

HUNT'S MERCHANTS' MAGAZINE. A Weekly Newspaper.

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

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CONTENTS.

The state of the s	
THE CHRONICLE.	
The Tressury and the Prospects and from January 1	314
of Business 341 Illinois Railroads	
Fiscal Reform at Albany 342 Changes in the	
The Financial Policy of the Agents of National	
A New Argument Against our English News	
Usury Lawa 343 Commercial and Mi	
Railroad Earnings in February, News	346
THE BANKERS' GAZETTE.	
Money Markot, Railway Stocks, Banks, etc	340
U. S. Securitles, Gold Market, Quotations of Stocks	
Foreign Exchange, New York New York Local Sect	
City Banks, Boston Banks, Investments and Sta	
	ea 350
THE COMMERCIAL TIMES.	
Commercial Epitome 357 Groceries	361
Cotton ES58 Dry Goods	362
Breadstuffs 360 Prices Current	369

The Chronicle.

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THE TREASURY AND THE PROSPECTS OF BUSINESS.

The election of Mr. Boutwell to the United States Senate has deprived the Treasury of the services of a statesman, whose staunch patriotism, incorruptible honesty, and faithful work have won him honor in almost every great office which his State and his country have in their gift. The people lose Mr. Boutwell from the Treasury with regret, because his administration in its Internal Revenue Bureau, and later as its responsible chief, has been characterized by purity, economy and success.

Conjecture, for some time past, has been busy as to his successor, and it is of grave moment that the choice should fall upon the right man. Some of our most experienced observers believe that the coming four years of our financial history are likely to be much more troublous than the last. The relations of the Treasury to the business machinery of the country are drawing closer every year, and call for greater courage, honesty, skill and knowledge in the Secretary. Mr. Boutwell, in spite of his faults, which are more conspicuous than hurtful, has been in

almost all essential points as efficient, judiclous and faithful in the Treasury, as in the other distinguished posts of public trust to which he has previously been called.

The contemplated change in the Treasury does not disturb Wall street any more than the sudden crisis in the Cabinet of Great Britain, or the outflow of gold from the Bank of England. Either of these three events, in certain crisis of the market, might form both a pretext and a cause of trouble; but the tide seems turning for the in favor of ease, although money still rules high and irregular. The material point in the monetary situation is the overpowering influence of the cliques who hold unchecked control over tha loan market, and almost everywhere else, except perhaps in the gold room. The problem is discussed with some anxiety whether the trouble and weakness of the money market will pass away, or whether they will grow worse, and culminate in a general panic. Formerly such financial convulsions used to visit us once in ten years. We have escaped for nearly 16 years. But the monetary pressure is growing more severe with every season, and this spring it has been worse than for many years before.

The data for the working out of this problem are so uncertain that we fear little that is very positive can be said for its solution. It is certain, however, that the trouble partly arose out of the fire at Chicago, and the consequent drain thither of large sums of our floating capital. This drain we did not feel so much at the time. Like many great shocks, its later effects are more formidable than its earlier ones. But capital is increasing so fast at Chicago and throughout the West that the loss caused by the destruction of so many millions of its accumulated wealth will soon cease to be recognized as an element of monetary disturbance.

The calling in of the Clearing House Certificates during the last two years to the amount of over 40 millions of dollars has also something to do with this trouble. It has lessened the available material for bank reserves at the very time that the demand for this reserve was increasing in consequence of the enlargement of the bank note sggregate, and the consequent creation of new banks throughout the South and West. This evil has, however, spent its force, as the authorized bank notes are all issued or appropriated, and it is hoped that no more will be sanctioned until these notes are redeemed in New York and cease to be legal tender.

There are indications of a brisk trade this season in almost all departments of business. One of the principal requisites needed to give tone to our money market la a succession of two or three good harvests and no interference with the financial mechanism by the Tressury or by Congress. The partial relaxation which has already occurred in monetary affairs has already given an impulse to trade,

and the domestic exchanges are again ruling in our favor. At Chicago and other Western centres there is more ease since the close of the pork-packing season, and as currency is flowing this way, the bank statement to-day ought to show rising averages.

FISCAL REFORM AT ALBANY.

On Thursday the Union League Club took very decided action in favor of the repeal of our State taxation on bonds and mortgages. For several years fiscal reformers have been agitating the general question whether credits in any shape can properly be subjected to a tax. It is very evident that so broad a question must be considered in de tail. In regard to such credits as are based, like mortgages, on real estate which pays its own tax, the principle may be regarded as virtually settled. Under no equitable system of fiscal apportionment can we defend the double tax as at present imposed.

The whole discussion arises out of the complexity of our system of taxation in this State. Here as in almost all the other States of the Union, the fiscal machinery, when first set up, was intended to be of the most simple description. It is built on the principle of scheduling all property wherever we can find it, and assessing it for tax purposes against its owner.

This method of taxation was supposed to be so simple and so direct that no citizen could be injured or complain, Being levied on the individual in respect of his acquired property it seemed to respond to the cardinal principle o all taxation, that every person should pay in proportion to his ability, and to the amount of protection he receives under the law. In a simple state of society, among a sparse population not greatly differing in wealth, such a system of taxation caused no very glaring inequality. But as capital accumulated and great cities sprang up, trouble began. The very method adopted to preclude and prohibit circuitous and indirect taxation fostered it. The people were taxed in respect to their property, whether real or personal, the latter including securities or credits. Let us analyse these two classes of property and the incidence of the taxation upon them. Is the tax on real estate, from which the largest part of our State revenue is received, a direct tax? It is direct only when it is levied on the ocoupier or person using the house or land. If the owner is not the occupier, and the tax is levied on him, it is an indirect tax, because he expects to add the tax to his rent, and the burden is ultimately borne by the tenant. As Mill ob. serves a house tax is a direct tax if levied on the occupier; if on the builder or owner it is an indirect tax. In some of our cities the custom of landlords is to rent their houses at a certain rent, the tenant paying the taxes. In others the landlords pay the taxes. In a third class there are both methods. Now what is evident is that this tax is often indirect because it is circuitous. If the landlord pays the tax he adds it to the rent, so that the tenant pays it at the list, but the tax is indirect, and not direct, as it was intended to be.

In this analysis of the incidence of our taxation we find the explanation of a phenomenon which our European critics find it hard to understand. "How comes it," they ask, "that the large capitalists and opulent land owners did not interfere and stop the enormous municipal frauds by which the Ring robbed the city of annual millions for several successive years?" The answer is that these men, though they had immense bills of taxes to pay, had the power to charge them forward to their tenants, so that unless in special cases, these capitalists were only the farmers of the municipaltaxes. They paid the taxes and assessed them on others to get their it to be distinctly understood that "no diversion and no new

money back, shifting the pressure from their own shoulders except as to the property they occupied themselves. Not to speak of frauds in assessments by which the Ring knew how to pacity or to punish the owners of real estate, this indirectness of taxation alone goes far to explain the inertness and indifference of our opulent men in regard to municipal

Now let us carry the analysis a step further. Suppose the owner of the real estate raises money upon it by way of mortgage, then let us see where the tax falls. Suppose A is the owner of a lot worth \$15,000, which he wishes to improve. He has no more capital. He borrows of B \$10,000, and builds a house on his lot, giving a mortgage as security. When the house is built, A is taxed on the value of the house and lot. B also is taxed on the mortgage he holds. Before the loan, A had \$15,000 in a lot, and was taxed for it; Bhad \$10,000 in loanable capital, and was taxed for it. The whole amount of taxable property was \$25,000, and it was taxed \$25,000. After the loan, A still owns the lot, \$15,000, and he has also B's \$10,000, in the shape of a house on it, for which B has A's obligation. B has a right to receive \$10,000 from A. A has now tangible property, \$25,000. The whole amount of property is just what it was at first. No more has been created. But still by a fiction created by our simple tax system B is taxed on his security \$10,000, while A is taxed on the same \$10,000, together with his own \$15,000 worth of real estate; we have thus an aggregate of \$35,000 of taxable property on the schedule, while \$10,000 of the sum exists only on paper.

By proceeding with our analysis we might easily apply this argument to other cases less simple. In all we should find illustrations of the same great general principle that the tax on mortgages is always paid by the borrower. If, moreover, the securities be taxed which are the evidences of the debt, the lender who pays the tax charges it on to the borrower, so that the borrower has to pay a double tax. comprising first his own direct tax in respect of his prop erty, and secondly the recoupment to his mortgagee of the tax the latter has paid. We have space to notice but one further evil of these taxes. Mortgages are so difficult to reach that by far the larger portion escape taxation altogether. But the poor borrower does not escape. His creditor, the mortgagee, collects the tax which he does not pay to the State, and thus many millions of mortgages elude taxation every year, and there appears to be no sure way of reaching them or of redressing this and other evils inseparable from this impost except by repealing the mortgage tax altogether. We think the Union League Club have done wisely in urging this instalment of practicable reform without attempting any more sweeping or doubtful changes in the law.

THE FINANCIAL POLICY OF THE ADMINISTRATION.

Profound anxiety has been roused all over the country in regard to the future course in which our finances are to steer. The New York Herald, to quiet the public mind, sent a special commissioner to interview the President, and has thus introduced a new custom, which we shall not be surprised to see repeated, of going direct to the White House as well as to the Treasury, to find out what changes, at any critical moment, are likely in the financial policy. Like all first attempts, this of the commissioner is somewhat vague in its results. General Grant said, in substance, that there will be no change, no new financial experiments, no governmental disturbance of the quiet flow of monetary business. The President added emphatically that he wished

experiments in the financial policy of the administration are contemplated, and that consequently no disturbance in the business affairs of the country is apprehended. Let well enough alone is a good rule until we are sure of something better. No change is contemplated, with the retirement of Mr. Boutwell, in the general financial policy of the government. The system pursued has met with the approbation of the country, and with that he was content."

This is reassuring; because the wildest rumors have been fermenting in Wall street, and have not been without apparent confirmation. These rumors pointed to changes of the most dangerous sort, and to innovations which would shake the public credit to its foundations. The President is right in saying that the people approve the general course of the financial administration during the past four years. It is popular in spite of its errors; and this journal, while exposing and refuting the one, has heartily supported the other. Three principles have so far governed this policy, first, to take off the burdens of the people by liquidating the debt and lowering the taxes; secondly, to enhance the public credit and reduce the interest on the national debt; thirdly, to improve the currency and bring it down toward the level of specie payments. In carrying out these three guiding maxims General Grant has allowed himself to be governed by circumstances. His policy has been cautious, conservative, and, on the whole, thoroughly popular among those very industrial and financial thinkers who have lately taken the alarm. What has evoked so sudden a change?

So far as we learn it is nothing else but the spectre of paper money. On financial questions our people are better instructed than some of their leaders. They foresee the terrors that would lay waste the field of commerce and blacken the public credit should paper money be again enthroned among us. This is what the country dreads. Is the danger real; or are our people seared by imaginary perils? This is the question on which the public look for light. We commend it to the President on the one side and to the nation on the other, as to the two principals between whom the controversy lies.

Failing to reach as yet the direct evidence the people are interrogating facts. They want to know about the over issues of greenbacks? One piece of news is flashed over the wires almost at the hour we write. Greenbacks have been issued and partly withdrawn to the extent of a million of dollars or more. Why have they been emitted? Be cause the Treasury has no balance with which to pay its debts? No. The balance in hand is large enough. But it is mostly in gold, while the most pressing debts have to be paid chiefly in currency. But why is the Treasury afraid to sell gold for currency to an extent sufficient for its needs? Why was not the emergency foreseen. De the present demands come unexpected? Seldom except in the earlier part of the war have any such claims on our National Treasury been made a reason for raising a new borrowing loan-and seldomer still for borrowing in the worst possible

way, by the issue of irredeemable paper money.

We do not say that this issue to the extent of a million is absolutely forbidden by the law, but it is certainly at variance with sound policy. Such shifts cannot but injure the public credit, if repeated. The country would fain know how to interpret this inflation. It occurred at the very time when by the debt statement it appeared that greenbacks had been reduced and that the aggregate of three hundred and fifty-six millions had just been reached and our six months' inflation brought to an end. Who was prepared to expect new greenbacks at this moment of gratified national aspiration towards a sound currency? Who dreamt of such a contingency? Nobody, if we except a few keen speculators who are

would make of a needy government-clerk a man of fortune. It, in this country, greenbacks are to be emitted and withdrawn at will, in profound secrecy, without any control of law or of previous publicity, then the men who wield this prerogative will have the most powerful engine ever set up in this country for controlling business, unsettling obligations, disturbing the conditions of contracts, and changing the most vital relations of creditors to their debtors. By no commercial people in the world, except under the pressure of war, could such a power be borne.

But why, it may be asked, do we make so much ado about a million or so of new greenbacks taken from the reserve? The answer is not far to seek. We acknowledge no "reserve" of greenbacks except to pay 3 per cent cortificates. This is the only reserve senctioned in the law. But there is another so-called "reserve" claimed by the Treasury, a reserve of 44 millions with hawn seven years ago. Rumor says, we hope without the slightest evidence, that it was by the authority and desire of the President that the ingenious argument was made for more greenbacks, and the right claimed of reissuing the 44 millions which have been out of circulation so long. Such arguments have been refuted over and over agein; but they spring up as often as they are cut down. If greenbacks are about to flood the channels of the circulation, and undo the work of years of painful approach towards specie payments, they justify concern. There is, therefore, this reason why so much is said against a million of over-issued currency. It may form a precedent for more, a precedent of a character pregnant with untold mischief. To dispel the fear thus started and sprending through the country, the President will do well to have it understood that whoever else is in favor of new issues of greenbacks, he makes no claims to such a perilous prerogative.

There is this further reason for such a declaration. We have said that the law, so far as appears, has not been broken by the issues that have yet been made. The new greenbacks just emitted may be justified under the general law passed during the war and providing 50 millions of "reserve" for the paying off of demand loans. The certlicates now held by the banks amount to \$1,310,000, and are the only demand loans which remain out. All the rest of these short obligations have been paid off to the extent of hundreds of millions of dollars. The reserve of 50 millions above referred to is thus down to \$1,310,000, and as there is no warrant of law for the issue of greenbacks beyond this aggregate, so we have need of official evidence that no more has as yet been emitted, or is to be.

A NEW ARGUMENT AGAINST OUR USURY LAWS.

"There is nothing new under the sun;" and certainly we can expect nothing absolutely new on a subject which has lasked the best efforts of the keenest minds for many centuries. All we can hope is a novel application of old arguments, and of this we are reminded by one of the points made in Dr. Marsland's lecture on Usury last Thursday, at the University. He claimed that the Bible is an advocate of free trade in money, and gives no support to our usury laws. This is contrary to the opinion of many excellent people. If the argument is sound it may help to shake off prejudice from scrupulous minds, and dispose them to investigate further.

end. Who was prepared to expect new greenbacks at this moment of gratified national aspiration towards a be tested by the evidence of the book itself. We must consound currency? Who dreamt of such a contingency? sult first the Mosaic code, and secondly the Christian code Nobody, if we except a few keen speculators who are if we would find out what they say about usury. If the Old

and New Testaments in their spirit and teaching are in favor of free trade in money, the fact can only be shown by consulting those two inspired documents themselves.

First then as to the Mosaic law. The word usury occurs 17 times in the Old Testament, and is always forbidden. But usury means "interest" in all English books of a certain age, as we have had occasion sometimes to explain. The translators would have used the word interest instead of usury if they had lived in our day. For usury as now used has always its bad sense. It implies extortion. This refinement of language is of modern origin. Our forefathers knew nothing of it. The old English meaning of the word usury was money paid for the use of money whether exorbitant or not.

The word interest, seems to have been first used as a legislative term in 1623, in the act of Parliament 21st James I. Since then the term usury has gone out of vogue in its good sense, and has obstinately taken on the meaning It has now of an unlawful extortionate interest. We insist on this change, because it is important. It shows why our translators employed the term usury to signify ordinary equitable interest. The latter word did not come into exclusive use till about 1623, whereas our ordinary version of the English Bible was published in 1611, and its translation began in 1604. With this clue to guide us, we find that what the Mosaic code forbids was not usury, but all interest whatever. If, as many worthy men among us believe, we should follow the law of the Hebrews iu this matter, we must stop taking interest altogether, as Proudhon and the French socialists taugnt.

Let us explain this provision of the Hebrew code by the key to it given in the New Testament. There we find the word usury twice. It occurs no where else but in the parable of the (talents, as given in two parallel passages. In both of these the taking of interest appears as a wellknown custom, which the Great Teacher does not forbid, but implicitly approves. He speaks familiarly of it, and represents the lord of the unfaithful servant as claiming back not only his moneyed principal, but also usury, that is, the ordinary interest. From this it seems that the Christian code is opposed to the Mosaic code. The first approves of interest; the second forbids it. But is this strange? Do not these two codes differ, and must they not reasonably be expected to differ, on many points; as for instance in the can cellation of debts at the year of jubilee, and the forbidding of the perpetual alienation of real estate, and the preventing of a woman from marrying out of her own family. Surely our scrupulous friends would not have us adopt these. Yet they are a part of the Mosaic code just as is the usury law. The difficulty is easily explained. The Christian code was intended for all nations, and will be in force to the end of time, while the Hebrew law was a temporary municipal code for the Jews alone, -and for that chosen nation only during their isolated nationality as the tenants of Jehovah in the promised land.

The Jews were a people set apart from the whole world During the Mosaic age, and for hundreds of years later. they were exclusively agricultural. They had no commerce. few roads, little trade, no organized industry, no manufactures. The mechanic arts were nearly unknown, or were represented by the carpenter's shed, the tent-maker's seat, the distaff and loom, or the simple hearth of the worker in iron and brass. They had no organized capital as we have, and did not need our methods of thrift or our facilities for investment. Their capital consisted in flocks and herds, in gold or jewels or apparel; in seed corn, implements of husbandry or inalienable land. They were brethren, one man's heirs. Their petty loans to each other of provisions or rai- prepared from official reports and are substantially correct

ment, of seed corn or money, were mere family accommodations which the needy might demand as a right and the opulent were not allowed by the law to refuse. They had no such frugal habits of investment as other nations, and so usury was forbidden. That this is the correct view is seen from the fact that a Jew was allowed to charge usury to a atranger, showing that the prohibition was only a municipal ordinance. The whole of the Hebrew law on this subject is summed up in Deut. xxiii., 19: "Thou shalt not lend upon usury (i. e., upon interest) to thy brother; usury of money, usury of victuals, usury of any thing that is lent upon usury. Unto a stranger thou mayest lend upon usury; but unto thy brother thou shalt not lend upon usury * * * in the land whither thou goest to possess it."

Without going further into the details of this argument, we see how little force there is in the scruple by which our friends are troubled. Their error is a very old one. The ancient church held it. The civil and canon laws hold it. Many excellent Protestants in former ages and in our day have held that the Bible forbids usury. The New Testament, however, wherever it is mentioned, does not forbid it, but speaks of it with approval. If we remember that what it approves is not usury as we understand the word in these days; but interest,-the ordinary hire payable by a borrower for the use of other people's capital, we must infer that the Mosaic law against usury was defunct in the time of our Saviour, and that nowhere is there anything in the Bible to govern usury laws except its general principles of equityits golden maxims to avoid oppression, and to deal justly with others as we would wish them to deal with us. In short, the Bible teachings are as consistent with free trade in money as they are repugnant to the spirit of oppression, coercion and injustice which have given to our penal statutes against usury their present unpopularity, and must soon compel their repeal.

RAILROAD EARNINGS IN FEBRUARY, AND FROM JANUARY 1 TO MARCH 1.

The reports of railroad earnings in the month of February are much more encouraging than those of the previous month. Many of the leading roads show an increase over February of last year, although there was one more working day then (1872 being leap year) than in the month just past. This may at first seem an unimportant matter, though it is not so in fact, as one day's earnings make a large sum, and would amount to about \$18,000 on a road earning \$500,000 in the month, and on the Lake Shore & Michigan Southern road, which earned \$1,549,285 in February last, one day's earnings would amount to about \$56,000.

There has been a statement of railroad earnings already published for February and copied into several of the leading morning newspapers, and we invite particular attention to that and all similar statements issued in haste and apparently compiled without any care. The earnings of Lake Shore for February are there stated at \$2,961,653, and for the two months, January and February, at \$4,374,022. Erie is made to show the important decrease of about \$300,000 in February alone. The Missouri, Kansas & Texas road is said to have earned \$202,127, whereas its receipts were \$218,000. The Michigan Central's earnings are given for February at \$441,863, whereas they are \$542,008; the St. Louis & Iron Mountain Railroad earnings are given therein, although the company had only received two week's reports. We call attention to these great inaccuracies for the purpose of directing the notice of our readers to the tables below, which have been carefully

RAILROAD EADNINGS IN FERRUARY.

	1000	4.080	¥	Dogwood
	1873.	1872.		Decrease,
Atlantic & Great Western	\$360,754	\$324,210	\$36,544	S
Atlantic & Pacific	87,619	69,814	17,774	
Barlington, Cedar Rapids & Minn	78,346	61,476	13,870	
Central Pacific	694,015	871,886	122,179	
Chicago & Alton	402,477	329,171	78,306	
Chicago, Danville & Vincennes †	41.588	81,123	10,465	
Cleve., Col., Cin. & Ind	408,849	320,022	88,827	
Erie	1,829,422	1,294,056	35,366	
Illinois Central	562,049	581,627	31,322	
Kansas Pacific	191.786	191,788	3,048	
Lake Shore & Mich. Southern	1,549,285	1 294,710	254,575	
Marietta & Cincinneti	162,585	142,408	20,177	
Michigan Central	512,008	481,022	57,986	
Milwaukee & St. Paul	428,716	397,565	86,151	
Missouri, Kansas & Texas	218,000	91,188	126,862	
Ohio & Mississippl	286.805	235,989	50,824	*****
Pecific of Missouri	261,346	- 237,778	23,568	
St. Louis, Kansas City & North	220,619	211,057	9,562	
St. Louis, Alton & T. II	167,949	159,839		
St. Louis & Sontheastern	101,825			
Tol., Wabash & Western	405,110	431,949	*****	26,839

† Three weeks only in 1873 and 1872. ‡ Fourth week, Feb., 1873, estimated on the branches.

The Union Pacific Railroad makes the following statement of its earnings and expenses for the year 1872:

Earnings Expenses	31st, 1872. 31st, 1872. \$8,892,605 63 4,800,579 48	Jan. 1st to Dec 31at, 1871. \$7,521,682 17 3,600,566 86
Net Earnings	\$4,092,026 15	\$3,921,115 81
Increase Gross Earnings Year 1872 or	ver 1871	\$1,870,928 46 170,910 84

The approximate earnings for the month of January were | + Fourth week on branches estimated in Feb. 1873.

\$456,000, sgainst \$273,936 in 1872. No statement for February has been received.

The following statement is made of the earnings of the Pennsylvania Railroad in 1872: From passengers, \$4,262,017; freight, \$16,856,891; mails and express, \$604, 542; miscellaneous, \$289.073; making a grand total of \$22,012,525. The cost of maintaining and operating the road was \$13,764,673, showing an excess of receipts over expenditures of \$8,247,852.

EARNINGS FROM JANUARY 1 TO MARCH 1.

	1873.	1972.	Increase.	Decrease
Atlantic & Great Western	\$735,472	\$697,055	\$38,417	\$
Atlantic & Pacific	174,473	150,438	24,085	******
Buri., Cedar Rapide & Minn	189,709	129,795	9,914	
Central Pacific	1.546,875	1.164.059	382,816	
Chicago & Alton	755,015	700.878	54,167	*****
Cieve., Col., Cin. & Ind	767,462	660,813	106,619	
Erie	2,646,253	2,627,366	18,887	
Illinois Central	1,143,418	1,169,036	30,001	25,608
Kansas Pacific	345,853	381,341		85,991
Leke Shore and Mich. South	2,961,653	2,570,860	390,793	
Marletta & Cincinnati	332,603	291,985	37,023	
Michigan Central	1,017,905	989,608	28,297	
Milwaukee & St. Paul	758,431	818,551		90,120
Missouri, Kansas & Texas	418,639	172,487	246,202	
Ohio & Mississippi	561,580	509,004	55,576	
Pacific of Missouri	489 243	484,608	4,685	
St. Louis, Alton & Terre Hantet	317,210	817,936	*****	726
St. Lonis, Kansas City & North.	410,168	439,887	******	29,719
St. Lonis & Sontheastern	184,950	****	*****	*****
Tolcdo, Wabash & Western	775,400	871,727	*****	96,327

ILLINOIS RAILROADS ...

The following is an abstract of the tabular statement of "classified" roads as furnished in the report of the Railroad Commissioners of Illinois for the year ending June 30, 1873:

' CLASSIFIED COMPANIES.	Capital atock	Debt		LE'TH O M. linc.	Branc's	C 1 0 3	Gross earnings.	Amount of operating and general	Excess of earnings.
CHADSITIES COMITAGING.	paid in.	Funded.	Floating.	Miles.	Miles.	and equipme t	Carninga	expenses.	_ COLUMNIA
Chicago & Alton	\$11,855,300 00	\$3,698 000 06	none.	280.00			\$5,168,112 15	\$3,171,725 98	\$1,996,386 17
Chicago, Burlington & Quincy Chicago, Danville & Vincennes	18,652,910 00	12,996,956 95 2,500,000 00	none.	207.00 102.00	554.00	35,398,726 94 2,321,000 00	7,593,678 18 287,470 81	5,550,586 17 163,544 40	2,043,102 01 123,925 94
Chicago & Iowa		1,750,000 00	\$1,000 00			228,300 00	73,262 85	155,000 00	
Chicago & Iowa Chicago & Northwestern* Chicago, Rock Island & Pacific*	6,103,962 65	8,112,653 20	none.	405.00	40 50	*22,445.877 60			
Chicago & Rock River	7,877,832 46 579,550 00	3,607,963 68 900,000 00	29,300 94 none.	202.75		*12,759,937 28 726,000 00	3,963,177 82 7,422 22		2,209,431 04 2,836 80
Columbus, Chicago & Indiana Central*	581,810 001	965,525 23	3,603 44	23.20		1,471,696 61	173,249 24	139,144 82	34,104 92
Gilman, Clinton & Springfield	2.000,000 00 457,000 00	2,000,000 00 900,000 00	none.	111.00		4,000,000 00			33,525 56
lisnoibal & Naples	25,447,140 001	8,390,500 00	none.	43 88 308.99	6.18 396.51		95,897 47 6,453,585 17		
Illinole & St. Louis	618,000 00	660,000 00	260,260 00	15.90	*** **	1.539,260 00	76,835 82	72,551 24	8,804 58
Indianapolis, Bioomington & Western* Indianapolis & St. Louis	3,052,331 00		111,683 88			7,341,502 54 2,045,000 00	777,128 00 1,422,897 00		282,387 82 469,216 54
Lake Shore & Michigan Southern *	478,983 26	361,741 80	33,958 82	131.00 14.00		1,344,000 00			
Michigan Central									
Ohio & Mississippi. Peorla, Pekin & Jacksonvillo	9,018,891 02	3,795,100 25 2,000,000 00	123,501 27 360,667 00	147.50 83.00		12,937,496 40 1397,136 86	1,250,563 01 321,076 86	872,270 21 218,777 91	378,292 80 102,298 45
Peorla & Rock Island	1.857,950 001	1,650,000 00				8,623,538 42			
Pekin, Lincoln & Decatur	1,500,000 00!	1,076,000 00	none.	67.20		+2,576,000 00	71,316 46		5,731 23
Pittsburg, Fort Wayne & Chicago* Rockford, Rock Island & St. Louis	1,015,405 16 6,490,579 41	639,991 88 9,000,000 00	781 00 290,540 85		25.87	*1,729,662 62 16,011,309 35			
St. Lonis, Alton & Terre Hante	4,768,400 00	7,000,000 00	none.	200.00	74.97	2.962.958 00			
St. Louis & Southeastern	3,458,500 00	3,833,000 00	50,000 00			4,171,692 85	857,852 60	270,105 12	87,747 48
St. Louis. Vandalia & Terre Haute, by Terre Haute & Indianapolis Co	2,377,450 00	4,500,000 00	1,000,000 00	158,40		5,830,000 00	1,110,450 06	796,149 06	314.301 00
Tolcdo, Peoria & Warsaw	5,700,000 00		201,793 96	237.25	10.25	12,150,000 00	1,277,310 46	921,594 59	355,715 87
Toledo, Wahash & Western*	9.810.660 84	6,399,887 98	none.	232.00					
Western Union	4,000,000 00	3,275,000 00	448,654 82	112.00		*4,307,503 20	481,172 16	379,018 08	102,154 80
Total	\$123,421,656 70	\$100,617,325 97	\$3,033,023 20	3,783.53	1,547.98	\$221,160,071 04	\$43,227,128 04	\$28,408,824 81	\$14,883,172 97

*The tabulated statistics are for the State of Illinois alone, being based, in most instances, upon a careful analysis and distribution of the railroad companies' accounts. In the instances of some roads extending into other States (marked in the tables by a star) the amounts given are estimates for this State, made in this office, being proportioned as accurately as the information given enabled it to be done. In these instances the statistics for the entire lines may be found in the full text of the companies' reports.

† No equipment.

‡ For equipment only.

CHANGES IN THE REDEEMING AGENTS OF NATIONAL BANKS.

The following are the changes in the Redeeming Agents of National Banks approved since the 6th inst. weekly changes are furnished by, and published in accordance with an arrangement made with the Comptroller of the Chrrency:

LOCATION.	NAME OF BANK.	REDEEMING AGENT.
Vermont— Bennington	The First National Bank	
Massachnaetts— Methuen	The National Bank.	tional redemption agent. The National Bank of Redemption, Boston, approved in place of The
New York— Troy	The National State Bank	Howard National Bank of Boston. The National Bank of the Common- wealth of Boston, approved as an
Pennsylvania— Northumberland Louisiana—	Bank	additional redemption agent. The Tenth National Bank of New York, revoked.
Tenneasee-	The Fourth Nat'nal	The Importers' and Traders' National Bank of New York, approved. The Bank of New York National Bank-
Masnyme,.	Bank	Ing Association, approved in place of The Fourth National Bank of New York.
phringneid	Honal Bank	demption agent
Tennessee— Gallajin	The First National Bank	The Kentucky National Bank of Louis-

NAME OF BANK.	REDEEMING AGENT.
tional Bank	The Third National Bank of Cincin- natti, approved as an additional re- demption agent.
National Bank	The Third National Bank of New York, approved in place of The Na- tional Bank of Commerce, New York.
Bank	The Fifth National Bank of Chicago, approved in place of The Ninth Na- tional Bank of New York.
tional Bank	The First National Bank of Chicago, approved. The National Park Bank of New York,
	The Commercial National Bank The Knox Connty National Bank The First National Bank The Monticello National Bank The Polla National National National National National

New National Banks.

The following is the only National Bank organized since the 6th inst., viz.:

Official No.

2,091—The Phenix National Bank of Medina, Ohio. Anihorized capital, \$50,000: paid in capital, \$50,000. J. H. Albro, President; H. O. Blake, Cashier. Authorized to commence business March 10, 1873.

Latest Monetarn and Commercial English News.

English Market Reports-Per Cable.

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

346								THE	C)	
London Money and S	toc	k A	Cark	et.	-A1	neri	can	securiti	es clo	8
at a decline in 10 40s an	d u	ew	five	3.						
The builion in the Ba					and	has	deci	eased	£257,0	00
during the past week:				-0-						
Sat		3:	(on:		Tues	12	Wed.	Thur		ri*
Consols for money 92	%	1	9236		92%		9236	9234	91	2 % 2 %
U. S. 6s (5-20s,)1885,old 933	4		12%		93%		9354	93%	90	级
U. S. 10-10s 93)	31		1334		93 % 89 %		93%	89	89)
New 58 90;	á –	5	10%		9036		90%			1%
The daily quotacions	fo	or l	Unit	ed	Sta	tee	ßs (1	862) a	t Fran	K
fort were:								074		
Frankfort 953	_				95%	-		93%	• •	*
Liverpool Cotton Mark										
Liverpool Breadstuff	8 2	lar	ket	_T	his	mai	rket	closes	with	8
decline in wheat and con			Ma		Tue		Wed	. Thu	r. Fi	-1
	3a	d.	M 0	d.	8.	đ.	a. d		-	.2
Floor (Western) % bhl	28	8	28 11	3	28 11	6	25 11	6 28 3 11	6 28	2
Wheat (Red W'n. spr). # ctl " (Red Winter)" " (Cal. White clpb)	12	2	12	2	12	2	12	3 11 2 12 4 12	2 13	2
Corn (West. m'd) W quarter	27	0	27	0	11 12 12 27 3	0	11 12 12 27	0 27	U 20	9
Barley (Canadian) bush Oate (Am. & Can.) bush		6 2	3	6	3	2	3	2 3	4 0	2
Peas (Canadian) y onarter	r 40		40	0	40	U	40	-	0 40	0
Liverpool Provisions						ınd	lard	have o	decline	d,
and pork and bacon hav	63 e	. 5	210		ced.	es¶	Wed	. Thu	r. F	ri
	8.	d. 0 0 0 8 0	M c	đ.	Я.	d.	s. d	. 6.	d. e.	đ
Baef (Pr. mess) new # tcs Pork (Pr. mess) new #06!.	81 56	0	81	0	81 57	0 0 6	84 57 89	0 83 0 57		
Bacon (Cum. cut) new # cwt	36	0	86	0 3 6 0	36	9	85 39	6 36 6 39	8 36 0 34	6
Lard (American) " Cheese (Amer'n fine) "	72	0	72	ő	72	0	72	0 72	0 72	9
Liverpool Produce 1	fai	rket	.—T	he	se pi	rices	clos	se at a	gener	aı
decline on last Friday.									N .	
	Sa B.	t. d.	Mo		Tue	1.	Wed. m. d.	Thur s. d.	8. đ	
Roein (com. N. C.) W cwt.	8	3	9 16	0	16	0	9 0		9 0 16 0 1 4	
Petroleum (refined) @ gal	1	51/4	1 1	51/4	1 4	436	1 43		1 4	
Tallow(American)% cwt.	42	9	42	9	42		1 6	1 6 42 9	1 6	6
Croverseed (Am. sed) " Spirits turpentine"	42	0	42 46	0	42		12 0 16 0	42 0 46 0	42 C	
London Produce an										
have each declined.		500	202.00		,,,,,	1.11	Jood	Care a	au sugi	200
Sat.		Me	n.		ues.		Ved.	Thur.	Fri.	
£ s.c. ins'dc'ke (obl). \$ tn 10 5	đ.	£	e. d.	£	8. d	. £	s. d.		i. £ 8.	đ.
Linsesd (Calcutta) 65	б	6	5 0 5 6		65	6	65 6	65 6	65	6
Sugar (No.12 D'oh std) on spot, & cwt 33	0	9	3 0	0.4	33 ()	33 0	33 0	82	6

COMMERCIAL AND MISCELLANEOUS NEWS.

