

THE Commercial & Financial Chronicle

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The Chronicle.

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GENERAL GRANT IN NEW YORK.

In conformity with general desire, President Grant has decided to visit New York himself at this crisis, and he is here to see with his own eyes and to hear with his own ears the symptoms of the most protracted monetary pinch which has been known for a quarter of a century. This is doubtless one of the objects he has in view in coming at so unusual a season. Report says that he is already beset by a multitude of advisers, all eager to have their tactics adopted for the subjugation of the recalcitrant stringency of the loan market.

Of course, the inflationists muster in great strength around the President, and if he were disposed to yield his judgment to the majority of those who approach him, he would no doubt believe in a larger or smaller amount of tampering with the currency as a panacea for the present time.

But the country is now getting somewhat weary of these clamors for more greenbacks. Such cries for forbidden re-

lief are nothing new; we have had them before. Other countries approaching a specie basis have suffered in the same way. It is a law of resumption that it can be made perfect only through suffering; but in our case the present trouble is enhanced, and almost wholly caused, by a set of reckless speculators, who make money tight by artificial means, that they may provoke the public to ask for these issues of greenbacks.

These men well know that if they can gain success, and if more greenbacks are issued, everything in Wall street will go flying. Prices will rise violently. After a further lapse of time there will be a sudden and hurried fall. Then another furious advance. An atmosphere of turbid excitement will thus be generated, which is so favorable to speculators. For of them we may say, as Tacitus says of a certain class of politicians, "*facilius turbidis et inquietis temporibus exstiterunt.*" They have the best chance when the monetary turmoil is at the worst. These inflationists, who are rich and restless, are busy preparing the way for an artificial excitement in stocks and gold during the summer, after the severe depression of the winter. They know the hope of such speculation is very slim without greenbacks, but that with inflation of the currency it is sure. If the President has a mind to listen to these men and their emissaries, he will need no other callers to fill up the whole time of his visit to New York.

But there are a few persons who will gain the ear of General Grant, and will tell him what the masses of the conservative people now think, and what everybody will be ready to acknowledge before long, that the stringency which has lasted six months is sure before long to terminate by its own limitation;—that it cannot possibly be drawn out many days longer;—that the cliques are straining every nerve to keep it up even at this moment;—that to issue greenbacks now would be to create untold mischief, and to give an evil remedy for a disease that is already curing itself. Which of these advisers he will listen to remains to be seen.

Even if he is willing to be led by those who point out the mischiefs that new issues of currency must let loose on the country he cannot wholly undo the harm that has been lately done. Among the most prolific sources of evil which trouble the prosperity of business, one of the chief, for some time past, has been the state of uncertainty which has been induced by the constant repetition of these reports. This week they have taken a new form, and declare that 5 to 10 millions of new greenbacks are actually at the Sub-Treasury here awaiting issue.

This uncertainty some persons charge on Mr. Richardson; who is certainly not wholly to blame; for officially he has started none of these rumors. On the contrary, since he

became chief in the Treasury department he has maintained a proper reticence as to such problematical and dangerous topics, and he has given a full publicity to the daily business in his department. The lessons taught by the unfortunate effects of the argument put forth in his book claiming power to issue greenbacks will not probably be lost on a mind as careful and safe as Mr. Richardson's.

The harm done by these rumors is easily understood. Every merchant, manufacturer, or ordinary man of business argues the matter pretty much in the same way. "If we are to have an issue of greenbacks," says he, "then everything I deal in will go up. I may buy freely and everything I buy will rise in price, so that my profits will be sure and ample beyond the usual average." Such is his argument when he hears that new greenbacks are to come out. But let us see how he argues on the other side, the next day when he hears that no greenbacks are to be issued. "In this case," says he, "I must contract and narrow down my liabilities. Money will not be very easy, and I must be careful not to let my outgo exceed my means. Prices will not be so buoyant. Goods will not be forced up by artificial causes beyond their current value. There is no inducement for me to enter into speculative purchases, but the sternest warning to limit my transactions within my legitimate capital." Such are the alternate fluctuations by which greenback rumors disturb the plans of our merchants who have capital to invest. If they have bills to pay their financial arrangements are thrown into still greater confusion by these repeated oscillations of public opinion, and by the effort to meet the probable exigencies of future currency derangement.

