamilton & Dayton Company was postponed to another meeting. The matter of the contract with the Cincinnati, Richmond and Fort Wayne Company, was taken up. The vote was taken on its ratification and resulted in the affirmation by a majority of 14,000.

**Chicago and Michigan Lake Shore Railroad.**—An agreement has been made for the consolidation of the stock, property and franchises of the Chicago and Michigan Lake Shore Railroad Company with the Grand Rapids and Holland Railroad Company, and *vice versa*; also, for the consolidation of the stock, etc., of the same company with the Montague, Pentwater and Manistee Railroad Company. All of which points to one company—the Chicago and Michigan Lake Shore Railroad Company—to run and operate the consolidated line from Chicago to Grand Rapids, and also to Manistee. The *Grand Rapids Eagle* says:

"These different lines are now all controlled by one managing head, Mr. Joy, and there is no reason why they should not be consolidated. The route from Chicago to this city is continuous and direct, and should be run by one management. The same can be said of the line from Chicago to Manistee."

**Chicago, Danville and Vincennes.**—The road is this week completed to within eighteen miles of Danville, about ten miles south of the Vermillion County line. By the 1st of October it is expected to have the rails laid to Danville, where it will be met by the Evansville, Terre Haute and Chicago road, which is now in operation from Terre Haute northward, in Indiana, to Perrysville, within twelve miles of Danville. Besides this Indiana line there are two other southern connections of the Chicago, Danville and Vincennes road in contemplation.

**Fremont, Elkhorn and Missouri Valley.**—The Westpoint (Neb.) *Republican* says that the last fifteen miles of this railroad has been examined and reported favorably upon by the Commissioners for the State. This road has drawn one hundred thousand acres of land from the State, being the full amount to which it was entitled.

**Taunton Branch.**—At auction, last week, 500 shares of the new stock was sold—being the remainder authorized by the Legislature to be issued—which increases the Company's capital by \$450,000. The first bid was par, from which there was a steady advance to 110 $\frac{1}{2}$ , at which the 500 shares were taken in one lot. This shows the estimation in which the Railroad is held.

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.	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.)	(1,223 m.)	(580-90 m.)	(590 m.)	(590 m.)	(590 m.)	(590 m.)	(390 m.)	(390 m.)
\$413,104	524,480	\$313,181	\$281,108	243,555	\$892,092	\$706,024	655,427	\$351,767	\$401,275	387,172	\$201,500	270,149	\$201,500	270,149
394,176	481,065	315,098	316,036	340,301	830,256	753,782	602,481	319,441	410,654	361,871	221,897	266,788	241,161	313,198
488,331	578,780	388,726	342,896	372,618	1,142,165	858,359	774,993	645,789	500,393	456,223	241,161	313,198	241,161	313,198
634,758	756,250	328,390	348,039	393,654	1,112,190	929,077	789,611	388,385	464,314	.....	246,046	283,299	246,046	283,299
708,719	917,760	345,832	408,675	465,780	1,268,414	1,177,897	1,094,101	449,932	536,648	.....	246,046	283,299	246,046	283,299
729,274	795,375	402,854	408,658	466,582	1,251,950	1,139,284	.....	523,841	555,231	.....	274,021	288,775	274,021	288,775
783,099	819,100	351,014	418,709	455,842	1,157,056	1,034,392	.....	455,606	484,956	.....	241,355	314,850	241,355	314,850
807,815	995,065	493,231	506,680	566,880	1,037,973	1,227,512	.....	632,652	578,822	.....	325,774	360,759	325,774	360,759
777,183	.....	506,623	465 m.)	407,519	1,305,672	1,259,282	.....	736,661	621,521	.....	377,587	.....	377,587	.....
828,447	.....	468,212	475,608	.....	1,371,780	1,306,338	.....	584,155	638,122	.....	339,230	.....	339,230	.....
746,800	.....	397,515	441,197	.....	1,140,145	1,037,963	.....	479,236	478,370	.....	319,573	.....	319,573	.....
612,805	.....	340,350	404,263	.....	845,708	773,494	.....	393,468	465,032	.....	281,156	.....	281,156	.....
7,983,513	.....	4,681,562	4,840,404	.....	13,355,461	.....	.....	5,960,986	.....	.....	3,280,420	.....	3,280,420	.....
—Illinois Central—			—Marietta and Cincinnati—			—Michigan Central—			—Milwaukee & St. Paul—			—North Missouri—		
1869.	1870.	1871.	1869.	1870.	1871.	1869.	1870.	1871.	1869.	1870.	1871.	1870.	1871.	
(862 m.)	(974 m.)	(1109 m.)	(251 m.)	(251 m.)	(251 m.)	(284 m.)	(284 m.)	(569 m.)	(825 m.)	(936 m.)	(1,018 m.)	(404 m.)	(530 m.)	
\$659,137	\$628,883	639,540	\$394,511	\$90,177	13,883	\$384,119	\$337,992	418,755	\$454,130	\$396,171	396,700	\$213,101	191,789	
521,603	661,788	505,415	80,298	98,275	126,224	320,656	329,127	442,665	330,293	382,798	327,431	196,207	192,120	
709,644	601,326	608,845	104,585	101,379	140,740	386,527	380,430	441,685	420,774	377,571	377,571	299,161	282,166	
568,282	555,987	588,661	105,641	106,246	118,173	411,814	412,030	470,703	460,287	443,133	489,884	269,400	206,076	
640,974	684,534	695,445	109,752	110,213	119,650	403,646	406,283	480,847	630,844	730,789	662,367	250,000	201,731	
778,260	712,616	739,389	117,693	111,117	115,115	366,623	363,187	427,066	678,800	755,737	658,018	208,949	211,581	
696,238	627,215	714,853	116,168	111,127	118,572	329,950	326,801	422,015	546,342	696,434	481,113	196,720	.....	
841,383	899,051	834,308	129,096	118,497	137,341	353,569	378,680	.....	525,363	661,020	506,757	222,090	.....	
979,400	901,285	.....	142,014	152,998	.....	473,546	467,990	.....	724,514	808,313	.....	261,690	.....	
914,406	903,225	.....	135,376	153,531	.....	490,772	511,477	.....	1,039,811	908,313	.....	234,962	.....	
814,413	811,707	.....	129,306	144,023	.....	418,419	453,873	.....	801,163	791,014	.....	266,836	.....	
696,677	697,750	.....	110,837	141,376	.....	374,542	423,735	.....	496,550	529,758	.....	255,726	.....	
8,523,482	8,678,958	.....	1,391,345	1,418,865	.....	4,740,163	4,791,395	.....	7,250,668	7,421,061	.....	2,833,489	.....	
—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.	1870.	1871.	1870.	1871.	
(340 m.)	(393 m.)	(355 m.)	(355 m.)	(210 m.)	(210 m.)	(210 m.)	(210 m.)	(282 m.)	(282 m.)	(531 m.)	(531 m.)	(631 m.)	(1038 m.)	
\$196,787	215,981	\$202,447	218,735	\$92,181	\$126,218	127,817	153,788	124,510	210,391	293,645	328,701	508,529	479,572	
218,244	258,551	267,867	236,341	95,665	122,372	175,950	172,216	154,697	342,704	295,298	393,455	500,139	373,924	
253,005	284,199	295,566	311,994	102,583	144,637	171,868	172,347	140,302	311,832	318,669	414,210	639,297	604,659	
270,933	343,650	279,543	283,416	101,265	129,500	154,132	154,164	129,367	312,529	340,892	453,000	802,580	724,466	
1246,266	222,263	292,996	284,732	115,175	117,664	151,397	155,061	134,890	348,890	348,892	438,014	746,450	728,174	
1249,987	189,241	29,483	275,351	116,242	114,786	144,164	144,164	129,367	310,800	322,756	553,994	614,458	.....	
211,210	211,352	279,462	287,510	107,524	118,016	156,888	167,305	.....	450,316	468,431	552,079	664,500	.....	
330,971	.....	325,044	.....	122,000	131,489	202,288	175,453	.....	470,730	508,042	.....	728,825	.....	
318,967	.....	337,649	.....	124,124	.....	204,552	163,284	.....	422,318	451,293	.....	719,623	.....	
335,187	.....	339,091	.....	127,069	.....	189,351	152,090	.....	823,378	425,687	.....	571,379	.....	
316,034	.....	331,490	.....	121,791	.....	168,559	137,794	.....	434,283	386,254	.....	482,879	.....	
250,471	.....	287,825	.....	119,073	.....	.....	.....	.....	.....	.....	.....	.....	.....	
188,177	.....	3,518,463	.....	1,343,632	.....	2,014,542	1,885,503	.....	4,252,342	4,426,429	.....	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.

Main table containing stock lists for Railroads, Canals, and Miscellaneous. Includes columns for Companies, Stock Outstanding, Dividend (Last paid, Date, Rate), and Periods. Lists include Albany & Susquehanna, Allegheny Valley, Atlantic and Gulf, and many others.

N. Y. & BROOKLYN CITY PASSENGER RAILROADS

Table listing passenger railroads with columns for Name of Road, Par, Stock, and Last Dividend Paid. Includes entries like Bleecker Street and Fulton Ferry, Broadway (Brooklyn), and Van Brunt Street (Brooklyn).

STATE BONDS.