IMPORTS AND EXPORTS FOR THE WEEK .- The imports this IMPORTS AND EXPORTS FOR THE WEEK.—The imports this week show an increase in dry goods and a decrease in general merchandise. The total imports amount to \$9,404,893 this week, against \$9,394,736 last week, and \$9,983,515 the previous week. The exports are \$5,398,314 this week, against \$5,252,908 last week, and \$5,034,810 the previous week. The exports of cotton the past week were 6,985 bales, against 5,680 bales last week. The following are the imports at New York for week ending (for dry goods) March 6, and for the week ending (for general merchandise) March 7:

FOREIGN IMPORTS AT NEW YORK FOR THE WEEK,

Dry goods	1870.	1871.	1872.	1873.		
	\$3,274,840	\$3,222,598	\$3,387,577	\$4,083,514		
	4,257,212	4,986,858	3,782,640	5,371,379		
Total for the week Previously reported	\$7,531,052	\$8 209,448	\$7,170,217	\$9 404,893		
	41,585,604	58,097,940	76,938,915	79,357,632		
Since Jan. 1	\$49,117,656	\$66,307,336	\$34,109,122	\$88,762,525		
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

March II;				
EXPORTS	FROM NEW	YORK FOR TO	IE WEEK.	
	1870.	1871.	1872.	1873.
For the week	\$2,586,541	\$3,619.835	\$3,815,903	\$5,398,314
Previously reported	31,020,253	45,741,608	41.971,829	44,299,975
Since Jan. 1	92 606 700	\$49.891.418	0.45 O.45 O.00	0.40.000.000
			\$45,817,232	\$49,698,289
The following will a	how the	exports of s	pecie from t	he port of
New York for the w	eek endi	ng March	3. 1873, and	since the
beginning of the year	with a c	omparison i	for the corn	esponding
date in previous years	9:			T
March 5-Str. Weybosset,	Port	Silver b	ars	\$103,469

March 5—Str. Weybosset, Port au Prioce— America g silver coin\$172,552	Silver hars\$103,469 March 8-Str. St. Thomas, La-
March 5-Str. Algeria, Liver-	gusyra— American-gold coln 17,500 For Port an Prince—
Silver bars	American silver coin 72,512 March 8—Str. Republic, Liver-
American gold coin 8,000 March 5—Schr. Gerent, Mara-	Silver bass 208,605 March 8-Str. City of Booklyn
roreign gold coin 10,529 March 6—Str. Silesia, London—	Liverpool— Silver bars
Total for the week	

Previously reported	11,163,574
Total since Jan 1 1973	\$12.08T.862
Same time in 28.207.119	1869 \$12,795,306
[371 9,863,920]	1867 0, 100.134
1870 5,946,780 1869 6,951,304	1865. 4,119,929
The imports of specie at this	port during the past week have
been as follows:	
March 3-Steamer Tybec, San Domingo-	March 4—Str. Ocean Quees,
Silver \$18,630 Gold 23,557	Aapinwall— Silver
March t-Bark Pallas, Belize-	Gold 4,583
Silver	\$54.285
Previously reported	**** ****** ********** ****************
Total since January 1, 1978	\$258,018
Same time in	Same time in
1972	1869. \$2,236.377 1863. 1,103.837
1870	1867
NATIONAL TREASURY 'I'me to	ilowing forms present a summary

of certain weekly transactions at the National Treasury. 1.—Securities held by the U.S. Treasurer in trust for National

	Danks and Dalance	in the r	reasury.			
						Coin cer-
	Week For	For U. S.		-Bal. in T	reasury.	tificates
	ending Circulation	Deposits.	Total.	Coin.	Currency.	outst'd'c.
	July 20., 331,374,750	15,859,000	397 233,750	71,394,841	9.764.610	32,279,300
ı	July 27 381,934,200	15,759,000	897,698,200	69,919,613	11,421,853	31,806,800
	Aug. 3 382.831.200	15,759,000	398,593 200			
	Aug. 10 362,875,200	15,767,000	378,642,200	72,082,407	10,338,222	30,487,680
	Aug. 17., 381,974,200	15,757,000	397,731,200	71,504,321	7,208,502	30,190,200
l	Aug. 21., 831 389,200	15,805,000	397, 194, 200	73.879,594	4.255,597	29,553,700
ı	Aug. 31., 382,032,200	15,793,000	397,825,200			
ı	Sept. 7., 332,393,200	15,793.000	899,186,200	72,901,220	8,082,879	27,939,000
ı	S. pt. 14 382.869,300	15,773,000	398,642,800			
l	ep:, 21., 383,443,700	15,793,000		76,001,444	5,007,177	26,329,000
ı	Fept. 28., 883,821,200	15,793,000	399,614,200	77,874,158	4,521,202	25,624,000
ı	Oct. 5 334,069,900	15,743,000				
ı	Oct. 12., 391,475,900	15,743,000	40 ,218,900	75,591,492	5,118,741	24,894,000
ı	Oct. 19., 881,450,900	15,743,000	400, 193 1-00	76,907,635	4,936,900	23,451,500
l	Oct. 26., 384,832,900	15,793,000	400.625,900			
ļ	Nov. 2., 581,988,900	15,743,000	400,731,900			
Į	Nov. 9., 385,277,4 0	15,703,000	400,980,400	73,134,512	9,735,478	21,776,000
Į	Nov. 16 365,377,400	15,703,000	401,080,400	72,997,543	8,521,196	21,554,000
i	Nov. 23., 385,568,400	15,693,000	401,261,400	71,939,802	8,859,094	20,536,600
l	Nov. 30., 385 853,400	15,693,600	401,546,400		5	
l	Dec. 7 386,035,950	15,693,000	401,728,950	69,588,589	5,662,667	19,919,000
i	Dec. 14., 386,045,450	16,508,600	402,554,050	70,058,969	5,289,445	19,746,600
ļ	Dec. 21 386,328,000	15,568,000	401,896,000	69,831,>00	4,187,052	19,269 000
l	Dec. 28 386,355.300	15,538,000	401,893,300	74,201,001	5,750,900	23,720,600
ı	Jan. 4 386,253,800	15,502,000	401,755,800			
ı	Jan. 11., 396,315,800	15,534,000	401,849,800	64,041,981	8,599,925	25,463,000
ı	Jan. 18., 386,526,800	15,599,000	402,125,600	64,239.051	2,784,507	25,152,500
	Jan. 25 386 601,490	15,621,000	402,228,400	64,785,762	3,371,253	84,780,500
	Feb. 1 386,640,800	15,635,000	402,275 800			
	Feb. 8 386 838,800	15,835 007	402,473,800	64,008.981	4,693,938	23,598,600
	Feb. 15 387,062,500	15,660,000	402,722,500	61.816,378	5,164,482	22,851,000
	Feb. 23			66,132,072	2,326,316	22,602,000
	March 1, 397,415,100	15,663,000	403,080,100			
	March 8 387 766 100	15 715 000	403 491 100	65 052 273	2 095 784	23,803,500

2.—National bank currency in circulation; iractional currency received from the Currency Bureau by U. S. Treasurer, and distributed weekly a clear the amount of legal tenders distributed.

•	tributed weekly; also th	ne amount o	i legal ten	ders distrib	used:
ı	Wcek	Notes in	-Fractional	Currency.	Leg. Ten.
ı	ending	Circulation	Received.	Distributed.	Distrib'd.
ı	July .3	336.274,772	1,078,400	683,000	511,600
ı	July 20	336,556,092	1,115.400	723,200	1,045,00
ı	July 27	337,074,657	1,016,800	787,000	786,300
ı	Ang. 3	837,533,912	534,400	470,400	503.500
ı	Aug. 10	937, 296, 477	463,200	880,900	475,500
ı	Aug. 17	338, 191, 287	256,800	565,200	626,500
1	Aug. 24	338,680,027	198,000	612,400	631,500
ł	Aug. 31		209,200	701,400	1,140,500
ı	Sept. 7	339,077,979	492,800	808,000	667,000
ı	Sept. 14	337,402,094	577,600	624,200	824,500
ı	Sept. 21	339,859 932	640,800	1,079,000	1,589,000
ı	Sept. 28	339,975,135	526,400	619,600	931,000
ı	Oct. 5	340,408,665	449,600	674,900	4,693,000
1	Oct. 12	340,113,972	1,161,200	1.079.000	
ı	Oct. 19	844,520,327	857,600	745 800	354,500
ı	Oct. 26	342,370,19)	756,000	701,400	456,500
ı	Nov. 2	340,940,679	1,129,600	735,000	430,000
ı	Nov. 9	341,059,993	1,008,700	859,600	501,000
1	Nov. 16	341,289,186	1,194,800	692.000	1 688 500
1	Nov. 23	341,501,896	952,400	894,800	576,000
ı	Nov. 30	. 342,038,811	228,000	586,810	646,500
ı	Dec. 7	342,114,116	1,271,200	508 800	1,261,000
ı	Dec. 14	312,353,565	1,447,600	726,000	709,000
ł	Dec. 21	342,480,058	1,210,000	296,800	650,000
1	Dec. 28	342,526,926	609,600	855,000	2,777,000
1	Jan. 4	342,579,372	567,600	925,600	1,318,500
ı	Jan. 11	842,809,951	983,600	501,200	1,707,000
I	Jan. 18	312,998,649	801,800	308,400	798.0 0
1	Jan. 25	343,130,984		866,400	846,700
ı	Feb. 1	313 289,474	513,200		743,500
ı	<u>F</u> eb. 8	343,174,274	477,600	563,000	728,500
ı	Feb. 15	343,332,729	420 000	584,000	1,200,000
ı	Feb. 22				
ı	March 1	343,372,904	912,000	460,400	795,000
ı	March 8		638,000	438.800	1,095,000

Milwankee City Bonds.—From the Sentinel we learn that the special committee, to whom were referred all matters relating to special committee, to whom were referred all matters relating to the adjustment and payment of the Beloit and the Superior Railway bonds, and to devise means to pay the past due coupons, have completed their labers, we understand, and, as directed, have prepared a bill and sent it out to Madison for legislative enactment. The amount due on these bonds with accrued interest, we learn, amounts now to the sum of \$559,000. As the city is restricted in issuing bonds, so that the bonded debt shall not exceed five per cent of the property of the city, as taken from the assessment rolis, averaged for five years past, it was not a very easy matter to provide the required amount. But the committee solved the matter as follows: Under the law of 1871 the city has now the right to Issue \$100,000 of feeven 'per cent bonds. Under the readjnetment act we have still the power to issue about \$150,000 of five per cent bonds. To supply the deficiency they propose to Issue city scrip bearing seven per cent interest to the amount of \$250,000, to be raised in five years—fifty thousand per

-which will amount to about one mill ion the dollar to be added to the tax, each year, for the five years. The amount of past due coupons now due is about \$325,000, and the seven per cent bends and the scrip will be enough to pay those up, if no

Narrow Guage Railroads.—The subject of narrow guage railroads is one that has been so largely discussed and written upon during the past few years that to the average reader about railroads, it has become entirely obscured by voluminous and controlled to find by the Revenue of the second of the arguments in favor of narrow guage are given seriatin, together with the answers usually made thereto by its opponents. Profacing that the Gazette is one of the opposition we quote its remarks as follows: marks as foliows:

".We have before us an accumulation of literature" relating to this subject, which has been steadily growing for some months past, and which indicates that considerable attention is still given past, and which indicates that considerable attention is still given to it, and that much difference of opinion exists in relation to the merits of this system. What we purpose to deal with now is the apparently honest opinions and arguments of those who advocate and those who oppose the narrow-guage system for building railroads, and to review the discussion which has now been carried on so long, and whose literature has become so formidable, and much of it also exceedingly tedious.

Any one who will read these discussions, and who studies the question in other directions, will find, we think, that as the question now stands the advantages which are claimed for the

question now stands the advantages which are claimed for the

narrow-guage system are as follows:

1. A reduction in cost, owing to the narrower guage requiring less width of roadway in embankments and cuts.

1. A reduction in cost, owing to the narrower guage requiring less width of roadway in embankments and cuts.

To this the answer is, that (a) the saving in cost which is due to the distance between the rails will amount to a very small percentage of the cost of graduation; (b) that there will be no saving at all in cuttings or tunnels, if cars of the same width are used on both guages, as is quite practicable; (c) and that the bearing surface, and consequently the length of the cross-ties, is governed by the weight and not the guage of the cars, and, therefore, if the latter are made as light for the one guage as for the other, the ties may be of the same length, and the embankments of the same width in both cases. (d) Mr. Fairlie says in his book that "An average mile of properly designed narrow-guage road, ready for grading, is not an average mile of standard road with a piece cut out of the centre." Now if a standard-guage road, what is it? Whether it is "properly designed" is quite another question; nor does it appear why it is impossible to "properly design" a wide-guage road as well as one which is narrow.

2. It is said that the difference in the length of the inside and the outside rails is greater on wide than on narrow-guage roads, and that therefore the slipping of the wheels in passing around curves is less on the one than on the other, and that therefore the resistance of cars is less, and consequently that shorter curves are practicable. From this follows the inference, that as shorter curves can be used, therefore the road can conform more to the inequalities of the country in which it is bullt, and the cost of graduation thus be diminished.

These premises and conclusions are denied, for the following reasons: (a) The degree of curvature is not determined by the contractions.

These premises and conclusions are denied, for the following These premises and conclusions are denied, for the following reasons: (a) The degree of curvature is not determined by the resistance of cars, but by their stability and ability to remain on the rails. (b) Wide-guage cars having more stability, other things being equal, than those for a narrow guage, can run around curves of as short a radii as the latter. (c) The amount of the difference in resistance is purely surmise, as none of the statements which have been published are based upon actual experiments. (d) Calculating from purely theoretical data, it is evident that the resistance on curves is influenced only to a very slight extent by the guage. (s) With a single exception, shorter curves are now operated on lines of the standard guage in this country than on the new narrow-guage roads.

operated on lines of the standard guage in this country than on the new narrow-guage roads.

3. It is asserted that cars of a given capacity for narrow-guage roads are lighter than those for the standard guage, and that, their gross weight being less, lighter engines are needed to draw the trains and and lighter rails to carry them and less bearing surface for the cross ties on the road bed, and that consequently shorter ties can be used, and narrower embankments will be re-

quired.

The reply made to this is, (a) that the weight of the car body, wheels, axle boxes, jaws, and longitudinal framing of the trucks and brake attachments, excepting the brake beams, are not affected by the guage, and that the difference in the weight of the axles, traverse framings of the trucks and brake beams for a 4ft.

Stin and a 8-feet guage is only about 4½ per cent of the weight of axies, traverse framings of the trucks and brake beams for a 4tt. 8½in. and a 8-feet guage is only about 4½ per cent of the weight of an eight-wheeled box car empty, and a little more than 2 per cent of it loaded. The weight of empty four-wheeled cars for the standard guage will be only about 2 per cent more than for a 3-foot road, and about 1 per cent when loaded. (b) Some of the cars in this country on standard guage roads weigh very little, if any, more in preportion to their capacity (estimating the latter by the

* 1. The Battle of the Ganges Renewed, by Robert F. Fairlie.
2. A Letter on the Railway Gange Question, by Benjamin H. Latrobe, Ce.
3. The Soudan Railway; Engineering, Jan. 24, 1873.
4. Narrow-gange Railways: Engineering, Jan. 31, 1873.
5. Narrow-gange Railways: Lientenant-Colonel J. P. Kennedy.
6. Mr. John Fowler's Report on the Soudan Railway.
7. Mr. Carl Pihl's Report to the Government of Victoria on the Norwegian Railways.
8. Narrow Gange: The Inter-Ocean, Jan. 11, 1973.
9. The Narrow Gange in New Zealand and India: Railway News.
10. Circular of the Committee of the Master Mechanics' Association appointed to report on "The Relative Cost of Operating Roads of Ganges of 3ft. 6in. and Less, and Those of the Ordinary 4ft. 8/in. Gauge."
11. The Railway Question, by J. De J. Cuevas, [translated from the Voz de Masico, Nov. 15, 1872.]

cubical contents for freight and seating capacity for passengers) than the cars for similar traffic on narrow-guage roads. Thus, eight-wheeled freight box cars for the Denver & Rio Grande 3 feet guage railway, with 680 cubic feet of capacity, which, if rated at 15lbs. per foot, would give a load of 10,200 lbs., weight 8,800lbs., or a proportion of 1 to 1.16. The cars for the Cairo & St. Louis road weigh 10,000lbs., and have a capacity of about 800 cubic feet, or 12,000lbs., or a proportion of 1 to 1.2. Mr. Smith's new box cars on the Eric 6-foot guage have a proportion of 1 to 1.17. The passenger cars on the Denver & Rio Grande road weigh 416lbs. per passenger, and those for the Cairo & St. Louis 409lbs. per passenger. On the New Jersey (4ft. 10in. guage) road are cars which, with the same scating room as that given in the Eric (6 feet guage) only 385; on the New York Elevated road (4ft. 10in. guage) 259ibs. per passenger; and four-wheeled horse cars which weigh 4,400lbs. have 22 seats, and therefore weigh just 2001bs. per passenger. The same cars, as we know to our sorrow, in New York very often carry 50 or more passengers. (c) "The capacity of cars for either passengers or freight depends upon the area of their floor, and the nearer a parallelogram approaches to the square in the length of its sides, the more space will it Inclose with a given outline." Therefore the proportion of the weight of the sides of a car to the area inclosed is reduced if the width is increased—an advantage which a wide guage has over a narrow. width is increased—an advantage which a wide guage has over a narrow.

4. It is claimed that for a light traffic, small cars are much more economical than large ones, and that, while it is possible to make the latter for a wide guage with as small a proportion of dead weight to carrying capacity as for a narrow guage, small cars for the latter will weigh materially less than they will for

cars for the latter will weigh materially less than they will for the standard guage.

This argument has been answered (a) by the fact, that the size of cars, and consequently the guago, has been determined by the stature of ordinary men and women and the requirements of their industry, and that the weight of cars to fulfil these requirements is not materially affected by the difference in distance between the rails of the proposed narrow guages and the present standard width of 4ft, 8½m., as has been shown. (b) That the economy imputed to the use of small cars is dependent more upon the traffic management and the skill with which freight and passengers are received on the cars, and the latter distributed to meet the wants of the business of the line.

Many arguments besides those which which we have presented

Many arguments besides those which which we have presented in favor of narrow-guage roads are current in the newspapers, and among those who advocate or are interested in the construction of among those who advocate or are interested in the construction of we have frequently taken occasion to point out, nearly all the narrow-guage reasoning rests on the assumption that the care weigh less because the rails are near together. To inexperienced people this looks so plausible that they accept it at once, and then build their elaborate structure, which is always surmounted with a gilded sum total of dividends and profits. What is quite curious, however, is that in nearly all the dissertations before us, the authors renounce the idea that the economy of the parrowthe authors renounce the idea that the economy of the narrow-

So much has been sald and written about the Festiniog Railway that we refer to it with reluctance; but so many arguments have been based on it as a text, that the opinion of a skillful engineer who carefully examined its operation and construction may, perhaps, at least modify the effect of some of the rose-colored accounts of it which have been disseminated so widely. With the letter of Mr. Latrobe, Mr. Evans has printed one from Mr. Guilford L. Molesworth, Director of Public Works, Ceylon, who visited this now celebrated road. We regret that we have not space to print it entire. After stating that "the charge on this road for carrying slate is 2½d, per ton per mile, and 2½d, for other traffic, which may be said to be almost entirely mineral, being of coal and lime," he says: "Now the mineral rates charged on ordinary English lines vary from ½ to 1d, per ton per mile, or less than half the rates charged on the Festiniog Railway. * * * Suppose that the Festiniog Company were forced by competition, or otherwise, to carry their traffic at the same rates as those adopted on other lines, the receipts would at once be reduced to one-half, or, instead of £23,676, they would only amount to £11,838, while the working expenses, still remaining unaltered, would be £13,050, or a deficit of 12½ per cent."

That the enthusiasm for narrow-guage railroads is diminishing in this country, there can be no doubt; and we can confirm what Mr. Evans reports in his pamphlet—that there is now but little inquiry and fewer orders for narrow-guage engines.

Thus far the narrow-guage roads which have been actually built in this country are as follows:

Pame.

Guage, feet. Miles. guage "system" is due to the guage.

So much has been sald and written about the Festiniog Railway

in this obtains the second			
Name.	Guage,	feet	Miles.
Denver & Rio Grands		3	156
Arkansas Central		3	43
Iows Eastern		3	20
Utah Northern		В	83
Cairo & St. Louis		3	27
Central Valley		3	18
American Fork (Utah)		3	15
Painsville & Yenngstown		8	18
North & South of Georgia		3	20
Kansaa Central		3	86
Colerade Central		8	29
Tuskegee		3	534
Louisville, Harrod's Creek & Westport		3	0
Ripley		3	25%
Montrose		5	2236
			A0416

There is also a very short road of 3-feet guage at Akron, O.; a city passenger road of the same guage in St. Louis, and one in Cincinnati, and some of the roads named may have been extended since our last information.

Northern Pacific.—The following have been elected directors of the Northern Pacific Railroad: George W. Cass, R. D. Rice, Charles B. Wright, Frederick Billings, Wm. G. Moorhead, J. Gregory Smith, A. H. Barney, Wm. B. Ogden, Wm. Windom, James Stinson, B. P. Cheney, Wm. G. Fargo, and Albert H. Catlin The Directors elected the following officers: George W. Cass, President; C. B. Wright, Vice-President: R. D. Rice, Reaident Vice-President on the Pacific Coast; A. L. Prichard, Treasurer; Samnel Wilkerson, Secretary.

Mr. W. Milnor Roberts, Chief Engineer of the Northern Pacific Railroad, in a letter dated February 27, 1873, makes the following statement:

lowing statement:
On the finished line across Minnesota, from Duluth to Fargo,

lowing statement:

On the finished line across Minnesota, from Duluth to Fargo, the road has been run all winter with remarkable regularity and freedom from snow difficulties. There has been less necessary delay on the Northern Pacific Road this winter than on the roads east of it to Chicago and New York. Considerable snow has fallen in eastern Minnesota this whater, but there has not been an unusual amount in the western part of the State and across Dakota. The occasional snow fences opposite the excavations have served their purpose well.

In common with the rest of the country and with Europe, Minnesota, Wisconsin, and the entire Northwest have had a most unusual winter senson. There have been some days of very severe weather, but it was quite as cold about the same period in most of the Eastern States.

On the western slope of the Rocky Mountains, in Eastern Washington Territory, the local papers state that the farmers of Walla Walla Valley were ploughing their fields on the 26th of January, though the early part of winter had been, as elsewhere, unusually cold for the region.

The winter climate along the Pacific Division of our road, between the Columbia River and Puget Sound, which is in regular daily operation, may be inferred from the fact that at Portland, Oregon, the average temperature for January was 45 degrees above zero; the highest was 58 degrees, and the lowest 34 degrees above. Snow fell on one day, the 2d, to a depth of two and a half inches. Grass has been green throughout the winter about Puget Sound, and several varieties of flowers were in bloom out of doors in January and February.

Our experience on the finished line, and authentic reports from uary and February.

Our experience on the finished line, and authentic reports from the remainder of the route satisfy me that the Northern Pacific road, if completed from Lake Superior to Puget Sound, would have been kept in regular operation the entire distance the last winter without difficulty.

St. Paul & Pacific.—The St. Paul Press has the following respecting the litigation in this case: As a matter of fact the franchises and all the property of the Minnesota & Pacific Railroad Company were forfeited by the terms of the deed of trust under which these proceedings are taken, to the State of Minnesota. Six hundred of the first mortgage bonds issued under the deed of trust, of the par value of \$600,000, were delivered by the company to the State of Minnesota in 1858 as security for the payment of an equal amount of bonds of the State issued to the company at the same time. And a supplement to the trust deed required that in case of a default by the company to pay the interest or principal of the State honds issued to them, the trustees were required to foreclose the trust deed, or if they refused then nterest or principal of the State honds issued to them, the trustees were required to foreclose the trust deed, or if they refused then the Governor of the State was to foreclose such trust deed, which he did in strict conformity with the terms of the trust deed and of the constitution and laws of Minnesota, on April 24, 1860, and thus all the franchises, land grants and property of the road reverted to the State, which in time regranted them to the St. Paul & Pacific company. Our own State courts have uniformly sustained the validity of the title of the railroad companies succeeding to the franchises, grants, etc., perfected by the old comceeding to the franchises, grants, etc., perfected by the old com-panies under the loan amendment of 1858, and the fact that thirteen years have elapsed since the foreclosure by the State, without any serious attempt to contest it.

Fort Wayne, Jackson & Saginaw.—The earnings of this road, which extends from Jackson, Mich, to Fort Wayne, Ind., 100

miles, for the year 1872; were as follows:	
From passengers\$90,292	89
Freight 131,655	
Use of track and haul of cars, Detroit, Eel River and Illinois Co 42,215	
Mail, express and sundries 16,483	22

St. Louis, Kansas City & Northern.—At a meeting of the stockholders of the St. Louis, Kansas City & Northern Railway, for the election of directors, the following were chosen: T. B. Blackstone, J. J. Mitchell, Thomas A. Scott, J. N. McCullough, Robert E. Carr, Adolphus Meier, James B. Eads, James H. Britteg, Joseph A. Jameson, Solon Humphreys, and Lewis B. Parsons. No change was made on the old board except that Mr. Parsons was elected to fill the vacancy caused by the death of Mr. Mc-Pherson

Port Royal Railroad.—The last rail of the Port Royal Railroad was laid Feb. 28, and trains traversed its entire length. This

road connects the harbor of Port Royal, S. C., with Augusta, Ga.,

road connects the harbor of Port Royal, S. C., with Augusta, Ga., and the West.

The Charleston Courier remarks in an article communicated The Savannah & Charleston Railroad has a bright future in store for it, and a business that must preve very large and remunerative. In addition to its own freight and passenger traffic, it will come in for an important share of the business not only between Augusta and Charleston and Augusta and Savannah, but also the very profitable and growing trade along the line of the Port Royal road, a fine planting, timber, and turpentine section, now for the most part in a state of virginity. Then when it is remembered that the Port Royal road is a protege of that large and wealthy corporation, the Georgia Railroad & Banking Company—perhaps the soundest institution in the great State of Georgia—and that the Savannah & Charleston road is a connecting link of these roads, combined with the significant fact that Greengia—and that the Savannah & Charleston road is a connecting link of these roads, combined with the significant fact that the distance from Augusta to either Charleston or Savannah by the new route is no longer than by the old lines, it follows by consequence that all the business the Georgia road can control will be thrown in the way of its own connections, thereby advancing itself."

Philadelphia & Trenton Railroad.—The length of the Philadelphia and Trenton Railroad, from Kensington station to the Trenton Delaware bridge, is 26 6-10 miles, 26 4-10 miles of which

is double track.

The following is an abstract of the report for the year 1872:

The following is an abstract of the report for the year 1612:
The paid-up capital is \$1,259,120.
The cost of constructing the road, with double track and its appurtenances, to January 1, 1873, is \$1,534,478 76.
The cost of real estate of the company, exclusive of roadway, up to January 1, 1873, is \$342,410 24.
Total cost of stocks and bonds of other companies to January 1, 1873, 1873, 1874, 1875, 18

1873, \$201,755 56

The amount of incumbrances on real estate of the company is Interest on mortgages \$72,500
Ground rents 30,000

By the report it is shown that the net carnings have been larger than during any previous year.

New Orleans, Mobile & Texas.—The annual meeting of the stockholders of the New Orleans, Mobile & Texas Railroad Company was held in this city this week, and the following Board of Directors was elected, viz: Messrs. Oakes Ames, George Innis, Samuel S. Post, Jr., Charles J. Osborne, John J. Howell, Erastus Young and S. Foster Dewey. The Directors have elected George Dennis President, Samuel L. Post, Jr., Vice-President, and John J. Howell Treasurer. A force of 2,000 men is at work on the line. Trains run daily between New Orleans and Donaldsonville, a distance of 63 miles, and the grading is proceeding with energy toward Houston. A bridge 300 feet long over the Grand River has been completed, and 20 miles of grading have been done hetween that point and Vermillionville. A suit has been brought against the company in New Orleans, but the Directors state that it is the result of ill-feeling, though remarking that it was true there had been a failure in the payment of their coupons, but it was confidently hoped and believed that the putting of the road in new hands would lead to better results for the future.

Boston, Hartford & Erie.—In the United States Circuit Court in Boston, arguments were begun before Judge Shepley, March 12, urging that an injunction be granted to prevent a toreclosure on the Berdell mortgage. The Erie Railway Company, in behalf of which the injunction is asked, claim that they lent money to pay the interest on the Berdell bonds with the understanding that the receipts of the road should be used for its equivalent; that said receipts were not so used, and that, therefore, they have a claim on the road for such moneys so advanced, and that if the mortgage is foreclosed the road will go into the hands of a new corporation, which may not be willing to pay the debt of its predecessor. Both sides are represented by eminent lawyers, and the hearing promises to occupy several days. the hearing promises to occupy several days.

Pittsburg, Fort Wayne & Chicago.—The Daily Bulletin says that this road has now completed thirty-seven miles of double track east of Chicago; also thirty-seven miles west of Pittsburg, and fifty-two miles between Pittsburg and Crestline, making in all one hundred and twenty-six miles of steel rails. This summer they intend to complete the double track clear to Chicago. This work was commenced last summer a year ago, from Rochester to Beaver Summit, by straightening the heavy grade curves and laying thereon the Bessemer steel rails. The company has just closed a contract for sixty-four miles of additional double track, steel rail, west of Pittsburg, which they intend to commence laying just as seen as the frost is out of the ground.

Lexington & St. Louis Railroad.—The Lexington & St. Louis Railroad has been declared bankrupt by Judge Krekel, of the U. S. District Court in Jefferson City, Mo. Judge Krekel declared that the road should be adjudicated a bankrupt for the interest and protection of its stockholders; that it appeared from the evidence in the case that there had been very many irregularities and improprieties on the part of many of the officers and others connected with the road; and that it was a proper case for the just operation of the bankrupt law, and that, if enough is found to satisfy all debts of the road then the rights of the stockholders and the Pacific road, the lessee, should remain Intact.

—Attention is directed to the notice by Messrs. Smalls & Bacon of a reward of \$5,500 for stolen bonds, which will be found in our advertising colums. The securities advertised were stolen from the Falls City Tobacco Bank in Louisville, Ky.

—Mr. Daniel A. Moran has recently established himself in business at 40 Wall street (Manhattan Bank Building) as a broker in stocks, bonds, gold and exchange. Mr. Moran has been engaged with Messrs. Henry F. Verhuven & Co. for the past ten years, and he refers, by permission, to Messrs. L. Von Hoffman & Co., II. Amy & Co., Knoblauch & Lichtenstein, and L. E. Amslack

BANKING AND FINANCIAL.

BANKING OFFICE OF FISK & HATCH, 5 NASSAU STREET.

NEW YORK, March 7, 1873.

The CHESAPEAKE and OIIIO, the CENTRAL PACIFIC and WESTERN PACIFIC BONDS, all of which have been negotiated by us, we believe to be among the best and most desirable Invest ment Securities in the market, which in time must become very scarce; especially as the Government will probablypay off, in gold, \$300,000,000 more Five-Twentres during the year, and a money thus released from investment must find largeamount its way into this class of securities.