We have not even hinted at half the trouble that these greenbacks have inflicted on the country by the mere rumor of their possible issue. So heavy are these losses, and such a use has been made of the greenback rumors by speculators, that there are even men of considerable sagacity and conservative habits who have expressed the opinion that any certainty is better than this continued suspense, and that if the same uncertainty is to remain;—if the President is determined to claim the power to inflate the currency, and is ready to risk the consequences;—it would be for the good of the country if he would issue the whole sum at once, to the full length of his powers, so that the people may know where they are. We by no means indorse the advice of these groups of advisers who daily enliven the President's levee; but, like the witnesses in a complicated trial, each of these classes of men is worth hearing, and testifies sometimes unconsciously and often unwillingly, but always with earnestness, to an important part of the truth. Should the President decide that our monetary trouble is on the point of healing, and that his interference in the methods proposed would do more harm than good, he will not be very wide of the mark.

LONG CREDITS AND COMMERCIAL FAILURES.

There is one reason for the high rates of interest recently prevailing in our loan market, which has not had so much attention as it seems to demand. We learn that for some time past longer credits have been given in this city to merchants in the South and West than have been regarded as safe since the war. The CHRONICLE has often showed that the short credit system is one of the indispensable parts of our financial mechanism. If it be true that the two months or three months' credits which used to be the limit are giving place to those of 4 or 6 or 8 months, our merchants and jobbers and their bankers will have occasion to regret this retrograde policy.

About five or six years ago, as our files will show, a similar extension of credits was attempted and made some

progress, but was promptly rebuked as unsafe and involving too much risk. It was checked at that time; and short credits were continued; but the bad habit has once more begun, and throughout the past year a larger volume of such long credits were reported than for a considerable period before. The consequences of this new policy may be seen in the subjoined list of failures during the last year as compared with the two previous years:

COMMERCIAL FAILURES FOR 1870, 1871 AND 1872.

States.	1870.		1871.		1872.	
	No. of failures.	Am't of liabilities.	No. of failures.	Am't of liabilities.	No. of failures.	Am't of liabilities.
Alabama.....	31	\$788,000	26	\$525,000	75	\$1,501,000
Arkansas.....	4	22,000	15	95,000	26	217,000
California.....	60	2,423,000	89	4,279,000	80	2,434,000
Colorado.....	22	147,000	8	147,000	8	147,000
Connecticut.....	63	1,820,000	77	3,915,000	76	2,376,000
Delaware.....	14	197,000	11	208,000	20	189,000
Dist. of Columbia.	5	28,000	9	158,000	8	59,000
Florida.....	7	91,000	2	11,000	15	179,000
Georgia.....	98	1,403,000	42	964,000	73	1,293,000
Illinois.....	214	5,919,000	172	5,820,000	185	11,476,000
Indiana.....	86	960,000	60	866,000	80	991,000
Iowa.....	67	732,000	69	797,000	91	876,000
Kansas.....	45	504,000	58	790,000	96	860,000
Kentucky.....	75	1,194,000	86	1,163,000	99	2,059,000
Louisiana.....	36	1,886,000	45	2,437,000	85	3,100,000
Maine.....	105	1,374,000	81	1,420,000	90	1,072,000
Maryland.....	58	1,383,000	61	1,194,000	75	5,045,000
Massachusetts.....	267	7,598,000	210	8,241,000	353	25,374,000
Michigan.....	168	3,327,000	125	1,521,000	175	2,720,000
Minnesota.....	43	568,000	37	471,000	43	407,000
Mississippi.....	24	296,000	30	855,000	53	591,000
Missouri.....	115	2,281,000	99	1,995,000	175	2,670,000
Nebraska.....	8	153,000	11	251,000	17	261,000
New Hampshire.....	40	261,000	21	129,000	37	447,000
New Jersey.....	93	1,121,000	72	697,000	126	2,036,000
New York.....	388	5,692,000	321	9,051,000	423	8,417,000
New York City.....	430	20,573,000	324	20,746,000	385	20,584,000
North Carolina.....	31	738,000	35	896,000	30	282,000
Ohio.....	266	7,956,000	189	4,677,000	226	6,569,000
Pennsylvania.....	418	10,992,000	357	7,116,000	445	9,422,000
Rhode Island.....	23	958,000	21	303,000	40	1,179,000
South Carolina.....	21	315,000	36	601,000	40	601,000
Tennessee.....	31	821,000	42	869,000	56	1,438,000
Texas.....	23	1,007,000	38	673,000	75	860,000
Utah.....	.....	.....	.....	.....	7	105,000
Vermont.....	35	537,000	25	282,000	30	229,000
Virginia & W. V.....	76	1,178,000	76	1,722,000	103	1,635,000
Wisconsin.....	74	1,207,000	61	286,000	66	1,127,000
Total.....	3,551	\$98,242,000	2,915	\$85,252,000	4,069	\$121,656,000