DENOMINATION. Marked thus * are in default for interest	Amount Outstanding	INTEREST.		Princ- pal Due.	DENOMINATIONS. Marked thus * are in default for interest	Amount outstanding	INTEREST.		Princ- pal Due.
		Rate	Payable.				Rate	Payable.	
<b>State Securities.</b>					<b>MICHIGAN (Jan. 1, '71) \$2,542,000:</b>				
ALABAMA (Oct. 1, '70) \$4,162,800:					Iteneawal Loan Bonds.....	160,000	6	Jan. & July	1878
State Bonds.....	168,000	5	May & Nov.	1872	Two Million Loan.....	1,621,000	6	do	73-'83
do do (extended).....	1,911,000	5	do	1883	War Bounty Bonds.....	478,000	7	May & Nov	1890
do do (do).....	473,500	5	do	1886	Stc Marie Canal Bonds.....	83,000	6	Jan. & July	1879
Sterling bonds of 1850.....	688,000	5	June.	1870	<b>MINNESOTA (Dec. '70) \$250,000:</b>				
Sterling Bonds(extended).....	712,800	5	Jan. & July	1886	State Buildings Loans.....	100,000	7	Jan. & July	1877
do do.....	52,700	5	do	1886	do do.....	100,000	7	do	1878
New Bonds, 1866 & 1868.....	1,477,000	8	Jan. & July	'86-'83	do do.....	50,000	7	do	1879
New Bonds, 1870, gold.....	300,000	8	Jan. & July	1890	Sioux War Loan 1862.....	100,000	7	May & Nov	1872
Endorsement for RR's (about).....	8,480,000	8	.....	1889	<b>MISSOURI (Jan. 1, '71) \$20,666,000:</b>				
ARKANSAS (Aug. '71) \$7,350,000:					State Bonds.....	438,000	6	Jan. & July	1883
Funding bonds of 1869.....	3,000,000	6	Jan. & July	90-1900	Bonds of 1868.....	2,747,000	6	do	1887
Bonds yet unfunded.....	1,430,000	.....	.....	.....	Bonds to North Mo. RR.....	2,462,000	6	do	73-'88
Memphis & Little Rock.....	1,500,000	.....	.....	.....	Bonds to Cairo & Fulton RR..	892,000	6	do	77-'89
Little Rock & Fort S. R.R.....	900,000	.....	.....	.....	Bonds to Platte Co RR.....	501,000	6	do	'89-'90
Little R. Ploce Bluff & N. O. R.R.	2,400,000	7	Apr. & Oct.	1900	Bonds to Iron Mountain RR...	2,379,000	6	do	74-'89
Miss., Ouachita & Red. R.....	450,000	.....	.....	.....	Pacific RR.....	5,419,000	6	do	'72-'89
Arkansas Central.....	150,000	.....	.....	.....	S. W. Br. Pacific RR.....	1,456,000	6	do	1876
<b>CALIFORNIA (April, '70) \$4,122,500:</b>					S. W. Br. Pacific RR (guar)...	1,559,000	7	do	1876
Civil Bonds of 1857..... (gold)	2,135,000	7	Jan. & July	1877	Hannibal & St. Joseph RR....	8,000,000	6	do	'73-'87
do do of 1860.....	133,500	7	do	1880	<b>NEVADA (Dec., 1870) \$500,000:</b>				
Soldiers' Relief Bonds.....	424,500	7	do	1883	Bonds of 1867.....	500,000	15	Jan & July	1872
do Bounty Bonds.....	805,000	7	do	1884	<b>N. HAMPS. (Jan. '71) \$2,402,000:</b>				
CONNECTICUT (Apr. '71) \$6,525,900:					Wbr Debt of July, '61-'62.....	899,200	6	Jan. & July	'71-'78
War Bonds (July, '61) 10-20 yr ar	.....	6	Jan. & July	'71-'81	do of Sept. 1, 1864.....	600,000	6	Mar & Sep.	'84-'89
do do (Jan., '63) 20 yr. ars.....	.....	6	do	1883	do of July 1, 1866.....	1,000,000	6	Apr. & Oct.	'71-'74
do do (Jan., '61) 20 years.....	6,525,900	6	do	1884	<b>N. JERSEY (Feb. '71) \$2,696,200:</b>				
do do (Oct., '64) 10 or 30 yr	.....	6	April & Oct.	'74-'94	War Bonds of 1861 (tax free)..	1,299,900	6	Jan. & July	'70-'81
do (non-taxab.) (Oct. '65) 20 yr	.....	6	do	1885	" of 1863 (tax free).....	1,002,900	6	do	'86-'96
FLORIDA (Jan., '71) \$747,367:					" of 1864.....	593,400	6	do	'97-'02
State Bonds.....	747,367	7 & 8	June & Dec	'96-'98	<b>N. YORK (Oct. 1870) \$38,641,606:</b>				
GEORGIA (July, '71) \$16,262,900:					Bounty Fund Bonds, coupon.....	1,478,000	7	Jan. & July	1877
Western & Atlantic RR. Bonds	100,000	7	Jan. & July	1872	do do do, registered.....	21,039,000	7	do	187
do do do.....	176,000	7	May & Nov.	1874	General Fund Bonds.....	1,910,682	6	do	Will.
do do do.....	868,000	6	Jan. & July	'72-'74	do do.....	8,000,000	8	do	1878
do do do.....	75,000	6	May & Nov	1874	do do.....	900,000	5	do	1875
Atlantic & Gulf RR. Bonds.....	800,000	6	Feb. & Aug.	'78-'88	do do (no interest).....	51,500	.....	do	Will.
Bonds, per act March 12, 1866.....	3,700,000	7	Jan. & July	'86-'87	Canal Fund Stock.....	2,257,900	6	J. A. J. & O.	1872
Funding bonds of 1870, (gold)...	3,000,000	7	J. A. J. & O	1890	do do.....	5,150,100	6	Various.	1873
Railroad endorsements.....	7,545,900	.....	.....	.....	do do.....	2,099,000	6	Apr. & Oct.	1874
ILLINOIS (Mar. 1871):					do do.....	473,000	6	do	1875
Interest Bonds of 1847.....	980,696	6	do	1878	do do.....	680,000	6	June & Dec.	1875
Interest stock of 1857.....	134,311	6	do	1878	do do.....	1,703,420	5	Jan. & July	1874
Refunded Stock bonds.....	348,000	6	do	var.	<b>NORTH CAROLINA (Oct., '70):</b>				
Normal University bonds.....	45,600	6	do	1850	Railroad Bonds, old.....*	4,738,800	.....	Jan. & July	'68-'98
Thornton Loan bonds.....	163,600	6	Mar. & Sep.	1850	do do.....*	3,639,400	.....	Apr. & Oct.	'68-'98
War Bonds.....	416,800	6	Jan. & July	1880	Railroad Bonds, new.....*	2,626,000	.....	Jan. & July	'68-'98
KANSAS (Jan. '71) \$1,311,975:					do do.....*	1,739,000	.....	Apr. & Oct.	'68-'90
Civil Bonds, 1861 to 1869.....	990,475	6 & 7	Jan. & July	'76-'85	Funding Bonds, since war.....*	2,417,400	.....	Jan. & July	1900
Military.....	316,000	7	do	1859	do do do.....*	1,724,400	.....	Apr. & Oct.	1899
KENTUCKY (Oct. '70) \$1,421,394:					Other bonds do do.....*	383,000	.....	Jan. & July	1898
Bonds of 1811-'42.....	913,000	6	Apr. & Oct.	'71-'74	do do do.....*	100,000	.....	Apr. & Oct.	1898
Bonds of 1813.....	66,000	5	Mar. & Sept.	1873	Special Tax Bonds do do.....*	11,407,000	.....	do	1838
Bonds of 1843.....	94,000	5	Apr. & Oct	1871	<b>OHIO (Nov., '70) \$9,732,077:</b>				
Bond - for Military Purposes.....	204,800	6	Various.	1895	Loan due after 31st Dec., 1870	1,284,317	6	Jan. & July	1870
Bonds held by B'rd of Education	1,618,232	.....	.....	.....	do do 31st Dec., 1875.....	1,600,000	6	do	1875
LOUISIANA Dec. '70, \$17,721,200:					do do 30th June, 1881.....	4,095,399	6	do	1881
Charity Ho-pital.....	80,000	5	Mar. & Sept	1872	do do 31st Dec., 1886.....	2,400,000	6	do	1886
1863, Relief of State Treasury	750,000	6	Jan. & July	1893	Domestic Bonds (Union Loan)	366,975	6	May & Nov	1871
Bonds to various rail roads.....	2,435,000	6	Various.	'69-'76	<b>OREGON (Sept. '70) \$106,633:</b>				
1875, Levee Bonds.....	1,000,000	8	Various.	1886	Relief and Bounty Bonds.....	106,633	7	Jan. & July	'75-'85
1867, do do.....	4,000,000	8	May & Nov.	1907	<b>PENN'A (Dec 1 '70) \$31,107,168:</b>				
1870, do do.....	3,090,000	8	Mar. & Sep.	1875	Stock Loan (of 1840).....	562,410	5	Jan. & July	1870
1866, Funding Coupons.....	997,300	8	Jan. & July	'86-'88	Inclined Plane (1849).....	400,000	6	Apr. & Oct.	1879
Boon & Crocodi C.N. & Co.....	80,000	8	Jan. & July	1890	Coupon Bonds (1852).....	384,000	5	Jan & July	1882
Relief of P. J. Keamey.....	130,000	8	Jan. & July	1890	do do.....	112,000	4 1/2	do	1882
1869, Penitentiary Bonds.....	5,000	7	Mar. & Sept	1909	do do.....	3,105,000	5	Feb. & Ang	1877
To Fund Floats & Debt, &c.....	3,000,000	6	May & Nov.	1910	do do (1858).....	272,000	5	do	1878
Misc. & Mex. Gulf Ship Can'l, '69	474,000	7.3	Mar. & Sep.	1899	Military Loan (1861).....	2,769,250	6	do	1871
N. Louisiana & Texas RR, 1869	546,000	8	Apr. & Oct.	1909	Stock Loan (1867).....	4,791,300	6	do	1872
MAINE (Jan. 1, '71) \$3,067,900:					do do.....	92,850	5	do	1872
Civil Loan Bonds, 1855-61.....	351,000	6	Various.	'70-'78	do do.....	7,890,550	6	do	1877
War Loan of 1861.....	800,000	6	do	1871	do do.....	90,400	5	do	1877
do do of 1863.....	525,000	6	Mar. & Sept	1885	do do.....	9,237,050	8	do	1882
Bounty Loan of 1863.....	475,000	6	Feb. & Ang.	1880	do do.....	726,900	5	do	1882
War Loan of 1864.....	2,832,500	6	June & Dec.	1889	<b>RR. ISL. (April, '70) \$2,916,500:</b>				
Municipal War Debts assumed.	3,684,400	6	Apr. & Oct.	1889	War Bonds of 1862.....	1,109,000	6	Mar. & Sept.	1882
MARYLAND (Oct., '70) \$13,317,475:					do do of 1863.....	239,000	6	Apr. & Oct.	1883
Baltimore & Ohio RR sterling.....	2,289,888	5	Jan. & July	1890	do do of 1863.....	736,000	6	Jan. & July	1893
do do converted.....	418,500	5	J. A. J. & O.	1890	do do of 1864.....	841,000	6	Feb. & Ang	1894
Chesapeake & Ohio Canal, st'g.....	1,855,935	5	Jan. & July	1890	<b>S CAROLINA (Nov. '70) \$7,665,908:</b>				
do do converted.....	1,687,345	5	do	1890	Fire Loan Stock (act. '38).....	303,342	6	Jan. & July	1870
do do 1834.....	1,403,146	6	do	1870	do Bonds (lien on Bank)	484,000	5	do	1868
Baltimore & Susq. RR.....	269,000	3	do	1890	State House B'ks (acts '56-'63)...	1,479,432	6	do	'71-'78
do do.....	429,000	3	do	1890	Blue Ridge RR B'ks (act '54) ..	970,000	6	do	1888
Annap. & Elkridge RR.....	95,420	3	do	1869	Conversion stock of 1868.....	64,000	6	do	'87-'97
Susq. & Tide W. Canal, sterling	773,000	6	Jan. & July	1865	Funded debt of '68.....	1,181,700	6	do	'88-'89
do do converted.....	215,622	5	J. A. J. & O.	1865	Bonds 1868-69.....	8,193,900	6	J. & J. A. & O	.....
Eastern Shore RR.....	20,131	3	do	1890	<b>TENNESSEE (Oct. '70) \$38,589,802:</b>				
Bounty Loan.....	3,571,395	6	Jan. & July	1883	Bonds loaned to RR's, etc. ....	24,008,500	6	Jan. & July	Long
5 nthern Relief bonds.....	104,400	6	do	1873	Bonds endorsed for RR's, etc.*	2,172,000	6	do	Long
MASSACHUSETTS (Ja. 1, '71) \$23,313,348:					Funded Interest (new bonds)*	4,069,503	6	do	Long
State Alms-house Loan.....	\$100,000	5	May & Nov.	1872	State Bonds (debt proper).....*	1,706,000	6	Apr. & Oct.	Var
do do.....	110,000	5	Apr. & Oct.	'73-'74	do do (do).....*	239,166	5 1/2	do	Var
State Home Loan.....	163,000	5	do	'73-'74	do do (do).....*	1,398,640	6	do	Var
Lunatic Hospital, &c., Loan.....	94,000	5	Jan. & July	1874	All Int. unfunded to Jan. 1871.	4,197,861	.....	.....	.....
Lunatic Hospital (West. Mass) ..	50,000	6	June & Dec	1870	Bank of Tennessee Notes.....	1,600,000	.....	.....	.....
Loan, funding Public Debt.....	100,000	6	June & Dec.	'70-'72	<b>VERMONT (Feb., '71) \$1,226,000:</b>				
Back Bay Lands Loan.....	230,000	5	May & Nov.	1882	War Loan Bonds, coupon.....	1,025,000	6	Jan. & Dec.	'71-'78
Union Fund Loan.....	3,000,000	6	Jan. & July	'71-'76	do do reg.....	201,000	6	do	.....
do do do.....	601,000	5	do	77-'78	<b>VIRGINIA, Jan. '71 (47,390,899):</b>				
Const. Defense Loan.....	888,000	5	do	1883	Old Bonds, coupon.....	11,108,000	6	Jan. & July	Long.
Bounty Fund Loan.....	200,000	5	do	1894	Old Bonds, registered.....*	21,617,578	6	do	Long.
Bounty Fund Loan.....	4,883,500	5	May & Nov.	1894	do do do.....	63,000	5	do	Long.
do do do.....	4,000,744	5	do	1894	Old Bonds, sterling coupon...*	1,865,000	5	do	Long.
War Loan (currency).....	8,505,000	5	do	1888	Funding Bonds, 1866, coupon...*	1,473,000	6	Jan. & July	.....
Troy & Greenf. RR. Loan (st'g) ..	554,180	5	Apr. & Oct.	'85-'90	do do do reg. st. ed.*	1,872,668	6	do	.....
do do do (home).....	960,500	5	do	'88-'90	do do do 1867 coupon...*	1,868,500	6	do	.....
do do									

The Commercial Times.

COMMERCIAL EPILOGUE.

FRIDAY NIGHT, September 8, 1871.

There has been pretty general activity and buoyancy during the past week, and prices of many leading staples show a decided advance; this, too, with many adverse influences operating against them; and it may be added, that articles of import and of domestic growth, share alike in the better state of affairs that has prevailed. The export of food is very large for the season and the demand for goods for consumption is quite liberal. In fact, the prospects for a large autumn business may be regarded as very flattering.

Cotton has advanced and closes at 19 1/2 for middling uplands. Broadstuffs are generally better, shipping extra flour closes at \$5 75@6 15; No. 2 spring wheat \$1 40@1 43; red and amber do \$1 48@1 58; Indian corn, 70c; coffees and sugars have been active and close higher.

Provisions have had a somewhat irregular movement, but for leading articles there has been some advance. The demand for export has been large, and for hog products of the new crop the feeling is decidedly firmer. To-day, mess pork advanced to \$13 61 1/2 on the spot and \$13 87 1/2@14 for January next (new crop); prime mess was sold freely yesterday at \$10@10 25 for Western. Bacon has been stronger in sympathy with the improvement abroad, but quotations are unsettled. Lard has been active for export, and prime Western steam has advanced to 9 1/2c. Beef of the new packing is in good demand and firm, old is neglected. Butter closes more steady, and in cheese a slight improvement has been established; prime to choice factories \$10 1/2@10 3/4.

Tobacco has been moderately active and firm. The sales of Kentucky leaf for the week aggregate 1,800 hhd., about half for export and the remainder to cutters and dealers—lugs quoted at 7 1/2@8 1/2c.; leaf common to fine, 9@14c. Seed leaf has been in better demand at steady prices; in fact, there has been more of a settled market than we have had for some time past. The sales include 400 cases Ohio at 14 1/2c. for fillers and binders, and 21@24c. for running lots; 200 cases Connecticut wrappers at 35c.; 50 do. do. fillers and seconds, private terms; 540 cases Pennsylvania at 22@28c. for running lots, as to quality, and 14 1/2@16c. for fillers and binders, and 100 cases sundries at 20@58c. Spanish tobacco has continued in good demand, with sales of 600 bales Havana at 95c.@\$1 05.

Freights have been active and buoyant, and the direct shipments to-day were about 300,000 bush. grain (mostly wheat), at 11@12d. by sail and steam to Liverpool; 12@12 1/2d. by steam to Glasgow; 12d. by sail to London and 13d. to Antwerp; and vessels for charter were paid 8s.@8s. 9d., direct and for orders. The future of our freight market is regarded with much anxiety, in view of the vast shipments which appear to be necessary.