The CHESAPEAKE AND OHIO SIX PER CENT. GOLD BONDS, the total amount of which is only \$15,000,000, are secured upon a property worth \$35,000,000 to \$40,000,000, and are fully equal in intrinsic value to the CENTRAL PACIFIC BONDS. They are issued in denominations of \$100, \$500 and \$1,000, conpon or registered, and at their present market price, 874 and ac-

crued interest, are very desirable.

The CENTRAL PACIFIC SIX PER CENT. GOLD BONDS are too well known to require description or commendation. Their total amount is \$25,885,000; they have for a long time ranged in market price near or above par. Their market price to-day is 1034@104.

The WESTERN PACIFIC SIX PER CENT. GOLD BONDS amount to \$2,735,000. This road is now consolidated with the CENTRAL PACIFIC, and the payment of its bonds, principal and interest, is assumed by the latter. As they have recently been introduced on the Stock Exchange, we expect to see them rapidly rise to the price of CENTRAL PACIFICS, being substantially the same in character and value. Coupon Bonds, \$1,000 each. Their market price to-day is 944@95.

We buy and soll, as usual, Government Bonds, receive deposits, on which we allow interest, make collections, and conduct a general banking business in all its branches.

FISK & HATCH.

TO INVESTORS.

To those who wish to REINVEST COUPONS OR DIVI-DENDS, and those who wish to INCREASE THEIR INCOME from means already invested in other less profitable securities, we recommend the Seven-Thirty Gold Bends of the Northern Pacific Railroad Company as well secured and unusually produc-

The bonds are always convertible at Ten per cent. premium (1.10) into the Company's Lands, at Market Prices. The rate of interest (seven and three-tenths per cent, gold) is equal now to about 8 1-4 currency-yielding an income more than one-third greater than U. S. 5-20s. Gold Checks for the semi-annual interest on the Registered Bonds are mailed to the post office address of the owner. All marketable stocks and bonds are received in exchange for Northern Pacifics ON MOST FAVORA. BLE TERMS.

> JAY COOKE & CO., New York, Philadelphia and Washington.

Banking House of Henry Clews & Co., 32 Wall street, N. Y.

Deposit accounts of Mercantile firms and Individuals received; all facilities and accommodations granted usual with City Banks; in addition thereto 4 per cent interest allowed on all daily balances.

Bills of Exchange drawn on England, Ireland Scotland and the Continent; Travelers' and Mercantile Credit Issued available throughout the world.

THE EIGHT PER CENT (quarterly interest) First Mortgage Gold Bonds of the Logansport, Crawfordsville & South. western Railway of Indiana, effered for sale by Messrs. JONES & SCHUYLER, No. 12 Pine street, yield the largest income of any first-class Railway Security on the market.

RAILROAD HONDN .- Whether you wish to BUY or SELL, write to

HASSLER & CO..

No. 7 Wall street, New Yor

The Bankers' Gazette.

DIVIDENDS.

The following Dividends have been declared during the past week:

COMPANY.		WHEN P'ABLE.	BOOKS CLOSED.
Railroads. New York Central & Hudson River	4	April 15	Mch. 15 to Apl 19.
New York Central & H. R. con. cer Panama (quarterly)	3	April 15 April 1	Mch. 15 to Apl 19. Mch 20 to Apl 8.
Jefferson, interest on certificates	6		
Jeffersou, for profits of 1872	14	in serip	certificates.

FRIDAY EVENING, March 14, 1873.

The Money Market.—After the announcement from Washington was first definitely made that the Secretary of the Treasury would use a part of the \$44,000,000 of legal tenders, rates for money weakened slightly, and declined on Monday the 10th inst, to 7 per cent currency. The decline proved to be temporary, however, and the rates since then have included a commission of 1-64 to 1-16 in addition to legal interest, except where transactions were made after bank hours, or by those borrowers who always get accommodation at 7 per cent, or at 7 gold as a maximum. To-day the current rates were 1-64 to 1-32 and interest, in the morning, and down to 7 and 7 gold in the afternoon. In commercial paper there has been no material change, the quotation being 9 to 10 for the best short date paper, with a range up to 15 for other paper not quite as choice but embracing many very good names. There has been considerable railroad paper sold during the past month. Time loans of currency have been quoted as follows: 30 days, 7 per cent and ½ commission; 60 days to 4 months, 7 per cent and 1½ per cent commission.

The prospect of a speedy relief to the stringency of our money market does not seem to be particularly promising. Our banks are looking for the usual demand for currency from Western New York and beyond, which usually comes a little before the first of April, and as the hope of any large issue of legal tenders by the Treasury is dispelled for the time being, we are unable to see that money will probably be much easier until after April 1.

It is stated that the new Secretary of the Treasury, Mr. Richardson, is decidedly opposed to any permanent increase in the volume of legal tenders, and that he will, at most, only issue such

ardson, is decidedly opposed to any permanent increase in the volume of legal tenders, and that he will, at most, only issue such limited amounts as may be necessary to meet the pressing and temporary demands of the Treasury. Despatches from Washington have stated that \$1,059,000 were issued up to Tuesday last, and again this morning that \$50,000 of this amount had been re-

called.

called.

The country is undoubtedly much agitated just new by the long continuance of stringency in money at the leading financial centres, and aside from artificial influences, the causes most generally assigned for this stringency are—first, the withdrawal of \$40,000,000, Legal-Tender Certificates, in about two years past; secondly, the export of gold, which has reduced the bank reserves in the specie line; and, thirdly, the fact that a part of the deposits which formerly came to Eastern cities is now placed in cities of the Interior, where interest is paid on them.

Advices by cable are favorable, and money in London continues lower than \$\frac{1}{2}\$ per cent, which remains the Bank minimum discount rate; bullion in bank shows a decrease this week of £257,000. Specie in the Bank of France has increased 4,333,000 francs.

The last statement of our city banks (March 8) showed a deficiency below the 25 per cent reserve required by law of \$204,875. The total liabilities were \$227,309,900, and the reserves \$56,022,600.

The following statement shows the changes from previous week and a comparison with 1872 and 1871:

-	1972.	1871.			
	Mch. 1.	Mch. S.	Differences.	Mch. 9.	' Mch. li.
Losns and dis	\$281,811,960	\$280,351,300	Dec. \$933,600		F289,353,894
Specie	16,870,500	17,149,600	Inc. 779,100		28,769,176
Circulation	27,601,300	27,801,200	Inc. 199,900		31.655.071
Net deposits	202,068,100	199,503,700	Dec. 2,557,100		2:9,934,584
Legal tenders	40.724,000	39,478,000	Dec. 1,251,000	44,560,900	57,045,834 0

Mr. Camp, the manager of the Clearing House, furnished the following classification, which shows the relative condition of the National and the State banks:

			Legal	Net	Ctrcuia-
	Loans.	Specie.	Tenders.	Deposits.	tion.
State	\$38,583,100	\$1,541,700	\$3,833,600	\$26,792,600	\$43,000
National	211.768.200	15,607,900	35,631,400	172,716,100	27,758,200
Trotal	#UDA 951 900	@17 ±10 600	# 20 452 000	£100 409 700	4.27 S01.200

United States Bonds.—Business in government bends has not been active, in consequence of the check placed upon all large transactions in securities by the severe pressure in money. Prices are well maintained under the circumstances, and taking the 5-20s of 1867 as the standard bond, the closing price to-day was 116½ against 116½ last Friday, and of 10-40 coupons 110½ te-day against 111 last week.

At the Treasury purchase on Wednesday, the offerings amounted to \$2,342,100, and \$500,000 were taken.

Cosing prices daily, and the range since Jan. 1, have been:

	Mch	Mch.	Mch.	Mch.	Mch.	Mch.		•
	N.	10.	11	12.	13.	14. 1	~Lowest Highest	~
58. fand. 1881, cp.,	117.56	*118%	*11894	*115%	4113	*113	112 Jan. 11 115% Jan. 2	7
ds. 1931, reg	116%	216%	116%	*.1834	411634	136%		
8a, 1981, COUD	11836	*11 %	*!18%	*11836	'1834	*118%	1:4% Jao. 8 119% Jan. 2	
5-20's 1982, coup	*11534	115%	115%	*115%	": 154g	*115%	11 % Jan. 2 115% Feb. 1	
6 21'4 1-64, coap	115%	*115%	*115%	*115%	115%	*[1534]	113% Jan. 61115% Mrh.	
5 20's 1965, "	116%					116>	118% Jan. 2 116% Mch.	
5-2 ('s 19 5, p "	111%	11:5%	11436	1117%	114%	11436	112% Jan. 4 115% Jan. 2	
B-20'8 18-7. **			111 %			*136	112% Jan. 2 116% Feb.	
5-20'e 18#8, **	11635	116%	116%	*116	118%	*118	115% Jan. 2,117 Jan. 80	
1)-1"B. rez	aliu .	*110 12	*110%	*11u2C	*11-13		109% Jan. 3 114% Jan. 2	
10-4 'a. conpon	#110%	110%	111	*110%	11034	*110%	109% Jan. 2115% Jan. 2	
Currancy 6's	*118%	*1183	*113%	118%	*115%	118%	11234 Jan. 6 115 1 Jan 2	i
Currancy 6's	*118%	4118%	*113%	118%	*115 W	118%	112% Jan. 6 115% Jan 2	i

"This is the price bid, no sale was made at the Bost L.

Closing prices of securities in London have been as follows:

1	F. b.	March 7.	March 14.	Lowest.	Jan. 1
U.S. 6a, 5-20s, '65 U.S. 6a, 5-20s, '67 U.S. 5a, 10-40a	931/4 931/4 891/4 901/4	98% 98% 69% 69%	98% 98% 89 90%	89 Jan. 2	98% Mch. 1 94% Feb. 4 92% Jan. 31 *1% Jan. Si

State and Railroad Bonds -Tennessees have been the principal and only feature in Southern State hands, and have been very strong to day, the last regular sale being \$95,000 at 85, and a subsequent sale "buyers 30," of \$5,000, at 85; the firmness is attributed to the funding messures recently passed.

In Georgia bonds a better feeling is reported, though there is no activity. Railroad bonds have not shown a large business, either for the old bonds sold at the board, nor for the now issues. Some considerable transactions have been made in Boston H. and Erie, in view of the argument now going on before the U. S. Court in Boston. Union Pacific incomes have recovered to 72; the first mortgage sold to-day at 86, the land grants are quoted at 771@78.

Closing prices daily, and the range since Jan. 1, have been:

	Mch.	Mch.	Mch.	Mch.	Mch.	Mch.	Slace Jan. 1
	.0.	10.	21.	12.	43.	11.	-LowestHighest.
es Tenn., old	a 9:3	13	83	83	8834	35	79 Fcb. 12 85 Meh. 14
Ga Tean., aew	18:14	63	63	83	E4	85	79 Feb. 12 85 Mch. 14
63 N. Car., old							33 Feb. 17 34% Jan. 80
68 N. Car., new		*17	*17	*17	1750		17% Jan 21 19 Jan. 4
6s Virg., old	*44	46		*46	P41	*45	46 Mch. 10 49 Feb. ?
" " consolid'd	*16	5614		*56	*5634	45514	
" " deferred		****		*14	1432	• 14	14 Jan. 81 15% Jan. 2
69 S. C., n, J. & J.	20	2:1		*19	1.83		
68 Wiseopri	*31	933%	91	#93 W	91	94%	92% Jan. S 91% Feb. 11
Cent. Pac. gold		10.3	10336	10332			
Un. Pac.,1st	5614	£6%	865%	5654	56	SG	
IIn Don I id Oals		77		733		*1756	
Un. Pac., L'd Or't			1034	*10%	1172	72	
Ua. P. Income	70%	70%		10%	7136		70% Meh. T 89% Jan. 8
N.Y. Cea, 68, 1883.		*9134	*91	*94	49176	911/	
Eria 1st m. 78		*103		*:0214	*102%	ากุล	101 Jan. 6 103 F b. 25
N.J. Cen lat m 7a				1014		410136	
Ft Wayae 1st m 7s				*104%	105 2	105	10214 Jan. 6 106 Feb. 15
Chick NW. B f 78			*18	9814		33%	10214 Feb. 2 1001/4 Feb. 1
Rock Isld 1st m 7s	*101%	101%	*105	.107	1021/2	102	100 Jan. 6 102% Meh. 13

^{*} Tors is the price hid, no sale was made at the Board.

Railroad, and Mlsc-llaucous Stocks .- The stock market pened with an appearance of buoyancy on Monday, and considerable activity was shown on that day, with quie a general advance in prices. This was partially maintained during the next day and on Wednesday morning, but subsequently the market became weak and prices fell off. During yesteriay and to-day the general tone has been dull, with a tendency to weakness, though the Vanderbilt stocks closed stronger than the rest of the market. On another page we give a statement of railroad earnings for February, which compares very favorably with the same month of last year.

month of last year.

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

	Saturdar.	Monday.	Taesday, F	Vancascay	Thorac ay.	Friday.
	Mch. 8.	Mch. 10.	Mch. 11.	Mch. 12.	Mch. 18.	Mch. 14.
N.Y. Cen&H. K	104% 1 512	104 / 10634	10534 11834		105 10%	1051/ 1933/
Harlem	133% 109	1343 1333	13134 137	131 136	13334 131	135 137
Erie	61% 65%	64 % 653%	175 77	65 65%	64% 65%	6536 66
do pret	*7.5 7634	*73 7634	*75 77	76%	71 74	
Lake Shore	911/ 911/	94% 95%	914 9334	94% 93%	951/4 96	3518 9614
Wahash	73 73%	73% 71%	73% 74%	74% 74%		78% 74%
Northwest	81 % 31 %	82 82	*81% 98	**** ****	* 8 3/2	1078 1178
uo pref	*824 9U	815 818	89% 64%	89 89%	891 84%	3914 8914
Rock faland		1118 :164		1:5% 116%		114% 116%
St. Pagl	53 53	53% 33%	5334 5434	51 5434	5:56 51%	55 55%
do pref		7332 74	*71 75	74% 74%	74% 75	75 75%
Atl'c&Pac,pref	29 29	80 81				28 28 1
Oblo & Missip.	4537 4637	16 463/	1634 188	1636 89%		153/ 46W
Central of N. J	104 1011	101		104 16 104 16	*105% 104%	103 1033
Boston, H & E.	9 9	9 8 9%	8% 9	9 9%	7% 9	6% 9%
Del., L. & W	101% 101%				101 3 101 3	101 101 1
Hann. & St Jos	15 46	45 45%	45%	115	45 45	45 4534
do pref	*81	* 67	* 87	* 67	* 65%	63 6512
Union Pacific		8534 563	35% 35%	35% 35%	81% 9×14	8434 84%
Col Chic.& I.C.	S 17% 11174	40 41	403 413	41% 42%	411/2 417/2	41 11%
Panama	119 1 1235	121 1275	124 127	120 12:14	121 121	*123 124%
West. Un. Tel.	15% 85%	96% 88	87 874	38 8736		
Quicksilver	9.113.1	1334	41% 45	45	35% 16%	85% 87!4 444 44%
do pref	*51 55	31	*51% 61%		51 51	
Pacific Mall	51% 57	593/ 603/	60 52	58 60 %	5616 5916	521/ 5213
Adams Exp	*95 9514	*9136 95	*914 9514	19136 9736	91% 95%	5616 5714
American Ex.	67 6734	*91½ 95 61½ 61½	673 673	67% 67%	68 633	95 95 63 63 63 64
Dalted States.	*77% 78	*724 14%	73.12 73.13	*73% 75	74'4 7111	
Wells, Fargo	*0234 81	*83 91%	1024 1024	1394 13	52% 82%	74 1/4 711/4 8 1/4
Сапton	10817 10814	* 102	101%	10.5	1013	
Cous. Cost	5834 58 W	58% 55	51% 55	51% 55	514 54%	103
New Cen.Coal.	45% 45%	45% 45%	4 % 45%	4514 45%	1337 4617	51% (5%)
Maryland Coal	221/ 248/	91 917	9812 9812	2517 2517	36 C 0014	97% 46%
Maryland Coal.	23 4 23 4	21 21%	254 255	4514 45% 2514 2514	45% 46% 26 × 26%	45% 46%

" this is the price bid and asked; no sale was made at the Bos il.

The renge in these etocks since Jan. 1 has been as follows:

Since Jan.1.	Since Jan 1.
_Lowestllighest	
NY Cen & HR. 99% Jan. 8 106% Feb.	. 4 Han. &3. Jos. pf. 61 Mch 4, 71% Jan. 6
Harlem 11414 Jan. 6 139 Mch	. 8 Uaion Pacific. 28 Feb. 11 30 Jan. 4
Erle 65% Jan. 13 69% Feb.	
do pref 74 Mch.13 82 1eh	
Lake Shore 90 Feb. 46 974 Feb.	. 4 Panama 95 Fcb. 26 130 Jan. 6 . 15 West U Teleg'h 73% Jan. 7 94% Feb. 6
Wahash 713 Jan. 18: 75% Jan.	Onlokellyon 191 tan 19 4014 Ten. 0
Northwest 80 Feb. 26 85 Feb.	
Northwest 80 Fch. 26 85 Feb.	4 do pret. 52% Mch.14 17 Feb. 1
Post faland 1007 for 7 1177 Mal.	3 Pacific Mall 49 Meh. 3 76% Feb. 7
Rock Island 100% Jan, 7, 117% Meh	.11 Adams Express 94% Fch. 28 100% Jan. 29
Bt. Paul 611/ Jan. 11 653/ Mch	14 American Fx., 66 F. b. 27 70% Jan. 8
do pref 73 Mcn. 4 74% Jan.	21 U. S. Express 70 Feb. 27 82 Jan. 6
At. & Pac. pref 20 Feb. 28 88% Jan.	23 Wells, F. & Co. 83% Mch.18 86 Jul. 29
Ohio & Miss 11% Feb. 21 49% Jan	21 Canton 100 Feb. 8 10214 Jan. 4
Cei trai of N.J. 99% Jan. 6 106 Feb.	4 Consol, Coal 43 Jan. 14 5332 Meh. 14
Boston, H. & E 6% Mch. 11 10% Feb.	8 New Cent. Coal., 421/ Feb. 13 475/ Jan. 9
Del., L. & W 33 Jan. 7:03 Feb.	S Maryland Coal. 20 Jan. 18 27 Mch.14
Hann. & St. Jos 40% Feb. 27: 52% Feb.	7

Lapsley & Bazley, 47 Exch. Place, quote stock "privileges" (signed by responsible parties) 1314 per cent premium for 30 days, and 11/62 per cent for 60 days, at prices varying from the market as follows:

Puts below. Cal	lla above.	Puts below. C	Calls above.
Central & Hudson Kin1	24 @3V	Union Pacific 1 @15	2 @236
Lake Shore X@1	24@3	Wabash 1 211/2	2140087
Rock Island 1462%	8 6034	Col., Chic. & I. C 136413	84.07
Erlo 21/ 45	8 63%	B. H. & Erle @1	
Pacific Mail 5 @6	6 628	St. 1 Bul 114 @ 11/4	: 62%
Northwestern		do mane di di colli	
		do pref 1%@1%	23:002%
do pref. 1462	1% 2%	Gold % ne for 30 da %@1	15 @136
West. Union Tel . 2 @3	81/64%	bold % p c for 60 ds %@1	11: @134
Ohio & Mississippi, Mal	13/602	7.00	-74-07-73

Ohio & Mastesppi. Xall The Gold Market.—Ou Saturday last the party controlling the gold market sold out a large part of their holdings, probably in view of the reports from Washington that more greenlacks would be issued or that the Treasury would sell gold heavily. The holding of gold has also been heavy this week in consequence of the high rates which have prevailed most of the time for carrying. The impression prevails, however, that the clique has not yet entirely sold ont, and that another upward turn may be forced at any moment. forced at any moment.

To-day the price opened at 115, and closed at 114\frac{7}{3}.

The rates paid for carrying to-day were 7, 7 gold, 1-32, 6, 5, and

3 per cent, and flat for borrowing.

At the Tressury sale of \$1,500,000 on Thursday the bids amounted to \$2,965,000. Customs receipts of the week have At the 11c 12,965,000. Customs receipts amounted to \$2,965,000. Customs receipts been \$2,560,000. The following table will show the course of the gold premium The following table week:

				· Quota	LIOUE				
			Open-	Lew-	Iligh.	Clos-	Total	Balas	pces
			ing.	est.	est.	ing.	Clat. rlngs.	Gold.	Currency.
Saturday, 1	1ch.	3	115%	115%	1158/	115%	8147. 463.000	#3,401,909	\$4.596.644
Monday.	94	10		115	11534	115%	124,497,000	8.447.582	4,219,920
Tuesday.	**		11534		1153/	115%	129,25",000	4.312.7-6	
Wed'day.	69	12	1!5%	115	11532	11532	57.1 5.100	1,670,917	3 447.0 2
Thursday.	4.6	13		114%	11534	115	51.871.000	1.921.1:7	2,699,855
Friday,	*1	14	115	121%	11514	114%	53,741,000	2,691,600	3,23+,.87
-									
Current we					115%	1113%	657,837,000	2,693,000	3.239.237
Previous w	eek.			114%	115%	115%	856,1:6,000	2.008,161	2 416,936
Jan. 1, 1973.	to	date	112%	11156	115%	114%	******	* * * * * * *	**** ***

Foreign Exchange.-Exchange has continued depressed by Foreign Exchange - Exchange has continued depressed by the extreme tightness in money, and quotations, even at the low point named, are higher than actual business. Rates were weak in the morning and nominally firmer in the afternoon. The leading prime banking firm advanced \(\frac{1}{2} \) in the afternoon. Actual business was on the basis of 107\(\frac{1}{2} \) to 107\(\frac{1}{2} \) for good to prime bankers' aixty days' sterling, and 108\(\frac{1}{2} \) to 108\(\frac{1}{2} \) for sight.

Nominal quotations are as follows:

	60 days.	3 di vs.
London prime bankers	107%@107%	:08¥@
" commercial	19724 @ 10736	
Paris (bankers)	5,275 23,283	5,2216-63,2h3
Antwerp	5 2636 65, 2836	5.21 4 7 5.22 4
SWIRS	5,26% 45.28%	5.218 25.218
Amsterdam	4036 @ 401a	1 % 2 40%
Hamburg	95 @ 9544	96 60 9614
Frankfort	1076211	4136@4134
Bremen	9: @1616	96 @ 9612
Prassian thaters	711/071/4	72 @1234

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

	Castom		-Sub-Tr	essury					
1	House	Rece	sinte.	Payn	nents.				
1	Receipts.	Gold.	Currency.	Gold.	Currerer.				
Saturday, Mch. 8		\$824,731 31	\$481,195 86	8:11.899 66	\$393,103 03				
Monday, " 1C	351,000	864,701 81	826,952 46	107, 87 39	621,580 19				
Tuesday, " !1	414,000	571.822 97	283,840 78	283,820 (9	\$80,024 15				
Wednesday, " 12	55H,000	891,240 75	468,117 98	819,093 86	855,212 87				
Thursday, " 13		414,294 00	816,158 43	\$5,614 53	799,1:0 21				
Friday, " 11	. 376,000	585,558 69	1,978,011 15	1,578,103 15	978,USS 50				
	. 2								
Total\$2,560,000									
Balance, March 7									
Balance, March 14	≢3	7,3:6,810 93 \$	20,790,597 19						

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 March 8, 1873:

Sharing are two domain						•
	~	Loansand	REMOR	AMOUNT		Classi
BANKS.	Capital	Discounts	Specie :	Legs]	Net Deposits.	Circula-
Maw York	\$3,000,000	\$11 394,000	\$1 592 8 f	11,61J 600	19,562,400	\$848,500
Manhattan Co	2,050.000	6,717,100	335,360	394 800	8.886.200	9,510
Marchants'	3,000,000	8,946,510	580,000	752 000		351.100
Mecbanics	2,000,000		295,200	715,700		£17.400
Union	1.500.000		387.900	\$56,400		\$56.710
America	8,000,000	7,163,200	576,200		4,569,210	1,200
Phonix:	1,800,000		812,900	297,300	2,430,500	520,510
City	1,000,000		557,500		2,929,500	*****
Tradesmon's	1,700,600	3 358,70C	217,500		1,987,500	756,210
Chemical	300,000	6,780 600	141,800	365,100	1,245,100	
Merchants Exchange			208,10 123,400		4.490.100	****
Gallatin, Nationai			208.600		2,640,200	44' 1'0
Butchers' & Drovers	800,000	2,416,100	48 900	272,400 428,000	1,452,600	0.14,2.10
Mechanics and Traders'.	600,000	1.183 500	10,700		1.15F,800	241.800 195 700
Gresowich	200,000	895 300	101100	127,500	663.50C	8.508
Leather Manui	600,000	2,782,800	355,100	539 000	2 102,000	267 200
Saventa Ward	500,000	1.153.100	51,700		779,400	174.210
State of New York	2,000,000	4.9-6 200	213,300		2,981,200	5-(2,4(10)
American Exchange	5,000,000	9,863,200	858,000		4,406,200	965,800
Commerce	10,000,000	20 803,300	424,3(0)		6.031.900	8.115.300
Broadway	1,000,000	7,731,((1)	436,400		C 854.90C	100,000
Mercautile	1,000,000	3,912 9(0	136.000	852.100	8.51 8.60C	471.810
Pactac	2,000,000	1,853,800 4,904,400	13,500	261,000	1.419.410	2.55.25.5
Rapublic	450,000	2.173,400	992.100	\$50,000	3.125.600	843,810
Chatham	112,500	1,412,300	3,600	108 000	2.161.100 1.123.600	129,800
North America	1,000,000	3,374,500	201,700	2 0,000	2.912.800	5,0(0
Hanovar	1.000,000	2 115,500	93,100	85 .600	1,1/8,200	293,110
trving	500,000	2.285,000	83 (4)0	509,0 0	2 111.00	1.4,200
Matropolital	4,000,000	9,741 9 16	1,111,800	\$25.100	3 961,200	1,189,800
Citizous	400,000	1.413.000	22,600	309,700	1.172,100	13' C(H)
NARRE	1,000,000	2.048,440	26 700	27+800	1.8 /5.600	8,9(4)
Market	1,000,000	5,921, 00	71.900	415,500	1,8 0,600	879,366
St. Nicholas	1,000.000	2,449,900	1.0,200	870.500	1.051,700	749.917
Shoe and Leathor	1,000,000	3.575,700	190,200	481,700	2,310,700	758 000
Cora Exchange	1,000 000	2,555,200 3,555,300	19.100	15 .166	1 069,100	5,140
Coatinental	750,000	1,593,700	279,800 41,300	226.100	1,519,800	582,109
Common wealth	900,000	1,394,100	5,200	413 600	1.61*,216	2 2 6.0
Marina	100,000	2,159,000	212,493	331,250	1.698,100	1.117 860 Oets
At antic	300,000	7:3, 06	71,000	93,100	504,600	97.8(1)
Important and Traders	1,500,000	13,098,200	250,930	8,070, '00	12,704,300	496 800
Importers and Traders'	2,000,000	12/215/199	407 900	1,861.400	19.147.20G	1,016,300
Mechanica Banking Ass.	500,000	1.843 200	160,200	317 300	1,298,600	305,190
()rocers'	320,000	71.9,300	6,400	105,800	5.8,210	****
North River	100,000	933,500	14,600	140,700	776,430	10,8;0
Fast River	350,000	186.100	4 100	233 200	730,200	221,5(4)
Manufacturers & Mer	500,000	1.142.600	5a'0.00	191,000	916,6 Y	2 0000
Fourth National	5,000.000	32,8-8 300	2,223,900	2.915 100	17.510.500	2,931 8(1)
Cantral National	8,000,000	18,257,000	353,1.00	1,839,500	8.485,000	1,462,40
Second Nat'onal	300,000	215,100	000 000	408,000	1.805,200 6,713,000	6 0 0(0
Ninth National	1,500,000	1,607,500	232,000	1,573,600	4,118,200	519,7(4)
Third National	1,000,000	€ 591 800	676,200	#02,500	6,104,100	393,2(4)
New York N. Exchange	500,000	1.265,600	1,500	283,500	8 1.4(0	208.00
Men YOLF W. PYCHARKE	000.06.0	1.4001010	4,500	- DIOCO	0 341(0	Earl Farm