A more significant illustration of the working of these long credits could scarcely be found. The first point which commands notice is the immense increase in the aggregate sum for which the insolvents failed. This sum was 121 millions in 1872, against 85 millions in 1871, and 88 millions in 1870. A part of this increase is doubtless due to the fires at Boston in October, 1872, and at Chicago a year earlier. For the Massachusetts failures reached 25 millions in 1872, against 8 millions in 1871, and those of Illinois were 11 millions in 1872, against 6 millions in 1871. It is more satisfactory to find that in the State of New York the failures remain at the aggregate of 20 millions for each of the last three years. This suggests the inference, which we know from other sources to be correct, that the expansion of credits is not so great in this State or in the East, or in the near-by trade, as in that of the Southern and Western States.

Thus the failures in Alabama increased \$525,000 in 1871 to \$1,501,000 in 1872; in Georgia from \$964,000 to \$1,293,000, in Kentucky from \$1,163,000 to \$2,059,000, in Louisiana from \$2,437,000 to \$3,100,000, in Missouri from \$1,995,000 to \$2,670,000, in Maryland from \$1,194,000 to \$5,045,000, in Michigan from \$1,521,000 to \$2,720,000, in Tennessee from \$369,000 to \$1,438,000, and in Wisconsin from \$386,000 to \$1,127,000. Such a general and widely diffused increase of failures during the year indicates that some general causes are at work to produce it. And among these a conspicuous place is no doubt claimed by the system of long credits, to which we have referred. These credits have been conceded from an anxiety among our mercantile classes to force business and to offer inducements to country buyers to purchase. If such enlarged credit continues to be given, and this policy be allowed to establish itself as the rule of mercantile dealing, we shall part with one of the important and not too numerous safeguards we have long enjoyed against financial revulsions.

But as we have said this expansion of mercantile credits

With its resulting dangers has in part arisen from the high rates of interest which our merchants have had to pay for the money they use in their business. To keep this "dear" money moving was a needful condition for the payment of such rates for its use. Being under so heavy a charge for monetary accommodation they were forced to send out their drummers and to use every appliance to sell goods. They were tempted to overstep the prudent line which the experience of years had drawn against expansive credits, and they trusted their customers more freely in order to increase their business and keep in constant circulation the capital for the hire of which they had to pay so much. We trust the warnings of the past will suffice, and that we shall see indications that this costly and dangerous habit of undue expansion and of granting long credits is discarded. It has a tendency not only to foster the causes of commercial failures, but it undermines the strength of the financial situation in many other ways.

FREE RAILROADS IN NEW JERSEY.

Railroad extension has just won a signal triumph in New Jersey. After a thorough examination of the whole question, and a discussion of it from all sides and by all classes of people interested in the commerce of that State, the Legislature have passed the General Railroad law. The Governor has signed it, and it is now in full force. New Jersey has thus set an example to other States that, like herself, have submitted from necessity to concede for a time extraordinary powers and valuable privileges to railroads. The original object of these concessions was of course that these public highways of commerce might build themselves up and become thoroughly efficient as distributors and creators of the National wealth. In New York, Pennsylvania, Illinois, and in many States, both North and South, our people adopted this liberal policy in the infancy of railroads; but there are ominous murmurs all over the country that the time has come for a change. This new movement being inevitable, care must be taken to control it by the principles of equity, and of enlightened regard both for vested rights and for the public good.