Hides have been more active at full prices, and leather has been salable. Tallow has been in demand for export, but under higher freights and dull exchange, prime will not bring more than 9 1/2c at the close. Whiskey has declined to 92 1/2c, closing dull. Hops show continued speculative excitement at higher prices; new quoted at 40@55c, and prime yearlings sold at 23@24c. Fish dull and depressed. Foreign fruits generally bring more money. Domestic seeds in good demand at 10@10 1/2c per lb for clover, \$3@3 25 for timothy and \$2 05@2 07 1/2 for rough flax per bush. Oils have been strong; and a lot of 5,000 galls. linseed oil sold to day at 81c. East India goods have been quiet.

Petroleum, owing to high rates of vessels for charter, has been declining; a cargo of refined sold to-day at 23 1/2c.; crude, nominal, at about 13 1/2c. Spirits turpentine has advanced, owing to scarcity, and small lots sold to-day at 54 1/2@55c. Rosins, owing to high rates of ocean freights, have been dull at \$3 10 for strained. Tar has declined to \$3@3 25 for Wilmington.

Metals have shown no decided change in prices, except for copper, which, on a speculative demand, has advanced; 1,300,000 lbs. sold at 23 1/2@23 1/2c., cash, and 23 1/2@23 1/2c. for forward delivery. Wool has been dull.

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.

Table with columns: Same time 1870, Total since Jan 1, 1871, Total this week, All other Ports, Other S. American, Brazil, British Guiana, Mexico, Other W. Indies, Haytl., Cuba, Br. N. A. Colonies, China & Japan, Other S. Europe, Spain, Other N. Europe, Ger. many, Holland & Belg., France, Great Britain, Breadstuffs—Flour, Corn meal, Wheat, Rye, Barley, Oats, Corn, Peas, Candles, Coal, Coffee, Cotton, Drugs, Naval St.—Sp. Turp., Rosin, Tar, Oil cake, Oil—Petroleum, Whale, Spermaceti, Lard, Provisions—Pork, Beef, Bacon, Butter, Cheese, Lard, Rice, Tallow, Tobacco, leaf & cases, Tobacco manufactured, Whalbone, Total Value, 1870, Total Value, 1871.

**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	879	11,315	7,909	Metals, &c—			
China	1,513	42,926	32,844	Cutlery	136	4,903	8,191
Earthenware	21,333	871,291	237,962	Hardware	121	5,770	5,181
Glassware	2,061	80,142	11,742	Iron, ditto bars	64,440	761,055	524,676
Glass plate	281	7,890	6,435	Lead, pigs	5,011	400,563	83,769
Bottles	160	4,721	3,881	Spelter	331,467	5,639,286	1,231,155
Coal, tons	9,438	84,172	45,193	Steel	2,331	153,289	93,884
Cocoa, bags	52	1,674	1,368	Tin, boxes	16,897	711,485	664,461
Coffee, bags	15,412	754,150	623,070	Tin, alaba, lbs.	133,197	3,766,439	705,351
Cotton bales	100	8,683	7,117	Rags	2,936	96,544	62,568
Drugs, &c—				Sugar, hhd, &c & bbls.	4,357	364,716	384,500
Bark, Peruvian	8	18,148	10,779	Sugars, boxes & bags	19,590	782,319	535,393
Blea powders	180	19,046	12,291	Tea	3,453	825,395	767,622
Brimstone, tons		38,932	12,933	Tobacco	1,313	37,231	27,581
Cochineal	111	7,918	5,101	Waste, &c	110	2,855	1,083
Cream Tartar	17	2,081	2,316	Wines, &c			
Gambier		6,164	13,875	Champagne, bks	4,762	1,930	100,637
Gums, crude			403	Wines	2,617	183,903	173,371
Opium, Arabic	67	8,233	2,920	Wool, bales	2,649	52,692	19,736
Indigo	5	5,067	4,532	Articles report'd by value			
Madder	13	1,951	1,919	China	\$49,899	1,267,765	\$662,433
Oil, essential	13	4,911	2,305	Corks		67,326	70,143
Oil, Olive	1,753	32,470	24,349	Fancy goods	71,653	814,769	1,520,669
Opium			1,066	Fish	2,493	206,900	289,252
Soda, bicarb.	8,850	81,608	63,517	Fruits, &c			
Soda, aal.	1,797	37,658	31,442	Lemons	28,190	639,581	572,927
Soda, ash	1,096	31,927	24,264	Oranges		1,128,191	791,639
Flax	231	9,147	3,368	Nuts	1,571	905,831	891,650
Fors		5,008	5,043	Raisins		553,471	545,129
Gummy Clove		4,292	4,731	Hides undressed	295,330	5,561,031	6,541,900
Hair	92	8,329	7,737	Rice	4,817	617,979	453,231
Hemp, bales	967	83,739	73,737	Spices, &c—			
Hides, &c—				Alasia	3,215	873,564	175,504
Bridles		7,538	951	Galls	6,680	121,778	24,813
Hides, dressed		18,146	22,937	Pepper	4,016	64,775	175,511
India rubber	474	28,170	21,687	Saltpe're	9,127	167,161	211,226
Ivory	53	2,315	4,013	Woods			
Jewelry, &c—				Cork	18,592	216,612	97,168
Jewelry	133	3,705	2,716	Furlic	465	94,102	46,494
Watches	31	1,061	838	Logwood	1,470	217,390	216,246
Lined	27,600	593,032	361,180	Mohogany	820	88,514	97,714
Molasses	3,417	128,316	128,678				

**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.	104	4,297	5,615	Oil cake, pkgs.	2,213	31,541	60,589
Breadstuffs—				Oil, lard	165	5,266	3,990
Flour, bbls.	87,931	2,297,091	2,443,652	Peanut, bags		43,540	60,835
Wheat, bua.	1,037,363	13,135,433	18,273,473	Butter, pkgs.	16,168	408,939	392,558
Corn	606,384	19,023,233	5,711,312	Cheese	36,354	893,413	812,599
Oats	391,010	6,093,240	4,950,171	Cutmeals	1,192	120,758	74,433
Rye	40,557	205,355	331,574	Eggs	5,519	816,717	213,191
Barley, &c.	31,110	747,717	1,156,473	Pork	570	154,999	87,540
Grass seed	2,340	115,234	35,065	Beef, pkgs	193	85,339	57,827
Beans	133	101,431	63,373	Lard, pkgs	8,438	170,325	55,313
Peas	403	93,714	177,432	Lard, kegs.	475	15,236	19,939
C. meal, bbls	1,810	138,424	200,289	Rice, pkgs.	132	18,706	18,399
Cotton, bales	4,587	645,833	451,435	Starch	4,215	186,708	180,030
Hemp, bales	101	2,632	2,214	Stearine	36	14,449	7,917
India No.	2,067	803,187	280,131	Sugar, hhd, &c.		13,288	1,853
Hops, bales	901	34,112	34,726	Tallow, pkgs	1,470	19,777	12,195
Leather, hides	69,160	2,322,032	1,717,180	Tobacco, pkgs.	6,730	173,231	221,865
Molasses, bbls.		11,753	12,824	Tobacco, hhd.	3,753	82,089	53,383
Navy Stores—				Whiskey, bbls.	2,783	111,889	114,203
Car. turp. bbl.	231	5,723	5,731	Wool, bales	856	97,116	97,339
Rosin turp.	1,247	41,697	45,507	Dressed hoga No		90,114	23,640
Spin	7,376	312,915	983,035				
Tar	554	15,121	43,363				
Pitch		610	2,192				

**COTTON.**

FRIDAY, P. M., Sept. 8, 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 Sept. 8. From the figures thus obtained it appears that the total receipts for the seven days have reached 9,137 bales against 7,579 bales last week, 7,844 bales the previous week, and 7,630 bales three weeks since, making the total receipts since the first of September, 1871, 9,137 bales against 11,104 bales for the same period of 1870, showing a decrease since September 1 this year of 1,967 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	2,291	2,101	Florida.....bales.	15	...
Mobile.....	674	605	North Carolina.....	457	399
Charleston.....	455	2,286	Virginia.....	201	861
Savannah.....	1,932	3,427	Total receipts.....	9,137	11,104
Texas.....	2,773	...	Decrease this year.....	1,967	...
Tennessee, &c.....	1,453	1,233			

The exports for the week ending this evening reach a total of 10,193 bales, of which 10,193 were to Great Britain, none to France, and none to rest of the Continent, while the stocks as made up this evening, are now 95,390 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 Sept. 8.	Exported to—		Total this week.	Same w'k 1870.	Stock.	
	G. Brit.	Cont'n'l			1871.	1870.
New Orleans.....	3,571	...	3,571	1,328	23,010	17,866
Mobile.....	...	...	...	...	5,214	9,514
Charleston.....	...	...	...	...	8,705	900
Savannah.....	...	...	...	...	3,100	3,761
Texas.....	523	...	523	...	12,202	4,903
New York.....	6,187	...	6,187	2,376	81,159	11,877
Other ports.....	112	...	112	...	17,000	6,000
Total.....	10,193	...	10,193	3,704	95,390	54,728
Total since Sept. 1.....	10,193	...	10,193	3,704	95,390	54,728

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 6,489 bales, while the stocks to-night are 40,667 bales more than they were at this time a year ago. Our usual table showing the movement of cotton at all the ports is omitted here, and will be found in our crop report on a previous page.

We have had a buoyant and, considering the small stock available, a fairly active market the past week. Holders have shown great confidence and have offered stock sparingly, while buyers, both for export and home consumption, have bought to a fair extent, and would have bought more largely if they could have found desirable stock. This upward turn in prices is due to the animation at Liverpool, probably growing out of reports of further injury to the crop and an anticipated short supply from this side, with the expectation that the early receipts will be less free than last year. There is a very strong undertone to the market, growing out of the present large consumption, which results in this extreme sensitiveness to every unfavorable rumor with regard to the crop. To-day with less animation at Liverpool, the close here was more quiet but steady, quotations remaining at yesterday's advance. For forward delivery there has been an active movement, and prices advanced to a point higher than prices for cotton on the spot, but at the close they were off a little. Low middling closed at 19½c. for September, 19 3/16c. for October, 19½c. for November, 19½c. for December, and 19½c. for January. The total sales of this description for the week are 89,500 bales, including 1,500 free on board. For immediate delivery the total sales foot up this week 12,877 bales, including 5,474 for export, 5,413 for consumption, 640 for speculation, and 1,350 in transit. Of the above 607 bales were to arrive. The following are the closing quotations:

	Upland and Florida.	Mobile.	New Orleans.	Texas.
Ordinary.....per lb.	17½@...	17½@...	17½@...	17½@...
Good Ordinary.....	18½@...	18½@...	18½@...	18½@...
Low Middling.....	19½@...	20 @...	20½@...	20½@...
Middling.....	20½@...	21 @...	21½@...	21½@...
Good Middling.....	22½@...	22½@...	23 @...	23½@...

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.....	1,292	16½@...	17½@...	18½@...	19½@...
Monday.....	1,017	16½@...	17½@...	18½@...	19½@...
Tuesday.....	3,523	16½@...	17½@...	18½@...	19½@...
Wednesday.....	3,294	17 @...	18½@...	19½@...	20½@...
Thursday.....	1,935	17½@...	18½@...	19½@...	20½@...
Friday.....	1,316	17½@...	18½@...	19½@...	20½@...

For forward delivery the sales (including 1,500 free on board) have reached during the week 89,500 bales (all low middling or on the basis of low middling), and the following is a statement of the sales and prices:

	For September.	For October.	bales.	cts.	bales.	cts.
bales	8,400	3,400	1,200	19 1/16	500	19 1/16
100.....	18 11-16	1,200	19 3-16	100	19 1/16	
400.....	18 1/2	1,700	18 11-16	3,400	18 3-16	
100.....	18 13-16	4,850	18 1/2	2,700	18 3-16	
300.....	18 1/2	1,200	18 15-16	200	19 5-16	
300.....	18 15-16	2,200	18 15-16	200	19 5-16	
8,500.....	19	400	18 15-16	14,200 total Nov'r.	450	19 1/16
100.....	19 1-16	100	18 31-32	400	19 1/16	
500.....	19 1-16	3,400	19	200	19 1/16	
100.....	19 1-16	250	19 1-16	5,100 total Jan.	...	
100.....	19 7-16	200	19 1/16	For February.	...	
500.....	19 1/2	1,700	19 3-16	200	18 15-16	
100 short no-tice.....	19 1/2	12,200	19 1/2	500	19 1/16	
100.....	19 9-16	3,600	19 5-16	1,200	19 1/16	
900.....	19 9-16	4,600	19 1/2	300	19 1/16	
500.....	19 11-16	200	19 1/2	600	19 1/16	
100.....	19 11-16	1,900	19 1/2	600	19 1/16	
100.....	19 13-16	38,700 total Octob'r.	1,600	19 3-16	3,200 total Feb'y.	
500.....	19 1/2	3,100	19 1/2	For March.	...	
200.....	19 13-16	100	19 5-16	300	19 5-16	
1,900.....	19 1/2	200	19 1/2	300	19 5-16	
200.....	19 3/4	200	19 1/2	300	19 5-16	
11,000 total Sept.		1,750	18 11-16	14,600 total Dec'r.	...	
		1,700	18 1/2	For January.	...	
		100	18 15-16	1,100	19	
		1,100	19	650	19 1-16	
		650	19 1-16	200	19	
		200	19 1-16	1,200 total March.	...	

The following exchanges have been made during the week: 200 October for 200 September, even. 100 September for 100 February, even.