												==
Tenth National	1,000,000	2,180,900	116 800 8,900	269,800	707,100	843,600 225,00	QUOTATIONS IN BOST	ron,	PHI	LADELPHIA, BALTIMORE	, &	t.
New York County German American	2,000,000	1,216,600	80,000 365,500	227,000 638,500 235,200	918,200 4,076,800 1,792,800	160,300	encuritiza,	Bid.	Ask.	excusitize.	Bld.	Ael
Total	, 1,000,000	4,410,100				27,801,200			-	Pennsylva., gen. m., conv. 19:0	21%	83
The deviations f	rom the re	eturns of	previous '	week :	are as i	collows:	BOSTON.	90%		Perkioman las m sa 197	92	
Loans	Deo. \$1	779,100 Circ	peposite		Ino	199,900	New Hampshire, 68	98	9534	Phila. & Erie 1st m. 6a, '61 do 2d m. 7a, '88 Philadelphia & Reading 6a, '6	91 90%	
The following a	re the tota	Bis for a s	serles of	weeke	past:	ggregate	Massachusetta 6s, Currency do 6s Gold, 1876 do 5s, Gold	110	101	do conv. 7a. '9'		
Date. Loans.	Specie. 19,209,500	l'endera. 45,401,200	Deposit 205,019 30	0 27	110n. ("leavines, 1	do 58. gold	90	99	do g. m. 7s. c. 1911	16136	102
Dec. 11 275,630,400 Dec. 21 275,811,400	11 719 700	47,217,000 44,626,700	202,911,700 199,123,400 198,529,600	0 27,6	538,100 522,700	779,917,278 807,602,656	Chicago Sewerage 78	1934		do do reg do 66, g., 1910. Phil., Wilm. & Bal., 6a, 84		
Drc. 29 274,572,400 Jan. 4 277,720,900 Jan. 11 275,552,800 Jan. 19 274,201,600	12,773,100 17,241,800 19,478,100 23,531,100	41,119,800 41,165,100 40,876,700	203,803,100	0 27.	613,850	608,815,754 641,834,811 716,209,119	Portland 6s, building loan Burlington & Mo. L. G., 7 Cheshire, 6	90		Sonbury & Erie 1st m. 7s, 77.	10134	103
Jan, 25. 252,150,:00	21,110,830	41,420,900 45,974,000	212,598,200 216,670,800	0 27.1	529.200	706,763,52; 635,561,005	Cin., San. & Clev., let M., 7, '67. Kastern Mass., conv., 5, 1874	97	82	Sunbury & Lewiston 76 Warren & F. lat m. 16, '96, West Chester cons. 76, '91	1 30 1	57
Feb. 3 286,879,600 Feb. 3 291,993,000	18,612,200	45,802.100 45,107,700 42,778,600	217,168,500 220,299,200 214,613,400	0 27,3 0 21,5 0 27,5	00 1.086	661,411.91, 623,894,60 F51,8 5,447	Hartford & Erie, lat M (new)7.	30 %	99%	West Jersey 6s, '83,	9414	
Feb. 15 24,52) 700 Feb. 21 285,870,100 March L 281,814,900	18,161,000 15,143,900 16,870,500	41,161,200	203,899,700	0 27.5 0 27.6	578,100	626,395,902 5 8 260,20	Ogdenehnrg & Lake Ch. 8s Old Col. & Newport Bde, 6, 76, do do Bonde, 7, 1977 Rotland, new, 7		103	West Jersey 6s, '83	101	107
March 8. 280,331,500 BOSTON BANKS.	17,149,600	89,473,000	199,508,700	9 97,	101,200	833,806,701	Verm't Con., lat M., cona., 7, '86 do 2d Mort., 7, 1891	85	73	Wilming. & Read. lat M. 7, 190	9916	913
National Banks, s									15	Reading Coal & Iron deb. b do do mort. b	****	55
March 10, 1873:	apital Le	oans. Sp	ecte. L.T.	Notes.	Deposits	. Cirenia.	Vermont & Mass., 1st M., 6, '89. Boston & Albany stock Boston & Lowell stock	: 18 185	1481	CANAL BONDS.		
Atlantic	\$750,000 \$1, .500,000 2,	606,600 993,900	\$200 6 132	2,80(1 3,400	#460,600 827,200	#444,409 788,600	Boston & Lowell stock Boston & Maine Boston & Providence	119	120	Cheespeake & Dela. 6s, '8' Delaware Division 6s, '7' Lehigh Navigation 6s, '81 do RR, '97	8734 9839	88
Boston 1	000,000 2	,743,800 ,219,500 ,685,300	2 700 18	2.100 1,000 5.000	1,828,300 1,052,900 686,500	790,800 589,100 443,110	Chic., Bur. & Ouiscy	112%	11214 1834	do RR, 97	80	935
B)yleton	200,000	508,900 518.000	1,500 24:	1,69 0 2,000	297,500 917.050	173,700 791,800	Cin., Sandusky & Clev. stock. Concord	:86		do conv., 8, 94 do gold, '9'	93 ×	943
Ellot 1	,000,000 2,	.047,810 .981,300 4	86,900 151	3.200 1,800	7:6,900	564,410 793,20±	Restern : Mass	106	90	do 2d M., 1876do 2d M., 1876do 2d M., 1876do bost. '85	95 90 92	93
Faneuil Hall 1	1,000,000 8.	748,200 ,099,690	21,100 278	2,100 9,100 9,0 0	566,3 0 1.851,100 543,641	115,500 511,900 850,700	Eastern (New Hampahire)	130 %	102	Pennsylvania 6s, 1910	19%	91
Freemau's	1,000,000 2.	,412,000 ,51 (,600	27.	4.400	1,193,700	253,100 241,100	Marchester & Lawrence Northern of New Hampshire. Norwich & Worcester	110		do 2d m., '82 do 6e, '95	74	75
Massachusette	800,000 1.	200,600 511,490	11, 00 66	7,400 3,400 6,500	185.400 587,000	448,000 853.900	ogdens. & L. Champlain	99	59 1(U	do 6e, '95' do 6e, Imp., '81 do 6e, bost. '88.	: :::	83
Mayerick	400,000 1.	134.800	108	3,300 3,300	883,500 635,100 8,401.800	407 509 241 800 1,533 500	Port., Saco & Portemouth	11137	11134 io	Snequehanna 6s, '94	:	75
Mount Vernon	200,000	6333.500	86	8, 100 3,960	486,200 880,900	173,300	do picterred	51	54	Upion ist mort. 6s, 83		
North	900,000 R	.237.500 .087.500 1:	98,400 214 48,200 214	1,000 1,500	1,672,100	774,500 781,100 831,000	Vermont & Massachusetts	87		AS A LONG UP RES.		
Shoe & Leather 1	.000,000 8.	,543,900 ,141,600 ,653,300	268	6,100 8.200 5.400	799,000	596 700 598,900	PHILADELPHIA. BTATE AND CITY BONDS.			Maryland 6s, Jan., A., J. & O. do 6s, Deience	1:083	04
Saffolk	,500,000 8.	.309.6/10	12,900 268	3.100	867.100 848.100 672.800	966.8 0 . 782.800 . 174.100	Pennevivania 5e, conp	101	101	8altimore 6s of *75	647	
Washington	750,000 1,	,517.400 (,480,106	5,200 137	9,200 3,200 7,700	991,400 540,600	668,509 525,600 757,800	do do 10-15, 2d do do 15-25, 8d Philadelphia 68, old	96%	109	do 68, 900 do 1890 Park 68 Baltimore & Ohio 66 of 75	96	99
Second (Granite)	1,600 000 5		74 90XU 51°	7,600 3,700 5,700	1,819,700 2,153,500	764,200	do 6s, new	101 % 76	10134	do do 68 of 90 do do 68 of 85 do (N. W. Va.) 2d M 61	99	933
Third	1 000,000	575,300 905,700	1,000 505	2 300 1,800	1,827,200 1,470,500 424,500	178.700 778,600 585,100	Alleghany City 58		78	do Gentral Ohio, lat M. 6	863	353
Bink of Rademption. 1	1,500,000 3 1,500,000 2	,799,800 ,981,900	15,600 720	4,700 7,800	1,801,300 793,500	775,2°0 789,300	do 66		104	Go Gentral Ohio, 1st M., 6	1 99%	98
Eagle	1.000.000 2	.m8.500	14,900 14	9,900 7,600 3.800	833,9 0 919,200 2.129,700	452,200 880,900	RAILROAD STOCKS.		****	Norfolk Water Fa	B	933
Hida & Leather	1,500,000 a 2,000,000 4 200,000	,2 (1,500 ,766,200	1.000 198	9.200	1,065 200	789,900 763,110 743,000	United N. J. Companies Camden & Atlanticdo do pref	121 % 32	121%	do do 8d M. S. F., 6, 190 do do 8d M. (Y. & C) 6, 7	89	
Unlon	200,000 1,000,000 2	351,700 558,000	4,490 103 17,600 153	5.400 2.400	512,900	180,000 582,700	Catawises	2014	21 44%	do do Cons. (gold) 6, 190 Pitts. & Connellav., 1st M., 7, '99	93%	847
Webster	1,500,000 2 500,000 2	,540,000 ,110,500		3,400 0,500	965,600 1.852,300	481,109 250,009	do pref	27	89	do do Cons. (gold) 6, 190 Pitts. & Connellsv., ist M., 7, 79 do do let M., 6, 188 West Md; let M., endorsed, 6, 79 do let M., naend. 6, 20, 20, 21, 21, 22, 24, 24, 24, 24, 24, 24, 24, 24, 24	80	
Total \$18, The total amount "di	350,000 \$123.	283,906 '893	9 9:0 \$10,834	200 34	9,971.000	\$25,181,300	East Pennsylvania		40	Raltimore & Ohio stock	164	i
The devictions f	rom lest t	week's ret	turne are	as fol	(Ame.		do do pref. Lehigh Valley Little Schaylkill.	60%	18 60%	Parkersburg Branch Central Obio do preferred	1 .	10
Logal Tenders	Decrease.\$1,	036,500 De:	culation	*******	Decrasse Increase	. \$3,361,700 26,600	Little Schuylkill	10%	48 58	CINCINNATI.	05	85
The following a	re compar	stive tota	als for a m	eries o	of week	a negt	Noristown	69	88 40	Cincinnati 5a. do 6e. do 7.80s Ham. Co., Ohlo 5p. c., Ong his do do 7p. c., 100 yrs do do 7p. do 7p. do 7p. Cin., 1am. & D., 1st M., 7, 80. do do 2d M., 7, 85. do do 2d M., 7, 81. do do 2d M., 7, 81. do do 2d M., 7, 81. do do 3d M., 7, 81. do do 10 yrs do 7p. do 7p. Dayton & West., 1st M., 7, 1905 do 10 yrs do 10 yrs Junc, Cin. & 10d., 1st M., 7, 85. Little Mami, 1st M., 6, 1888 Cio. Ham. & Dayton stock. Columbias & Xecia stock ex d Dayton & Michigan Stock ex d Dayton & Michiga	88	91 104 92
December 9 116,	nane. 8 .73!,800 1	necie. Les	10,6'4,0'0 10,8'0,100 10,8'0,100 10,918,000	Depc 50,4	eite. Cir 21,100	25,688,200 25,688,200 25,608,400	Norristown Nor hern Central North Pennsylvania Oil Creek & Allegheny River.	16⅓ 83	47 83%	Ham. Co., Ohio sp. c., ong hds do do 7 p. c., 1 to 5 yrs	90	62
December 16 118, 119, 120, 120, 120, 120, 120, 120, 120, 120	496,700 1 85,200 1 .158.500 1	,087,500 ,087,500	10,918,000	51.05 50,42	82,700 28,000	25,608,400 25,442.500 25,597,500	Pennsylvania. Phila reiphia & Frie Phila delphia & Resiling Philadelphia & Trenton Phila, Wilming. & Baltimore.	25% 25%	58% 26%	Covington & Cin. Bridge	13	101 80 95
January 13 122,5 January 13 1 3,5	\$72,700 2 528,700 2	075,400 738,700	11,455,600 11,122,500 10,880,800		84,100 10,800 71 500	25,614,40(1	Philadelphia & Trenton Phila. Wilming, & Baltimore.	120	1212	do do 2d M., 7, 85 do do 3d M., 8, 77	98	100
December 30. 113, December 30. 120, January 6. 122, January 13 1 9, January 13 1 24, January 20. 124, January 27, 121, February 8 123	415,800 2 284,000 2	,317,200 ,075,400 ,738,700 ,798,900 ,52 ,5 0	11,054,500 11,481,500	55,7° 55,72	11,900 11,900 21,200 22,900 22,900 39,14 0 32,900 35,700	25,58,410 25,588 5(t) 25,485,800	Tioga			Cin. & Indians, 1st M., 7.	85 84	85 85 95
February 8 125, FC roary 10	759,500 2 217,900 1	.253,800 .095,000 .654,200	11,507,500 11,811,100 11,052,800	59,99 57,59	22,900 20.500 39.100	25,487,800 25,435,800 25,879,100	West Jersey	53	56	Dayton & Mich., 1st M., 7 81.,	9	96
February 24 125, March 3 121, March 10 123,	578,800 1 390,400 1	,171,100 ,015,100	11,811,100 11,052,800 11,157,500 11,185,600	55,80 53,08	92,800 83,700	25,556,400	Chesapeake & Colaware Delaware Division		46	do do 3d M., 7, 88, do To'do dep. bds, 7, '81-'94	83	89 89
PHILADELPHIA	BANKS	929,900 The follo	10,834,200 Wing is t	he av	BIDILETA LLO	ndition	Leniph Navigation	38%	39 50	do do let M., 6, 1905.	78	90 80
of the Philadelph	la Nation	al Banks	for the v	veek 1	precedin	ng Mon.	Morrie	7	143.	Junc., Cin. & Ind., 1et M., 7, 1889 Junc., Cin. & Ind., 1et M., 7, '85	55 30	80 85 89
day, March 10, 18' Sanse. C. Pulledelphia\$1,	spital. Lo	and, Bned	cia. L. Ter 000 \$825, 712 530, 100 1,661,	nder. D	eposits.C	irculat'n.	Union pret	0114		Cio. Ham. & Dayton stock	98	95 95 .05
North America 1. Farmers and Mech. 2.	000,000 3.6	86,285 5,0 61,0(0 40.	712 530, 100 1,661	,660 100	2.299,175 9.697,300	1,006,000	RAILMOAD HONDS. Alieghany Valler 7 3-10s, 1896. Belvidere Delaware, let n. 5.77. do do 2d M., '3' do do 3d M., '3' Comden & Amboy 6s 173.	9134 9034 31		Dayton & Michigan stock ex d	41	107
Mechanica'	800,000 2,2	96,000 2,	528 215	,000	9.697.803 1,488.803 1,488.803 1,489.000 2,03 .000 1,240.700	604,300 460,4+0 454,000	do do 3d M., 8. Camden & Amboy, 6e, 75	98 14		Louisville.	10234	104
SOBERWARK	500,000 2,4 250,000 1,8 250,000 1.0	75,000 72,700 9, 77,855 38,790 1	700 417, 258, 000 112	,500 (410	1,240,700	205,430 3	do do 58, 189	90 89	90 ½ 88 % 96 ½	Lonisville 6s, '82 to '87	80 23	81 94
Yesterc	500,000 1,3 400,000 1,5	no.150 4.1	23. 211.	.636	800,507 898,475 1,496,389	225 949 177,025 179 955	do consol., 6s. '94 Camden & Atlan, 1°t m. 7s. '78	:02	3073	do Water Stock 6a, '97 do Wharf 6e.	60	81
DAME OF COUNTINGING	490,000 4		807 196	286	1,008,426 566,903	578,218 204,140 597,0 0	do 2d m, 7e. '80 Catawissa, 1st M. conv., '82	9514	85	do Wharf Stock os, 7, do Wharf St. Ost. Os. 7, do epccls lax 55 of 89, Jeff., Med. & I.jeth. (I.& M.), 7, do do lat M., 7, 1906. Louiev. C. & Lex., lat M., 7, 97. Lexie. & Fr.k., let M., 6, 70, 75, do Louiev. Loan, 8, 81	96	92 93 80
Consolidation	200,000 1,5 800,000 1,1	85,000 22,0 15,149	000 312.	D00	8,114,100 1.082,000 710,898	182 000 270,000	do new 78, 1900	100		do do lat M., 7, 1906	69.X 37.X	
Commonwealth	400,000 1,5 300,000 7	12,522	2 5. 372 839, 1 6.	118 761	710,398 967,115 462,767	857, 54 208, 765 450,000	East Penn. et mori. 7s, '8d El. & W'msport, let m, 7s. '80.	97		Leade. & Fr'k., let M., 6, 70-78. do Loniev. Loso, 6, '81.	86	87
Corn Exchange Union First	500,000 8,3 500,000 1,7	03,000 79, 01,000 56, 41,000 89,	1.6 100 437 000 824 000 904	000	8,175,000 1,456,000 8,551,000	450,000 267,000 797,000	Harrisburg 'et mort. 6e, '83	53 92	62	do Lon. Loan (m.s.) 7, 77.	88	31
Third	800,000 1,0 150,000 6	20,854	258.	821	925,000	260,162 185,000	do 2d mort. 78, 76 do 3d m. cons. 76	85 604	89 65	do lstM. (Mem. Br)7, 70-73 do lstM.(Leh.hr.ex)7, '80-78	95	96
	250,000 7	91,000 17, 074,000	118.	,(100)	620 000 763,000	217,000 24:,000 563 000	Junction let mort. 6s, '83 do '2d do 1906			do Lon. L'n(Leb.br.ex)6, '93 do Consol. 1st M., 7, 1898	91 k #81	823
Gentral	750,000 8,3 ,000,000 1,3	350,000	415, 237,	,000,	2,459,000 1,155,000	800,000	do do 2d M., 3d do do do M., 3d do do do 5a, 75 do do 6a, 75 do do 6a, 75 do do do 5a, 75 do do do 5a, 75 do do do mort. 6a, 789 do do do mort. 6a, 789 do do do mort. 6a, 789 do chat. m. do 788 do Cannecting 6a 1800-1804 East Fean. st mort. 7a, 764 do 2d mort. 7a, 769 do do do new 8a, 787 do do do mew 8a, 787 do do do new 8a, 787 do do do new 8a, 787 do do do mew 8a, 788 do do do mew 8a, 788 do do do do do mew 8a, 788 do do do do do mew 8a, 788 do do do mew 8a, 788 do do	3534		do Loniev, Loan, 5, 81 L. & Nash, 1st M. (m.e.), 7, 77, do Lot. Loan (m. s.) 6, 184, 84 do do (Leb. Hr.) 5, 78 do 1st M. (Mem. Br) 7, 70-75 do 1st M. (Mem. Br) 7, 70-75 do Lot. L'u(Leb.br.ex) 6, 98 Jefferson. Mad. & Ind. Loniev, Cin. & Lex., pref. do do Common. Lonieville & Nashville.	78	3:
Total \$10	400,000			.000	895,000	189,000 \$11,382,107	do do new 76, reg., 1910	:06	101	Lonisville & Nashville	14	773
The deviations	from the r	eturnsof	previous	week	are as f	· *wolfo	Northern Central 2d m. 6s, 'S5 do do 2d m, g. 6s, 1900	93% 92	925 925	St Louis 6e, Long Bonds, do 6s, Short do	86 K	89 h
Specie Legal Tander Notes.	Inc.	57,512 Cu	reulation	• • • • • • • • • • • • • • • • • • • •	De	c. 7,8.5	North Penn. lat m, 6e, '85	85%	9h3/	do do ? (new)	97	
The annexed str	atement si	nows the	condition	of th	e Phlla	delphia	do 10s chat. m., 77. Oil Creek & Al. R., cop. 76, 288	110	713	do do common. Lonisville & Nashville S'F. LOUIS. St Louis 6e, Long Bonds do do ex. Short do	5634 9034	913
Banks for a series	0826. 8		gal Tender. 9,735,670	Depe	onita. Cli	culation.	Oll Creck 1st m. 7a, '82. Pem. & Hightstown 7s, '89		88	10 HJ M 70	91/	
February 24 56 March 3 56 March 10 56	3,476,910 ,867,559 ,566,935	178 203 271,514 849,056	9.917.655	41,4	79,024 95,605	11,392,438	do do 2d m. 66, 19.0 North Penn, 1st m, 66, 85 do 2d m. 78, '96 do 10s chet. m., '71. Oil Creek & Al. R., con. 76, '88. Oil Creek & M. F., (88 Penn & N. Y. Caual 76, '96-1906 Peunsylvania, 1st M. 6, 1-80 do 2d M., 6, 1875	9814	9714 100 59.	Pacific (OI M)) is M. gld Kanssa Vacific stock RR of Mo. stock	15 % 10 52	
2201011 20 50	1000,003	042,000	9,992,033	41/g	58,956	11,382,107	eu 21.4 0, 1010	407A	2011	the or mo, didea .	0-0	

QUOTATIONS OF STOCKS AND BONDS IN NEW YORK.

Government Bonds and active Railroad Stocks are quoted on a previous page and not repeated here. Prices represent the per

azouritirs.		Ask.	excurities.		Ask.	11		Ask	argurities.		Aak
U. S. Bonds. (Quoted previously.)			Eric 7s, 4th mortgag 1880 do 7s, 5th do 1688 do 7s, cons. mort. gold bds Long Dock Bonds Bufl. N. Y. & E. 1st M., 1877. Hud. R. 7s, 2d M. S. F. 1885. do 7s, 8d Mort., 1875. Harlem 1st Mortsage 7s.	99% 97%	100	Bur. & Mo. River sth S., do 8s do do 5th S., do 8s do do 6th S., do 8s do do 6th S., do 8s do do Creston tranch do do Charlton Branch Burl. & M. (in Neb.) let conv California & Orgon 6s, gold California Pac. 18t 78, gold Canada Southern 1st 7s, gold Central Pac. 7s, gold, conv Central of Iowa, 1st M, 7s gld. do 2d M, 7s, gid Kcokuk & St. Paul, 8s)	168 108 168	****	L. Ont. Shore RR. 1st m. gld 7st Lake Shore & M. S. Income 7s. Logana. Craw. & S. W. RR. Im. g Milwaukee & Korth. 1st m. 8s. N. Y. & Gaweeo Mid. 1st m. g do 2d conv. North. Pac. 1st m. gold 7 8-19s R chmond Air Line 8s Spring. & Ill. S. E. IRR. Img 1 8 Sonth Carolina IR. 2d m. St. Louis & S. E. RR. con. m. Poogh. & Faat. RR. 1st m. Couth Side of L. 1. 1at m. cx.	• • • • • • • • • • • • • • • • • • • •	9236 91 9736
State Ronds.	RIN	65	Buff. N. Y. & E. 1st M., 1877 Hud. R. 7s. 2d M. S. F. 1885	95 94 10234	98 95	do do Creston Branch do do Charlton Branch Burl. & M. (in Neb.) 1st conv	109 109 100	1:2 1:12 101	Milwankee & North, lat m. 8a. N. Y. & Oawego Mild, 1st m, g		90 100 85
do do new	8134 85 15 151	35¾ 10	do 7a, 8d Mort., 1875 Harlem, 1st Mortgage 7s do Con. M. & S'kg F'd 6a.	101	••••	California & Oregon 68, gold California Pac. IR. 78, gld	90	92 9334	North. Pac. 1st m. gold 78-10s R chmoud Air Lio Ss Spring, & H. S. E. RE, imgl76	•••	100 88 90
Tennessee 6s, old	55¼ 14	15	Albany & Susqu'a, 1st bonds. do do 2d do do do 3d dr	9934 9334	100	Canada Southern 1st 7a, gold Central Pac. 7a, gold, conv Central of Iowa, 1st M. 7's gld.	91,	96	Sonth Carolina RR, 2d m St. Louis & S. E. RR. con. m. Pongh, & East RR, 1st m.	••••	75 90 90
do do deferred do do 78, new honds do 78, endorsed do 78, Gold North Carolina 68, old do do to N. C. R. R. coup do do do do ex coup do do funding Act, 1866 do do 1868		90	Mich. Cent., 1st M. 8s, 1882 do Consol. 7s, 1902 Chic., Bar. & Q. 8 p. c. 1st M	116	104	do 2d M, 7's, gld Kcokuk & St. Paul, Ss	98	\$5	South Side of L. 1. 1at m. ex Southern Securities.	••••	83
North Carolina 68, old do do to N. C. R. R.coup	59	52½ 50	Mich. So. 7 per ct. 2d Mort Mich. S. & N 1. S. F. 7 p. c Cleve. & Tol. Sinking Fund	98% 104% 100	101%	Dixon, Peoria & Ban., 8a. O. C. & Fox R. Valley 8a.	96 95 100	98		72	75
do do Funding Act, 1866 do do do 1868 do do new bonds		28	Cleve. & Tol., new bonds Cleve., P'ville & Ash., old bds. do do new bds.	16	97	Ill. Graud Trunk	95	102%	do 8s	84 50	85 86 54
do do Granial Tray	181/	45	Detroit, Monroe & Tol bonds. Buffalo & Eric, new bonds Lake Shore Div. bonds	21%	100	Chleago & Iowa R. 8'a American Central 8a Chl. & Sonthwestern RR. 7's	95 85	98 100	Charlestou, S. C., 7s, F. L. bds Columbia, S. C., 6s Columbia, Ga. 7s, bonds	68 58 70	85 86 54 72 82 75 72
do do Jan. & July. do do Jan. & July. do do April & Oct. do do Funding Act, 186 do do Land C, 1883, J & do do Land C, 1889, J & do do C, 1889, A & do do Tan.	6	2316	Lake Shore con, coup. bonds do Con. reg. bonds Pacific R. 7s, guartid by Mo	97	100 100 98	Col. & Hock. V. 1st 7s, 30 yrs do do 1st 7s, 20 yrs do do 2d 7s, 20 yrs	681/4 83	90 85	Lynchburg 6s	70 70 60	
do do Land C, 1839, A & C do do 7aof 1838 Missour 68	98 %	94	do State Al i bda. Western Pacific honds	1031/3 1113: 91%	951/2	Chic., Dany. & Vincen's 7s, gld Cleve., Mt. V. & Del. 7s, gold. Convecticut Valley 7s, gold	8734 88 99	90	do new bonds, 68 do end., M. & C. R.R Mobile 58.	59 60 50	61 55 60
Missour 68. d Han. & St. Joseph to Asylum bonds Louisisus 68.	901/2	91%	Hud. R. 7a, 2d M. S. F. 1885. do 7a, 8d Mort. 1875. Barlem. 1st Mortgage 7s. do Con. M. & Skg Frid 6s. do Con. M. & Skg Frid 6s. do do do 3d dr Mich. Cent., 1st N. 8s., 1882. do Con. S. Skg Frid 6s. do do 3d dr Mich. Cent., 1st N. 8s., 1882. do Con. S. 1st. 1st. 1st. 1st. 1st. 1st. 1st. 1st	77% 72	86 % 79 72 %	Counceticut Western 1st 7a Chesapeake & Ohio 1st 6s, gold Chic. & Mich. Lake Shore 8a	****	92 87½ 17 8111	CITIES. Atlanta, Ga., 7a. do 8s. Augusta, Ga., 7a. bonda. Charleston stock 6s. Charleston stock 6s. Columbia, S. C., 6s. Columbia, S. C., 6s. Macon 7s. bonda. Memphis old bonds, 6s. do new bonds, 6s. do new bonds, 6s. do new bonds, 6s. Montgomery 8s.	65 70 70	61 55 60 70 75 80 70 50 65 68 70 65 68 70 82 86
Louisisna 6s			Bolley'le & S.Illa. R. 1at M. 8'a. Alton & T. H., lat M.	96 99 38%	100 101 8934	do do Land Grant 8s Dan., Urh., Bl. & P. 1st m 7 gld	••••	8111 423 95	do 6a new	45	50 70
do 6s, levee bouda do 8a do do 8a do 1875. do 8c			do do 2d M. income Chic. & N. Western S. Fund	81 981/2	101	Detroit, Hillsdale & In. RR. 8's Dutchess & Columbia 7a Denver Pacific 7s, gold	****	85 70 95 80	do do bonds, 78 do do 108 do do tornilroada, 64	95 60	100
California 7s	103	101%	do do Consol, has do do Extn. Bds	90% 89 h 95%	99 1	Detroit, Lansing & Lake M. 88 Evansville & Crawforday, 78	81 81	81 % 83	Petersburg 68Richmond 68	69	70 52
California 7s	100%	51	lowa Midland, 1st mort., 8s Han. & St. Jo. Land Grants	1011%	8914	Central Pac. 7a, gold, conv Central of Iowa, ist M, Ta gld Kookuk & St. Paul, Ss Carthage & Bur. 8a. Dixon, Peoria & Ban., 8a. O.O. & For R. Valley Sa. O.O. & For R. Valley Sa. Olincy & Warsaw, Ss Ill. Grand Trunk. Chie. Dub. & Minn., Ss Peoria & Hannibal E. S's. Chieago & Iowa It. S'a American Central Sa. Chi. & Southwestern RR. 7's. Col. & Hock. V. Ist 7a, 30 yrs. do do lat 7a, 10 yrs. do do 2d 7s, 20 yrs. Chie., Dany, & Vincena 'a a, gold. Connecticut Valley 7a, gold. Connecticut Valley 7a, gold. Connecticut Valley 7a, gold. Connecticut Valley 1a fa. do do Land Grant Ss. Des Moinca Valley lat 8a. do do Land Grant Ss. Des Moinca Valley lat 8a. Denver Pacific 7a, gold. Denver & Rio Grande 7a, gold Detroit, Lisnsing & Lake M. Ss. Evansville & Crawfordey 7a. Chiespeak & Onloid 7a, gold Detroit, Lisnsing & Lake M. Ss. Evansville & Crawfordey 7a. Chiespeak & Columbia 7a. Chener & Pittaburgh 1at 7a. Chener & Pittaburgh 1	80	85	do do to railroada, e Norfolk 6s. Petersburg 6a. Richmond 6a. Bavannah 7s, old do 7a. new Wilmington, N.C., 6s gold. do do 8a gold.	64 70	86 70 30
do 86 Mont & Enf'la R. do 88 Mab. & Chat. R.			do do Int. Bonds do do Consol, hds do do Extn. Bds do do Extn. Bds do do lat Mort. towa Midland, 1st mort., 8s., tan. & St. Jo. Land Grants do do convertible D.il., Lack. & Western, 1at M, do do 7s, conv. Tol. & Wab'b, ist Mort. cxt'd	10.45	965 ₃	Elizabethtown & Padn. 88 con Evansyllic, T II & Chic 78, gld	***	93 90 85	RAILROADS.	68	
Alabama 5a. do 8. Mont & Enf'la R. do 8. Mont & Chat R. do 8. Mab. & Chat R. do 7a. Montha & L. II. do 7a. Montha & L. II. do 7a. Montha & L. II. do 7a. Montha & L. R. do 7a. Ark. Cout R. do 7a. Ark. Cout R. Onto 6a. 1875. do 6a. 1881. do 6a. 1886. Kentuckty 6a. Illinois canal bonda, 1870. do 68 coupon. 77. do 68 coupon. 77. do 0 War Losa. Indana 5a. Indana 5a.		42	Tol. & Wab'h, 1st Mort. ext'd. do 1st M. St L dlv. do 2d Mort	85½ 90½	96 90 935	Flint & Pere M. 7a, Land Gr Fort W. Jackson & Sag. 8a Grund R. & Ind. 7a gold guar.	98	x50	RAILROADS. Als. & Chatt., lat. M, 8s, cod Als. & Tenn. R, lat M., 7s do 2d M., 7s Atlantic & Gult consol	45 85 63	52 52 71 72 15 40 93 80 85 70 70 90 85 75 90 85 75 90 85 75 86 86 86 86 86 86 86 86 86 86 86 86 86
do 7s, L. R., P. B. & N.O do 7s, Miss. O. & R. Riv do 7s Ark. Cent R.			do Equip. Bds do Cons. Convert. Hannibal & Naptes 1st M	87 57	831	do do 78, plain Grand River Valley 8s Indianap., Bl. & W. 1st 7s. gld.	95 100	95	Atlantic & Guli consol do do end Sayan'i do do stock do do do guaran	58 10 40	15 45
Taxas, 10s, of 1876 Ohio 6s, 1875do 6s, 1881	104		do 2d M. 1898 Quincy & Tol., 1st M., 1890	94.76 89	\$434 8934	do do 2d 8 Indianap. & Vincen. lat 7a guar Iowa Falla & Sioux C. lat 7a.	80	831; 90	Central Georgia, 1st M., 7a do do stock Charlotte Col & A 1st m 7a	68 90 75	90 93 80
do 6a, 1886	108 973	100	Galoua & Cuteago Extended.	973/2	ill	Indianapolia & St. Louis 7a Jackson, Lansin & Sag. Sa Kansas Pac. 1a. Extension, gld	101	88 102 110	do do stock Charleston & Savannalife, end.	25 60 60	85 70 70
do 68 coupon, 77 do do 1879 do War Losn	96		Morria & Essex, 1st Mort do do 2d Mort	105 % 96 101 %	1021/2 106 975/4 102	do 78, Land Gr., gld. do 78, do new.gld. do 68, g d. Jun & Dec	9214 82 81	91 92 33 82	Cheraw and Datlington 78 East Tenn. & Goot gis 68 East Tenn. & Va. 68 end. Tenn	90 65 70	90 63 75
Indians 5s	96		do do 78, conv. do do 78, conv. Tol. & Wab'h, ist Mort. ex't.d. do 1st M. St L div. do 2d Mort. do 2d Mort. Hannibal & Naples 1st M. Graat Western, ist M., 1889. Quincy & Tol., 1st M., 1890. Glaica & Cuteago Extended. do 7d Mort. do do 2d Mort. do do 2d Mort. New Jersey Central, 1st M., n. do do 2d Mort. do do 2d Mort. New Jersey Central, 1st M., n. do do 2d Mort. do do 3d Mort.	105	7114	do 2/1 s	83 83 83	94 91	do do end Savan'l do do etock do do de guaran. Central Georgia, lat M., 7a do do stock. Charlotte Col. & A., 1at m., 7a. do do stock. Charlotte Col. & A., 1at m., 7a. do do stock. Charlotte A., 1at m., 7a. do do stock. Charlotte Col. & A., 1at m., 7a. do do stock. East Tenn. & Georgia fat. East Tenn. & Georgia fat. East Tenn. & Georgia fat. Go do stock. Greenville Col. 7a. guar do do stock. Greenville Col. 7a. guar do do a stock. Macon & Bronswick cud, 7a. Macon & Western stock	90 50 98 97	98 60 97
do 68,1883	105	1065	do do 2d Mort. do do Sd Mort.	97	100	do Incomes, No. 11 do do No. 18 do Stock	1034	42 26 1:14	Greenville & Col. 78, guar do do 78, certif	55 50	97 100 60 33 66
do do cou do 6a, Caual, 1873 do 6s, do 1874	195%	106	Cleve. & Pitta., Consol, S. F'd.	98%	1:0	Kal., Alleghan. & G. R. 8a, guar Kal., Alleghan. & G. R. 8a, guar Kal. & White Pigeon 7s	85 100	95	Macon & Bronawick end, 7a Macon & Western stock Macon and Augustn bonds dn do endorsed	64 90 82	1C0 88
do 6a, do 1877 do 6a, do 1877 do 6e, do 1878 do 6e, dogld 1887	105 ½ 105 ½	118	do do 4th Mort	86 100 103	85%	Kansaa City & Cumeron 10a Kan. C., St. Jo. & C. B. 8 p. c Lake Sup. & Miss. 1st 7'a, gld.		80 88	dn do endorsed do stock		91 25 90
do 5a, do 1874 do 5s, do 1873	103	110	do do Sd Mort, do do Sc. eq't bde clove. & Pitte, Consol, S. F'd. do do 2d Mort. do do 3d Mort. do do 4th Mort. Chic. & Alton Sinking Fund. do do lat Morgage. do do Income. Uhio & Miss., consol, alnk. f., do 2d do Doh. & Slow C., lat M.	96 98 92	9314	do do No. 18. do Stock	73 9	58 78 80 15			62 23
Dailroad Stocks.	. 101	****	do do 2d div	93	92	Louisiana & Mo. Riv. 1st m. 7s Logana., Craw. & S. W. 8a, gld. Michigan Air Line 8a	58		Memphis & Little 1:. 1st M Mississippi Central, 1st m., 7s.	50 38	60
(Not previously quoted.) Albany & Susquehanna Chicago & Alton	94	95 103½	Peninsula 1st Mort., conv St. L. & Iron Mountain, 1st M. Mil. & St. Paul, 1st M. Ss P.D. do do 7.3-u do	91½ 105½	95	Logana., Craw, & S. W. 8a, gld. Michigan Air Line, 8a Monticello & P. Jervis 7s, gold Montclair 1st 7a, gold, guar dp. 7a, income.	85	95 60	do 2d m., 8s Mississippl & Tenn., 1st m., 7s. do do consold., 8s. Montgomery & West P., 1st, 8s do do ist end. do do income Montgom. & Eufaula 1st 8s. gld	80 70 81	75 85
do do pref	112 x 87	113 89 891/4	do do is gold R.D.	90%	911	dn 7a, 1acome	37 10 85	1234	do do lat end. do do Income Montgom.& Enfaula lat 8a, gld	90 60	**
Dubrone & Sioux City	12!	112	do do let M I & D			do do 2d M. 10s N. J. Midland 1st 7a, gold, guar do 2d 7a gnar. N. Y. & Osw. Mid. 1at 7a, gold, do do 2d 7a, conv.		75 97.1%	end, by State of Alabama	23	80 95 94
Jollet & Chicago Long Island Marietta & Cin., 1st preferred		25%	do do 1st M. I. & I do do 1st M. H. & D do do 1st M. C. & M.	91	83 88 88	N. Y. & Osw. Mid. 1si 7s, gold. do do 2d 7s, conv. New York & Boston 7s gold.	19 E	85 90	Mobile & Ohio sterlingdo do do ex ciss. do do 8s, interestdo do 2 mtg. 8s.	D 8	90 78
do do 2d pref Michigan Central Morris & Essex	106%	107%	Marietta & Cin., 1st Mort Chic. & Milwaukee 1st Mort Joliet & Chicago, 1st Mort	148	96	do do 2d 78, conv. New York & Boston 7a gold. N. Haven, Middlet, & W. 78. New burg br'ch 7a, cuar. Eric. Omana & Southwestern HR. 8's	72½ 75 83	90	do do 2 mtg, 8s do do income do do stock N. Orleans & Jacks. 2d M. Ss.	9.5	78 52 94
Mo., Kanaas & T New Jersey Southern N. Y., New Haven & Hartford	2614	27 140	Col., Chic. & Ch. Eastern, ist Mort., Col., Chic. & Ind. C., 1st Mort., Col., Chic. & Ind. C., 1st Mort., dn do 2d Mort., Tol., Peorla & Warenw, E, D. o do Burl'n Div.	91%	91%	Oregon & California 7s, gold Oswego & Rome 7s, gnsr Peoria. Pekin & I. ist m, gold	91 90	94	do do cert's, 8a. N. Orleans & Opelous, 1st M. 8s Nashville & Chattanooga, 8a Norfolk & Petersburg 1at m. 8s	88	90 92 83
N.Y., Prov. & Bost (Stoningt. Ohio & Mississippi, preferred Pitts., Ft W. & Chic., guar	78	74 95	do do W. D. o do Burl'n Div. o do 2d M.	18,54	8914 82	Port Huron & L. M. Ta, gld, end. do fa, gold	7634	77.34 87.34 75	do do damo e	75	95 94 90 78 94 90 92 93 98 82 90
Joilet & Chicago. Long Island Marietta & Cin., let preferred o do 2d pref Michigan Central Morris & Essax Mo., Knusas & T. New Jersey Southern N. Y., New Haven & Hartfor N. Y., Prov. & Bost (Stonlugt. Ohio & Mississippi, preferred Pitts., Ft. W. & Chic., guar do do apecial. Rensselser & Saratoga Roma, Watertown & Ogdens	. 59	91	do Consol. 7s New York & N. Haven 6a	89~	39%	Orcgon & California 7s, gold. Oswego & Rome 7s, gnsr. Pcoria, Pekin & I. ist nı, gold Pitts. Cin. & St. L. 1st 7s. Port Huron & L. M. 7s, gld. cnd. do do 7s, gold. Peoria & Rock I. 7s, gold. Rock 7s, I. & St. L. 1st 7s, gild. Rome & Watertown 7s. Rome, W. & Ogdensburg 7s. Rondont & Oswego 7s, gold. Sjoux City & Pacific 6s.	40 93 99	90	Northeastern, S.C., 1at M. 8a do 2d M., 8s Grange and Alex., 1sta, 6s do 2ds, 6a do 3ds, 8s	80 37 82	85 90 85 91
do do pref		47 9134	do do guaranteec (ledar Falla & Minn. 1st M Bur., C. Papids & Minn. 7s, gld Rome & Watertown 1st M	59 80	61 81	Rondont & Oswego 78, gold Sioux City & Pacific 68	****	90 70 88	do Sda, 8a do 4tha, 8a Glichm'd & Peterb'g 1st m., 7s. do do 2d m., 8a.	89 81 85	91 8 90
St. L., Kan. C. & Northern pro Toledo, Peoria & Wa saw Toledo, Wab. & Western, pret	351/2	1	Rome & Watertown 1at M. Am Dock & Im. Co. 7. % West. Union Tel., 1at mort. 7a. Long Island RR 1at M. 7a.		96½ 86½	Southern Pacific 6a. Southern Pacific 6a gold. South Side (L. 1) 7s. Stcubenville & Indiana 6s. 20 7s. Southern Minn. construc. Sa.	85 72	73	do do 2d m., 8a. do do 3d m., 8a. Rich Fre'ksh'g & Poto 6s		
Miscelianeous Stocks	60	63	Long Island RR 1st M. 7s Smithtown & Pt. Jeff, 1st M St. Louis, Jack. & Chic. 1st M.	****		Southern Minn. construc. Sa. do' do 7a	67	200	Rich., Fre'ksb'g & Poto. 6a do do do conv. 7a. Rich. and Dany. 1st cons'd 6a do Piedmont 8a	80 75 85	80 67 77 90
American Coal	90	95	South Side, L. I. 1st Mort. bds do Sinking Fuud Morris & Essex, convertible			do do a	90	95	do 1sta, 89	40 95	80 50 100
N. J. Land Improvement Co. Pennsylvania Coal. Soring Mountain Coal. Wilkesbarre Coal. Canton Co.	. 18	70	winona & St. Peters 1st m C. C. C. & Ind's 1st M. 7a. S. F.	10234	101	Sandusky, Mans. & Newark 7s St. Louis, Vandalia & T II. 1 t do do 2d	98	83	do Ista, 8s. Selma, Rome & D., 1st M., 7s. South & North Ala, 1st M., 8s. Southside, Va., 1st mtg. 8s. do 2d m., gnart'd 6s do 4th m., 8s. Southwest, RE. (is 1st mtg.	90 80	95 81 621/4
Canton Co Delaware & Hudson Canal Atlantic Mail Steamship Mariposa Gold do pref	119%	120	Long Island RR lat M. 7s. Smithtown & Pt. Jeff. lat M. St. Louis, Jack. & Chic. lat M. South Side, L. I. lat Mort. bds. do Sinking Fund. Morris & Essex, convertible do do construction. Whona & St. Peters lat m C. C. & t. Ind's lat M. 7s. S. F. La Crosac & Mil. 3s, lat M. Lufayette, Bl'n & Miss, lat M. Pekin Lincoin & Decatur lat M. linn. & Cent. Missour lat M. linn. & Cent. Missour lat M.	86	861/4	St. L. & So'eastern 1st 7a, gold St. L., & St. Joseph. 1st, 6a, gld Southern Central of N. V. 7a	60 85	83	do stock	80	82 97 92 53
do Tensteon Coutt		13%	Cin., Lafayette & Chic. lat M.		****		881/4	74	S. Carolina RR. lat M, 7a (new) do do 6s do do 75	78 57 60	62
do Land Mining Co do do pref Railroad Bonds.	1	30	Galveston, H. & H., 7s, gold, 71 Pacific RR, of Mo., stock Pacific R. of Mo. 1st 5s, gold '88 do do 2d 7s, cur'y, '91	51 86	87 S1	Union & Logansport 7a. Utah Central 5a, gold. Union Pac., So. branch, 6s, gld Walkill Vallcy lat 7a, gold. Weat Wisconsin 7a, gold	88	923 90	S. Carolina R.R. 1st M, 7a (new) do do 6s	50 90 90	92 85 88
N Y. Central 6a, 1883	. 92		7977 11 77		0.1	77 W		75	West Ala., 3s guar	87 80 90 45	90 95
do supposite los	6,	1011/4	Haisechanteons List. Arkunass Levee houds 7s Atchiaon & P. P., 6s gold. Atlantic & Pacific L.G. 6's gld Atchison, Top. & S. Fe 7s gld. Atchison & Nebraska 8 p. cd Bur. & Mo. River, stock do Land M. 7s.	61 65	57 71 50	Chic. & Can. South. 1at m gld 78 Ch., D. & V., I. dlv., 1 m gld 78 Hous. & Tex. C. 1st m. gold 78				15	50
do 7s, 1876			Atchison & Nebraska 8 p. c Bur. & Mo. River. stock do do Land M. 7s	1.0	78 112 97	Arkansas State Binds, end. 7s Cin., Rich. & F. W. 1st m gid 7s Chle. & Can, South. 1st m gid 7s Ch. D. & V. 1. dlv., 1 m gid 7s Hous. & Tex. C. 1st m, gid 7s Hous. & Tex. C. 1st m, gid 7s Houston & Gt. N. 1st m, gid 7s Internat 1 RR. Tex. 1st m gid 7s Ind. & Ill. C 1st m god 7s Ind., B. & W. Ext., 1st m gid 7s Jack., N. W. & S. E. 1st m gid 7s		90 90 90	PAST DUE COUPONS. Tennessee State Coupons Virginia Conpons do Consol. Coup	62 84 78	57 37 30
do do do Endorsed do 7s, 2d do 1879 do 7s, 8d do 1888,	97%	100	do do Land M. 7s do do 2d S., do 7s do do 3d S., do 86	103		Ind., B. & W. Ext, lat m gl 7a Jack., N. W. & S. E. 1st m gl 7a	••••	90	Virginia Conpons do Consol. Coup Memphia City Coupons Nashville City Coupons		95