These fundamental canons of reform have been followed in this legislation by New Jersey. Vested rights have been cared for, and not a hand touched the old contract which has made the Camden & Amboy Railroad so notorious for years, not a hostile movement was made till this charter had legally expired, and the State, could with honor get rid of the conditions indorsed by the people in poorer days, as the only means of getting capital subscribed for a through railroad at all.

As to the safeguards of the public the measure appears to be carefully drawn. Its chief provisions are, first, that "no franchise heretofore granted to construct a railroad, or to build or establish bridges or ferries, or operate any line of travel, and take tolls or fares therefor, shall hereafter continue to be or be construed to remain exclusive, and that no like franchise hereafter granted shall be or be construed to be exclusive, unless in such grant heretofore made or hereafter to be made it be so expressly provided."

Secondly, it prescribes the following simple regulations for the organizing of new railroad companies. The number of incorporators requisite to form a new railroad company is fixed at thirteen, a majority of whom must be residents of the State. Their articles of agreement shall name the termini of the road and the counties through which it is to run. They must state their aggregate of capital stock at not less than ten thousand dollars for every mile, with the privilege to issue bonds not exceeding the amount of the paid-up capital stock. When at least two thousand dollars

for every mile of road is subscribed and ten per cent. paid in cash, an affidavit to that effect and setting forth that it is intended in good faith to build a road must be appended to the articles of agreement and filed for record in the office of the Secretary of State. That filing constitutes the charter. The construction of the road must be begun within six months after the date of organization. If the road is not more than fifty miles long a track shall be ready for use in two years; if more than fifty miles, six months additional are allowed for every twenty miles.

Thirdly, there are the needful provisions as to entry on lands. And any new company organizing under this law is authorized to lease its property or to merge and consolidate with any connecting line. All connecting roads are required to transport all goods and passengers for each other. Passenger tickets are good until used, and the police arrangements of the roads are carefully prescribed.

We are not so sanguine as to contend that the bill is quite as perfect as some of its promoters suppose. But it is undoubtedly the best that could be passed; and like our own General Railroad law it will doubtless receive successive amendments as experience may shew their necessity. It is no small satisfaction for the friends of legislative purity that the disgraceful corruption is at an end which has been fostered of late years at Trenton by the special charters concocted and urged forward for the very purpose of being sold out to the "monopolists." This is an important point gained, and justifies us in congratulating New Jersey on her recent triumph.

We are often told that among the numerous evils inflicted on us by our paper money inflation, one of the worst and the most threatening to the political and material future of the country is the growth of huge monopolies, rings, corporations, and cliques. To confirm this view we are pointed to the price of the two prime necessities of life, fuel and food, which is every year more completely regulated by railroad corporations, while a similar control over the money market and over the premium on gold is held at critical seasons by a little knot of sovereign capitalists. We are by no means disposed to approve the violent fears of our foreboding friends against these movements of large masses of capital. The doctrines well known in mechanics, founded on the composition and resolution of forces, have their counterpart in the domain of finance. The resultant is very different from any single force which has combined to produce it, and a sailor can thus win even contrary winds to impel his ship in her course. So is it with our financial barque. What it wants is good seamanship.

The experience of life, and the testimony of history show us that all abuses when they culminate tend to produce a reaction against them. Thus in finance as at sea, the most contrary winds, with good seamanship, help us toward port. The success of the railroad fight in New Jersey illustrates other aspects of the great principle, which we omit for the present. The chief use we make of it now is to illustrate the two cardinal maxims which must rule over all similar reforms. The first maxim is a respect for vested interests, and for the security of private property; and the second an enlightened and unswerving regard for the public rights. What these rights are in the case of New Jersey and her railroads everybody knows. They begin and end with the freedom to build railroads and to work them as extensively as capital will construct them; the freedom to open new connections as fast as they are needed by the great States on the Atlantic seaboard; the freedom to give an unrestricted passage for commerce between the interior States and the port of New York.