The sales during the week of free on board have reached 1,500 bales. The particulars of these sales are as below:

500 f. o. b., Savannah—p. t.  
200 f. o. b., Charleston—p. t.  
300 f. o. b., at any port, October shipment, 18½c. basis. Low Middling.  
500 f. o. b., Baltimore to Liverpool, October and November shipment—p. t.

been one day of rain and two days when the weather was showery. It would seem as if these continued heavy rains must work considerable harm, and hence the expression in our telegrams that much damage is feared is not a matter of wonder. We have no weather report to-night from Montgomery, but our dispatch from Seima states that the storm did not reach that point, that picking is progressing satisfactorily there, and that the caterpillar, which has been reported in that vicinity, has not yet done any material harm. At Galveston it has rained two days. From almost every point in the South we have cold nights reported, followed by warm days.

Another feature not entirely satisfactory is the diminished receipts at the ports, indicating a late crop other than in Texas. This is observable not only at the outports, but also at the interior ports. For instance, at Macon the receipts have been only 96 bales against 698 bales last year, and the figures at most of the other points show about the same comparison.

The thermometer has averaged for the week 79 at Galveston, 78 at Mobile, Columbus and Macon, 75 at Charleston, and 76 at Memphis.

**GUNNY BAGS AND CLOTH.**—The market for cloth the past week has been very dull, with no sales reported, except jobbing lots. The market is quoted at 15½@15¾c. for native; 18c. for Borneo; 18½@18¾c. for domestic; 14c. for ½ lb. Dundee; 17c. for 1½ lb. do., and 20c. for 1½ lb. do. Bags are nominally steady, though also without business. Manila hemp is quiet though firm; there have been some recent arrivals and the stock is a little larger. Jute is dull and nominal. Jute Butts have been quiet; at the close 400 bales sold here at 3½c., and 500 bales in Boston at same price.

**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 Sept. 8, 1871.			Week ending Sept. 8, 1870.		
	Receipts.	Shipments.	Stock.	Receipts.	Shipments.	Stock.
Augusta.....	344	190	2,704	897	1,013	1,328
Columbus.....	55	158	1,471	375	554	1,267
Macon.....	96	71	1,764	698	975	1,900
Montgomery....	290	300	1,565	223	340	1,564
Selma.....	205	154	613	402	288	1,424
Memphis.....	773	1,267	1,682	816	1,007	4,042
Nashville.....	213	341	422	48	105	2,134
	1,976	2,481	10,221	3,459	4,232	13,663

The above totals show that the interior stocks have decreased during the week 505 bales, and are to-night 3,442 bales less than at the same period last year. The receipts have also been 1,483 bales less than the same week last year.

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

	1871.	1870.
Stock in Liverpool.....bales.	521,000	494,000
Stock in London.....	105,591	26,821
Stock in Glasgow.....	3,000	2,000
Stock in Havre.....	74,710	155,300
Stock in Marseilles.....	22,836	13,000
Stock in Bremen.....	53,026	18,840
Stock rest of Continent.....	50,000	30,000
Afloat for Great Britain (American).....	58,000	16,000
Afloat for France (American and Brazil)....	14,236	22,322
Afloat for Bremen (American).....	3,450	none
Total Indian Cotton afloat for Europe*....	683,694	478,140
Stock in United States ports.....	95,330	54,723
Stock in inland towns.....	10,221	13,663
<b>Total.....</b>	<b>1,695,154</b>	<b>1,324,809</b>

\*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 370,345 bales compared with the same date of 1870.

The exports of cotton for the last five days of August from New York show a decrease as compared with last week, the total reaching 2,208 bales, against 8,631 bales last week. Below we give our table showing the exports of cotton from New York, and their direction for each of the last four weeks; also the total exports and direction for the year ending September 1, 1871; and in the last column the total for the previous year:

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

EXPORTED TO	WEEK ENDING				Total year ending Sept. 1, 1871.	Total year ending Sept. 1, 1870.
	Aug. 12.	Aug. 19.	Aug. 26.	Aug. 31.		
Liverpool.....	2,491	7,101	8,631	2,208	591,057	325,212
Other British Ports.....	.....	.....	.....	.....	12,199	1,537
<b>Total to Gt. Britain</b>	<b>2,491</b>	<b>7,101</b>	<b>8,631</b>	<b>2,208</b>	<b>606,256</b>	<b>326,749</b>
Havre.....	300	.....	.....	.....	5,760	17,754
Other French ports.....	.....	.....	.....	.....	605	3
<b>Total French</b> .....	<b>300</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>6,365</b>	<b>17,757</b>
Bremen and Hanover.....	.....	.....	.....	.....	20,926	36,773
Hamburg.....	.....	.....	.....	.....	6,879	19,141
Other ports.....	.....	.....	.....	.....	21,306	8,835
<b>Total to N. Europe.</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>62,111</b>	<b>64,749</b>
Spain, Oporto & Gibraltar &c.....	.....	.....	.....	.....	2,463	2,000
All others.....	.....	.....	.....	.....	763	2,446
<b>Total Spain, &amp;c.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>3,226</b>	<b>4,446</b>
<b>Grand Total.....</b>	<b>2,691</b>	<b>7,101</b>	<b>8,631</b>	<b>2,208</b>	<b>667,938</b>	<b>413,701</b>

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

SOURCES FROM	NEW YORK.		BOSTON.		PHILADELPHIA.		BALTIMORE.	
	1870-71	1869-70	1870-71	1869-70	1870-71	1869-70	1870-71	1869-70
New Orleans..	152,156	116,994	61,501	53,612	7,069	5,188	449	184
Texas.....	49,042	54,873	16,861	10,910	5,281	.....	313	.....
Savannah.....	194,713	161,392	42,223	23,440	20,891	19,514	14,601	14,195
Mobile.....	15,000	18,608	13,981	17,657	476	339	433	.....
Florida.....	1,775	6,996	.....	.....	.....	.....	.....	.....
S'th Carolina..	147,691	121,830	4,849	5,189	11,769	10,400	13,802	15,410
N'th Carolina..	63,724	46,012	991	178	8,007	1,378	6,551	2,789
Virginia.....	205,601	97,316	63,331	57,191	18,031	.....	54,571	31,275
North'n Ports	14,046	8,357	15,793	65,256	4,963	2,909	1,103	3,773
Tennessee, &c	252,349	135,276	13,410	21,316	18,820	12,509	41,688	26,374
Foreign.....	6,074	11,786	354	228	.....	.....	52	6
<b>Total this year</b>	<b>1,101,591</b>	<b>780,017</b>	<b>235,396</b>	<b>254,993</b>	<b>95,431</b>	<b>56,650</b>	<b>122,570</b>	<b>96,992</b>

**SHIPPING NEWS.**—The exports of cotton from the United States the past week, as per latest mail returns, have reached 10,575 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

New York—To Liverpool, per steamers Spain, 1,286... Minnesota, 1,171 .....City of New York, 626... Calabria, 621... Russia, 411... City of Paris, 380... per ship Thomas Dauhau, 47... per bark Undine, 217.....	4,872
NEW ORLEANS—To Liverpool, per ships Pouchoutas, 2,753... Duke of Wellington, 2,190.....	4,943
BOSTON—To Liverpool, per steamer Siberia, 49.....	49
PHILADELPHIA—To Liverpool, per steamer Gracia, 211... per ship Tus- carora, 470.....	711
<b>Total.....</b>	<b>10,575</b>

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

	Liverpool.	Total.
New York.....	4,872	4,872
New Orleans.....	4,943	4,943
Boston.....	49	49
Philadelphia.....	711	711
<b>Total.....</b>	<b>10,575</b>	<b>10,575</b>

**GOLD, EXCHANGE AND FREIGHTS.**—Gold has fluctuated the past week between 112½ and 113½, and the close was 112½. Foreign Exchange market is dull. The following were the last quotations: London bankers', long, 108½@—; short, 109½ @—, and Commercial, 108½@108½. Freights closed at ½d. by steam and 3-16d. by sail to Liverpool, 1c. gold by steam and ¾c. by sail to Havre, and 5-16d. by steam to Hamburg.

**BY TELEGRAPH FROM LIVERPOOL.**—LIVERPOOL, Sept. 8—4:30 P. M.—The market has ruled firm to-day, with sales footing up 15,000 bales, including 4,000 bales for export and speculation. The sales of the week have been 119,000 bales, of which 10,000 bales were taken for export and 26,000 bales on speculation. The stock in port is 521,000 bales, of which 231,000 bales are American. The stock of cotton at sea bound to this port is 529,000 bales, of which 58,000 bales are American.

	Aug. 18.	Aug. 25.	Sept. 1.	Sept. 8.
Total sales.....	61,000	102,000	121,000	119,000
Sales for export.....	5,000	11,000	11,000	10,000
Sales on speculation.....	9,000	27,000	31,000	26,000
Total stock.....	596,000	601,000	561,000	521,000
Stock of American.....	309,000	281,000	249,000	231,000
Total afloat.....	528,000	476,000	488,000	629,000
American afloat.....	57,000	56,000	67,000	58,000

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

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Price Mid. Uplands.....	9¼@9½	9¼@9½	9¼@9½	9¼@9½	9¼@9½	9¼@9½
Orleans.....	9¼@9½	9¼@9½	9¼@9½	9¼@9½	9¼@9½	9¼@9½
Up. to arrive.....	@	@	@	@	@	@

**EUROPEAN AND INDIAN COTTON MARKETS.**—In reference to these markets our correspondent in London, writing under the date of Aug. 26, states:

**LIVERPOOL, Aug. 26.**—The following are the prices of middling qualities of cotton compared with those of last year:

	—Ord. & Mid—		—Fair & G'd fair—		—Same date 1870—	
	22	23	24	25	Mid.	Fair. Good.
Sea Island.....	ii	20	23	25	15	18
Stained.....	ii	20	23	25	15	18

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.			
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	
Midland.....	10½	11½	12½	13½	10½	11½	12½	13½	10½	11½	12½	13½	10½	11½	12½	
Sea Island.....	26	15	22	.....	26	15	22	.....	26	15	22	.....	26	15	22	
Upland.....	11	13	16	9	11	13	16	9	11	13	16	9	11	13	16	
Mobile.....	11	13½	9½	9½	11	13½	9½	9½	11	13½	9½	9½	11	13½	9½	
Orleans.....	11½	13½	9½	9½	11½	13½	9½	9½	11½	13½	9½	9½	11½	13½	9½	
Dholerah.....	7	9½	6	5½	7	9½	6	5½	7	9½	6	5½	7	9½	6	

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 ports to date—			—Actual exp't from U.K. in 1870.		
	1871.	1870.	1869.	1871.	1870.	1870.	1870.	1870.	1870.
American.....	279,810	147,680	161,810	277,877	73,160	142,700	277,877	73,160	142,700
Brazilian.....	82,040	10,980	32,190	41,106	25,942	48,050	41,106	25,942	48,050
Egyptian.....	20,990	5,190	19,700	8,667	4,189	7,900	8,667	4,189	7,900
W. Indian.....	7,770	810	1,920	4,782	4,538	12,480	4,782	4,538	12,480
E. Indian.....	69,170	78,910	216,600	202,158	126,792	447,300	202,158	126,792	447,300
<b>Total.....</b>	<b>419,780</b>	<b>243,570</b>	<b>436,220</b>	<b>533,640</b>	<b>234,571</b>	<b>658,430</b>	<b>533,640</b>	<b>234,571</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.			Total this year.	Same period 1870.	Average weekly sales. 1871.	Average weekly sales. 1870.
	Trade.	Speculation.	Ex- port.				
American bales	33,570	4,087	1,850	60,490	1,742,230	1,121,750	40,970
Brazilian	10,460	1,810	9,170	21,440	323,210	236,470	5,370
Egyptian	3,710	280	210	4,170	158,180	98,080	4,610
West Indian, &c.	2,233	59	30	2,493	72,940	39,020	1,640
East Indian	8,110	4,289	1,063	13,453	561,119	636,710	8,800
Total	61,190	10,500	27,320	103,010	2,865,830	2,143,370	61,590

	Imports.			Total.	Stocks.		Dec. 31, 1870.
	This week.	To this date 1871.	To this date 1870.		This day.	Same date 1870.	
American	14,837	1,829,357	1,389,956	1,653,991	284,220	224,570	109,710
Brazilian	14,898	314,989	262,104	390,561	117,630	77,470	28,150
Egyptian	962	167,819	103,134	191,737	45,770	33,320	39,760
W. Indian, &c.	141	54,259	41,584	84,730	23,970	24,310	20,550
East Indian	46,325	436,066	456,538	902,139	132,370	167,640	130,550
Total	77,177	2,800,711	2,081,670	3,252,232	603,960	524,310	378,720

Of the present stock of cotton in Liverpool 47 per cent is American against 42 per cent last year. Of Indian cotton the proportion is nearly 22 per cent, against 32 per cent.

LONDON, August 26.—There has been a good demand for cotton during the closing days of the week, and prices for arrival show an improvement of  $\frac{1}{4}$ d. to  $\frac{1}{2}$ d. per lb. The following are the particulars of imports, deliveries and stocks:

	1869.	1870.	1871.
Imports, January 1 to Aug. 21	156,151	87,645	185,243
Deliveries	279,983	183,058	147,476
Stocks, Aug. 21	23,359	26,821	105,591

**BREADSTUFFS.**

FRIDAY P. M., September 8, 1871.

There has been a good degree of activity in the markets for flour, meal and grain, and prices in some particulars show a decided advance.

Flour has continued to arrive but moderately; the severe losses which were incurred by millers who made early consignments to this market of flour from new winter wheat, appear to have caused a material reduction of production, and a comparative scarcity is consequently felt at the moment. The home trade had been buying freely, but their orders, as well as those from the provinces, the West Indies and South America, were easily filled, but when English shippers wanted large lines they found it extremely difficult to procure them. To-day, a decided advance in Liverpool caused some excitement in this market, and lines of shipping extra State and Ohio were in demand at \$6@ \$6 10, and in some cases held at \$6 25 and upward; low superfine, as well as good trade and family brands, were also in brisk request, and the sales of flour to-day were hardly less than 22,000 bbls. Rye flour and corn meal have been in good demand, and close buoyant.