NEW YORK LOCAL SECURITIES.

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Cas and Clty R.R. Stocks and Honds Floations by Charles Offe, 9 Now atrect and 73 Broa.lway.] Brooklyn Gae Light Co. 25 2(10),000 J. & J. 10 10 Jan. 72.5 230 240 Jan. 72.5 250 240 Jan. 72.5	
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Bleecker St. & Futton Ferry - stock 1001 900,000 1st mortgage 100 694,000 7 J. & J. 1880 10 Broadway & Seventh Are-stock 100 2,100,000 3 J. & I. June 72	
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Ninth Apenue-stock	
*I'nis column thows lest dividend on stocks, but date of maturity of bonds.	-

Insurance Stock List. (Quotations by E. S. Balley, broker, 65 Wall street.)											
	C	APITAL.	NET SUR	1	1	DIVI	DEN	Da.		PE	ICE.
COMPANIES.	Par	Amount.	PLUS, JAN. 1, 1873."	1369	1870	1871	1872	Last	l'aid.	Bld.	Ask
Adriatic	25	200,000	6.150		10		10	July.	7725		60
Ætna	100	200,000	6,150 -12,607 98,210	17	19	17	5 14	July,	72	110	150
American Exche.	100	200,000	27.845	10	112	112	6				100
Arctle	25 50	200,000 250,000 200,000	14 498	10	10	10	10		72.5	1	
Bowery	25	200,000 200,000 200,000	14,428 260,196 50,8(0 18),2(1	20	20	20	50	Dec.	72,10	185	100
Bros Tway	190 25 17	200,000	181.251	16	18	15	13	Feb.	73.10	160	100
Brooklyn Citizens'	17		2001083	20	20 3354	20 13	20 1854	Jan.,	73,10	200	
City	20 70 :00	\$00,000 210,000	105,818	14%	1414	11416	17	Jan., Jan., Feb., Jan., July, July,	737	115	150
Columbia.	100	250,000	165,818 54,663 -22,566 -116,211	10	11	14	10	July.	735	105	05
Columbia. Commerce Fire	100	200,000 200,000 200,000 1,000,000 200,000 200,000	-116,211	10 10 10	11	10	10	July,	72.5		90
	100	1,009,000	58,159	16	18	30	11 81/3	July, Jan.,	73.314	110	115
Continental.	25	200,000		20	20	20	20"	Class	20 10	200	
Engle Empire City	100		327,918 30,906 11,241	10	10	10	10	Get., Jan., Feh., July,	186	95	100
Exchange	8(1 5¢	200,000	11,241		4		10	Feh. July, July, Jan.,	1725	70	90
Firemen's		204,000	81,600 19,598 49,991	20	20	iò	5	July,	725	100	
Firemen's Fund Firemen's Trust	10	150,000	19,598	10	10	10	io			160	
Gebhard		150,000 200,000	473	10	10	10	10				90
German-Amer.esn Germania	100	1,000,000	473 86,799 74,252 55,194 210,717 6,800 91,830	10	10	iò	10	Jan., Jan., July, Jan., July, July, July, July, July, July	785	95	100
Globe	50	Zer, seet	55,194	10 20	11 20	11	1234	Jan.,	735	100	
Greenwich	25 100	200,000	6,800	5	10	20 10	83	July,	72.14	200	
TIMBILLON	15	150,000	91,850 14,178	10	16 10	15 8½	175	Jan.,	7310	140	146 100
Hanover	50	250,000 200,000	-8,143		10		10	July,	725	65	75 80
Home	110	2,500,000 150,000	-8,143 -330,299	10		10	5			80	
Howard	25 50	00,000	-13,377 3,015 10,593	11	5 12	936		Jan.,"	73.5 %	90	95 100
Importers'& Trad tinternationsi	100	200,000 200,000 500,000 200,000	16,593	10	10	10	10	Jan., Jan., July, July,	725		100
Irving	50	200,000	-59,857	10	10	10			11111	400	
Jederson Kings Co. (B'klyn)	30 20	200,010 150,000	191,328 65,139	10	10	10	10	Sept. Jan., Jan.,	735	125	
Knickerbocker	40	280,000	99,488	10	20 5	15	20	Jan., Ju.y,	73.10	135	145
Lafayette (B'klyu)	50 100	150,000 200,000	99,488 87,391 —9,804	5			10	July,	725		
Lenox. Long Island (Bkly.) Lorillard	25 50	200,000 150,000 200,000 800,000 2.0,000	33,796 206,167	10 14	10	10 14	10 15	Jan.,	735	90	
Lorillard	25	800,000	11,979	18		1.8	10		35	160	100
	100 100	250,000	50,481		• • • • •			Jan.,	13.5	90	
Manhattan	25 50	250,000 200,000 150,000	186,820	15	18	18	20	Jan.,	135 73. 10	160	
Mechanica'(Bklyn) Mercantile	50	200,000	41,835 -15,537	51/2	10	10 11	10 5	July.	72.5	95 70	
	50	200,000	16,895	20	20	50	50	July, '	72,10	105	56
Metropolitan. Montauk (B'klyn). Nassan (B'klyn). National N. Y. Equitable New York Fire N. Y. & Yonkers	50	200,000 200,000 300,000 150,000	16,895 4,884 123,000	10	ii''	12	16	Jan.,	73.19	150	non-
Nassau (B'klyn)	3734	200,000	140.040	20	20	20	25	Jan. July,	73.10	195	
N. Y. Equitable	3714	210,000	11,496 199,972 136,870	18	18	20	10	Jun.,	73.10 73.10 73.10 73.8	170	
N. Y. & lonkers	100	200,000	2001				16	Feb.,	138	135	90
Niagara North Eiver	£0 25	500 00g I	131,693		10	3 k	10	Jan.,	735	90	100
Pacific	25	350,000 200,000 200,000	215,368	10 18	16	23	20			180	112
Poter Cooper	100	200,000	118,477	[0 11	10			JMD	738 78.10	115 155	160
Peter Cooper People's Phenix (B'klyn)	20 20	150,000		12			12	usn.,	13. 6	95	1:8
Phenix (B'klyn)	50	1,000,000	1 862	10	11	12 11	10	Jan *	735	95	100
Relief	50 100	300,000 }	13,772	10	10	10		Jan., "July, "Feb. "The Feb., "	3.83		75
Resolute	25	200,000	-23,510 143,866		18	8⅓ 16	20	raly,".	1.8 73.10	155	
Safegnard St. Nicholae	100	200,000 200,000 250,000					iô	Inn .	72	85	90
Standard	50	200,000					834	Jan., "July," July," Feb., " Jan., "	2 336	60	21
Star Sterling	100	200,000 200,000 200.000	1,967	5			10	July,"	72.5		
Stuvvesant Tradesmen's	25 25	200,000	107,240	10	10	10	10	leb.," Jan.," Jan.,"	736	107	
	25 25	150,000 250,000	20 697 187,019	12	14 1		14	Jan.,	135	105	
tWashington. Williamsburg City.	100	200,000				-	5	July.	25		
Williamsburg City.	50	250,000	26,179	10	io j	10	10	Jan., "	3 .5		* * * * * *
	08, 10	Over all liabilities, including re-insurance, capital and profit scrip.									

Sterling 100 200 200 200 250 200 250 200 250	000 000 000	21,568 10 10 10 10 10 10 10 10 10 10 10 10 10	Jan., 73.5 Jan., 73.5 Jan., 73.7 July, 72.5 Jan., 73.5	107 105 133	
+ Gone into hands of receive Before figures denotes in	er sla	ee Boston fire.			
		Interest.	Bondsdue.	PR	ICK.
	Rate.	Mosths Payable.		Bid.	Ask.
New York: Water stock1841-63.	5	Feb., May, Aug.& Nov.	1870-80		98
do	5 6 8	do do do do do do	1875-79 1890 1887-90 1881-1911	*****	98 93 98 98
do pipes and mains do reservoir bonds Central Park bonds 1853-57	6 5	May & November. Feb., May, Aug. & Nov. do do	1884-1900 1907-11 1871-98	101	106 98 95
do do .1853-65. Real estate honde"1860-63. Dock bonds1852. do1870.	6 5 7	do do do do do do May & November.	1874-95 1873 1871-76 1501	104	98 98 98 106
Floating debt stock 1860. Market stock 1863–68. Soldiers' aid fund 1863.	7675	Feb., May, Aug. & Nov. May & November. do do	1878 1894-97 1872	99 105 95	100 106 97
do do1863. do do1863. Improvement atock1869. do do1869.	8787	do do do do do do	1973-73 1876 1889 1879-90	99 103 96 105	100 103 93 107
Consolidated bondsvar. Street imp. stock'var. do dovar.	6 g.	do do do do	1901 1898 1879–82	99 104	100
Brooklyn:	6	January & July,	1872-91 1885-91	96 10314	99 104
Local imp. bonds1852-65. do do1865-70. N. Y. Bridge bonds1870.	7	do do do do do do do do	1881-95 1872-95 1911 1915-24	90 1033/ 1083/ 103	925 104 104 1033
Park bonds1860-71. Water bonds	7677	do do do do do do do do	1881-1902 various various	94%	95
Jersey City: Water loan1852-67. do1869-71	6	January & July.	1877-95 1899-1902	90	
Sewerage bonds	7 7	do do do Jan., May, July & Nov.	1872-79 1874-1900 1875-91	99 99	95 100 100
		1			-

Investments

STATE, CITY AND CORPORATION FINANCES.

EXPLANATION OF STOCK AND BOND TABLES

1. Prices of the most Active Stocks and Bonds are given in the "Bankers' Gazette," previously. Full quotations of all other securities will be found on preceding pages.

2. Government Scentiles, with full information in regard to each ssue, the periods of interest payment, size or denomination of bonds, and numerous other details, are given in the U. S. Debt statement published in The Chronicle on the first of each month.

3. City Bonds, and Bank, Insurance, City Railroad and Gas Stocks, with quotations, will usually be published the first three weeks of each month, on the page immediately preceding this.

4. The Complete Tables of State Securities, City Securities, and Railroad and Misceilaneous Slocks and Bonds will be regularly published on the last Saturday in each month. The published on the last Saturday in each month. The published on the last Saturday in each month. The published on the last Saturday in each month. The published of these tables occupying fourteen pages, requires the issue of a supplement, which is neatly stitched in with the usual edition and furnished to all regular subscribers of The Chronicle.

The Virginia Bond Compromise.—The General Assembly has passed a bill for the payment of 4 per cent interest for the years 1872 and 1873 on consols, and on two-thirds of the unfunded bonds; for the remaining 2 per cent non-interest bearing certificates payable at the pleasure of the State are to be given. No special provision is made for matured coupons, but it is calculated that the above amounts can be paid, even if half of said coupons reach the Treasury this year in the way of taxes.

South Carolina Finances.—The Columbia correspondent of the Charleston Courier writes of the Legislature just adjourned, that the greatest sin of omission, for which the members of the General Assembly will have to answer is their failure to pass the bill providing for the registration of the bonds, stocks and coupons of the State.

The Courier itself says: We had supposed Mr. Kimpton had been forever and finally settled with. This, at least, was the report of the committee to the Legislature. By the State Treasurer's statement, made to our correspondent, it appears this is an entire mistake. Kimpton still claims that there is due him from the State the sung sum of \$140,000, and, through him, to others \$650,000, and for which he still holds as collateral security State bonds to the amount of \$2,500,000; and of this amount there is the \$200,000 of bonds donated by the United States for the Agricultural College. This is a startling disclosure. It exhibits a coulition of affairs which fully justifies all the fears and declarations heretofore made on this subject by the taxpayers.

But, besides all this, the State Treasurer affirms that Kimpton has still in his possession \$600,000 of the Blue Ridge Railroad bonds.

The Blue Ridge Railroad of South Carolina.—The end of the war found the Blue Ridge Railroad with forty miles of completed line, representing, with unfinished tunnels and other like work, a cost of between \$2,000,000 and \$3,000,000. There was a small flouting debt, and it was estimated that it would take \$7,000,000 or \$8,000,000 to complete the road. In 1868 the Legis small flouting debt, and it was estimated that it would take \$7,000,000 or \$8,000,000 to complete the road. In 1868 the Legislature agreed that the State should indorse the bonds of the road to the amount of \$4,000,000, upon condition that \$3,000,000 of the \$4,000,000 should not be sold at less than par. The bonds were issued, some show of work was made, and at the Legislative session of 1871-72, it was asked that the State pay the debts of the company, retire and cancel the indorsed bonds, and relinquish the lien which was the State's only security. The hill was passed, and \$1,800,000 of revenue bond scrip, receivable in payment of taxes, was authorized to be issued to the company upon surrender of the indorsed bonds. * * * An associate justice of the Supreme Court and a Circuit judge decided that the issue of the scrip was in violation of the constitution. This cause is pending in the Supreme Court, but the scrip has been emitted, and the Blue Ridge Railroad Company has had the spending of it. This, in brief, is the history of the Blue Ridge Railroad Company since the war. A few words more will make the situation perfectly clear. The capital stock of the company is \$2,500,000, of which the State held \$1,300,000, and the City of Charleston holds \$1,000,000. The State stock was bought for \$13,500 by Mr. J. J. Patterson and others, who thus obtained, as holders of the majority of the stock, entire control of the road. * * * As the case stands, the city has no effective voice in the management of the Blue Ridge road, and the \$1,000,000 of stock threaten to be worth the price of waste paper.—Charleston (S. C.) News.

Pennsylvania Railroad—Twenty-sixth Annual Report.—

Pennsylvania Railroad—Twenty-sixth Annual Report.—The annual meeting of the stockholders of the Pennsylvania Railroad Company was held at Philadelphia on the 10th instant, at which the report of the Company for the year was submitted. To meet the increasing husiness of the company an increase of capital will take place. The present authorized capital is \$75,000,000, of which only \$54,000,000 are issued. The new law enables the company to increase its capital to \$150,000,000. But it is not proposed to take advantage of it, for the present, at least. Only \$25,000,000 new stock will be issued, making an aggregate capital stock of \$79,000,000. The company is authorized to issue mortgage bonds to the amount of \$35,000,000, but only \$20,000,000 will be issued. The company will then propose an additional general mortgage on a basis of \$71,000,000 secured on its entire property. This amount, it is expected, will meet all the requirements for future development. Bonds and assets valued at \$50,000,000 will be put into the hands of the trustees of the general mortgage fund. the general mortgage fund.

RECEIPTS

From the Pennsylvania Railroad and branches\$22,012,525 27 From the Philadelphia and Eric Railroad3,980,752 87 From the United Railroads of New Jersey8,266,226 80 From the Belvidere Delaware Railroad, including the Flemington branch			
From the United Railroads of New Jersey 8,266,226 80 From the Belvidere Delaware Railroad, including the Flemington branch. 6C4,393 18 From the Delaware and Raritan Canal 1,524,605 24 From the dividend on stock in the Pennsylvania Company from April 1 to October 1, 1872. 240,000 00	From the Pennsylvania Railroad and branches	\$22,012,525	27
From the Belvidere Delaware Railroad, including the Flemington branch	From the Philadelphia and Erie Railroad	3,980,752	87
the Flemington branch	From the United Railroads of New Jersey	8,266,226	80
the Flemington branch	From the Belvidere Delaware Railroad, including		
From the Delaware and Raritan Canal			18
Company from April 1 to October 1, 1872 240,000 00			24
	From the dividend on stock in the Pennsylvania	, , , , , ,	
Total\$26.688,503 36	Company from April 1 to October 1, 1872	240,000	00
Total\$26.688.503 36			
	Total	\$26,688,503	36

EXPENSES.

Of	the Pennsylvania Railroad and		
	branches\$	13,764,673	09 .
Of	the Philadelphia and Erie Rail-		
	road, including net earnings	3,980,753	87
Of	the United Railroads of New		
	Jersey	6,005,166	78
Of	the Belvidere Delaware Railroad,		
	and the Flemington branch, in-		
	cluding not earnings	664,393	18
Of	the Delaware and Raritan Canal.	1,016,037	49
_			\$25,431,023 41

Net profits for the year upon all the lines operated by the Company.....

m which deduct dividends declared in May and November
(each 5 per cent), with taxes paid ... \$11,257,479 95 From

\$4,711,497 00 thereon Interest paid by the Company after deducting interest and dividends 434.145 95 received

Paid for the lease of the Harrisburg & lancaster Railroad.........

Annual payment to the State of
Pennsylvania on account of interest and principal due upon
the purchase of the works hetween Pittsburgh and Philadel-135,056 34

phia.
Dividends and interest paid on account of the United Railroads and Canals of New Jersey in 1872 (\$3,292,987 34), after deducting interest received from investments transferred with the lease (\$171,629 92), showing an outlay in operating them under the lease in excess of their net receipts of \$224,289 34..... 460,000 00

3,121,357 42

8.862.056 71

Balance..... This balance represents the net results of the operations of the

several lines of railway in Pennsylvania and New Jersey for the year 1872, nothing having been entered to the expense account except the regular transportation charges against the business of

[A more extended analysis of the whole report will be given in the Chronicle after the official pamphlet is received.

New York Central &	Hudson I	River Rai	lroad.—				
COMPARATIVE STATEMENTS FOR FIVE YEARS							
Road and Equipment.							
1867-68.†	1868-69.+		1870-71.	1871-72.			
Miles road owned 737.75	737.75	740.17	740.17	740.17			
Miles road leased 104.46	104.46	104.46	104.46	104.46			
Miles road operated 842.21	842.21	844.63	844.63	814.63			
Miles single track. 1,477.91 Locomotive engines 374	1,492.51	1,546 28 400	1,552.60 424	1,621.47 447			
Dummy engines 7	7	8	8	8			
1st class pass. cars. 346	3.12	331	333	321			
2d class pass. cars. 110	109	114	115	70			
Baggage, mall & ex. 131	130	132	129	158			
Freight (8-wh.) cars. 6,175	7,351	9,026	8,849	10,983			
Operati	ions and Fu	scal Results.					
Train mileage, pass. 2,795,778	2,921,032	4,024,178	3,645,690	4,076,800			
Train mileage. frght 3,930,895	4,459,593	7,405,699	6,986,107	7,911,257			
Passengers carried. 6,595,621	6,839,413	7,044,946	288,678,896	819,150,86 0			
Passenger milesgs, 297,482,846 Freight tons) carr. 2,562,862	321,365,953 3,190,840	321,365,953 4,122,000	200,010,090	919,100,00 0			
Freight mileage 455,046,715	589,362,849	769,087,777	888.327.865	1,020,908,885			
	\$22,071,074	\$22,363,320	\$21,972,105	\$25,580,676			
Gross earnings\$19,904,915 Operating expenses 13,534,846	14, 166, 562	14,068,079	13,711,288	16,446,436			
Net earnings 6,370,069	7,904,512	8,295,241	8,260,817	9,131,240			
Interest paid 1,299,895	1,245,559	1,093,841	721,308	1,030,372			
Dividends paid 3,114,128	5,613.167	6,861,241	7,258,742	7,244,832			
U. S. tax on carng's. 152,057	164,798	168,976	60.000	146,799			
Lease and rents 60,000 Sinking fund 111,183	60,000 111,183	60,000 111,183	111,183	111,183			
Credit balance* 1,641,806	709,805	111,100	109,584	601,054			
Financial Co				,			
Capital stock\$42,712,700	\$42,715,800	\$45,000,000	\$45,000,000	\$84,699,300			
Stock certificates	25,136,000	44,428,330	44,428,330	4,729,000			
Funded debt 17,533,864	15,707,646	13,681,807	15,231,719	16,496,029			
Floating debt 1,167	1,167	1,167	1,167	1,167			
Total\$60,247,731	\$83,560,613	\$103,111,304	\$104,661,216	\$105,925,487			
Cost of road 46,442,200	47,320,636	48,130,462	48,613,219	*****			
Cost of equipment. 9,351,484	10,202,598		11,800,438				
Total\$55,793,684	\$57,523,234	\$59,765,684	\$60,413,657	\$63,299,925			
	4,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						

*Expended in construction. +The figures for 1867-68, and 1868-69, are made up from the accounts of the two companies combined by addition. The accounts of the consolidation commenced October 1, 1869.

Chicago & Alton Railroad-Returns for Fiscal Year Ended

The results of the year's business have been about as favorable as was anticipated. The gross receipts were \$122,584, or about 2.3 per cent. less than those of the preceding year; and the net receipts, \$318,938, or 14.5 per cent less. The operating expenses, including taxes in 1872, were 63.6 per cent of gross carnings, while in 1871 they were only 58.36 per cent. The causes that have produced this unsatisfactory result may be mainly traced to the Chicago fire, and are therefore exceptional.

That part of the Louisiana & Missouri River Railroad, between Louisiana and Mexico (on the line of the St. Louis, Kansas City & Northern Railroad), 57 miles, was open for traffic at the commencement of the year. The line from Mexico to Fulton, 244 miles, was opened March 6, and the line from Fulton to Jefferson City, 254 miles, July 16. The company are constructing a bridge over the Mississippi River at Louisiana to connect the portions of road in Illinois and Missouri respectively. Its cost will not exceed \$1,000,000. In the meanwhile the cars are transported over the river on an immense steam ferryboat, which on the average transported during the last nine months of the on the average transported during the last nine months of the

year of cars per day.		
Main Line.—Jollet, Ill., to East St. Louis, Ill. Branches. Dwight, Ill., to Washington and Lacon, Ill. Roodhouse, Ill., to Louisiana, Ill.	212·0 79·8 37·6	miles.
Total of all lines owned by company	359.4	miles.
Perpetual Leases. St. Louis, Jacksonville & Chicago R.R.—Bloom- ington to Godfrey Louislana & Missouri River R. R.—Louislane, Mo., to Jefferson City, Mo		48
Total of all lines owned and leased. Second track on main line, 30°5, and siding, 61°6. 92°1 Sidings on the several other lines. 26°6		miles.
Total leugth of equivalent single track owned and leased Telegraph on all lines 649 1 miles.	767 8	miles.

OPERATIONS AND FISCAL RESULTS.

Train Mileage.—Miles run by locomotives hauling trains, 3,092,102.

Passenger Traffic.—Number of passengers carried, 772,506.

Freight Traffic.—Tons of freight carried, 1,122,217, and of al, 479,581.

Gross Eurnings.—Passenger, \$1,329,715; freight, \$3 607,643; express, \$94,865; mail, \$77,171, and inicellaneous, \$46,928—total	\$ 5,156,326
general, \$138,747, and taxes (State, county, and municipal), \$128,858—(63.6 per cent)	3,277,178

Net Earnings over operating, taxes, &c. (36 Interest on bonds of all classes	4 p. c.)	\$1,879,147
Interest on bonds of all classes	\$299,225	4-,,
Interest on script, convertible Sept. 1, 1875.	9,431	
Sinking funds, instalments paid to	82,000	
Rental paid Joliet & Chicago R.R. Co. (ex-		
clusive of sinking fund)	133,737	
Rental paid St. Louis, Jacksonville & Chi-		
cago R. R Co.	240,000	
Rental paid Louisiana & Missouri River		
R. R. Co	112,454	1
Dividends No. 18 and 19, each 5 per cent	1,135,080	
Government tax on dividends, &c		2,022,330

Deficiency	made	up	frem	income	balance	of	previous	
years								

		\$143,183
COMPARATIVE GTA	TEMENTS FOR FIVE VEADS	,

					, , , , , ,
COMPARA	TIVE STA	TEMENTS	FOR FIVE	E YEARS.	
		and Equip	_		
	1868.	1869.	1870.	1871.	1872.
Railroad owned, miles.		212.0	321.8	359.4	359.4
Railroad lessed, miles.	188-8	188.0	188.6	239-6	28 + 7
Railroad operated	43.1.6	430.6	510-4	599.0	619-1
Equiv'ient single track		499:3	581.7	658.2	769-8
Locomotive enginea	97	108	108	125	141
Passenger	50	52	60	68	74
Cars. Baggage, &c	20	21	21	22	24
Total of all care	1,948	2,038	2,256	2,468	2,920
Total of all cars	2,008	2,111	2,837	2,558	3,018
_	Operation	s and Fisca	l Tiestille.		
Train milesge	2,137,581	2,543.397	2,966,661	3,359,997	5.902,102
Passengers carried	668,871	731,553	732,531	715,662	772,506
Merch. (tons) carried	754,696	810,782	922,708	1,119,560	1,122,217
Coal (tons) carried	160,986	266,096	338,324	381,936	479,581
Passenger earnings	\$1,305,570	\$1,391,597	\$1,292,185	\$1.273,793	\$1,329,715
Freight earnings	2,953,629	3,066,144	3,312,068	3,740,203	3,607.613
Other earnings	249,444	223,822	245,152	261,914	218,968
77-4-3					
Total gross earnings	\$4,508,643	\$1,681,563	\$4,849,405	\$5.278,910	\$5,156,326
Operating expenses	2,463,183	2,676,593	2,786,106	3,080,825	3,277,178
Net earnings	\$2,015,460	\$2,004,970	\$2,063,299	\$2,198,085	21 070 147
					\$1,879,147
Financie		at End of	each Fisca	l Year.	
Preferred stock	\$2,425.400	\$2,425,000	\$2,425,000	\$2,425,400	\$2,425,400
Common stock	5,141,800	5,145,000	8,925,500	8,929,900	8,929,900
Funded debt	3,902,000	3,856,000	3,808,000	4,508,000	4,451,000
Sinking fund, bond cancelled	198,000	211,000	000 000	011 000	404 000
Script conv. Sept.1, '75.		211,000	292,000	344,000	401,000
Sundry bonds & stock		*******			995,630
uniasued	37.813	97 812	27 012	20 010	20.010

37,813

410,992 51,421

Tota......\$13,039,934 \$12,200,226 \$16,294,608 \$18,998,048 \$20,361,131

37,813

37,813

831,651

1,121,503

446,956

37,813

1,891,789

37,813

315,254 984,667

Operating & other ac'ts lucome balance.....