THE MAINE CENTRAL RAILROAD.

The Maine Central Railroad, and the several leased roads operated in connection with it, cover the south middle portion of the State of Maine, and form an important section of the great through line between Boston, Mass. and Halifax, Nova Scotia. They reach, in fact, every important town between Portland and Bangor, at the former connecting with the roads to Boston, and at the latter with the European and North American Railroad, which, passing through the eastern part of Maine, is continued into and through the British provinces to Halifax, having termini of its own on the harbors of Portland, Bath, Belfast and Bangor.

Up to 1870 this corporation, a wide guage road (a consolidation in 1862 of the Androscoggin & Kennebec and Penobscot & Kennebec), had comparatively an unimportant existence. Extending simply from Bangor to Danville Junction, it had no eastern terminus, but was compelled to reach Portland from Danville over the Grand Trunk, with only such accommodations at Portland as could be conceded by that road. The result of such an arrangement was that the Maine Central was obstructed in the movement of its trains and cramped and restricted in its terminal facilities. At the same period the Portland & Kennebec Railroad (with a guage 56½ inches), extending from Portland to Skowhegan, and crossing the Maine Central at Kendall's Mills, had ample accommodations at Portland, but had no connection with the east except over the Central. These roads were substantially equal in length, in cost, equipment, and in business; alone each was defective, but united these defects were all well supplied, making one through company from Bangor to Portland; with such natural advantages to a union existing, its final accomplishment could not be prevented. Hence, on the 12th of May, 1870, a contract of consolidation was executed between these two roads; and during that year the guage was made uniform, the American width of 56½ inches, the same as the Portland & Kennebec hitherto had been, being adopted. A short piece of road was also built between Danville Junction (the terminus of the Maine Central up to that time) and Cumberland Station, on the Portland & Kennebec. By these changes the Maine Central was provided with two roads between Portland and Bangor, of uniform guage, so that the same cars and engines can now pass freely from Boston to beyond their eastern terminus, making the road the connecting link between the States and the eastern outlying British Provinces.

The arrangement made between these two roads is not absolutely a consolidation—the working organization has been fully merged, but there is still a technical corporate existence under their charters of the separate organizations. This is made necessary because the Maine Legislature has hitherto refused to permit the dissolution of the old corporations. In June, 1871, a lease for 999 years of the Androscoggin Railroad (which included the unexpired term of the lease of the Leeds & Farmington road) was executed; and subsequently arrangements were made by which the latter road also became permanently a part of the consolidated line. In 1871 a lease was also obtained of the Belfast & Moosehead Railroad for fifty years, so that the system now consists of—

	Miles.
Maine Central (old line, a consolidation of Androscoggin & Kennebec and Penobscot & Kennebec).....	110
Portland & Kennebec (lease executed May, 1870, for 999 years).....	110
Newport & Dexter.....	14
Belfast & Moosehead (lease executed 1871, for 50 years).....	33
Androscoggin (lease executed June, 1871, for 999 years).....	33
Leeds & Farmington (made the property of the Maine Central in 1871).....	38
Maine Central Extension (completed in 1871).....	19
Total length of system.....	357

The prosperity of this company since the union above described was completed has been very marked. The roadway has been greatly improved, the rolling stock increased, and new and expensive bridges and station houses have been built. During the past year ten new bridges were built, new iron was laid to the extent of 31.73 miles, and re-rolled iron to the extent of 18.09 miles. There were also laid 3.86 miles of new side tracks. Five new locomotives were put on the roads, and 13 old ones thoroughly repaired. The additions to the car department were 42 box and 200 flat freight and construction cars; and 246 passenger and merchandise cars were thoroughly overhauled. The increase in the passenger traffic in 1872 over 1871 was 87,708 travelers, and the increase in the freight traffic was 41,839 tons. The nett earnings show an increase of \$135,267. This is an encouraging result, and if continued the company will soon have the ability to pay dividends on all classes of stocks named in the subjoined list of their liabilities.

Below we give the returns of the road for the fiscal year ended December 31, 1872:

ROAD AND EQUIPMENT.