Wheat has been in brisk request for export. Receipts have been but moderate and the available supply small each day, so that shippers have been buyers for early arrival; prices are consequently higher, but the steady advance in ocean freights and the depression in sterling exchange have checked the advance and given an uncertain tone to the market. Receipts have been liberal at the West, and the visible supply is materially increased, but the receipts of spring wheat have not been large. To-day, with a decided advance in Liverpool, our market opened excited, with \$1 45 paid for No. 2 spring, and \$1 60 for amber winter, but shippers again encountered higher freights and low exchange, which caused a flat closing, with nominal quotations \$1 40@ \$1 43 for No. 2 spring to arrive and on the spot, \$1 43@ \$1 50 for red winter, and \$1 57@ \$1 58 for amber do.

Corn has been gaining strength, and to-day advanced 2c. on an increased export demand, with some revival of speculation. There has been so little taken for Great Britain in some time past that her markets begin to feel the prospective deficiency, and we should have explained in wheat that orders for corn, though not large, are very pressing, and crowd wheat out of the freight engaged for it. To-day the demand for mixed corn was active, and it closed firm at 70c., adfloat, with yellow quoted at 71@ 72c., and white at 73@ 75c.

Rye has been dull at 78@ 80c. for boat loads and car loads of Western. Barley still unsettled. Barley Malt closing out at lower prices. Canada Peas sold at \$1 25 in bulk, free. Oats have been very active and close firm; boat loads of prime No. 2 Chicago have sold at 47 $\frac{1}{2}$ @ 49 $\frac{1}{2}$ c., closing at the higher figure, on the spot and to arrive.

The following are the closing quotations;

Flour—									
Superfine	7	bbl.	\$5 30@	5 60	Wheat, Spring	...	bush.	\$1 35@	1 45
Extra State	5	90@	6 15	Red Winter	...	...	...	1 47@	1 50
Extra Western, common	5	80@	6 10	Amber do.	...	...	...	1 56@	1 58
Extra and double extra Western & St. Louis	6	25@	8 75	White California	...	...	...	1 48@	1 63
Southern shipp'g extras	6	25@	6 75	Corn, Western Mix'd	...	...	...	@	70
Southern, trade and family brands	7	25@	9 00	Yellow Western	...	...	...	71@	72
Rye Flour, super & extra	4	40@	5 10	White Western	...	...	...	73@	75
Corn Meal, Western and Southern	3	60@	4 10	Oats	...	...	...	80@	90
				Barley	...	...	...	46@	52
				Malt	...	...	...	80@	1 00
				Peas, Canada	...	...	...	1 00@	1 25

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, 1871.	Same time Jan. 1, 1870.	For the week.	Since Jan. 1, 1871.	For the week.
Flour, bbls.	87,931	2,286,084	2,419,652	32,079	1,139,068	58,730
C. meal, "	1,810	138,324	150,289	1,541	87,140	1,902
Wheat, bu.	1,037,863	12,135,493	13,209,670	673,565	12,571,392	403,261
Corn, "	606,361	19,023,333	5,714,312	202,997	7,658,741	580
Rye, "	40,557	206,355	331,574	45,186	171,086	...
Barley, &c	31,140	747,017	1,196,473	...	81,896	...
Oats	362,010	6,093,270	4,950,471	1,321	18,898	...

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 SEPTEMBER 2, 1871.

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Chicago	27,976	841,014	1,920,879	558,116	205,101	95,367
Milwaukee	8,529	440,021	27,025	35,160	62,429	22,658
Toledo	26,007	506,234	111,181	161,403	2,546	2,275
Detroit	23,030	313,560	5,432	26,179	1,953	843
Cleveland	5,260*	78,860	2,100	27,950	2,009	...
St. Louis	40,298	244,395	58,418	89,634	26,084	5,837
Duluth	3,500*	3,341	...	...	...	...
Totals	131,590	2,427,415	1,525,035	889,442	300,122	126,980
Previous week	136,110	1,747,316	1,425,277	1,034,414	261,612	111,766
Correspond'g week, '70	136,404	1,439,115	568,917	893,529	331,522	69,431
" '69	107,206	1,364,876	1,260,469	501,230	44,089	41,871
" '68	178,932	1,760,911	1,071,266	1,053,450	1,750,337	172,657
" '67	147,139	1,263,672	850,888	593,313	269,219	93,494

\* Estimated.

COMPARATIVE AGGREGATE RECEIPTS of Flour and Grain at the same ports from Jan. 1 to September 2, inclusive, for four years.

	1871.	1870.	1869.	1868.
Flour, bbls.	3,275,245	3,430,601	3,720,305	2,526,359
Wheat, bush.	27,553,112	29,196,603	28,060,959	16,552,512
Corn, bush.	40,606,318	21,546,326	23,204,720	27,206,163
Oats, bush.	14,482,919	12,666,169	9,657,687	11,792,314
Barley, bush.	1,748,018	1,724,786	658,139	2,352,095
Rye, bush.	1,414,352	873,900	782,903	898,284
Total grain, bush.	85,861,749	66,011,794	62,264,408	58,892,268

SHIPMENTS of Flour and Grain from Chicago, Milwaukee Toledo, St. Louis, Cleveland and Duluth for the week ending September 2, 1871:

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Week ending Sept. 2	71,119,442	1,328,773	1,313,762	643,703	190,652	101,770
Week ending Aug. 26	71,122,924	817,876	1,498,636	563,705	100,038	55,875
*Week ending Sept. 3, '70	73,787	895,364	627,260	709,700	176,087	34,420
*Week ending Sept. 4, '69	49,949	1,110,675	1,166,109	164,237	1,000	7,100

\* St. Louis and Duluth not included.

COMPARATIVE SHIPMENTS from the same ports from Jan. 1 to September 2, inclusive, for three years.

	1871.*	1870.	1869.	1868.
Flour	2,704,968	2,507,150	3,019,136	...
Wheat	21,429,310	22,349,651	21,289,638	...
Corn	34,799,976	14,591,086	16,002,724	...
Oats	8,861,145	7,013,596	5,697,496	...
Barley	854,718	794,648	206,875	...
Rye	808,899	1,043,804	587,877	...
Total	68,748,048	45,775,788	43,694,510	...

\* St. Louis included from March 24, 1871, and not in the previous years.

RECEIPTS OF FLOUR AND GRAIN AT SEABOARD PORTS FOR THE WEEK ENDING SEPTEMBER 2, 1871.

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
At New York	81,175	728,809	800,999	362,685	8,500	53,200
Boston	40,078	...	19,600	34,616	400	1,236
Portland	7,082	...	25,466	46,150	...	350
Montreal	19,673	394,672	143,529	200	...	...
Philadelphia	15,249	118,550	116,300	82,500	3,500	800
Baltimore	26,011	116,300	37,000	21,000	...	2,500
New Orleans	75,547	...	48,809	17,183	...	...
Total	264,815	1,358,331	1,193,203	673,284	12,400	58,087
Week ending Aug. 26	230,989	1,308,977	1,444,701	1,102,458	10,100	52,550
Week ending Aug. 19	178,884	1,046,447	1,500,498	1,860,965	3,645	46,792
Week ending Aug. 12	182,000	875,033	1,894,673	751,545	12,477	78,542
Week ending Aug. 5	202,458	888,217	1,803,012	340,102	3,650	22,090
Week ending July 29	194,532	844,999	1,992,611	337,570	2,750	17,066
Week ending July 22	194,538	579,709	1,559,654	322,235	3,625	8,000

And since Jan. 1 (excluding New Orleans from Jan. 1 to March 24, inclusive), 1871:

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Total	5,513,193	20,734,385	28,784,121	11,197,892	332,067	428,19
Total Grain	...	...	...	...	61,526,656	...

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, Sept. 2, 1871:

	Wheat.	Corn.	Oats.	Barley.
	bush.	bush.	bush.	bush.
In store at New York.....	401,948	3,136,713	740,114	428
In store at Albany.....	25,000	103,000	40,000	5,000
In store at Buffalo.....	70,000	416,000	213,000	31,800
* In store at Chicago.....	856,000	1,482,408	754,621	248,608
In store at Milwaukee.....	295,366	60,224	47,457	35,439
In store at Duluth.....	8,206			
In store at Toledo.....	529,531	293,467	559,383	
In store at Detroit.....	357,435	2,585	39,862	7,239
* In store at Oswego.....	250,000	75,000	25,000	20,000
In store at St. Louis.....	412,808	68,670	114,698	10,280
In store at Boston.....	23,770	178,944	294,097	23,531
In store at Toronto, Aug. 15.....	16,192		36,933	17,064
In store at Montreal, Aug. 15.....	142,384	64,796	700	
* In store at Philadelphia.....	65,000	85,000	90,000	10,000
* In store at Baltimore.....	60,000	55,000	65,000	4,000
Amount on New York canals.....	1,478,126	1,029,131	390,298	36,417
Rail shipments for week.....	108,420	111,816	140,550	72,239
Afloat on lakes.....	1,220,353	1,201,946	503,153	118,319

Total in store and in transit	Sep. 2, '71	Aug. 26, '71	Sept. 3, '70	Aug. 19, '71	Aug. 12, '71	Aug. 5, '71
Wheat	6,317,439	4,821,719	7,325,679	4,459,097	4,575,503	4,578,900
Corn	8,357,700	7,506,904	3,520,991	7,540,164	8,158,466	8,487,128
Oats	4,053,864	2,833,515	4,326,739	1,862,870	1,779,293	1,969,272
Barley	643,490	457,330	638,546	364,108	221,532	202,730

\* Estimated.  
† Boston, Montreal, Baltimore, Philadelphia, and Toronto not included.

GROCERIES.

FRIDAY EVENING, Sept. 8, 1871.

There have been few really new features on any of the leading markets since our last regular report. The entire position is extremely firm, and the volume of business good with a tendency towards an increase as the consumers and small dealers in the interior commence to comprehend the situation. Prices have so long been on the downward turn that at first few buyers were inclined to put much faith in any permanent reaction, but an understanding of the amount of stocks present and prospective, and the manner in which they are controlled convinces many that nothing lower can be hoped for immediately, and little hesitation is shown in handling desirable parcels, particularly as the railroad companies in addition to the publicly announced reduction in freight tariffs, are willing to deal liberally on special contracts for large shipments. At the close a feeling of buoyancy is quite general, and holders appear to be much encouraged.

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.....	5,011 pkgs.	Laguayra ..	1,195 bags.	Sugar, Brazil.	3,200 bags.
Green.....	5,688 pkgs.	Other.....	1,792 bags.	Manila, &c.	13,948 bags.
Japan.....	2,190 pkgs.	Sugar, Cuba.....	8,552 boxes.	Malacca, Cuba	429 hhd.
Various.....	2,745 pkgs.	Cuba.....	5,382 hhd.	Porto Rico	1,450 hhd.
Coffee, Rio.....	14,873 bags.	Porto Rico	1,288 hhd.	Demerara.....	hhd.
Java.....	16,359 mats.	Other.....	2,343 hhd.	Other.....	1,632 hhd.
Maracaibo.....	2,631 bags.				

Imports this week have included 8,126 bags Rio, 7,962 mats Java and 3,269 bags of other kinds of coffee; 5,757 boxes, 4,773 hhd. and 21,204 bags of sugar, and 2,824 hhd. of molasses.

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		Imports at leading ports since January 1, 1871	
	1871.	1870.	1871.	1870.
Tea.....	.....	.....	36,561,630	57,175,215
Tea (indirect imports).....	.....	.....	5,159	48,416
Coffee Rio.....	51,211	51,991	1,065,990	895,893
Coffee, other.....	24,563	41,977	366,962	297,533
Sugar.....	99,481	119,575	379,200	334,140
Sugar.....	66,279	82,699	557,171	498,063
Sugar.....	316,791	505,227	965,061	595,175
Molasses.....	16,427	23,335	264,570	277,057

TEA.

The general volume of trade on invoices has continued very fair, and the market has shown a good healthy tone throughout, giving still further encouragement to importers. Buyers, to be sure, have not exhibited any unusual anxiety to operate, neither have they seemed willing to open negotiations for extra large parcels, but daily wants are slowly and surely increasing, and jobbers must re-stock to meet the voids caused by the distribution in lines to consumers and small retail dealers. Interior buyers are in larger attendance than heretofore, and though the near by points are best represented at present, the more distant outlets are commencing to call for supplies and are thought likely to want large quantities before they become fully stocked. Prices taken on the general range are firm; indeed, in some cases, may be called firmer, as bids have been advanced nearly holders views and are more plenty than before, while some of the choice samples, especially of Green, have been shelved for the present to await developments. Sales of 8,500 Greens; 2,400 Onlongas; 4,250 Japans and 500 Souchongs.

There have been no imports this week. The receipts indirectly have been 16,354 pkgs. by rail overland.

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.....	13,224,353	13,175,888	8,961,397	3,561,660
1870.....	13,232,458	13,493,681	8,447,073	31,175,215

The indirect importations, including receipts by Pacific Mail steamers via Aspinwall, have been 50,529 pkgs. since January 1, against 48,418 last year.

COFFEE.