Stocks and bonds on hand and in trust 367,025 357,336 383,413 556,484 412,58 Western Division	Cost of road and equip-					
Machinery and tools. 119,762 152,716 165,600 175,998 190,11 Stocks and bonds on hand and in trust 867,025 857,336 383,413 556,484 412,58 Western Division —	meot	11,433,523	\$11,434,323	\$13,716,283	\$14,487,601	\$14,437,001
hand and in trust 367,025 357,336 383,413 556,484 412,58 Western Division	Machinery and tools	119,702				190,111
Western Division -						
		367,025	857,336	383,413	556,484	412,585
	construction		12,122	1,235,359	1,096,979	1,076,228
	La. Branch-con			213,503	1.217.097	1,370,932
La, & Mo, Riv, R. R.—	La. & Mo. Riv. R. R				-11	2,010,000
construction	construction			27.884	721 637	1,870,117
La. & Mo. Riv. R. R.—	La. & Mo. Riv. R. R			,	****	2,010,221
					96 470	110,061
						212 538
	Supplies on hand*					117,718
						962,535
				314 910		
00,000 10,000 012,210 41,300 03,910	Cash (Dec. 01) bu hand.	100,000	10,000	917,410	41,500	55,915

Total.....\$13,039,931 \$12,200,226 \$16,294,608 \$18,998,048 \$20,316,131

*In 1869, \$500,000 was charged off from income account and applied to supplies. Since then there appears in general account the excess over and above that amount only. For instance, to 1872 the actual supplies on hand were valued at \$617,718, and less said \$500,000 at \$117,718

Cleveland & Plttsburgh Railroad.—The Cleveland and Pittsburgh Railroad is leased by the Pennsylvania Railroad Company, and operated by the Pennsylvania Company. The lease dates from December 1, 1871, and has 999, years to run. The lessees in consideration of the property entrusted to their charge pay interest and sinking fund on the bonded debt, and quarterly dividends of 1½ per cent. free of taxes on the guaranteed stock. The original stock as it stood on the books of the company at date of lease was guaranteed 10 per cent. tax free; but shortly afterwards was capitalized into a 7 per cent. tax-free stock by the addition of 42.85 per cent. to the original amount. The capitalization of said stock was notified at the New York Stock Exchange, December 11, 1871; and up to present date all but \$35,700 has been exchanged. The operations on the road will be reported by the Pennsylvaia company.

FISCAL RESULTS OF THE YEAR.	
Receipts from lessees for account of rental, &c	\$1,030,121
Dividends, No. 33, 34, 35 and 38, each 13/ per cent\$786,626	
Mortgage interest accrned since December 1, 1871 208,031	
Sinking Fund—cost of bonds purchased 25,160	
Maintaining organization 8,836—	1,028,153
Unexpended balance	\$1.968

The management of the road and its business by the lessees during the past year has been entirely satisfactory to the owners, the roadway, structures and equipment having been fully maintained as to ordinary repairs, besides a large outlay for increased equipment and facilities demanded by the growing traffic.

FINANCIAL CONDITION AT CLOSE OF YEAR.

Capital stock	\$11,236,150
2d mortgage (convertible into stock) bonds, 7s, due Sept. 1, 1873 3d mortgage (convertible into stock) bonds, 7s, due May 1, 1875	511,500
4th mortgage (exchangeable for consols) bonds, 6s, due Jan. 1, 1892 Consolidated and sinking fund bonds, 7s, due November	1,104,843
1, 1900. \$991,500 Lees bonds held in guarantee sinking fund. 25,500—	966,000
Net earnings. \$412,943 Gusranteed income 27,468— Due and mpsid on dividends and coupons. \$219,622	440,411
Due and annual on dividends and coupone	396,663
Total	\$15,907,567
Machinery and tools \$94,245, and personal property, \$42,253 Telegraph line.	136,498
Total road and equipment	-
Cash in Treasurer's hands, \$15,740 and at N. Y. agencies \$203,321 Massillon & Cleveland Railroad stock.	\$219.061
Mortgage bonds of 1900 in reserve Due from railroads and individuals.	62,500 188,000 180,642
Material account, Penna. RR. Co. lessees	2:8,020

Rensselaer & Saratoga Railroad.—The Rensselaer & Saratoga Railroad is a consolidation of six several railroads, viz.: the Rensselaer & Saratoga (the parent line from which the consolidation took its name), the Saratoga & Whitehall, the Troy, Salem & Rutland, the Saratoga & Schenectady, the Albany & Vermont, and the Rutland & Whitehall railroads. More recently the Glenn's Falls Railroad has been assumed by the consolidation.

consolidation.

At the present time the railroad is operated under lease by the Delaware & Hudson Canal Company. This lease will extend over twenty years from May 1, 1871, and under its provisions the Rensselaer & Saratoga Railroad Company will receive as rent therefor 7 per cent on both the stock and bonds issued, or to be issued, on account of construction and equipment.

A new issue of consolidated bonds was made in 1871 to cover and take up existing division bonds, and for use in further constructions and improvements. They will mature May 1, 1921, or fifty years after date. The gross amount is \$2,000,000, of which \$1,925,000 have been disposed of.

The read is in fine order, and amply stecked for a very large traffic. Our tables will show annual progress.

traffic. Our tables will show annual progress.

COMPARATIVE STATEMENTS FOR FIVE YEARS.

	Road a	nd Equipm	ent.		
	1867-68.	1868-69.	1869-70.	1870-71.	1871-72.
Miles of roads owned	176	176	18t	181	181
Miles of tracks owned	208	208	213	218	222
Locomotive engines	33	34	36	36	39
Pas. baggage, &c., care.	65	73	79	83	87
Freight and coal care	541	720	826	850	974

356 THE CH	RUNIULE. (March 15, 1015,
Operations and Fiscal Results. Miles ran by trains, 555,627 637,724 709,871 724 626 881,480 Passengers carried 564,081 501,448 638,230 628,731 Passenger mileage 15,355,890 16,458,686 16,481,419 16,868,835 17,211,206 Freight (tons) carried 353,853 384,333 448,132 457,481 Freight (tons) mileage 88,253,882 30,164,875 22,373,357 22,146,373 29,451,790 Gross earnings	We have every assurance that the work of completing the road with now be pushed forward with the utmost possible dispatch. The funds for this purpose are already provided, and by the 1st January, 1874, it is expected that the road will be completed to Charlotte."
Operating expenses 1,008,660 1,078,761 987,490 1 135,572 1.141,691 Net earnings 506,010 515,241 668,679 441,122 604,224 Financial Condition at Close of each Year.	Honston & Great Northern Railroad of Texas.—The following is an analysis of the report of this road for the year ending November 30, 1872:
Capital stock. \$2,850,000 \$3,000,000 \$6,000,000 \$6,000,000 \$6,000,000 Funded debt. 1,500,000 1,500,000 1,625,000 1,925,000 1,925,000	ROAD AND EQUIPMENT.
Total stock and bonds. \$4,350,000 \$4,500,000 \$7,625,000 \$7,925,000 \$7,925,000 Construction and equipment. 5,544,459 5,814,900 6,132,392 6,990,985 7,489,628	Main Line.—Houston, Texas, to Crocket, Texas
Huntingdon & Broad Top Mountain Railroad.—The	Completed since November 30, 1872—Crockett to Palestine
branch of the Pennsylvania Railrond and the great feeder of that line for bituminous coal. The Bedford and Bridgeport Rail road, which was operated by the Huntingdon & Broad Top Mountain Railroad Company during construction, was opened for business in the middle of October, 1872, from Mount Dallas to Cumberland, 30.7 miles, and on the 19th of that month the first shipment of Cumberland coal passed over the new route to the Pennsylvania Railroad, at Huntingdon, a distance of 75 miles. Huntingdon is 203 miles west from Philadelphia. ROAD AND EQUIPMENT.	The company have also acquired by purchase the Houston Tap & Brazoria Railroad—Honston to Columbia, 50 miles, and the franchise of the Victoria & Columbia Railroad, an extension west of the Houston Tap & Brazoria Railroad, which is now undergoing the necessary repairs to bring it into operation. The bridge over Buffalo Bayou is completed, making connection with the Galveston, Houston & Henderson Railroad, and through it with Galveston. **Equipment.**—Locomotive engines (2 to be delivered), 14. Pas-
Main Line—Huntingdon, Pa, to Mount Dallas, Pa. 45.00 miles. Branches—Shonp's run, 9.25, and Six-mile Run, 4.50. 13.75	senger (first class) cars, 3; second class and baggage cars (4 to be delivered), 8; box freight cars, 99; platform cars, 147; stock cars, 10; and (4-wh.) cabooses, 4, and dirt cars, 28—total revenue
Total length of railroad owned by company 58.75 " Sidings and other tracks 15.50 " Watel length of equivalent single track 74.95 "	cars, 299, or on a basis of 8 wheels, 283. Also 22 hand cars and 2 boarding-house cars.
Gange, 56% inches; rail, 56 and 60 pounds.	FINANCIAL CONDITION AT CLOSE OF YEAR. Cspital stock. \$2,400,000
Equipment—Locomotive engines, 23; passenger cars, 6; baggage, mail, express and freight, 5; coal, 8; 8-wheel, 30, and 4-wheel, 86. Total of all cars, 127, or on a basis of eight wheels, 81. All other cars furnished by the Pennsylvania Railroad Company, and local coal operators. OPERATIONS AND FISCAL RESULTS.	Capital stock. \$2,400,000 Funded deht, \$1,925,915, viz.: 1st mortgage 7 per eent gold bonds (\$16,000 p. m.), dae Jan. 1,1900. Convertible 8 per cent cur. honds (\$10,000 p. m.), due Oct. 1, 1892. Proceeds of denated lands, \$175, and of town lots, \$23,210. 23,385 Interest, \$22,001, and exchange, \$385. Earnings, passenger, freight, mail, rents, &c. 260,487 Snspense account.
Passengers—Carried, 59,126. Freight—Carried, 449,748 tons, viz.: coal (Broad Top, 297,473, and Cumberlan!, 20,899), 318,372 tons; ore and lime, 97,001; pig and other iron, 17,094, and general, 17,281 tons. Gross Earnings—Passenger, \$34,444; freight, coal, &c., \$261,451; mine and other rents, \$1,495; mails, \$2,466; express, \$1,200; and miscellaneous, \$9,896. Total\$310,952	Total. \$4,632,358 Railway, \$3,298,526; equipment, \$288,697, and buildings, \$74,138. \$3,661,361 Houston Tap & Brezoria Railread 165,083 Victoria & Columbia Railread stock 50,000 Lands purchased 144,826 Stock, \$41,773, and bonds, \$1,675, purchased 36,448 Brazos Internal improvement & Navigation Company 15,362 Wood on hand, \$11,855, and material, \$7,920. 19,775 Operating expenses, \$179,498, and interest, \$25,999. 205,437
Operating Expenses—Way, \$65,865; motive power, 75,-644; cars, \$4,021; transportation, \$41,588; drawback on coal at Port Richmond, \$14,872; taxes on tonnage, gross receipts, &c., \$5,191; and office and incidental expenses, \$11,612	Bills receivable, \$465,857, less notes ontstanding, \$448,145. 322,712 Cash in hands of Treasurer and Agents. 11,354 Total. \$4,632,358
Balance applicable to interest, &c	Galusha A. Grow
city's subscription of \$1,000,000: Referring now to the evidences of available assets of the company, we find them to be as follows: Stock subscriptions	for sale two weeks hence. In the meantime the company is permitted to use them, with the understanding that the tax will be
\$2,989,800	New York & Oswego Midland.—The following bill has passed
Add proceeds of \$3,000,000 bonds secured by first mortgage, estimated at 90 per cent. 2,700,000	Section I. The Board of Directors of the New York & Oswego Midland
Taking the latest estimate of Mr. Raudolph, we have the cost of the road, with wooden bridges \$5,196,890 The available assets \$5,699,800	number of its Directors so that its Board shall consist of not more than
Surplus over cost of road. \$482,916 On the other hand, taking Mr. Tegmeyer's last estimate of cost on the same basis, we have. \$6,096,831 Less the available assets. 5,689,806	seventeen members, to be chosen by the stockholders at the time and in the
Showing deficiency of means	to prevent towns from issuing bonds in aid of railroads unless the consent of the actual owners of half the property is obtained
the Superior Court of this county by the holders of first mortgage bonds of the Wilmington, Charlotte & Rutherford Railroad Com- pany for a forcelosure of the mortgage on the road, including both the Eastern and Western Divisions. The first mortgage	of certain bonds of the city, due May 1, that he will now redeem them, upon their presentation at his office, with the interest to the date of payment.
bonds amount to two million five hundred thousand dollars, a very large proportion of which are held by certain New York parties acting in concert. The sale is to take place after 40 days to the count for the sale is to the count for the sale.	Published in the Chronicle of February 8, on page 188.
notice. The commissioners appointed by the court for the sale of the road are Charles M. Stedman, E. E. Burruss and Colonel J. D. Taylor. "The bouded debt and accrued interest of the road up to and	b Leased to, and operated by the Boston & Providence R. R. Corporation. c Leased to, and operated by the Housatonic R. R. Co. of Connectient. d Operated by trustees; the return gives no information, capital stock, or cost of road.
including the first day of the present term of the court was as follows: First series bonds No. 1 to 1,500, \$1,000 each at 8 per cent interest \$1,500,000	by South Shore R. R. Co.
Second series No. 1 to 1,000, same amount and interest	 h. Operated by the Boston, Clinton & Fitchburg R. R. Co. i. Leased to, and operated by the New Haven & Northampton Co. j. Belongs to an ice company, and used only for carrying their ice; operated by the Boston & Lowell R. R. Co. k. Operated by the Boston & Lowell R. R. Co.
8 per cent. 126,00 • Potal interest	n Leased to Boston, Hartford & Erie R. R., but return made by the Norwich
Total indebtedness due	o p Lensed to, and operated by the Nashun & Lowell R. R. Co.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, March 14, 1873.

There has been a partial removal of the obstacles to trade, to which we have been compelled to refer constantly during the past three months. The accumulations of snow have been removed from most of the business streets, yet a number are still seriously encumbered; the Ice has disappeared from our harbor and spring seems to have fairly opened. The railroads are making free deliveries of staple products, and bayers and sellers have shown a disposition to meet each other. There remain, however, some impediments to business; foreign exchange has been difficult to negotiate; ocean freights, especially for breadstuffs, have been in request, while the speculation in gold has disturbed, though not largely influenced, views respecting the future of prices.

Provisions have been quite active in all lending articles, but not without some irregularity to prices of hog products, and a slightly unsettled tone to prices. Pork has rather gained strength. new mess has sold at \$16 for the early, and \$16 25 for the later months; prime mess \$14 50@\$14 75 for Western, and \$16 50@ \$16'75 for city, and extra prime has been taken for export, mainly at \$12 25. But box meats (dry salted) and lard have latterly been a little weak; the receipts by rail from the West are very large, and ocean freight room is so much taken up that receivers have experienced some embarrassment in disposing of stock. Bacon has declined to 74c. for long clear, and \$1@88c. for short clear; dry salted shoulders to 61c., after selling at 61c spot and April, early in the week; dry salted hams 101@111c Pickled and smoked meats, for home consumption, have ruled firm. Lard, after selling at 81@8 916c. for spot and March. 88@8 11-16c. for April, 9c. for May, and 91c. for June, yesterday receded to 8\$c. on spot, 8 9-16c. for April, 8 11-16c. for May, and 9c. for June. Cheese has been in good demand and rather firmer. Butter has brought very full prices for prime qualities. To-day pork was firmer, the sales including 2,000 bbls. new mess for April at \$16 05. Bacon was quiet and unchanged. Lard was pressed on the market and sold at 8 5-16c.for prime Western steam; but the close was more steady and the tendency towards a reaction. Dry saltedshoulders

steady and the tendency towards a reaction. Dry saltedshoulders sold at 6½@6½c. for March and April.

Freights have been rather quiet with vessels on the berth; late engagements to Liverpool by steam were at 6½@7d. for grain. 40s. for bacon and lard, 45s. for cheese, and ½@7-16d. for cotton; but with limited room, advanced rates were yesterday demanded for grain. To London, by sail, three boat loads of wheat were shipped on Wednesday at 8d. Grain charters have been quiet, but there have been a large number of petroleum charters, including vessels to British and near German ports at 6s. 6d. Today the market was very dull for British ports; but there were five petroleum charters, including au Italian bark with 2,200 bbls. to the Mediterran an at 7s. 3d., and two small ones from Philadelphia to the Baltic at 7s. 3d.

Petroleum has shown a decided recovery of prices from the

Petroleum has shown a decided recovery of prices from the lowest point, with a large business reported, the precise extent of which is kept private. Crude in bulk closed at 8½@8½c; refiued in bbls, 19c, and in cases, 26@36½c. Naphtha, 13@13½c in bbls, and 7½c in bulk.

in bbls, 19c, and in cases, 26@26½c. Naphtha, 13@13½c in bbls, and 7½c in bulk.

Oils have been generally quiet, but we notice the sale of 700 bbls crude whale for export at 67c. Tallow has been moderately active, but easier, at 8½@9c for prime. Whiskey closed at 9½c, quiet. Rosin has declined to \$3 60@3 65 for strained, leading to more activity here and at Wilmington. Spirits turpentine has declined to 61½@62c. Tar has been more active and firmer at \$4 12½@4 25 for Washington. Wool has been fairly active at private since the public sales of last week; prime domestic fleece bring 57@60c; puiled 40@55c; Cape 32½@33c, with choice at 35@36c; spring clip California 25@35c; fall do 18@26c.

Hops have remained quiet. Fish have been quiet, except a movement in herring to the extent of 18,000 boxes. There has been a movement in foreign lead to the extent of 3,000 tons at 6½@6½c. gold. In Straits tin there have been large sales at 32@33c. gold. Ingot copper has become quiet at 3½2@35c. currency. Hidee have been active for domestic, but foreign dull, with dry Buenos Ayres quoted at 27½@27½c. gold. Clover seed lower at 8½c. for prime Western.

In Kentucky tobacco there has been some revival of demand, mainly for export, and full prices have been paid. The sales aggregate 500 hhds., of which 330 hhds. for export, the remainder being taken by the home trade. Old crop. leaf, 11½@15c; new crop leaf, 9@12½c; and luge, 7½@3½c. Accounts from the markets of Virginia and Kentucky report an active demand for tobacco. Seed leaf tobacco also shows a larger movement, or amounting, however, to an active trade. The sales have been: Crop of 1871—500 cases Connecticut and Massachusetts, 32@65c; 100 cases Pennsylvania, 100 do Ohio, and 100 do Wisconsin on private terms. Spanish tobacco continues in but limited demand, with a stock unusually large. Sales, 500 bales Havana, at 95c@\$110 currency, duty pald. with a stock unusually large. Sales, 500 bales Havana, at 95c@ \$1 10 currency, duty pald.

Exports of Leading Articles from New York Ex.

The following table, compiled from Custom House returns, shows the exports of leading articles from the port of New York since January 1, 1873, 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.

those mentioned in the table.
1.6. 6. 7. 7. 7. 7. 7. 7. 7. 7. 7. 7. 7. 7. 7.
Total since January 1, 1673. 225, 535 225, 535 225, 535 235, 535 235, 535 235 235 235 235 235 235 235 235 235
7011 1,007 1,0
All oth. Ports. 123 12
Other S. 14,597 1,009 1,597 1,009 1,597 1,009 1,
20,609 2,758 85 2,758 85 2,758 865 1,668 500 1,668 500 1,668 500 1,668 500 1,668 500 1,668
British Guiana, 11,373 1,020 1,720 1,720 2,920 1,720 2,920 1,720 2,920 1,367 1
Mex. 100. 100. 11,208 1
Other W. Indies. 65.046 19,804 4,553 8,204 6,205
HAYL. 23, 573. 253. 253. 253. 253. 253. 253. 253. 25
Cubs. 170-170-170-170-170-170-170-170-170-170-
Br. N. A. Br. N.
Aus. Aus. 1.,526 1.,526 1.,526 2.551
Othus & Japan. 127 177 777 777 777 184 486 66 66 67 195,909 1134,906 1134,906
21,003 7,135 7,135 7,135 7,135 7,142 7,142 7,142 7,142 1,881,054 4,275 868 868 868 868 100 1,856 100 1,856 1,742 1,742 1,742 1,742 1,742 1,742 1,743 1,743 1,744 1,
Spain. 30 30 30 30 30 30 30 30 30 30 30 30 30
Other N. Burope. Super N. Bur
Gernany. 1604. 1,004. 111. 2,192. 2,193. 38,083. 111. 47. 778. 6,142. 112. 98,703. 9,111. 16,206. 9,313. 18,206. 9,313. 18,206. 9,313. 18,206. 9,313. 18,206. 9,313. 18,206. 18,
#Belgand #Be
France. 1,885,911 1,032 99,518 81,273 525 525 527 81,273 52,233 52,233 52,233 52,233
Great 69,386 6,700 2,685,015 1,137 10,137 11,137 11,137 11,137 11,137 11,137 11,136 1,13
bbis.
ARTTOLES. Iffa—Flour bbls. Dush, bush, b
cadetuffs—Flour bbla. Corn meal bbla. Wheat bush. Barles bush. Barles bush. Coats bush. Feas bush. Far (100 Bs. Feas galls. Far (100 Bs. Feas Bacon. Feas Bacon. Feas bush. Feas galls. Feas bush. F
Headstuffs—Flour bbls. Corn meal bbls. Wheat bush Wheat bush Baley bush Corn bush Corn bush Corn bush Corn bush Confident bush Coffie bush Coffie bush Coffie bush Coffie bush Roll Cake bush Roll Cake bush Roll Cake bush Roll Cake bush Sperm galls Lard galls Lard bush Cheese bush Cheese bush Cheese bush Lard bush Cheese bush Chee
T COOUMAN OU A NEW P

Imports of Leading Articles.

The following table, compiled from Custom House returns shows the foreign imports of leading articles at this port since Jan. 1, 1873, and for the same period of 1872 and 1871:

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

(I to die second	,		12 40.4.64	- Wildin Hot Othic		Poortie	
	Since	Same	Same		Since	Same	Same
	Jan. 1	time	time		Jan. 1.	lime	time
	1873.	1872.	1871.		1873.	1872.	1671.
	10101	1010,	10:40		10101	10101	
Chins, Glass and				Metals, &c			
Earthenware-				Cutlery	1,575	1,513	1 3-6
Chias	3,393	8.020	2.469	llardware	7:5	1,361	1,011
Earthen ware	11,797	6,5:5	13, 118	Iron, RR bars	79.493	101,661	106,605
Glass	90,326	71,197	809,099	Lead, pigs	82,052	66,964	101,841
Glasaware	6,139	0,977	5,522			1,742,12 !	1,523,474
Glass plate	2.057	2,036	1,955	Steel	45,801	84,25	25,919
Buttous	1.353		993	Tlu, boxes	:33,705	138,193	125,413
Coal, tons	7 085	16,139	11,081		1809,989	1,811,015	
Oocos, bags	11,930		4,69	Rage	19,815	20, 01	47,781
Ooffee, bags	239,606	825,017		Sugar, hhds , tcs.	#D 500	00.011	42 200
Cotton, bales	(371)	2,387	669		\$2,080	82,914	49,888
Druge, &c	0 - 43	10.020		Sugar, boxes &	n*0 mot	014 440	-WO 105
Bark, Peruvian.	8,514		7,212		272,797	314,140	
Bles powders	5,113		0,034	Tea	837,1 6	341,548	
Brimstone, tons			6,000	Tobacco	17,591	18,743	
Cochineal			6,460	Wines, &c	750	742	637
Crea a Tartar	2,192		294	Champag'e, bks.	44.379	35,463	3,858
Gainbier.	990		925		20.165		
Gam, Arabic				Wool, bales	11,233	14,893	
Madder			1 218	Articles reported	11,000	1,4000	0,.00
O.is, essential	183		79	by value-			
Oli, Olive				Clgars	£ 165.013	\$360,289	\$330,602
Oplum			420	Corka	11,418	14.493	
Sida, bi-carb			25,450	Fancy goods	325,362		
Boda sai	8,214	4.677	9,613	Fiah	79,116	104,350	
Soda, ash	9,476		9,411	Fruits, &c	ĺ		
Flax	2,333		5.888	Lomous	57,670		
Furs	1,5 (9)	1,291		Orangea	330,249	838,482	2311,3 5
Gunny cloth	866		1,550	Nots	221,878	261,211	
Hair	725	1,265			35,751	559 815	842,923
Hemp, bales	23,854	36,835	31,000	Hides undressed.			3,174,608
Hides, &c	-	,	400	Rice	137,036	121,986	8,270
Bristles				Spices, &c			
Hidas, dressed	2,635		6,526		84,790		
ndia rubber	14,733				27,078		29,188
Ivory	613	151	47		6,619		
Jewelry. &c	955	990		Saltpetra	40,639	3 509	47,581
Jewalry				Woods-	00 004	7.1 720	0.1
Wetchos	161,450	158,604					
Linaged	17 687	122,004	17,350		17,011		
Molasses	13,031	0,042	11,000				
	1	L		Mahogany	47,770	11 413,200	1 36,260

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

The receipts of domestic produce have been as follows:

					1		1
	This	Stuce	Same		This	Since	Bame
1	week.	Jan. 1.	time '72.		week.		time '72
Ashespkgs.	141	1,825	1.327	Pitch	100	463	225
Breadstuff :-		1		Oll ake, pkgs	2,341	20,885	
Flour bble.		413,437		Oll, lard	50	187	1 578
Wiles, bus.	52,160	813.372		Peanuta, baza	2,411		
COTB	193,303		3,306,315				
Qats	170,725		69 1,992		8,066		
Rye		1,348			5,816		
Barley, &c	5.8.2				25,775		150,269
Grastad, b za	4,701				7,663		41,016
Beans, bbls.	1,013	12,311	12,466		4,2 6	45,117	44, 125
Poas, bush					523		
C. mest, ubls	6,213				19, 04		
Cotton., bales.	19,127	2 14,678	189,:85		79"		
He np bales.	133				252		
HldesNo.	21,033	113,439 3,739		Starch	4,671		
Hopsbales. Leather.sides				S earine	218	4 '	
Molasses. hris.							
Uo bb14					1,155		
Naval Stores-		41,000	~1,00	Tobacco, pkga	2,473	27.124	19,079
Cr.turp bbla	8:3	8,053	2,612	Tobacco, hbds	2,429		
Spirita torp.		12,131	8,424	Whiskey, bbla	3,451		49,681
Rosin	6.815	103,353	125.8 ! 1	Wool, bales	1,001		
Tar		5,201	9,115	Dressed hogs, vo.	2.432		
-					-	1 244	101

COTTON

FRIDAY, P. M.; March 14, 1873.
By special telegrams received to-night from the Southern ports, By special telegrams received to-night from the Southern ports, we are in possession of the returns showing the receipts, exports, &c., of cotton for the week ending this evening, March 14. It appears that the total receipts for the seven days have reached \$3,433 cales against \$2,307 bales last week, 105,528 bales the previous week and 109,153 bales three weeks since. making the total receipts since the first of September, 1872, 2,380,328 cales against 2,343,613 bales for the same period of 1871-72, showing an increase since September 1, 1872, of 537,715 bales. The details of the receipts for this week (as per telegraph) and for the corresponding weeks of the five previous years are as follows:

Received this weak at-	1873.	1872.	1871.	1870.	1869.	1883.
New Orleans. bales. Mobile. Charleston. Sayaunah. Texas. Tenneasee, &c. Fjorl la North Carolina. Virginia.	5,112 5,973 7,587 8,491 3,547	20,723 8,357 8,097 6,346 4,189 6,154 428 707 4,661	49,609 6,945 6,070 10,173 10,128 12,238 8,27 1,047 8,936	81,721 4 477 8,670 7,796 6,000 6,396 6,396 717 2,29J	10,601 2,681 2,916 4,743 8,960 7,169 121 658 4,121	26,104 8,954 9,011 14,203 4,357 9,041 4'0 486 7,727
Total this week	88,483	49,972	102,494	66,728	37.033	80,288
Total since Sept. 1	2,831,325	2.842.613	3.153.517	2.258.825	1 710.014	1.729.624

The exports for the week ending this evening reach a total of 44,733 bales, of which 23,054 were to Great Britain, 9,369 to France, and 12,315 to rest of the Continent, while the stocks as made up this evening, are now 528,553 bales. Below are the exports and stocks for the week, and also for the corresponding week of last season:

	exported to-				Same w'k	Stock.		
Week ending March 14,	G. Brit.	France	Contin't		1872.	1873.	1872.	
New Orleage. Mobile. Charleston Savanesh Taxas New York Other ports	1.873 2,610 1.852 6,549 6,955	9.861	267 21 1,100 605	23.518 1,375 2,987 1,373 7,618 6,985 605	41,505 2,750 7,482 9,098 955	200,960 44:199 21,151 52,0×3 67,488 99,722 44,000	180,253 47,691 25,006 51,713 83,326 91,681 32,000	
Since Sept. 1	29,051 1,187,439	9,369 189,168	12,815 859,910	41,738	81.770	528,553	486,710	

From the foregoing statement it will be seen that, compared with the corresponding week of last season, there is a decrease in the exports this week of 17,032 bales, while the stocks to-night are 61,843 bales more than they were at this time a year ago. The following is our usual table showing the movement of cotton at all the ports from Sept. 1 to March 7, the latest mail dates.

nonma	EXPORTED SINCE SEPT.1 TO-				Chaus.			
PORTS.	einor e	1871.	Great Britain	France	Other For'gn	Total.	Wise Ports.	Stock,
New Orleans	916,014		438,556			733 151	137,715	
Mobile Charleston	3 808,014	284, 50	98,310	10,929		116,557	149,188 165,720	25,178
Bayannah	279,011	16:,0 5	1:4,206	5,215	17,576	127,427	71,822	71,445
New York	1: ,688	15,547			21,777	308,720 421	10,688	
North Carolina Virginia	811 875	226,873	3,310		7.913	3,349		
Other ports Total this year	2796,895		1161,355		847,595			
Total last year				140,231				

The market the past week has been a continually declining one-Holders appear to have concluded at last that present rates could not be susualued, and under a pressure to sell prices have gradually softened. The stock here is large; money is very close; receipts continue to be free; European stocks are increasing, while Manchester spinners are working at a loss. These facts have finally had their natural influence, and the result is seen in the delly decline. To day spot cotton was dull, and quototions were reduced it. For future delivery the downward movement has been even more marked than for cotton on the spot. There was no check to the decline until Wednesday, when, with receipts at the ports colow 8,000 bales for the day, there was a temporary reaction; but it was quite brief, yesterday's prices being the lowest for some months, and to day's prices lower still. The prices for futures last reported were (basis low middling) 19c. for March, 19½c. for April, 19 7.16c. for May, 19½c. for June, and 19½c. for July. The total sales of this description for the week are 2:0,550 bales, including tree on board. For immediate delivery the total sales foot up this week 10,145 bales, including 4,253 for export, 5,124 for consumption, 318 for speculation, and 450 in transit. Of the above 1,001 bales were to arrive. The following are the closing quotations to-day: The market the past week has been a continually declining onefollowing are the closing quotations to-day:

	Upland and Florida.	Mobile.	New Orleans.	Texas
Ordinaryper 1b.	1 1782 1	15%@ 17%@	15 kg 17 kg	15¼@ 17%@
Strict O od O.dinary Low Middling	18%6	18%@ 19 @ 20%@	18%@ 19%@ 20%@	19% 多
Good Middling	21166	22166	2 % 3	22% @

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

	SALES.				PRIORS.				
	Exp't.	Con- sump.		Tran-	Total.	Ord'ry.	Good Ord'ry.	Midi'g.	Mid- dling
Saturday Monday Tuesday Wadneaday Thursday Friday	1,301	851 679 504 1,466 1,166 928	112 125 82 10 19	\$50	927 1,503 913 8,7?7 1,7?5 1,850	16% 16% 16% 16 15% 15%	1814 1916 18 1716 1716 1716	19% 19% 19% 19% 19%	20% 20% 20% 20% 20% 20%
Total	4,258	5,124	918	450	10,143				

For forward delivery the sales (including —— free on board) have reached during the week 200,550 bales (all low middling or on the basis of low middling), and the following is a statement of the

Daros sea a prioce	•		
For March.	bales. ots.	bales. cts	bales. cts.
bales, cta.	1,100173,	1,1002014	40020 15-16
110 a.n18 15-18	1.8 1019 5-15	2,201	
8 C s. n 19	9.6501936	8,00020%	50,150 total June.
2,00019	2,50019 7-16	500207-16	For July.
200	5 700 19 14	2,1002016	For July. 2,700
100 a. D1934	4,100 19 9-16		60
1,7001934	2,7001 156	57.950 total May.	2,5.0 20
30019 3-16	2.200	For June.	10020 1-16
2,00 1934	1,200	F0019 11-16	20C 201/2
1,700 19 5-16	1,500 19 15-16	1,000	300 20 8-16
50019 11-52	5,900	70019 13-16	2,500
2.70019%	2,10020 1-16	8,7001936	2,500 20 5-16
2,300197-6	1,40)	1,90019 15-16	2. 00
1,390, 19 4	2,30 /1	8,600	500 20 13-32
100 19 17-32	46,950 total April.	1,00020 1-32	2,00
200 no not199-18	70,000 10200 12,011	2, 00, 20 1-16	1,600 23%
1,00019 9-16	For May.	5,50	100 20 11-16
1,000 1956	30019 7-16	7:020 S-33	4/1020 29-32
1200 19 11-16	4,7001 1/36	4,50020 8-16	30020 15-16
100 del 11th 19%	2,50019 9-16	5 8002034	1,10021
1,70018%	3,1501956	200 20 9-32	100 211/4
2,81019 1 '6	1 1.8 0 19 11-16	8,9502.1 5-18	
2.4001936	7.50019%	4,800	20,200 total July.
10013 15-16	30019 25-52	1,20020 7-18	For October.
	3,700 19 18-16	8002014	20017
24,300 total March.	9.300	2.020 9-16	300171/2
	10019 29-32	200	80017 9-16
For Auril.	5,400 19 15-18	2,800 203	200
For April. 3,600191/2	8,10020	20020 18-18	
1.87019 3-16	2.200 20 1-16	1,8002016	1.0.0 total Oct.
-,	.,	2,000,000,000,000,000,000,000,000,000,0	a soco constitución

The following exchanges have been made during the week:

THO WILL S	Tonanie oo	MINIO DOCAL MINIO CIMILIA
kc. paid	to exchange	200 March for 200 April.
3-15c.	46	100 March for 1 0 April.
% C.	15	700 April 'or 700 May.
36 C.	4.9	1,000 March for 1 0.0 May.
9-16c.	68	200 March for 200 May.
%c.	15	600 April for 600 July.

The following will show the closing prices each day on the basis of low middling uplands, for contracts for the several months named:

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday
Merch	19 18-16	19%	19%	19 7 18	1936	19
April	20 1-18	19 9-16	19%	19 9-16	19%	1936
May	20 5-16	19%	19%	19 15-16	19%	
June	20%	2032	20 3-18	20 5-16	20	19%
July	21	201/2	20 5-16	20 7-18	2016	19%
October				17%	****	
"The officia	l report of	19 9-16 ls a	misprint.			

WEATHER REPORTS BY TELEGRAPH.—The weather the past week appears to have been as tavorable for crop purposes as week appears to nave been as lavorable for crop purposes as is usual at this season of the year. There has been some risk but no more, we presume, than is desirable. Crop preparations are, however, quite backward, but extensive arrangements are making for planting, both in the matter of land and tertilizers. It has been showery at New Orleans for more than half the week. At Mobile it has rained on three days the early part of the week the latter and of the real of the week the latter at the state of the week the latter and of the week the latter are to the week the week the latter are to the week th part of the week, At Moolie it has rained in three days the early part of the week, the latter part of the week being clear and pleasant. There has been one rainy day at Selma, the other days being pleasant. At Montgomery they have had rain on one day and two nights. There has been no rain at Macon. At Columbus It has raised on two days, and at Savannah it has been warm and dry all the week; while at Charleston there was rome rain early in the week. They have had no rain at Augusta, but it has been wery pleasant all the time; the planters are hard at work. At Memphis on two days there has been rain (slight) with the rest of the week pleasant. Two rainy days are also reported at Nashville. The thermometer at Memphis has averaged 52, at Charleston 56, Macon 59, Columbus 55, Montgomery 58, and Selma 60.

THE EFFECT OF PRICE ON THE RELATIVE CONSUMPTION OF LONG AND SHORT STAPLE COTTON .- Following our promise in the CHRONICLE of Feb. 22, we give our readers a partial analysis of the past consumption of cotton in Europe, showing the relative and proportionate uses of the several growths of cotton (distinguished as American, Long Staples and Surats) and the effect of price in the substitution of the two latter for American. For this purpose no period could better serve for the illustration than the last three years, in which the proportion of American cotton in the whole supply varied so widely, attended by still wider variations in price, and these again showing great differences in the degree of variation one sort from another.

Prices at Liverpool may be taken as fairly representing the comparative prices, between different growths, in all Europe. The following table gives the actual average price at Liverpool in each of the three years of a leading grade in each staple, and the proportion of each sort of cotton consumed in Europe the same years:

	1870.	48:4.	1872.
Middling Upland	9 5-16d.	8 9-16d.	10 9-16d.
Fair Dhollerah	81/d.	6%d.	7¼d.
Fair Egyptian	11 1-16d.	87/d.	10% d.
Proportion of American consumed ! Proportion of Surats, &c., consumed	25 **	58 p.e.	50 p.c.
Proportion of Long Stapies consumed.	16 "	18% "	23 "
<u> </u>	00 "	100 "	100 "

In 1870 and 1871 the proportion of American in the whole cotton supply was comparatively abundant. Its proportion in the consumption of all Europe was 59-58 per cent; and the relation of prices was nearly constant, with one exception, Middling Upland being 14d@5-16d below fair Egyptian, and 1 13-16d above fair Dhollerah. The exception was in an extraordinary depression of Egyptian and other long staples in the latter half of 1871 by the presence of a supply largely beyond their ordinary uses before its adoption in the place of American, to which its depression led the way. In 1872, coincident with only 50 per cent of American in the large consumption of that year, middling upland was not only 2 15-16d above falr Dhollerah, but it was also a small fraction (&d) dearer than fair Egyptian. The use of long staples increased that year to 23 per cent from 16 and 181 per cent in the previous two years, and the use of short staples rose from 25 and 231 per cent, up to 27 per cent. The change from American to any other sort is ever reluctantly made by spinners. It deranges all the organization of the mill (when extensively made) to the disgust of the operators, with many disadvantages to the owner. It is submitted to as a necessity to avoid loss, not as of choice for greater profit. The resistance of all spioners and their employes to the substitution should be remembered in order fully to measure the power existing in the difference of price, which at last favors it.

The comparative figures above given sufficiently show the effects of that power in 1872 to divert the use widely from the desirable but dearer sort to those which were cheaper though less satisfactory in work. They show that American cotton, even when in scanty proportionate supply, has a limit to its advance of price, when economy forces substitution; and do they not irresistably lead us to the conclusion that middling uplands cannot be held above 101d., when fair Egyptian can be had at the same price, and fair Dhollerah at 71d?

In the total supply for 1873 the American resumes its proportion held prior to 1872. It is supposed that gradually the relation of prices existing in 1870 and 1871, as between American and other sorts will be recovered. If the trade was now prosperous as in those years, that return might be assumed. For a time, however, it is saie to expect a resolute pursuit in England of every measure of cheapness and economy in both material and process, and a restored full consumption of American cotton only when its reliable areas a profit to the evidence. price leaves a profit to the spinner.

THE VIENNA EXHIBITION AND THE NEW YORK COTTON EX-CHANGE.—The Boston Daily Advertiser of March 11 makes the following timely auggestion with regard to the selection of a representative of our industrial interests at Vienna:

It has been decided that our government and people shall be represented at Our industrial enterprises of all sorts, our commercial traffic and our special productions are to be compared, intelligently or otherwise, with those of other nations. Our leading export is cotton; of that great material this country supplies the world with three-fifths of its requirement and that the best in quality. It is the chief production of many of our States, and more than any other material interest demands a special representative

For that piace and duty no merely political or general qualifications will suffice. Such a commissioner should have knowledge, acquired by residence and observation in the cotton growing region, of cotton production in the States, and of our peculiarities of soils, climate and meteorology; good knowledge of our cotton manufacturer; good knowledge of the production and manufactures of cotton in all countries, and the peculiarities of each, and a full and accurate statistical knowledge of the whole subject, with a grasp of its bearing and influence on the whole trade of the world.

This is not a task to he intrusted to any chance comer, and we trast it is not impertinent on our part to suggest that the President, by whom he appointment is to be made, should delegate the selection of such a comm. si ..er to a hody like the New York Cotton Exchange, for example, which is in a position to judge at once of the fitness of applicants, and has every inducement to appoint, without prejudice or personal bias, a commissioner who would most nte ligently represent this great national interact.

We trust the President will think well of this suggestion. If he does, we have entire confidence that he will have the satisfaction of seeing the country is wisely represented at that time. which is without doubt his chief desire.

BOMBAY SHIPMENTS.—According to our cable dispatch received to-day, there have been 30,000 bales shipped from Bombay to Great Britain the past week and 7,000 bales to the continent, while the bales. The movement since the first of January is as follows. These are the figures of W. Nicol & Co., of Bombay, and are brought down to Thursday, March 13:

		nte this w	eek to-	-Shipme	nte since J	an. 1 to-	Week's
	Great	Con-		Great	Con-		
	Britain.	tinent.	Total.	Britaio.	lineat.	Total.	receipts.
1873	30,000	7,000	37,000	158,000	56.000	214,000	45,000
1372	30,000	17,000	47,000	229,000	92,000	821,000	33,000
1871	23,000	0,000	29,000	138,000	44,000	182,000	82,600

From the foregoing it would appear that compared with last year there is a decrease this year in the week's shipments from Bombay to all of Europe of 10,000 bales, and that the total movement since Jan. 1 shows a decrease in shipments of 107,000 bales compared with the corresponding period of 1872.

GUNNY BAGS, BAGGING, &c.—The market for bagging has ruled quiet, but prices are firm without any large transactions having transpired. We note numerous inquiries in the market, and quote spot at 13@13\frac{1}{4}, cash, and for future summer deliveries 14\frac{1}{4} @15 cash; more activity is locked for soon. We hear of a sale of 300@500 bales India gunny cloth, at 94c. currency, cash, and one or two parcels more might find buyers at same price. Bags remain as last advised; no sales are reported, and we quote at 15@ 154c. cash, according to weights. For butts the demand for consumption has not come up to expectations; so far this month since our last issue sales have been 1,000 bales ex ship 21-16 (chapt) asks 1,500 bales to saving 1,500 bales in a 2. (about) cash, 1,500 bales to arrive, 1,500 bales in store, New York, at 2½c., 60 days probably; 1,700 bales in Bostou at 2 3-16, 60 days, and 2,000 bales for future delivery on private terms. We quote prices asked at 2 3-16@2½c. cash and time for store lots, 2½@2 1-16 gold, for futures.

VISIBLE SUPPLY OF COTTON MADE UP BY CABLE AND TELE-GRAPH. -- By cable we have to night the stocks at the different European ports, the India cotton affect for all of Europe, and the American afloat for each port as given below. From figures thus received, we have prepared the following table, showing the apparity of cotton in sight at this date (March 14) of each of the

quantity of cotton in sight at this date (M	arch 14) of	each of the
two past seasons:	1873.	1872.
Stock in Liverpool bales.	632,000	654,000
Stock in London	181,000	185,000
Stock in Havre	191,000	194,000
Stock in Marseilles	14,250	14,000
Stock in Bremen	42,000	15 750
Stock in Amsterdam	75,000	59,000
Stock in Antwerp	31,000	13,500
Stock in Hamburg	29,000	15,000
Stock in Barcelona	62,000	72,000
Stock in Trieste	13,750	10,500
Afloat for Great Britain (American)	253,000	203,000
Afloat for Havre (American and Brazil)	43,000	22,500
Afloat for Bremen (American)	32,000	11,000
Afloat for Amsterdam (American)	11.500	15,000
Total Indian cotton affoat for Europe	144,000	415,000
Stock in United States ports	528,553	466,710
Stock ln lnland towns	106,878	83,113
Exports from United States this week	44,738	61,770

Total..... 2,434,669 These figures indicate a decrease in cotton in sight to-night of 76,274 bales compared with the same date of 1872.

2,510,943

MOVEMENTS OF COTTON AT THE INTERIOR PORTS .- Below we give the movements of cotton at the Interior ports—receipts and shipmen's for the week, and stock to-night and for the corresponding week of 1872;

	-Week endi	ng March	14 1878	Week end	Ing March	15. 172 - 1
	Receipts. S	hipments.	Stock.	Receipta.	Shipment	s. Stock
Angusta	2,505		14,127	1,526	1,880	15,813
Columbus		1,199	11,824	222	1,100	7,640
Macon	400	371	11,304	370	982	8,547
Montgomery.		699	. 8,024	214	980	5,357
Selma		902	4.652	394	648	2,742
Memphis		9,434	45.590	8.800	11,271	36,195
Nashville		1.095	11.357	485	145	6,819
2100027222						
	20,429	16,580	106,878	12,011	17,006	83,113

The above totals show that the Interior stocks have increased during the week 3.849 bales, and are to-night 23,765 bales more than at the same period last year. The receipts have been 8,418 bales more than the same week last year.

The exports of cotton this week from New York show an inthe exports of cotton this week from New York show an increase since last week, the total reaching 6,985 bales, against 5,680 bales last week. Below we give our table showing the exports of cotton from New York, and their direction for each of he last four weeks; also the total exports and direction since eptember 1, 1872; and in the last column the total for the same period of the previous year:

Exports of Cotton (bales) from New York since Sept.1, 1872

7 .						
		WEEK I	Total	Same		
EXPORTED TO	Feb. 19.	Feb. 26.	March 5.	March 12.	date.	prev. year.
Liverpool Other British Ports	9,258	8,775	5,522 158	6,985	238,516 366	251,895 949
Total to Gt. Britain	9,258	8,775	5,680	16,985	238,882	252,844
Havre Other French ports	20	79	• • • •	••••	2,046	881 119
Total French	20	78			2,046	1,000
Bremen and Hanover Hamburg Other ports	••••	168		••••	17,152 4,598 286	5,295 349 1,183
Total to N. Europe.		168		****	22,036	6,777
Spain Oporto& Gibraltar&c	,				2,741	1,196
Total Spain, &c					2,741	1,196
Grand Total	9,278	9,021	5,680	6,985	315,705	261.817

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

RUGE'TS FROM-			BOST		PHILAD		BALTIMORE.		
	Thia week.	Since Sept. 1.		Since Sept.1.	This	Sent.1.	Thia week.	Since Sent.1.	
	110012	Jopu II	W OCAL.	Depart	110011			o operor	
New Orleans.	2,851	73,188	2,792	29,827		2,474		1,145	
Texas	1,092	38,419	2,199	8,588		9851			
Sayannah	2,926	127,341	594	31,202		12,810		6,603	
Mobile				6,661					
Florida		683			1				
S'th Carolina.	3.794	127,291	859	11,367	874	374	357	8,195	
N'th Carolina.	817	24,320	116		430	8,058	383	16,394	
Virginia	4.796	164,648	2,377	62,253			765		
North'rn Ports	67	5,672	1,871	64,061				1,097	
Tennessee, &c	2,291	80,119	322	15,997	731	12,920	200	9,299	
Foreign	291	1,971		68		105			
Total this year	18,928	643,652	10.630	230,156	1,983	37,726	1 945	75,659	
Total tilla Jost	10,020	040,004	10,000	200, 200	1,000	01,140	1,000	10,000	
Total last year.	13,971	511,092	4,466	186,957	1,568	46,996	3,744	74,598	

SHIPPING NEWS .- The exports of cotton from the United State the past week, as per latest mail returns, have reached 78,563 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in THE CHRON-ICLE 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 of all vessels cleared up to Wednesday

night of this week:	
Total be	alea.
NEW YORK—To Liverpool, per steamers Republic, 987 City of Brook-	
	6,985
New Orleans-To Liverpool, per steamers Fire Queen, 2,501 Royal	
Standard. 3,150Arch Druld, 2,950Louislans, 3,088 per	
ships McNear, 3,800Giants Canseway, 3,891Dilharre, 3,812	- 1
and 21 sacks seed cottonJohn Parker, 3,513Beann, 3,503	
per barks Hindostan, 1,649Emma, 2,871 3	4,735
To Havre, per ship Europa, 3,476	3,476
	2,254
To Antwerp, per brig B. H. Steenken, 708	708
To Cronstadt, per ship Hypatia, 2,577 per barks Agder, 1,340	
H. D. Brookman, 2,031 Runer, 1,240	7,188
To Reval, per ship Fylgia, 1,818	1,818
MOBILE. To Liverpool, per ships Sea Queen, 2,198 Pedro Plandolet,	4.090
2,720	4,918
CHARLESTON.—To Liverpool, per herks J. B. Duffus, 1,963 Upland and 254 Sca IslandGniona, 1,769 Upland and 249 Sea Island	4 992
SAVANNAH.—To Liverpool, per ship Don Juan, 2,500 Upland	4,235 2,500
To Havre, per brig Shepherdess, 579 Upland and 32 Sea Island	611
To Bremen, per ship Andrew Lovitt, 2,754 Upland	2,754
To Oothenburg, per bark Oscar 1st, 2,012 Upland	2.012
TEXAS-To Liverpool, per barks Lainetor, 1,137: Bertha Temple, 1,478	2.012
and 14 Sea Island	2,629
NonFolk-To Liverpool, per steamer Cid, 813	813
BALTIMORE-To Liverpool, per stesmer Manitobian, 170	170
To Bremen, per bark Anins, 413	443
To Hamhurg, per bark Alice C, 300	300
BOSTON-To Liverpool, per steamer Batavia, 14	14
and the second s	
Total	78,563

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

	er-				Cron-		Gotheu	
New York 6.9	ol. Havre.					Reval.		Total. 6,985
New Orleans34.7		2,254	****	708	7.183	1,818		50,179
Mohile 4.9	918			****	****	****		4,918
Charleston 4.5 Savannah 2.5		2.751					0.015	4,235 7,877
Texas. 2.		2, (-) 1	• • • • •				2,012	2,629
Norfolk 8	313							813
Baltimore	170	443	300					913
	14	****	1000		****	O O O O		14
Total56,9	999 4,087	5,451	300	708	7,188	1,818	2,012	78,563

Below we give all news received, during the week, of disasters to vessels carrying cotton from any port of the United States:

Non Wester.—The fire on board the ship Nor Wester, from New Orleans for Liverpool (before reported as having put into Key West Feb. 23, burning and there destroyed), was discovered in the fore peak, and among cargo that had been stowed and choked off full six weeks before. As soon as the alarm was given, the deeks were wet with water, and all available means employed to keep the fire under, but despite their efforts the main deck was burned through before the vessel arrived at Key West, where she was at once run ashore. From 1500 to 1700 bales cotton saved—about 500 being injured by water only. The ship is completely destroyed to her lower deek, and not a spar left standing.

ner lower deek, and not a spar left standing.

GOLD, EXCHANGE AND FREIGHTS.—Gold has fluctuated the past week between 114½ and 115¾, and the close was 114½. Foreign Exchange market is firm. The following wert the last quotations: London bankers', long, 107½@108; short, 108½@108½, and Commercial, 107@107½. Freights closed at ½d@7-16d. by steam and 9-32@11-32d. by sail to Liverpool, 1½@1½c. gold by steam and 1c. by sail to Havre, and ½d. by steam to Hamburg.

BY TELEGRAPH FROM LIVERPOOL.—

LIVERPOOL, March 14—5 P. M.—The market opened quiet and closed dull to-day, with sales footing up 10,000 bales, including 1,000 bales for export and speculation. The sales of the week have been 73,000 bales, of which 7,000 bales were laken for export and 5,000 bales on speculation. The stock in port 1s 632,000 bales, of which 302,000 bales are American. The stock of cotton at sea, bound to this port is 518,000 bales of which 353,000 hales are American.

Feb. 21.	Feb. 28.	March 7.	march 14.
61,000	67,000	78,000	73,000
4,000	4,000	5,000	7,000
3,000	3,000	5,000	5,000
498,000	525,000	538,000	632,000
175,000	196,000	265,000	302,000
401,000	560,000	489,000	518,000
318,000	365,000	287,000	253,000
	61,000 4,000 3,000 498,000 175,000 401,000	61,000 67,000 4,000 4,000 3,000 3,000 498,000 525,000 175,000 196,000 401,000 560,000	61,000 67,000 78,000 4,000 4,000 5,000 3,000 3,000 5,000 498,000 525,000 588,000 173,000 196,000 265,000 401,000 560,000 489,000

Trade Report.-The market for yarns and fabrics at Manchester is dull.

BREADSTUFFS.

FRIDAY P. M., March 14, 1873.

The receipts of flour the past week have been at ahout the average rate, but the demand for low grades has slightly improved, and prices have advanced a little. The shipping demaud has been mainly for No. 2 and superfine to ship to the British Provinces. But there has something been done in shipping extras for Great Britain, though this business has been restricted within narrow limits, owing to the difficulty of procuring freight. In the better grades there has been some pressure to sell, especially current receipts on the wharf, in order to save the expense of storing. A disposition has been shown to accept lower prices, when, by doing so, full lines could be closed out. The net result of these circumstances upon the flour market has been a reduction in the rauge of quotations. To-day the market was inactive, and prices drooping Corn meal has been more active, at a slight decline.

The wheat market has lost a portion of the improvement of last week. Spring growths are fully 2c. lower, and winter wheats even more depressed. Three loads of No. 2 spring were sold on Wednesday for London at a private price. Yesterday, No. 2 Milwaukee sold at \$1 64 in store, and No. 3 at \$1 52; with car loads of Amber Ohio and Michigan at \$1 85@1 90. The receipts of wheat at the West have fallen off, but this may be attributed in part to the want of storage room. There is no doubt that there is still a large quantity of spring and winter wheat in the hands of growers. To-day the market was dull; the only transaction of moment was a boat load of good No. 2 Milwaukee at \$1 65, afloat.

Corn has been somewhat irregular. There has been more pressure to sell from store, and in the past few days holders have pretty freely accepted 631@64c. for old Western mixed in store. Southern yellow improves in condition, and brings more money, selling at 66@664c. afloat. New Western arrives very slowly at all points, and is somewhat nominal on the spot, but for May and June delivery we notice bids at 62c. To-day the market was very quiet.

Rye remains dull; stocks are small, and holders are firm at 90c. and upward, but sales could not be pushed at much if any over 85c. In Barley rather more business has been reported, but at such irregular prices that our quotations are for the most part

Oats have been unsettled. Holders have made a strong effort to force up prices, but free receipts by rail, and the relative cheapness of other articles of food for animals, have prevented an advance that was realized early in the week from being maintained; good to prime new Western mixed and white have latterly ranged from 49 to 51c. To-day there were sales of strictly prime at 50@50½c.

The following are closis	ng qu	otations;
FLOUR.	0 4	1 GRAIN.
Superfine State and West-		Wheat-No.2 spring, bush \$1 58@ 1 67
ern	500 8 2	No. 1 spring 1 74@ 1 77
	50 7 6	
Western Spring Wheat	000	
	0@ 7 5	
	500 9 2	
do winter wheat extras	000 0 2	
	5@11 7	
City trade and familia	5@ 8 1	
City trade and family	2016	Rye-State and Canada 93@ 95
brands	0@11 5	
Southern bakera' and fa		Oats-Now Black 466 48
mily brands 9 23	5@12 0	
Southern shipp'g extras. 7 7	500 8 5	
	000 6 0	
Corn meal-Western, &c. 3 20	0@ 8 5	
Corn meal-Br'wine, &c. 3 7	500 38	Peas-Canada 1 12@ 1 40

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

	1	873	Same	18	373	18	372.
	For th	e Since	time Jan.	For the	Since	For the	Since
	week.	Jan. i.	1, 1972.	week.	Jan. 1.	week.	Jan. 1.
Flour, bbls.	45, 102	413,487	359,400	20.952	225,392	14,285	186,674
C. meal, " .	6,213	58,909	31,521	-4,791	29,846	2,871	36,228
Wheat, bue.	52,460		833,674	52,508	865,737	104,228	1,643,707
Corn, ".	103,308		8,306,315	204,921	2,792,208	59,522	8,316,016
Rye, ".		1,398	1,865		1,004	14,403	153,777
Barley, &c	8,825	307,658	546,215	****	8,700		
Osta	170,725	1,521,398	699,992	572	5,104	335	6,537
TO				_			-44

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

RECEIPTS AT LAKE AND RIVER PORTS FOR THE WEEK ENDING MARCH 8, AND FROM AUG. 1 TO MARCH 8.

				0 2422200	- 2	
	Flour.	Wheal	Corn,	Oate.	Barley	. Rye.
	bble.	bush.	. bnsh.	bush.	basb.	busb.
	(1961bs.)	(801bs.) (56 lbs.)	(82 lbs.)	(481be.)	(56 1bs.)
Chicago	53,483	175,060	480,750	178,892	96,320	14,190
Milwaukee	5,659	131,198	21,130	17.980	11,175	12,390
Toledo	6,963	30,444	201,600	32,066	3,550	
Dstroft	4,751	20,086	61,960	18,528	6,433	
Cleveland	*3,050	10,500	32,500	36,250	4,400	****
St. Loais	27,475	73,455	258,500	107,393	12,468	2,456
Dalath	1		*****			
Total	101,382	443,743	1,056,440	891,109	136,346	80,036
Previous week	99,463	650,541	1,024,705	456,510	141,178	31,978
Corresp'ng week,'72.	81,369	197,949	1,046,666	275,447	82,342	27,783
	74,271	282,721	325,018	141,859	41,142	16,650
170.	118,059	466,845	278,589	120,212	81,901	15,501
11 '69.	120,649	476,013	750,610	244,842	33,777	40,173
168		94,302	240,567	78,262	12,205	4,167
Total Aug. 1 to date 3	.275,931 3	4,913,986	36,405.218 1	5,822,869	7,575,391	1,349,048
Same time 1871-72 8	329,142 3	1,566,622	25,296,742 1	7,883,932	5,606,172 9	2,250,083
Samo time 1870-713.	735,817 3	1,828,508	17,934,322 19	2,791,552	1.807.124	1,195,953
Same time 1869-704,	019,568 3	5,016,754	17,470,947 10	0,735,838	2,907,345	1,170,998

^{*} Estimated

SHIPMENTS of Flour and Grain from Chlcago, Milwaukee Toledo, Detroit, Cleveland, and St. Louis for the week ending March 8, and from Jan. 1 to March 8:

	Flour,	wheat,	Corn,	Uate,	Barley.	Rye.
Week ending-	bbls.	husb.	hash.	bush.	baeb.	bush.
March 3, 1873	89,157	153,312	251,086	232,926	138,627	8,032
Mch. 1, 1873	85,750	111,527	271,265	165,400	81,735	11,653
Corresping week 1872	72,208	78,473	618,126	170,879	49,568	7,815
Corresp'g week 1871*	52,156	48,831	172,696	24,553	10,594	2.942
Corresp'g week 1870*	67,763	114,942	156,757	53,370	12,153	8,550
Total Jan. 1 to date	763,127	1,248,695	2,415,799	1,694,977	699,424	75,038
Same time 1872	601,378	415,675	4,506,842	1.032,761	395,112	99,697
Same time 1871*	483,745	347,893	2.811,646	420,017	165,664	34,236
Same time 1870*	816,291	985,999	1,387,517	335,513	116.813	46,588
				,		-1000

*St. Louis not included.
RECEIPTS OF FLOUIS AND GRAIN AT SEABOARD PORTS FOR THE

WEEK ENDING MARCI		FROM J	AN. I TO	MARCH	8.
Flonr,	, Wheat,	Corn,	Oata,	Barley,	Rye,
At bbls.		bach.	bush.	bush.	bush.
New York 48,554	67,910	113,090	194.875		2,400
Boston 23,163		94.314	101,253	6,384	800
Portland			202,400		****
Montreal 10,400			2,500	1.600	
Philadelphia 14,47		49,600	66,950	14,000	859
Baltimore 30,877		97,700	10,570	21,000	200
New Orleans 10,180		17,173	25,003	***	
20,20		11,110	20,000		****
Total 137,592	128,430	371,277	401.151	21,984	4,259
Previous week 196,817		506,271			
Week, Feb. 22 133,046			484,788	45,918	2,813
		401,917	295,398	41,200	210
Week, Feb. 15, 159,883		472,304	306,957	55,665	8,625
Week, Feb. 8 118,440	143,803	808,229	228,218	60,595	7,289
Cor. week, '72 120,731		659,960	159,106	40,318	5,379
Total Jan. 1 to data 1,287,836		3,877,838	3,249,817	631,455	22,802
Do. same time 18721,129,206	1,028,084	7,574,215	2,078,694	633,564	43,578

^{*} Two weeks.

THE VISIBLE SUPPLY OF GRAIN, including stocks in store at the principal points of accumulation at lake and seaboard ports, in transit by rail, and frozen in New York canals, March 8, 1873:

	Wheat,	Corn.	Osta,	Barley,
	bush.	bush.	bush.	bush.
In store at New York and afloat	671.197	2,515,892	846,726	293,493
In atora at Albany	34.000	****	98,000	113,000
In store at Buffalo	96,701	128,031	70,431	81,098
In store at Chicago*	2,320,212	5,881,620	1,642,552	381,970
In atore at Milwaukee	1,829,600	46,000		
In store at Duluth	7,000,000		272,000	113,000
In atom at Malada	. 77,915	004 000	440,000	40.000
In store at Toledo	545, 143	801,350	148,869	10,803
In store at Detroit	236,056	115,417	77,655	50,622
In atore at Oawego*	150,000	100,000	2,000	100,000
In store at St. Louis		606,376	149,794	24,142
In store at Boston	9,077	27,942	109,972	77,596
In store at Toronto	400,921	500	7.396	62,876
in store at Montreal	123,357	859,360	63,777	9,521
In store at Philadelphila	60,000	275,000	50,000	
in store at Baltimore*	50,000	254,074	55,000	
Rati shipments for week	153,312	251.086	232,926	100 000
	52,120			138,827
Amount on New York canals	32,120	164,457	85,200	78,188
m.s.t		44 400 400	0.010.000	
Total	7 213.168	11 627 105	3 910 298	1 534 998

Cotal in store and	in	transit Mar. 1, '78 Feb. 22, 78 Feb. 15, 73	7,124,745 6,814,851 6,880,475	11,104,700 10,662,477 10,295,529	3.848,600 3,681,810 8.487,152	1,550.688 1,638,888 1,667,295
5.6	9.5					
91	44		8,016,778	9,421,218	8,427,992	1,716,755
		Dec.31, 72		9,595,358	8,414,719	2,216,562
44	4.9	Mch. 10,'72	9 873 660	11,508,814	E 631 753	2,003,607
			0,010,000	22,000,011	0,001,100	*,000,000

* Estimated.

GROCERIES.

FRIDAY EVENINO, March 14, 1878.

The general market continues duil, and prices on the leading articles have become rather more irregular since our last report. Refined sugars continuing dull and weak have affected the prices of raws somewhat, and the market lacks stability at the range given at the close. Coffee has been very dull with unisvorable advices coming in from Rio, and prices weak and nominal at a reduction from those last noted. Tea continues soft and is scarcely quotable Molasses is steadily held with a moderate degree of activity in the jobbing demand. Spices are strong and fair transactions are making in a small way.

TEA.

There has been a moderate call for chops during the week, with some inquiry for full lines, but very little actual business closed. The wants of huyers are not very pressing, as d with the impression prevailing that the market la cutirely under their control, they show a disinclination to buy unless holders will meet their views fully. Concessions have been made in their favor for some time past, and now values have been run down to a point where it is more profitable for a holder to retain his stock and take the chances of future fluctuations than to escrifice it at the current rates. For this reason there are many who refuse further concessions, and their firmness has a tendency to restrict sales of invoice lots. Quotstions are irregular und nominal. but not materially altered on any grades. All kinds participate in the dolness, and our remarks refer equally to Blacks, Greens, and Japans. The arrivals of the week have been the "Fanoy Breslan," from Shanghal, and the "Calleron," from Yokohams. The sales are 500 half chests Green, 1,000 do. Souchong, 8.500 do. Japan.