The market has again continued all one way, sellers retaining every advantage of the position, and in some cases working prices up to a still higher level, while buyers have submitted without any great amount of hesitation,

and taken very fair amounts of stock. Reduced supplies and assortments and very extreme prices asked have tended to retard movements to some extent, especially where buyers had not fully posted themselves as to the general strength of the position, but even in the face of this some of the most desirable samples have been withdrawn, and owners look for a still further improvement in values. The distribution from second hands has been free and general, and interior buyers are developing pretty large wants. Some few Western men were a little alarmed at the rates asked, and returned home without purchasing, but a portion of these operators have already sent back small orders, while others from the same sections are securing considerable parcels at extreme valuations. Brazil have been as active as the scant supply offering would admit, and buyers as a rule moved quickly, being much stimulated by the receipt of a couple of very encouraging telegrams from Rio Janeiro announcing comparatively small shipments and a strong market. Some of our leading importers are now entirely sold out and expect very little stock for some time, while those who retain supplies have no anxiety to operate even at the increased prices now to be realized. In fact every influence appears to be of a strengthening character for the present at least. The outputs have been fairly active and fully as strong as at this point. West India styles, in poor assortment, and quiet in consequence, but very firm for all descriptions. Java and Singapore are going out from jobbers' hands with freedom, and command previous rates quite readily, with some of the best grades on the upward turn. Sales here of 21,038 bags Rio and Santos, 1,900 bags Maracaibo, 1,750 bags Laguayra, 1,700 bags Costa Rica, 400 bags Jamaica, 350 bags Mexican, 129 bags Curocoa. The Java per Junta (7,324 mats) was sold before arrival. At Baltimore 13,586 bags Rio were sold, and 1,200 bags do. at other ports.

Imports this week have included 4,300 bags Rio per "Mary Stowe," 3,727 do. do. per "Sarah," and 99 do. do. (additional) per "O. Blanchard." Of other sorts the imports have included 7,324 mats Java per "Junco," 638 do. do. per "Alexandra," 2,775 bags Maracaibo per "Impulse," and 514 bags of sundries.

The stock of Rio Sept. 7, and the imports since Jan. 1, 1871, are as follows:

In Bags.	New York.	Phila.	Balti.	New Orleans.	Bvan.	San Fran.	Cal.	Total.
Stock.....	54,214	.....	41,757	.....	1,900	4,000	.....	101,871
Same date last.....	51,891	.....	25,300	.....	.....	2,000	.....	79,691
Imports.....	462,338	14,805	406,416	123,532	41,819	14,300	.....	1,068,960
" in 1870.....	449,211	.....	325,476	88,602	30,202	11,712	.....	896,806

Of other sorts the stock at New York, Sept. 7, and the imports at the several ports since January 1, 1871, were as follows:

In bags.	New York stock.	Phila. import.	Balti. import.	New Orleans import.	Bvan. import.	San Fran. import.	Cal. import.	Total imports at all ports.
Java and Singapore.....	54,737	.....	50,992	1,962	.....	.....	.....	.....
Ceylon.....	8,576	9,106	.....	1,650	.....	.....	.....	.....
Maracaibo.....	5,518	59,167	.....	.....	.....	.....	.....	.....
Laguayra.....	500	28,164	.....	15,886	.....	.....	.....	.....
St. Domingo.....	36,831	4,970	.....	.....	.....	.....	238	
Other.....	10,139	53,402	1,020	722	1,811	.....	7,559	
Total.....	24,563	280,897	56,982	19,100	1,811	7,772	.....	366,062
Same time, 1870.....	47,977	211,953	60,063	6,432	4,109	996	.....	282,583

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

† Also 9,610 mats.

SUGAR.

We have to record a very firm market for raws, and slightly improved rates with a good aggregate business for the week. For a day or two following our last buyers were a little offish, and the movement was slow, but finding it simply impossible to force any concession from holders and manufacturing wants in the meantime increasing rapidly, refiners at last came forward, and purchased with comparative freedom, wherever they could find supplies available, without being obliged to submit to an advance. Holders met the outlet fairly, and the most urgent orders were filled without any great difficulty, but there was at no time a liberal assortment offering, and many of the very desirable samples were ordered withdrawn to await the tender of increased bids. Importers do not obtain any remarkably encouraging advices from the points of production, and appear to rest their confidence mainly upon an almost certain reduced accumulation at all interior markets, and the probability that the fall distribution must be large. The supply held by refiners is moderate, and as the sale of their product increases they will be compelled to come into the market to re-stock. Grocers are not very free operators at present and find an assortment and general supply fully equal to their moderate wants. Refined have been in good and gradually improving demand, with the sales somewhat ahead of the production, and prices advancing on all grades, closing pretty firm, though in some cases a trifle nominal, owing to the slightly excited feeling current. White "A's" are the best sustained. The sales of raw embrace 7,507 hhd. Cuba; 1,750 hhd. Porto Rico; 279 hhd. St. Croix; 1,416 hhd. Demerara; 800 hhd. Trinidad, P. S.; 821 hhd. Martinique 200 hhd. Scotch clarified; 16,532 boxes Havana; 70 bags Barbadoes; 3,541 bags Manila; 2,682 baskets and 2,708 bags Java, and 635 hhd. Melado.

Imports at New York, and stock in first hands, Sept. 7, were as follows:

Imports this week	Cuba, hxs.	Cuba, hhd.	P. Rico, hhd.	Other, hhd.	Brazil, bags.	Manila, bags.	&c. Melado, hhd.
.....	5,770	826	1,247	2,700	.....	21,201	.....
since Jan. 1, 1871.....	262,798	289,308	32,084	42,428	56,459	872,661	41,885
same time, '70.....	212,581	209,092	33,304	26,120	66,591	277,193	17,665
Stock in first hands.....	99,481	66,279	.....	.....	846,791	.....	8,794
Same time 1870.....	119,225	82,699	.....	.....	506,221	.....	864
" 1869.....	125,771	.....	114,312	.....	169,737	.....	902

MOLASSES.

For foreign grades we have to note a continued dull and somewhat flat market, with sellers fully as anxious to operate as buyers, and probably a little more so, though there is no positive development of a desire to realize freely among the movements for the week was the purchase of a cargo of old and tart Muscovado stock for the Canadian market, the first movement in the inferior grades for a long time. Bolling stock has met with about the usual negotiation, and some grocery parcels have been jobbed out, but nothing like freedom was shown in any of the movements. In fact it becomes every day more and more evident that molasses cannot be sold with any liberality, until sellers are prepared to reduce their prices sufficiently to compete directly with the large and fine assortment of syrups now shown by refiners. Of domestic the accumulation continues extremely large for the season, not only here but at neighboring points, and holders are very willing to sell at low figures, but still find bids few and far between, and buyers evidently not to be induced into operations beyond their most positive wants. Some fancy selections have realized 65c. during the week, but 60c. is a good top rate, and few sales exceed 57c. @ 58c. per gallon. Syrups continue pretty active, and the

demand more general, covering nearly all grades. Sugar house molasses in fair request and firm at 17c. in hhd., and 21c. in bbl. Sales of 260 hhd. Cuba Mn-covado; 1,450 hhd. Porto Rico; 200 hhd. Barbadoes; about 100 hhd. various styles; and 450 bbl. New Orleans.

The receipts at New York, and stock in first hands, Sept. 7, were as follows:

Table with columns: Imports this week, since Jan. 1, same time 1870, Stock in first hands, same time '70, same time '69. Sub-headers: 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: Boxes, Sugar, Bags, Molasses. Sub-headers: Hhds. Rows: New York, Boston, Philadelphia, Baltimore, New Orleans, Total.

\* Including three and barrels reduced to hhd.

SPICES.

The large movements noted in our last report about exhausted all the desirable parcels and with nothing additional coming upon the market to attract their attention, buyers of invoices have from necessity remained quiet during the week under review. The position, however, is an extremely firm one as stocks are under complete control and most of the odd parcels which began to make their appearance during the dull period have pretty much all been entirely withdrawn and owners are now quite indifferent operators.

FRUITS, &c.

The market for Layer Raisins the past week has ruled quite dull, sales being confined to jobbing lots to dealers, who as a rule take only what they need for actual wants. Prices have ruled firm throughout, as holders, aware that the new crop cannot reach this market for nearly a month, think that their stock will all be wanted.

Foreign Green fruits are in fair demand, with a light supply. Lemons sell at \$8@8 50 per box. Baracoa Coconuts, \$25 per thousand. Aspinwall Bananas, \$20@25 per bunch. Havana Limes, \$10@15 per barrel, and Jamaica Ginger, 12@13c. per pound.

Domestic dried are generally firm. Apples are in good demand, the scarcity of desirable stock very much restricts transactions, and the high rates of freight checking business for export. Prices are very firm. Pared peaches are in demand, and fancy grades are higher. Unpeeled are not much inquired for, neither are there many coming to market; prices are hardly settled.

Domestic green are in fair demand, but the supply is fully equal. Apples if choice, sell well, but there are many of poor quality. Peaches are not so plenty, and were firm at \$1 per basket for good. Pears are plenty, the best kinds sell well. Plums rule light, but selling at \$20@25 per bbl. Melons rather slow of sale, with a full supply.

ADVICES FROM PRODUCING MARKETS.

From the London Produce Markets Review, of August 26, we extract in regard to sugar:

The continued firmness of the raw sugar market is somewhat remarkable, in the face of the many circumstances which ought, according to all precedent, to have an extremely depressing effect upon prices. The promise of an extraordinary beet crop of 1,150,000 tons, an increase of 205,000 tons on the yield of the season just ending, is alone sufficient to bring about a serious depression; for in addition to so heavy an increase in quantity as one fifth, the whole crop is virtually made and thrown upon the market in three months, and the manufacturers are generally not able to hold for higher rates.

In speaking of West Indian sugar the same paper states that there has been a brisk demand for the best refining kinds, but the great firmness with which these were held checked business. This policy was considered an erroneous one, from the prospects of the incoming heavy receipts, as well as the fact that present prices left a fair margin to the importers.

From January 1 to August 19 the totals were as follows for the four principal ports of Great Britain:

Table with columns: Landing, Consumption, Exports. Rows: 1870, 1871, Decrease, Inc.

From the same source in regard to tea we quote: There has at last been a pause in the downward movement of the better grades of Black Leaf Congee. The fall in these descriptions has been sudden and sweeping, as in three or four weeks after the date of the first arrival a range of prices has been established almost as low as we are accustomed to see towards the end of the year, when the stocks are generally

heaviest. The average fall in prices since the opening of the market has been nearly or quite 4d. per pound, while contracts are reported to have been made showing a still greater reduction. The results to importers this year have so far been of the most unsatisfactory character; very large losses have already been incurred by many, and those who are holding in expectation of a better market will probably be disappointed. We are by no means certain that the lowest point of the market has yet been reached, but at a time like the present, when panic prices prevail, and the value of tea is more or less confused, it is possible to buy even more advantageously than in a settled market with a clearly defined though generally lower range of prices.

Cuba Sugar.—CLAYED.—HAVANA, Sept. 1.—The Week's Report says:—Most holders of classes suitable for the United States and the North of Europe having showed a better disposition to accept the prices offered—10 1/2@10 3/4 rs. per arroba No. 12, common train—there has been a larger business done. Some lots have been paid at 10 1/2 rs. at the opening of the week, but the majority of sales were made at above prices, which are still the prevalent ones at the close of this day. The resumption of cable communications since yesterday has imparted a more active appearance to the market. Derosne and crystallized sugars, which are very scarce and sought after for the South of Europe, command 11 1/2 rs. No. 12, and we hear that even 11 1/2 rs. has been offered for a parcel. The sales reported during the week add up about 16,000 boxes, against 10,000 last week.

MOLASSES STOCKS.—The market closes completely encumbered only a few trifling lots having changed hands during the week at from 8 1/2@9 rs. arroba for Nos. 8 and 10.

CENTRIFUGALS.—No transactions to refer to, and we therefore reprint nominally our previous quotations of 12 1/2@13 rs. arroba for Nos. 12 and 13.

MUSCOVADOES.—The few sales effected this week have been closed, owing to special circumstances, on the basis of 9 1/2 rs. arroba for fair to good refining, well purified. But holders are, in general, very firm in their pretensions, and we quote 10@10 1/2 rs. arroba for staples of the above named graduation.

Table with columns: Shipments this week from Havana and Matanzas have been as follows: To New York, Philadelphia. Sub-headers: Boxes, Hhds.

The general movement at both ports has been as follows: Total export of the week to all countries, 13,307. The general movement at both ports has been as follows:

Table with columns: Rec'd this week, To U.S., To all ports, Stock at date. Sub-headers: Boxes, Hhds. Rows: 1871, 1870, 1869.

PRICES CURRENT.

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

Table with columns: Tea. Sub-headers: Duty paid, H. Sk. & Tw'ky Ex. i. to fin' l, Uteok Japan, Com. to fair, do Sup'r to fine, do Ex. f. to finest, Oolong, Common to fair, do Superior to fine, do Ex. fine to finest, Souc. & Cong., Com. to fair, do Sup'r to fine, do Ex. f. to finest.

Coffee.

Table with columns: Rio Prime, do good, do fair, do ordinary, Java, mats and bags, Nativ Ceylon, Maracalbo, Laguayra, Domingo, in bond, Jamaica.

Sugar.

Table with columns: Cabs, Inf. to com. refining, do fair to good refining, do prime, do fair to good grocery, do pr. to fine grocery, do centrifugal, hhd. & bag, do Melado, do molasses, Hav'a, Box, D. S. Nos. 7 to 9, do do do 10 to 12, do do do 13 to 15, do do do 16 to 18.

Molasses.

Table with columns: New Orleans new, Porto Rico, Cuba Mn-covado, Cuba Clayed, Cuba centrifugal, English Islands.

Rice.

Table with columns: Rangoon, dressed, gold in bond 3 1/2@3 1/2 Carolina.