Imports the past week have focluded 248,413 lbs. Green and 56,191 do. Japan, per "Fanny Breslauer," from Shanghal; 355,685 lbs. Black, 314,947 lbs. Green, and 157,187 lbs. Japan, per "Centurian," from Shanghal; and 845,507 lbs. Japan, per "Caller Ou," from filogo. The indirect importations have lucluded 628

The following table shows the imports of Tea into the United States from January 1 to date, in 1873 and 1872:

Atlantic ports, 1873...lbs. 4.963.629 5.451.996 5.260.866 15.683.531 Atlantic ports, 1872..... 5.063.463 6.069.239 2.605.663 13.433.501 The indirect receipts at New York, principally overland receipts from San Francisco, have been 12,838 bygs. since January 1, against 45.389 last year. Imports at San Francisco from Jan. 1 to Feb. 15, were 70,245 lbs. of China and 296,190 lbs. of Japan tea.

COFFEE.

The market since our last report has been flat, and the tone has been weak. with a declining tendency. The weak tone noticed at the time of our last review, resulting chiefly from the adverse Rio reports, has been further developed this week by later dispatches confirming the depressing news pre-viously reported, and advising a further decline. This has had the effect of domoralizing the trade here to some extent, buyers being unwilling operators on the unfavorable outlook. Grocers have made moderate purchase their stocks in running condition, but jobbers have shown very little desire to buy except as their waots became pressing. Holders with small stocks in their hands (about 90,000 bags at all the ports) have not pressed sales until near the close, when prices have been dropped fully %@1c. per pound on Brazil coffees, and are quoting nominally at the decline in the absence of sales. West India coffees are quiet and somewhat lower, though for jobbing parcels full prices have to be paid. East India grades are not changed in second hands, but are rather easier with importers. The sales here and at the outports include 420 bags Laguayra at 19%@19%c.; 1,000 bags Rio at Galveston, 300 at Savannah, 500-at Baltimore, to arrive, per "Virginia Dara;" 3,000 do. "Anina," and at Mobile 800 ex "Catharine."

Imports at this port the past week have included 4,326 bags Laguayrs, er "A. B. Patterson;" 1,003 do. St. Domlngo, per "Perit, and 1,606 do. sun-

per "A. B. Patterson;" 1,003 do. St. Domingo, pe. dries.

The steamer "St. Thomas," given in our imports last week, brought 4,499 bags Laguayra and 2,715 St. Domingo, and not 7,214 Laguayra, as reported.

The stock of Rio March 13, and the imports since Jan. 1, 1873, are as follows:

	New	Phila-	Balti-	NOW	piopile.	Gal-	
In Bags.		deiphis.	more.	Orleans.	&c.	veston.	Total.
Stock	29.537	****	36,113	21,358	5,000	2,000	93,908
Same date 1872	119,986		31,353	11,860	17,517		174,696
Imports	98 633	3,000	87,502	ER,081	21,509	12,000	290,825
n in 1872	122,681	4,012	63,938	41,02	15,400	8,212	260,775
Of other sorts the sto				13, and th	e import	satthes	everal
ports since January 1, 1878, were as follows:							
	-New	York-	Boston	. Philad	el. Balt.	N. Orle's	. EH

In bags. stock.		import.	import.	import.	impor	L'all
Java and Singapore 2,250	*81,298	*25,865	****			==
Ceylon 7,650			413			the
Maracaibo	10,756					0 3
Laguayra 5,811	11,803	****	3,833			porte
St. Domingo 1,003	17,723	85	****			2 2
Other 3,869	6,434	612	813	\$5		==
m 4-1	G1 011	26,515	4.003		_	440 700
Total	81,011		4,093	85	215	111.702
Same time, 1872 88,914	97,566	7,513	7,794	8,6.9	215	116,305

* Includes mats, &o., reduced to bags. + Also, 20,871 inats.

SUGAR.

There have been some free arrivals of raw sugars since our last report, and with the focreased offerings buyers have made more liberal selections. fining interest le not in an altog ther satisfactory condition as yet, and the tendency of prices has been weak and rather in buyers' favor. The only cause for this state of the market seems to be the over production, resulting from the constant running on full time of some of the larger refineries, which are apparently willing to produce at lower prices than those at which the best goods can be profitably made. A few weeks of activity would so far reduce the surplus accumulation as to overcome the ill effects of this policy, but while the market continues as dull as it is now, the result of this heavy production caunot be other than detrimental to the best interests of the trade.

demand for raws from refiners generally is not very liberal as yet, but prices are fairly steady, the only notable alterations being a reduction of %c. on good refining, bringing the range down to 84@84c. for fair to good. Refined is weak at previous quotations. The sales of raws are 9,572 hhds. at 84@94c for contrifugal, 8%@8%c, for prime Cuba, 8%@10%c. for Demerara; 150 bbls. clayed Martinique. 8%@9%c.; 6,993 boxes at 9c. for Porto Rice, 8%@9%c. for clayed Havana, 9%@9%c. for centrifugal; 2,099 baskets Batavia sugar 9%c., 548 bags brown Para 8c., 5,500 do. Pernambuco 8%c.

Imports at New York and stock in first hands March 13, were as follows:

Cuba. Cuba. P. Ideo.

Other. Brazil Manila, co. Melado

bys. hhds. hlds. hds. hgs. tbags. hhds.

mports this week. 11,756 8,899 607 8,427 8,727 8,767 105,748 132,816 9,893 8,385 15,988 12,989 214,722 2,088 Imports this week... 11,756
since Jan. 1. 50,647
same time, '72 70,020 2,137 811 3,514

MOLASSES. A few of the refiners have begun operations, and are purchasing mederately of goods suited to their requirements. There is already considerable stock beld by these parties, and more general operations will be necessary to cause an active inquiry. The trade wants are becoming more libersl, and there is a better demand for grocery grades both of foreign and demestic stock. The latter is in good request, and stocks are steadily running down, the present amount being 5,500 bbls. The supply of Cubs, including grocery grades, amounts to 4,261 bbds., while of Porto Rice there is 423 bbds., and only 77 bhds. English Islands, showing a liberal distribution since our last. Syraps are selling in a moderate way, with the production barely equal to the trade wants, and stocks remaining very light. Prices are strong on all grades. The sales include 50 hhds. and 30 tes. new Porte Rico 60@65c., 243 hhds. old de. 43@52c, 40 hhds. Demerara 34c., 125 hhds. beiling Muscovado 35c., and 825 bbls domestic, in lots, 72@75c.

The receipts at New York, and stock in first hands March 13, were as follows:

Cuba,	P. Rice,	Demerara,	Other *hhds	N.O. bbls.
Imports this week	30 878 261	1,161 597	185 264	22,769 28,569
Stock in first hands	423 781 428	39		5,500 2,000 4,500

Imports of Sugar & Moinsses at leading ports since Jan. 1. The imports of sugar (including Melado), and of Molasses at the leading ports from January 1, 1873, to date, have been as follows:

	1		S04	ra =			-MOIS	asses	ш
	-Box		- Hi			ags.	"H	hds	l
	1873.	1872.	1875.	1872.	t873.	t872.	1873.	1872.	ı
New York	50,047	70.020	55,844	81.861	238,559	243,022	14.754	5,092	ı
Boston		1.954	3.910	2,793	°420,509	334,171	5,553	3 938	ı
Philadelphia		4.193	5.330	2,755	31.425		3,290	5,342	i
Baltimore	15,360	12,783	11.532	12,374	4,400	10,000	1,888	897	ı
New Orleans	8,161	18,514	609	237			1,439	730	ı
		402 400				200 403	04 507	20.000	ı
Total	79,897	102,479	77,025	50,026	694,893	587,193	24,707	18,799	ı

Including tierces and barrels reduced to bhds fincludes baskets, &c., reduced.

WHOLESALE PRICES CURRENT.

-	CA 5
llyson, Common to fair 35 @ 45	Hyson Sk. & Tw. C. to fair. 20 @ 25
do Saperior to flas 50 @ 65 de Ex.fine to finest 70 @ 80	do do Sup. to fine. 27 @ 31
Young Hyson, Com. to faim 35 @ 45	Uncel. Japan, Com. to fair., 80 @ 45
do Super. to fine. 50 @ 75	de Sup'r to fine 50 @ 60
do Ex.fine to finest 80 @1 05 Bannowder Com to fair 45 @ 55	do Ex.i. to finest. 70 @1 00 Oolong, Common to iair 27 @ 15
do Sap. to fine 65 @ 80	do Superior to fine 41 @ 12
do Ex. fine to finest. 90 @1 15	do Exfine to finest 85 @1 00
Imperial, Com to fair 83 @ 50 do San to fine 55 @ 70	Souc. & Cong., Com. to fair. 25 @ 85 de Sap'r to fine. 49 @ 55
de Extra fine to floest 75 @ 99	de Ex.f. te finest, 68 @ 95
Co	free.
Rio Prime gold, 191/20191	Native Caylon,gold. 1714 a1814
do goodgold. 19 @1934	Maracalbogold. 18 @19
do fairgold. 18 @18%	Laguayragoid, 181/20
lava mats and bagsgold. 20 @22	St Domingogold, 16 @ 16% Jamaicagold, 17%@18%
Java mats, br gold. 22%@28	Mochs gold@
Su	gar.
Cuba, inf. to com. refining 7 @ 8	Havaoa, Rox, white 10%@:1%
do fair to good renning 8%@ 8%	Porto Rico, renalog grades 750 82
GO DEIMC	do grocery grades 8%@ 9%

Chos' ini. to com. Lenning (@	B Havada, Nox, William 10%@:1%						
do fair to good refining 8%@	8% Porto Rico, reflaing grades 7%@ 8%						
do prime	8% do grocery grades 8%@ 9%						
do fair to good gracery 8%6	9 Brazil, baga 71/00 81/4						
de pr. to choice grocery 9%6	9% Maoila, bags 7% 8%						
do centritagal, hhda, & bxa. 944	2 9% White Sugars, A 10%@10%						
	8 6% do de B 10% @						
le moiasses	a 24 do do extra C 10ka						
Bay's, Box, D. S. Nes. 7 to 9 746	8 8 Yallow sugars Swally						
do do do 10 to 12. 8%	9 9 Crusbed 11 2 @						
do do de 13 to 15 9%	210 Powdered						
do do do 16 to 18 101/46	a10% Granalated 11%@						
de de do 19 to 20., 11 @	311% (
Molasses,							

	TATO	lasses,	
New Orleans new # gall.	55 207	5 Cuba Clayed	5
Porte Riso.	31 @8	0 Cuba centrifugat	ŀ
Cubs Muscevado	32 @3	6 English Islands25 @45	ś
		and Nuts.	
A.	1 direct	STREET TAFFERS	
Raisins, Seediess, nw & frail. 4	25@ 4	85 African Peanuts	

	Fruits a	nd Nuts.		
Raisins, Seeciess, nw & frail.	4 25@ 4 55	African Peanuts	@	
de Layer, 1972, w box,	2 10@ 2 15	Filberts, Sicily	12 @	1214
de Sultana, P D	12 %@ 18	do Barcelona	1134@	11%
10 Valencia, & b	7%@ 7%	Waloute' Bordesux	@	
do Loose Muscatels2		Macaroni, Italian	1150	1236
Currants, oew # D.	6%@ 6%	DOMESTIC DEIED FR	UITS.	24/2
Citron, Legherr (new)	38 @ 39	Apples, State D.	6 @	61%
Prunes, French	12%@ 13	do sliced	7360	8
Propes, Torkish, oid		do Western	5%@	6
do new	1863 8	do Southern, good	334 0	436
Dates	0%0 6%	do prime	5 @	8
Figs, Smyrna	9 @ 18	do sliced fancy	8 @	10
Canton Glagar, case	7 51 67 75	Peaches, pared	14 @	17
Almonds, Languedoc	20 @ 201/	do uppared, gra & hive	4 @	534
do Tarragona	18% 0 18%	Blackberries	7 B	8
do Ivica	18 @ 18%	Cherries, pitted	21 @	22
do Sicily, soft shell		Pecan Nnts D.	. 9 @	10
do Shelled, Sicily		Hickory Nats B bash.	@	
to paper shell	@		@	
Sardines bi. box.		Posnuts, va,g'd to incy ol 1		
Bardinas wer box.		do do new	1 20 @1	75
Brazil Nuts new	. 11 @ 11%	do Wil.,g'd to best de.	1 00 @1	65
	Spi	lces,		
Casala, in casesgold # 1b.	_		19 6	10
Cassia, in mats do	@ 23	Pepper, in bond(gold)	12 @	18
Singer, Race and Af (gold)	101/0 111/	do Suma ra & Singapore	15 @	193
Mace do		Pimento, Jamaica (gold)	@	113
Notmegs casks	92 @ 94	Cloves	27 6	
an casea Penang	94 @ 95	do in bond do	15 @	17
· conca i citatigassass	23 (0) 23	Clove stems do	13 @	14
	-	diove stems do	20 60	**

Rangoon fras d, gold in tond 8%@ 3% | Carelina...... 8 @ 9

THE DRY GOODS TRADE.

FRIDAY, P. M., March 14, 1873

A decided moderation in the weather here and in the interior has had the effect of stimulating trade both with jobbers and commission houses, and at the close of the week there is a fairly liberal movement in progress in nearly all lines of goods. The season has so far advanced that buyers manitest extreme caution in their purchases of goods for their spring stocks, and sales are therefore restricted to the running requirements of the distributive trade. The principal sales have been of cotton fabrics from first hands, package buyers from the interior being the chief purchasers. The season as a whole is unusually backward, and unless the movement during the next few weeks shows a very decided improvement, the result of the spring trade will not be at all satisfactory. There is now a disposition on the part of dealers in the interior to curtail their purchases for the present to the lowest possible amount, anticipating a probable early revision of the freight schedule, and a reduction of tolls to the principal Western points. The extreme stringency of money in the country has a tendency to make trade more backward, and is also keeping back collections on bills previously purchased. Country roads are still badly blocked by snow, and consumers are not very liberal operators in consequence, while for the same reason they are unable to move their products, which restricts the free circulation of funds. There is a marked steadiness in values here on all lines of goods, both woolen and cotton.

DOMESTIC COTTON GOODS.—The scarcity of nearly all of the principal grades of cotton fabrics is still a notable feature, and is the chief support of prices in the present dull state of the market. The extreme scarcity of the leading makes affects the less popular brands favorably, as buyers are in some cases obliged to substitute the latter for the former, where their wants are at all pressing. Brown goods are strong, and continue in liberal request, the demand running chiefly on fine, medium and standard weights. The lower grades have not shared the activity to any considerable extent. Quotations are unchanged, and rule firm throughout. Bleached goods sell steadily, especially in the fine and medium qualities of shirtings and wide sheetings. Stocks are well sold down, and agents continue to ask full rates on all lines. The trade in colored cottons remains fairly liberal, and the market is strong throughout. There is rather less animation, per haps, than is usual at this season of the year, but the offerings are not really excessive, and full rates continue to be asked. Prints are moving rather more slowly at this moment, the de. mand for medium colorings having partially died out, while the season is not far enough advanced to create a call for light work. Medium colors are still in request from jobbing hands, and are strongly maintained, the stock held by agents being pretty well run down. The polka spot continues to be the favorite, and this style in popular colors is readily distributed.

DOMESTIC WOOLEN GOODS.—There has been no material improvement in the demand for jobbing parcels of woolen fabrics of any description, and the traffic is still light. Fine grades of cassimeres and cloths of well known makes meet a moderately active distributive call, and are firmly held, with no excess of stock. There is less regularity in the lower grades, but it is difficult to get a concession from agents even on these, the current rates being barely remunerative. There has been more call for the recently opened spring shawls, and the agents for the most popular makes report their stocks considerably reduced by the se lections made thus far, while a few of the favorite styles are sold ahead. The offerings are well assorted, but there seems to be so little variation in styles from those of previous years, that there is little to note regarding the patterns. Trade is said to be improving in hosiery, with liberal sales of children's fancy hose. American dress fabrics are in good request, with prices firmly maintained on all lines.

FOREIGN GOODS.—Transactions in first hands have shown a satisfactory improvement since our last report, and but for the irregularities caused by the frequent fluctuations in gold and strinregularities caused by the frequent fluctuations in gold and stringency in money, this branch of the trade would be in a very favorable position. Jobbing sales have not become very liberal as yet, though buyers are making small selections with rather more freedom than they were a few weeks ago. Jobbers have been induced to increase their purchases somewhat, although their operations are still conducted with extreme caution. Dress goods sell steadily, especially in Japanese stripes and chenes, suiting cloths, and continental fabrics in the fine tints of the early part of the season. Silks and ribbons are in steady request and bring full rates. White goods are moving more freely as the weether moderates. the weather moderates.

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

	~.1	TIII OL	THOMICHE.	000
Brown Sheetings and Shirtings,	Wldth. Price.	Psrk, No. 70 Price.	GENERAL	STORE PRICES
Width. Price. Agawam F 86 11%	do 9-4 55 do 8-4 50	do 80 21 do 90 231/4	PRICES CURRENT.	Bar, Swedes
Albion A 36 1014	do 5-4 2734 do heavy 86 1834	do 100 25	ABHES-Pot,1st sort \$ 100 h 8 00 @ 8 50	Sheet, Rus., as. to assor. gd 16 @ 16 % Sheet, sing., d. & t., com 6 % 7% Reiis, Eng. \$2 ton (gold) 70 00% 72 00 Italia Am., at worka in Pa. 83 00% 85 00
Atlantic A 87 14 do D 37 1236	do XX 10-4 67% Wamentta 40% 22	Alhany 13 Amoskeag 26	BREADSTUFFS-Secapedial report. Building MATERIALS-	
Appleion A., 86 14	do IIII 36 20 do XX 86 20	Algodon 13 Bedford 141/2	Bricks Com board as \$1 10 000 11 50	Spanish, ord'y \$100 mgold.6 45 @4 50 German. 6 45 @6 50
do N. 30 1136 Augurin 36 13 Bedford R. 80 936	Brown Drifts, Amoskeng 15 Adriatic 15	Boslon	Crotons	LEAD
Angurta 36 13 Bedford R. 30 9½ Boott FF 36 14 do S 40 18 do W 43 16½	Adriatic	Chester D'k B 16% Everett 25 Haymaker Bro 14%	Rockland, lump	LEATHER - cash, WB - cash, WB - dak, alanghter,
do W 48 1614 Coneatogo D. 28 11	Pepperell 1516 Stark A 15	Oris AXA 23 do BB 21 do CC 173	White pine box boards, 31 00@33 00 White pine mer. bx b'ds 31 00@33 00 Clear pine	" rough slaughter 82 @ 86
Cablest A	American 11%	Corset Jeans.	Springs boards & planks 80 00@32 00	Hemlock B.A.
do Y 33 12 do Z 36 13	Amoskesg 10	Amoskeag 13 Androscog'n sat 16 Canoe River 1014-11	No. 1m-10d do	MOLASSES—See apecial report.
00 ,. 48 20	Bedford	Hallowell Imp 13%	Cut spikes, all sizes 6 6 60 Pulcts—Lead, white, Am-	
Ind'n Orchard	do mourning 11%	Ind. Orch. Imp 12% Laconia 13%	crican, pure, in oil 111/26 1001 Lead, wh., Amer., dry. 101/26 1001 Zinc, wh., dry, No. 1, 8 6 9 Zinc, wh., Ko. 1, in oil. 111/26 12 Paris wh., Eng # 100 ibe. 2 25 3 2 50	Tar, Wilmington 4 12½24 25 Tar, Wilmington 4 25 Pitch, city 4 00 425 Spirits inrentine. F gai. 61 @ 62½ Itosin, strained, W bbl 55 65 W. No. 1 60 64 55
do BB. 83 12 do C. 88 18 do W. 80 11	Hamilton	Naumkeageat, 16 -16% Pequot. 14%-15	Zinc, wh., No. i, in oil. 11 12 12 Parls wh., Eng # 100 lbs. 2 25 2 2 50	1tosin, strained, % bbl 8 55 28 65 No.1
Laconia B 37 13% do E 36 12%	Merrimac D dk 11% do W pk and pur. 18	Suffolk 18 ; Glazed Cambrics. Amoskeng 5%	BUTTER AND CHEESE— Butter—	No.1 10 4 60 62 62 62 62 62 62 62
do O 39 131 Lawrence A 38 12	do Shirting 11%	Harmony 8 816	Btate dalries choice 42 @ 44 do fair to prime 23 @ 41 Western firkins, 15 @ 30	OAKUM
do D. 36 14 do J. 40 15%	Richmond's 11% Simpson 2d Mourn. 11%	Manville 836 Pequat 836	Western firkins,	OH. CAKE- City thin, obl, in bhin. #tn.gd @ Weat. thin obl'g. (dom.) 40 002
do LL 36 12 do XX 36 15	do hlack & white, 11% Sprague's fan 11% Domestie Ging-	Victory II 8%	LUAL-	Oils-Olive, in caka P gall 1 20 @1 25 Linaced, crushers prices
do XX 36 15 do Y. 36 123 Nashna fina E 40 16	liams.	Brooks, per doz.	Auction sale of Scranton, Feb. 26: 10,000 tons steamboat 4 02%@ 4 20 20,000 tons grate 4 17%@ 4 25	F gallon, in casks 96 97 Cotton Seed Crude S 43%2 45 yellow S 48 9 49
do R 38 14 do W 48 20 Peppcrell 7-4 27 3	Amoskeag 15 Bates 14-15 Caledonia 11 %	200 yda 70 J. & P. Coat'a 70 Clark, John, Jr.	15,000 tons egg 4 5 6	
Pepperell 7-4 2714 do 8-4 30	Clyde	& Co 70 Clark's, Geo.A. 70	15,000 tons chestnet	Whate, crade Northern. 65 6 70 Bperm, crade . 15 6 15 19 Sperm, bleached . 1 75 61 90 Lard oil, prime winter . 63 6 70
do 9-4 8234 do10-4 8734	Hartford 121/	Willimantic, 8 cord 47%	Liverpool house cannel @20 00 COFFEE.—See apcclaireport.	
do11-4 40%	Lancaster 14 Manchester 12	Samoaaet 4234	COPPER-Bolta 45	Crude, ord'y gravity. In bulk, per gallon
Utien	Park Milla 14	_fels 42%	Shesthing, naw (over 12 oz)	Discourage 10 Mahr. 1476 10
do	Penbody	Hadley 65-67% Holyoka 85	American ingot 84% OOTTON—See apecial report.	Pork mess @ bbl (new).,16 00 Pork, extra prime12 21 @12 81%
Bl'ched Sheetings and Shirtings. Amoskeag. A36 16%	Union 1236	Sterling 70 Bags. American 32 50	DRUGS & DYES-Alum. 31/9-81/ Argola, cradegold 16 @ 22	Pork mess \$\forall \text{bh} \text{ (new). 16 00 } \text{ 00 } \te
do 42 17 do 46 18%	Amosk'g ACA. 30 do A 24	Amoskeag 33 00 Great Falls A. 33 00	Araenic, powdered. " 2%%	Beef hams, new
Androscog-	do B 21 do C 19	Ludlow AA 84 00 Lewiston 34 00	Blearb.soda, N'eastla" 6% 6% 6% Blebro. potash, S'tch" 49 @ 19% Blesching powder. " 3 70 @ 3 80	BICE-See grocerles report.
Arkwr!'tWT 36 17 Anburn 36 15%	do D 17 Cordia AAA 24	Ontario A 87 50 Powhattan A. 85 00	Brimstone, cra. Pton, " 35 00 @ Brimstone, Am. roll Pm 8 @ Lamphor, cradegold 2014 @ 21	SALT— Tarks Islands № bush. 33 @ 40 Cadiz. 85 @ 46
Albion 4-4 11 Bartletta 81 12	do No. 2. 21 do No. 3. 21	do B. 42 50 Stark A 87 50	Lamphor, crudegold 20% 21 Chlorate potash 46 42 Chastle soda 65 30 7 Dochinesi, Mondur. 81 36 66 Qochinesi, Mondura 85 36 67%	Cadiz
do 33 13% do 36 15% Bates. BB 36 16%	do No. 4. 19 do No. 5. 17	Cotton Duck.	Cochineal, Bondur. 81 66 Cochineal, Mexican. 55 6 57%	Refined, pure Ph 14
do B 33 14	do No. 6. 15 do No. 7. 14	Sall duck, 22in.— W'db'ry, Fl'twing Druld Sall duck, 22in.— 9 to 5 40-88 4 to 1 40-46	Croam tartar, pilme " 35 0 35% Cuheba, East India 3 6 6% Cutch 750ld 5 6 6% Gamhier 750ld 5 6 6% Gamhier 750ld 5 6 6% Ginaeng, Western 90 9 95 Ginaeng, Boathern 110 6 37% Lac dye, good & ine " 20 6 80% L.corice paste, Calabria. 3 6 81 Licorice paste, Sicily 25 6 26 Madder, Dutch 750ld 10% 10% Madder, Fr. E.X.F. 8 6 9 9% Nutz'is, blue Aleppo, " 20 6 20	Itenned, pure ** ** ** ** ** ** ** ** ** ** ** **
do 45 19 do XX 36 16%-18 Blackatone	Easton A 12% do B 12 -12% Hamilton 20	Druld (4 to 1) 40-46 Light duck—	Gambier 7 b " 53-166 Oinseng, Western 90. @ 95	Hemp, foreign
AA 36 15 Boott B 86 14%	Lewiston A 30 86	Bear duck (8 oz.) 2234 do heavy (9 oz.). 26	Jalapgold 35 @ 37½	Linseed, Gal., \$555 gld & 2 55 SILK—Taatlee, No.3 chop \$58, 75%, 900
do C 33 13 10 do R 28 10	Albany 7%	Mont.Ravena29in 24 do 40in. 34	Licorice paste, Calabria. 31 @ 87 Licorice paste, Sicily 25 @ 26	Taatlee, re-roeled
Fruit of the	Algodoa 121/3 American 13-14	Velvet, J. Cross-	Madder, Fr. E.X.F.F. 83/3 9% Nutg'ls,blue Aleppo, 20 @ 22	SPELTER- Plates, Inr'n . W 100 m.gold 7 62% 67 75
Loom 36 17% 1 Gr't Falls A 32 14 14 do M 32 13%	Amoskeag 18-19 Arkwright 19	Velvet, J. Cross- ley & Son's best 2 65 do do A No 1 2 55	Oplam, Tark in bond, gld 5 00 @ 6 12%	Plates domestic P & 8% @ 10% SPICES—See groceries report.
do Q 36 16%	Easton 14 Hamilton 17-18 Jewett City 1336	Tap Brussels, Crossley & Son's 1 50-1 40	Prassite posses, yelw. 39	SPIRITS— Brandy, l'ign b'ds. P gel, gld3 85@15 (*)
do S 31 12% Lonsdale 36 17 do Cambric 36 22%	Whittenton A. 17 do BB. 14-15	Eng. Brassels. 2 20-2 30 Hartford Carpet Co:	Rhubarb, China 7 m 60 @ 1 10 Sal soda, Newcastle, gld @ 2%	Ram—Jam., 4th proof. 8 85@ 6 10 St. Crnix, 3d proof. 3 75 Oin, different brands 2 75@ 8 35
N.Y. Mills 36 21 Pepperell 6-4 27%	do C. 13 Checks.	Extra 3-ply 1 52% Imperial 8-ply 1 45	Shell Lac, 2d and 1st Eng. 47 @ 50 Soda ash gold. 3 50 @ 3 50 Sngar lead, white a 18	Alcohol (88 per ct) C. & W@1 80
do 7-4 29-30 do 8-4 324	Caledonia, 8 16 do 9 18	Superfine 1 20 Med. super 1 05		Whiskey 91%6 STEEL— English, casi,?d&lst qu Wm 18 @ 22
do 9-4 871/4 do 10-4 421/4	do 10 20 do 50 2234	Body Brus 5 fra. 2 00 do 4 do 1 80	FISH-Dry cod 9 cwt. 6 00@ 6 73 Mackerel, No. 1, abbre 22 (0@25 00 Mackerel, No. 1, llalitax 18 00@20 00	English apring 2d & 1st qn 9% 10% English blister, 2d & 1st qu 11% 16
Poccasect FF 83 10%	do 80 21 do 90 25	do 8 do 1 80 Bigelow Braa 5-p. 2 10	Mackerel, No. 1, Hallfax 18 00@20 00 Mackerel, No. 1, Bay, now 17 00@23 00 Mackerel, No. 2, shore new 18 00@18 50 Mackerel, No. 2, Baynew 19 50@14 00	American blister
	Park, No. 60. 17	do 4-p. 200	FLAA-NOICH MYCL F ID 150 15	American German spring.
IMPORTATIONS O	PF DRY GOODS AT NEW YORK.	THE PORT OF	GUNNIEB.—Sea report ander Cotton.	SUGAR-See special report. TALLOW-American 7 7 8%@ 3
The importations of March 13, 1873, and the	dry goods at this port	for the week ending	OUNPOWDER— Shipping # 25 m keg @ 4 27 Min. & Blasting @ 8 75	TEAS—See apacial report.
have been as follows:			HAY-North R.ahlp'g, # 100 bl 10@ 1 15	TIN—Banca \$ b,gold \$ 37% Straita \$2 & 52% English \$1% \$2 Plates, I. C.cher. \$ b 12 C0 & 12 25
	PTION FOR THE WEEK ENI	72 1873	HEMP—Am. dressed. \$\psi\$ ton.195 70\(\alpha\) 235 00 American nudressed	Plates, char, Terne 10 75 @1: 25
Manufactures of wool	1,548 \$615,577 1,173 \$	Value. Pkgs Value. 578,039 932 \$424.717	51861 8%@ 8%	TOBACCO— Kentucky lugs, heavy 8 & 81/
do silk	1,361 1,152,176 668	404,974 1,376 408,414 583,772 565 505,740 219,876 787 191,844	Jate " 2%@ 4%	Kenincky lugs, heavy
do flax Miscellaneous dry goods.	1,154 262,189 844 1,992 334,912 8,100	219,876 787 191,844 204,613 656 164,775	HIDES— Dry—Buenos Ayr. Fb gld 26 % 28 Montevideo 27 27 27 27 28	Pennsylvania wrappore 22 @ 50 llavana, com. to fine F8 @ 11 10 Mannfac'd, in hond, dark wrk. 16 @ 25 "hright work. 20 @ 15
	3,392 \$3,019,596 7,145 \$1,	986,274 4,816 \$1,695,490	1210 Grande " 27	WOOL
Manufactures of wool	0USE AND THROWN INTO T 8AME PERIOD. * 872 \$331,331 885 \$			American, Saxony Flence with 63 673 American, Full Blood Merino 63 673 American, Combling 63 673
do cotton do silk	705 189,404 812	368,195 793 \$341.137 212,578 960 293,291 232 121 276 334,336	Dry SaltMaracalbo.gold@ 17	Extra, Palled
do flax Miscallaneous dry goods.	723 178,555 1,154	106,301 1,042 202,249 46,411 4,027 48,940	Pernambuco 17 @ 18	Extra, Palled 53 660 No 1, Pulled 43 648 California Spring Clip— Fine, unwäshed 53 660
Total	2.721 \$859,105 8,256 \$1.	025,606 7.098 21,290,253	Wet Salted—	Medium
Add ent'd for consumpt'n.	8,892 8,019,596 7,115 1,	986,274 4,316 1,695,490	Rio Grande " 141/8 15	Cape Good Hope, unwashed. 37 @40 Texas, finc
Total thrown upon m'k'l.1 ENTERED FOR Manufactures of wool	WAREHOUSING DUNING AA	ME PERIOD.	Texas cur. 13%@ 16 Bact India Stock— Caicut. cuty sit. Who gold 17 @ 20	Texas, finc
do cotton do silk	252 69,860 236	225,893	Calcut. city sit. Wh gold 17 @ 20 Calcutts, dend green " 14 @ 14% Calcutts, buffalo. Wh ' 14%@ 18	FREIGHTS - STEAM SAIL. TO LIVERPOOL: S. d. s. d. s. d. s. d.
no fisx Miscellaneous dry goods.	95 80 ,109 171 5,228 48,361 1,987	264 590 144 155,886 44.585 213 52,978 35,980 62 21,230	110PS—Crop of 1872 10 6 50 Crop of 1871	ZINC—Sheet. ** ** 10% ** 11
'Fotal	and the second second second	667,646 1,888 \$581,458	180N-Pig. Am., No.1. 4 fon 50 00@ 51 00 Pig. American, No.2. 45 00@ 48 00	Oil
the state of the s		988,274 4,316 1,695,490	Pig, American No. 2. 45 00@ 48 00 Pig, American Forge. 40 00@ 44 00 Pig, Scottn. 56 00@ 68 t0 Bar refund Eng. & Amer. 110 00@	Wheat. b. & b. 7 a 7a Reef @ tee a 50 4 3 a Pork pbbl a 8 8 8 0 3
Total entered at the port.19	1,487 \$3,388,450 10, 300 \$2	,653,92) 5.704 \$2,279,948 l	Bar renhod Eng. & Amer. 110 00%, 1	Pork \$bbl @ 8 6 8 0 3

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