Spices.

Table with columns: Cassia, in cases, Cassia in mats, Gluger, Race and Af gold, Mace, Nutmegs, do cases Penang, Pepper, in bond, do Singapore & Suma, Pimento, Jamaica, do in bond, Cloves, do in bond, do in bond.

Fruits and Nuts.

Table with columns: Raisins, Layer, new, mat 5, do Layer, 1870, box, do Sultan, do Valencia, do London Layer, Currants, new, do Citron, French (new), Prunes, Turkish, Prunelles, Dates, Hgs. Smyrna, Cherries German, Canton Ginger, Almonds, Languedoc, do Tarragona, do Ivica, do Sicily, soft shell, do Sicily, shell, do paper shell, Sardines, do hi. box, do or. box.

Grocers' Drugs and Sundries.

Table with columns: Alum, Bl-Carb, Soda (Eng.), Borax, Sal-Soda, Gas, Sulphur, Saltpetre, Copperas, Camphor, in bbls, Castile Soap, Epom Salt, Sic. Licorice, Calabra, imitation, Madder, genuine, Indigo, Madras, do Manilla, do Cordage, Manila, do do Large sizes, Sisal.

THE DRY GOODS TRADE.

FRIDAY, P. M., Sept. 8, 1871

The package trade improves slowly, as the jobbing sales have not been sufficiently large as yet to necessitate a general replenishing of stocks. Jobbers have been doing a good trade throughout the current week, and some of the larger houses have been employed late at night in getting up bills. The smaller houses have not been so busy, as this class of buyers, upon which they depend chiefly, have not arrived in the market in any numbers, as yet. The attendance of buyers has been more general this week, and both the South and West are well represented. The prevalence of yellow fever in some localities is expected to interfere somewhat with the Southern trade this season, though thus far the movement has been as liberal as could be looked for. The demand from the more remote localities in the South has been very good during the past two weeks, and the immediate wants of dealers are already largely supplied. The continued firmness of the cotton and wool markets sustains quotations on all fabrics, and there appears to be no immediate prospect of a break. Agents in some instances weaken as soon as a slight accumulation occurs, and would possibly be disposed to break prices if the raw material was less firmly held. Collections from early buyers are coming in freely, although the distributive movement in the interior has not been large enough to enable them to move large amounts of goods as yet.

**DOMESTIC COTTON GOODS.**—The demand for the brown and bleached goods in first hands is chiefly for the lower grades, although the sales of fine qualities have been large enough to prevent any excessive accumulation of stocks. Low grades of some of the more popular marks are becoming scarce and are held at full prices. On standards there are still some irregularities in prices, as jobbers offer goods that they purchased early, at a trifle under the current quotations to effect sales more readily. Colored cottons are not active the principal demand for home distribution being for fine qualities of ticks. Denims are selling freely for export, at unchanged figures. There is the usual demand for drills from home buyers with fair sales of blue goods to exporters. Canton flannels are jobbing fairly in all grades but from first hands the sales are mostly of the medium and low qualities. There is a good demand for prints and the feeling among holders is firmer. Rumors are current of a probable rise in fancies soon, but nothing positive is known regarding the intentions of agents.

**DOMESTIC WOOLEN GOODS.**—The sales from first hands have been a trifle more liberal toward the close of the week, but the aggregate sales of both cloths and cassimeres have been small. The jobbing movement increases daily, and a demand from package buyers for goods to replenish assortments will necessarily spring up within a short time. The continued dullness in first hands made some dealers anxious to shade quotations a trifle, and some sales of medium and fine cassimeres were made at a trifle under the highest prices of the season. At the close, however, there is a better feeling, and prices are firmer. Flannels and blankets have been jobbing freely, and some sales of popular makes are reported in first hands, although the trade is not so spirited as is usual at this period, in consequence of the unusually large sales which were made during the earlier months. In other woolen fabrics jobbers are doing an active business, while agents are generally quiet.

**FOREIGN GOODS.**—The market for foreign fabrics has not changed materially since our last report, beyond a fair improvement in the jobbing trade. Importers have received considerable amounts of goods, but the outlet for dress fabrics has kept the stock well reduced. English plaids are scarce, and there is likely to be a better demand for similar French goods, which are in liberal supply. Velvets and velveteens continue to sell freely and are held at full prices. Dress silks are in better demand, but are not selling with much spirit as yet. Linens are quiet and firm.

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

**BROWN SHIRTINGS AND SHIRTINGS** are in fair demand, without important change in prices. The following are the quotations: Amoskeag A 36 13, do B 36 12½, Atlantic A 36 13½, do D 36 12, do H 36 13, Appleton A 36 18-13½, Augusta 36 12, do 30 10½, Bedford R 30 9½, Boot B 36 15, Commonwealth O 27 6½, Grafton A 27 8½, Great Falls M 36 11½, do S 38 11, Indian Head 36 13½, do 30 11, 11½, Indian Orchard A 40 14, do C 37 12½, Laconia O 39 12½, do B 37 12, Lawrence A 36 11½, Lyman O 36 11½, do E 36 18, Medford 36 12½, Nashua fine O 38 12½, do R 36 13½, do E 40 15-16½, Newmarket A 36 12, Pacific extra 36 13, do L 36 12½, Pepperell 7-4 24½-27½, do E 3-4 27½-31, do 9-4 29-32½, do 10-4 34½-37½, do 11-4 39½-40, Pepperell

fine 39 18-18½, do R 36 12-12½, Pocasset F 30 9½, Saranac fine O 33 12, do R 36 13½, Stark A 36 13, Swift River 36 1½ Tiger 27 8.

**BLEACHED SHIRTINGS AND SHIRTINGS** sell fairly and the lower grades have a more buoyant tone. Amoskeag 46 16½-17, do 42 15½-16, do A 36 —, Androsoggin L 36 16½-17, Arkwright WT 36 12, Ballou & Son 36 14, Bartletts 36 15½, do 38 13, Bates XX 36 17½-19, Blackstone AA 36 15, Boot B 36 15 do O 30 11½, do R 26 9½, Clarke 36 18½, Dwight D 40 13½, Ellerton 10-4 —, Fruit of the Loom 36 17, Globe 27 7½, Gold Medal 36 14, Great Falls Q 36 16½, Hill's Semp. Idem 36 16, Hope 36 14, James 36 15, Lonadale 36 17, Mascoville 36 17½, Newmarket O 36 13½, New York Mills 36 21, Pepperell 6-4 25, do 10-4 30½-42½, Tuscarora XX 36 13, Utica 5-4 27½, do 6-4 35, do 9-4 50 do 10-4 55, Waltham X 38 12, do 42 16½, do 6-4 27-27½, do 8-4 32-32½, do 9-4 35-37½, do 10-4 40-42½, Wamsutta 36 20.

**PRINTING CLOTHS** sell freely and are held firmly at 7½c. @ 7½c. for 64x64s on the spot and for future delivery.

**PRINTS** sell more readily and an advance of ¼c. has been established in Simpson's and Gloucester running styles. We quote as follows: American 11½, Albion solid 11, Allens 11½, do pinks 12, do purples 11½, Arnolds 9½, Atlantic —, Dunnell's 11½, Hamilton 11½, London mourning 10½, Mallory pink 12, do purples 11½, Manchester 11½, Merrimac D dk. 11½, do W pink and purple 13, do W fancy —, Oriental shirtings 10½, Pacific 11½, Richmond's 11½, Simpson Mourning 11, Sprague's pink 12, do blue and White 11½, do shirting 10, Wamsutta 8.

**CANTON FLANNELS.**—Brown—Tremont H 12½, do T 16½, do A 16½, do Y 17½, do X 19, do XX 22, do XXX 24½, Everett XX 18, Nashua A 14½, do XX 22, Arlington 14½, Eureka 14, Ellerton P 17½, do H 25, do N 22, do O 19. Bleached—Tremont H 14, do T 16½, do A 17½, do Y 18½, do X 21, do XX 23½, do XXX 26, Everett 19½, Salmon Falls 17½, Pemberton Y 19, Ellerton P 19, do N 24, do O 21, do NN 27, do WH 31.

**CURCKS.**—Caledonia 70 23, do 50 21, do 12 26½, do 10 21, do 8 16½, do 11 22, do 15 27½, Cumberland 11½, Jos Greera 55 15½, do 65 18 Keonbeck 21, Lanark No. 2 9½, Medford 13, Mech's No. A 1 29.

**DENIMS.**—Amoskeag 25, Bedford 14½, Beaver Cr. AA 20, Columbian heavy 24, Haymaker Bro. 13½, Manchester 20, Otia AXA 22, do BB 20.

**COARSE JEANS.**—Amoskeag 13½, Androsoggin Sat. 15-15½, Bates 10, Everetts 11½, Indian Orchard Imp. 12½, Laconia 13½, Newmarket 9½.

**COTTON BROS.**—American \$32 50, Great Falls A \$32 50, Lewiston \$33 00, Ontarios A \$35 00, Stark A \$37 50.

**BROWN DRAILS.**—Appleton 14½, Amoskeag 14½, Augusta 14, Pacific 14, Pepperell 13½-14, Stark A 14.

**STRIPES.**—Albany 7½, Algodon 12½, American 12-13, Amoskeag 18-19, Hamilton 18-19, Haymaker 11-11½, Sheridan A 10½, do G 10, Uncaaville A 13-14, Whittenton A 16.

**TICKINGS.**—Albany —, Amoskeag ACA 29½-30, do A 24½-25, do B 20½-21, do C 18½-19, do D 17, Blackstone River 14½, Conestoga extra 32 21½-22, do dc 36 24½-25, Cordis AAA 24, do ACE 27, Hamilton 20 21, Swift River 11½, Thorndike A 14, Whittendon XXX 27½, York 30 22½.

**GINGHAMS.**—Clyde 11½, Earlston extra —, Glasgow 13, Gloucester 12, Hadley —, Hampden —, Hartford 12, Lancaster 15, Laneshire —, Pequa 12½, Park Mills 14.

**MOUSELINE DELAINES.**—Pacific 20, Hamilton 20, Pacific Mills armures 20, do imperial reps 25, do aniline 22, do plain anseriol colored armures 19, do do Orientals 18, do do alpacas 21, do do corded do 22½.

**CARPETS.**—Lowell Company's ingrain are quoted at \$1 30 for extra super 2 mos. credit or less 2 per cent 10 days, \$1 55 for super 3-ply and \$1 62½ for extra 3-ply; Hartford Company's \$1 15 for medium superfine, \$1 30 for superfine, \$1 55 for Imperial three-ply, and \$1 62½ for extra three-ply; Brussels \$2 00 for 3 fr., \$2 10 for 4 fr., and \$2 20 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 Sept. 7, 1871, and the corresponding weeks of 1870 and 1869, have been as follows:

	ENTERED FOR CONSUMPTION FOR THE WEEK ENDING SEPT. 7, 1871.			
	1869.	1870.	1871.	
	Pkgs.	Value.	Pkgs. Value. Pkgs. Value.	
Manufactures of wool...	1,379	\$564,288	2,001 \$770,945	2,504 \$1,078,827
do cotton...	938	259,847	814 241,437	1,278 357,151
do silk....	649	528,675	452 402,432	717 613,795
do flax....	1,979	219,371	1,058 239,950	1,275 280,699
Miscellaneous dry goods	609	193,544	461 185,166	821 265,511
Total.....	5,545	\$1,766,025	4,786 \$1,833,980	6,595 \$2,595,983
WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET DURING THE SAME PERIOD.				
Manufactures of wool...	1,180	\$423,613	1,032 \$416,093	993 \$445,252
do cotton...	291	91,921	299 68,990	484 141,788
do silk....	87	116,773	140 148,419	228 322,651
do flax....	1,109	82,619	487 103,361	473 110,412
Miscellaneous dry goods	61	20,340	41 14,773	235 31,947
Total.....	2,728	\$734,290	1,939 \$786,595	2,413 \$1,055,070
Add ent'd for consu'pin	5,545	1,766,025	4,786 1,833,980	6,595 2,595,983
Total th'n upon m'rk't.	8,273	\$2,500,315	6,725 \$2,620,575	9,013 \$3,651,053
ENTERED FOR WAREHOUSING DURING THE SAME PERIOD.				
Manufactures of wool...	1,592	\$581,067	584 \$191,774	648 \$270,737
do cotton...	692	200,992	113 68,550	260 76,867
do silk....	222	319,230	44 62,657	105 131,857
do flax....	719	195,394	325 67,498	258 67,947
Miscellaneous dry goods	379	36,000	58 36,491	52 12,560
Total.....	3,631	\$1,339,282	1,124 \$367,880	1,323 \$559,968
Add ent'd for consu'pin	5,545	1,766,025	4,786 1,833,980	6,595 2,595,983
Total enter'd at the port	9,179	\$3,105,207	5,910 \$2,201,860	7,918 \$3,155,951

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**New Orleans Cards**

**UNION NATIONAL BANK**  
 OF  
 New Orleans.  
 This Bank, organized under the general law of Con-  
 gress with its capital of  
 \$600,000  
 intact, is now fully prepared for business  
 As the first of the Old Institutions of the State to  
 improve the opportunity of furnishing our population  
 with the facilities of a local circulation on which the  
 interest accrues to our people we respectfully solicit  
 a portion of your business

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 mon & Simpson,) WALTER PUGH,  
 JOHN PHILIPS, VICTOR MEYER,  
 E. F. LA VILLEBEUVRE, B. M. POND,  
 H. W. FARLEY, W. HARTWELL,  
 LEON GODCHAUX, R. J. VENABLE,  
 CARL KOHN, President  
 THEO. HELLMAN, Vice Pres't,  
 (of Seligman Hellman & Co.)  
 JAMES CHALARON, Cashier

**STATE NATIONAL BANK**  
 OF NEW ORLEANS,  
 formerly LOUISIANA STATE BANK, incorporated  
 1818.  
 Capital, \$500,000 | Limit, \$1,000,000  
 Prompt attention given to Collections upon all points  
 in the Southern States. Collections free of charge  
 other than actual cost upon distant places.  
 Remittances promptly made at current rates of  
 exchange on the day of maturity  
 Exchange purchased and sold upon all points.  
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 OF  
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 Particular attention given to Collections, both in  
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 returns made at best rate of Exchange, and no charge  
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We have prompt and reliable correspondents at all the principal points throughout this State, and upon all collections payable in this City or Houston, make no charge for collecting, and only actual charge upon interior collections. Immediate and prompt attention given to all business entrusted to us. Refer to Nat. Park Bank, Howe & Macy, and Spofford Thibston & Co., N. Y., 3d Nat. Bank, Boston, Pike Lepeyre & Bro., N. O., Drexel & Co., Phila.

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O. LAUVE, Secretary, ALPHONSE LAUVE, Cashier.

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CHARLES F. NOYES, Assistant Cashier,  
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WENSON, PERKINS & CO., N. Y. Correspondents.

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**BANKERS,**

**Brenham, Texas.**

Correspondents: Houston—First National Bank Galveston—Ball, Hitchcock & Co.; New Orleans—Pike, Brother & Co.; New York—Duane, Sherman & Co. Sayles & Bassett, Attys at Law, Brenham, Texas.

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**C. R. JOHNS & Co.,**

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**AUSTIN, TEXAS.**

Purchase and sell real estate, pay taxes and adjust titles, prosecute land and money claims against the State and Federal Governments; make collections. Receive deposits and execute Trusts.

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**BANKERS,**

**TERMINUS OF CENTRAL RAILROAD**

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M. A. FOST, GEORGE W. JACKSON,  
Late Fort & Trice. Late Cashier 1st Nat. Bank Gallipolis, O.

**FORT & JACKSON,**

**BANKERS,**

**WACO, TEXAS.**

REFERENCES AND CORRESPONDENCE:—New York Winslow, Lanier & Co., David Dows & Co. Cincinnati: First National Bank, Merchants National Bank. New Orleans: Louisiana National Bank, Wheeler & Pratt, Bankers. Galveston: T. H. McMahan & Co.

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And all kinds of

COTTON CANVAS, FELTING DUCK, CAR COVER  
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"AWNING STRIPES."

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A full supply all Widths and Colors always in stock  
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We invite the attention of Planters and Dealers to our large and complete stock of

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**New & Rare Fruit & Ornamental Trees.**

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**SHOTGUN**  
BEST IN THE WORLD  
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SEND FOR A CIRCULAR  
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At 8.40 A.M. for RICHMOND, and Points on the Coast At 9.0 P.M. from foot of Cortlandt street, via New York and Philadelphia Line, by GREAT SOUTHERN MAIL ROUTE TRAIN, for Richmond, New Orleans, Mobile, Memphis, Chattanooga, Nashville Atlanta, Macon, and intermediate points.

STATIONS.	Miles.	OO'S SOUTH.		OO'S NORTH.	
		Time.	Time.	Time.	Time.
NEW YORK.....	0	Lv. 9.20 p.m.	Ar. 6.19 a.m.		
WASHINGTON.....	223	" 8.53 a.m.	" 9.00 p.m.		
GORDONSVILLE.....	324	" 12.55 p.m.	" 12.45 p.m.		
BRISTOL.....	610	" 8.00 a.m.	" 7.28 p.m.		
KNOXVILLE.....	740	" 1.11 p.m.	" 11.15 a.m.		
CLEVELAND.....	823	" 5.56 p.m.	" 6.27 a.m.		
CHATTANOOGA.....	850	" 8.00 p.m.	" 4.45 a.m.		
NASHVILLE.....	1001	Ar. 5.00 a.m.	" 6.00 p.m.		
CORINTH.....	1065	Lv. 9.00 a.m.	" 6.00 p.m.		
GRAND JUNCTION.....	1107	" 11.52 a.m.	" 3.30 p.m.		
MEMPHIS.....	1159	Ar. 2.55 p.m.	" 12.15 p.m.		
JACKSON.....	1319	Lv. 11.45 p.m.	" 4.37 p.m.		
ATLANTA.....	1392	Ar. 3.35 a.m.	" 7.25 p.m.		
MACON.....	1455	" 1.40 p.m.	" 7.55 a.m.		
MONTGOMERY.....	1527	" 8.00 p.m.	" 5.45 a.m.		
MOBILE.....	1582	" 8.00 a.m.	" 5.23 p.m.		
NEW ORLEANS.....	1502	" 10.10 a.m.	" 7.00 a.m.		

\* Change cars for Atlanta, Macon, Montgomery Selma, West Point, Enfania, Mobile, Savannah, and intermediate points.  
† Change cars for Nashville and New Orleans. No change from this point to New Orleans.  
‡ Change cars for Mobile, via M. & O. R. H.—All Rail  
§ Change cars for Memphis.  
¶ Change cars for Vicksburg.

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THROUGH FARES—NEW YORK TO SAN FRANCISCO,

First Class - - - - \$125 to \$150  
Steerage - - - - - \$60

According to location of berth These rates include berths, board, and all necessities for the trip.

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Steamers of the above line leave PIER No. 42 NORTH RIVER, foot of Canal Street, at 12 o'clock, noon,

**On 15th and 30th of Each Month** except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and after-dance free.

Departure of 15th touches at KINGSTON, Ja. Steamer will leave San Francisco 1st every month for China and Japan.

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THE LIVERPOOL AND GREAT WESTERN STEAM COMPANY will dispatch one of their first class full-power iron screw steamships from

PIER No. 48 NORTH RIVER, EVERY WEDNESDAY as follows:

MANHATTAN, Captain Price, Jr., Sept. 8, at 12 M.  
COLGRADO, Capt. T. F. Freeman, Sept. 13, at 3 P.M.  
WISCOBIN, Capt. Williams, Sept. 20, at 10 A.M.  
NEVADA, Captain Forsyth, Sept. 27, at 8 A.M.  
WYOMING, Capt. Whincorpe, Oct. 4, at 9 P.M.  
MINNESOTA, Cap. T. W. Freeman, Oct. 11, at 3 P.M.

Cabin passage, \$50 gold. Steerage passage, (Office No. 29 Broadway) \$50 currency.

For freight or cabin passage apply to WILLIAMS & GUIGN, No. 65 Wall-st.

**MUSCOGEE**

**MANUFACTURING COMPANY,**

**OLUMBUS, GA.**

MANUFACTURERS OF

Sheetings Drillings, Yarns, Rope, &c.

O. P. SWIFT, Pres't. W. A. SWIFT, Sec. & Tr.

**Insurance**

OFFICE OF THE  
**ATLANTIC**  
Mutual Insurance Co.

New York, January 26, 1871.

The Trustees, in conformity to the Charter of the Company, submit the following statement of its affairs on the 31st December, 1870:

Premiums received on Marine Risks, from  
1st January, 1870, to 31st December, 1870.. \$5,270,690 09  
Premiums of Policies not marked off 1st  
January, 1870..... 2,155,723 61  
Total amount of Marine Premiums..... \$7,426,413 73

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

Premiums marked Off from 1st January, 1870, to 31st December, 1870..... \$5,332,733 55  
Losses paid during the same period..... \$2,353,590 59

Returns of Premiums and Expenses..... \$1,063,263 57

The Company has the following Assets, viz:

United States and State of New York  
Stock, City, Bank and other Stocks..... \$3,843,740 00  
Loans secured by Stocks, and otherwise.. 2,377,350 00  
Real Estate and Bonds and Mortgages.... 217,500 00  
Interest and sundry notes and claims due the Company, estimated at..... 339,253 03  
Premium Notes and Bills Receivable..... 2,039,915 95  
Cash in Bank..... 316,125 45  
Total amount of Assets..... \$14,158,933 43

Six per cent interest on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the Seventh of February next.

The outstanding certificates of the issue of 1867 will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the Seventh of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment and cancelled. Upon certificates which were issued (in red scrip) for gold premiums, such payment of interest and redemption will be in gold.

A dividend of THIRTY-FIVE Per Cent is declared on the net earned premiums of the Company, for the year ending 31st December, 1870, for which certificates will be issued on and after Tuesday, the Fourth of April next.

By order of the Board,

**J. H. CHAPMAN, Secretary.**

**TRUSTEES:**

J. D. Jones,  
Charles Dennis,  
W. H. H. Moore,  
Henry Coit,  
Wm C. Pickersgill,  
Lewis Curtis,  
Charles H. Russell,  
Levell Holbrook,  
R. Warren Weston,  
Royal Phelps,  
Caleb Barstow,  
A. P. Elliot,  
William E. Dodge,  
David Lane,  
James Bryces,  
Danis S. Miller  
Wm. Sturgis,  
Henry K. Bogert,  
Dennis Perkins,  
Joseph Galliard, Jr.  
C. A. Hand,  
James Low,  
B. J. Howland,  
Benj. Babcock,  
Robt. B. Minturn,  
Gordon W. Burnham,  
Frederick Chanacey,  
R. L. Taylor,  
Geo. S. Stephenson,  
William H. Webb,  
Sheppard Gandy,  
Francis Skiddy,  
Charles P. Burgett  
Robt. C. Fergusson,  
William E. Baaker,  
Samuel L. Mitchell,  
James G. DeForest,  
Robert L. Stuart.

Alexander V. Blake.

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

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**Walker, Andrews & Co.**

No. 52 Wall Street, NEW YORK.

**Andrews & Co.,**

No. 10 PLACE VENDOME, PARIS.

Bonds, stocks and gold bought and sold on commission.  
Travelers' and Commercial Credits issued.  
Loans Negotiated.  
Money received on deposit at interest.  
Exchange drawn on the Paris house and on the UNION BANK OF LONDON

**Bowles Brothers & Co.,**

PARIS, LONDON BOSTON

19 WILLIAM STREET, N. Y.,

ISSUE

**Credits for Travelers in Europe,**  
Exchange on Paris and the Union Bank of London, in sums to suit.  
Subscription agents for the CHRONICLE in Paris.

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TRAVELLERS and COMMERCIAL CREDITS ISSUED, available in all parts of Europe, &c. BILLS OF EXCHANGE drawn in sums to suit purchasers also Cable transfers.

Country Bankers can be supplied with Bills of Exchange, in large or small amounts, on the principal cities of France, also with Tickets for Passage from, or to, Europe, by the UNION LINE of Mail Steamers. ADVANCES MADE UPON CONSIGNMENTS OF COTTON, and other Produce to Ourselves or Correspondents.

Alex. S. Petrie & Co., London. Gulon & Co., Liverpool.

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Issue Sight Drafts and Exchange payable in a parts of Great Britain and Ireland.  
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BANKERS,

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Issue Circular Letters of Credit for Travellers, and Draw Bills on

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**Fanshawe & MacDougall**

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Government Bonds, Stocks, Gold, and Foreign Exchange.

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"SPECIALTY"

Cash paid at once for the above Securities; or they will be sold on commission, at sellers option.

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**SUPER CARB. SODA, &C.,**

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Manufactured by J. J. McCOMB, Liverpool.

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HOS. E. HELM.....President.

A. VAN HOOK.....Cashier.

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**COMMISSION MERCHANT,**

AND

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**Stock Brokers and Real Estate Agents**

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Government Securities, Gold, Stocks, &c. Bonds  
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Buy Cotton, Grain, &c., on Commission.

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**Insurance.**

**Fire Insurance Agency,**

No. 62 WALL STREET,  
NEW YORK.

**Ætna Insurance Comp'y,**

HARTFORD, CONN.

INCORPORATED 1819.

Cash Capital.....\$3,000,000 00  
Net Assets.....\$6,047,378 07

**SPRINGFIELD**

**FIRE & MARINE INSURANCE CO.,**

SPRINGFIELD, MASS.

INCORPORATED 1849.

Cash Capital.....\$500,000 00  
Net Assets.....\$886,170 59

**Providence Washington**

**INSURANCE COMPANY,**

OF PROVIDENCE, R. I.

ORGANIZED 1799.

Cash Capital.....\$200,000 00  
Net Assets.....\$415,148 51

**AMERICAN**

**INSURANCE COMPANY,**

OF PROVIDENCE, R. I.

ORGANIZED 1881.

Cash Capital.....\$200,000 00  
Net Assets.....\$370,624 51

**JAS. A. ALEXANDER, Agent.**

*The North British  
and Mercantile Ins. Co.*

*of London and Edinburgh.*  
Capital Coin \$10,000,000

*Assets in the  
United States 1,200,000.*

*50 William St.*

*The Liverpool & London  
& Globe Ins. Co.*

*Assets Gold, \$20,000,000*

*Assets in the*

*U. States 3,000,000.*

*45 William St.*

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**NORTH AMERICAN**

**Fire Insurance Company**

OFFICE 192 BROADWAY.

Branch Offices,

Cooper Institute & 1420 Broadway.

INCORPORATED 1833.

CASH CAPITAL - - - - \$500,000 00

SURPLUS - - - - - 295,237 93

Cash Capital and Surplus, July 1, 1869,

\$795,237 93.

Insure Property against Loss or Damage by Fire at

usual rates.

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Company, or at its various Agencies in the principal

cities of the United States.

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F. H. CARTER, Secretary.

WYLLIS BLACKSTONE, Vice-Pres't,

J. GRISWOLD, General Agent.

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