Main Line—Cumberland, Me., to Bangor, Me.....	129 miles.
Portland & Kennebec.....	110
Dexter & Newport.....	14
Belfast & Moosehead Lake.....	33
Androscoggin.....	33
Leeds & Farmington.....	38—228
Total length of railroad operated.....	357 miles.
Sidings and other tracks.....	22

Total length of equivalent single track.....379 miles.
Gauge, 56½ inches. Rail, 56 and 60 pounds.

Equipment—Locomotive engines, 55; passenger cars, 58; baggage, mail and express cars, 34; and freight and other cars, 1,090. Total of all (8-wh.) cars, 1,182.

OPERATIONS AND FISCAL RESULTS.

Train Mileage—Passenger, 532,807; freight, 397,940, and other, 256,136. Total, 1,186,883 miles.

Passenger Traffic—Passengers carried, 672,215; carried one mile, 24,930,491.

Freight Traffic—Freight (tons) carried, 359,286; tons carried one mile, 21,034,946.

Gross Earnings—Passenger, \$877,409; freight, \$947,805; car use, \$34,776; mail, \$33,912; Eastern Express Company, \$33,159; and extra baggage, \$1,746. Total.....\$1,923,807

Operating Expenses—Way, \$465,449; train, \$886,002; fuel, \$227,490; tools in shops, \$2,643; stations, \$176,739; office, \$43,861; and general, \$26,798.....1,828,982

Nett Earnings over expenses.....\$599,825
Interest on funded debt.....\$373,814
Interest on floating debt.....56,656
Dividends on interest scrip.....20,814
Dividends on Portland & Kennebec RR. stock.....44,484
Dividends on Yarmouth stock.....2,664
Rent of Dexter & Newport RR.....18,000
Rent of Belfast & Moosehead Lake RR.....36,000
United States excise tax.....658—561,620

Surplus undivided.....\$38,205

FINANCIAL CONDITION AT CLOSE OF YEAR.

Capital stock (Maine Central RR.).....	\$3,611,400
Stock bonds (Maine Central RR.), balances of issues.....	23,120
Capital stock (Portland & Kennebec RR.).....	711,400
Yarmouth (Portland & Kennebec RR.) stock.....	40,800
Funded debt, \$6,306,409, viz:	
Bangor loan (Penob. & Kenn. RR.) 6s, due 1873 and 1874.....	495,000
Androscoggin & Kennebec RR. loan 6s, due 1890 and 1891.....	1,100,000
\$400,000 loan (mostly exchanged in new 7s).....	2,000
Extension loan (gold) 6s, due October 1, 1900.....	496,500
New 7 per cent \$1,100,000 loan, due July 1, 1898, sold.....	755,700
Consolidated bonds, 7s, due April 1, 1912, sold.....	426,500
1st mortgage (Portland & Kennebec RR.) bonds, 6s, due Oct. 15, '85.....	217,300
Funded interest (Portland & Kenn. RR.) bonds, 6s, due Oct. 15, '85.....	19,100
Consolidated (Port. & Kenn.) bonds, 6s, due Apr. 1, '95, sold.....	1,163,300
City and town loans (Port. & Kenn.) 6s, balance of \$800,000, new due 1st mortgage (Som. & Kenn. RR.) bonds, 6s, due June 15, 1874.....	8,000
2d mortgage (Som. & Kenn. RR.) 6s, due June 15, 1876.....	300,000
Bath loan (Androscoggin RR.) 6s, due July 1, 1891.....	260,000
1st mortgage (Leeds & Farmington RR.) 5s, due July 1, 1901.....	425,000
Interest scrip (Maine Central RR.).....	633,000
Interest scrip (Androscoggin RR.).....	\$386,892
Notes payable.....	110,000—
Income balance December 31, 1872.....	820,815
	691,190

Total.....	\$12,726,026
Construction account.....	\$6,883,973
Improvement account.....	204,853
Equipment account.....	714,413
Extension (Cumberland) line.....	553,513—8,352,761
Somerset Railroad.....	52,608
Portland & Kennebec Railroad lease.....	\$2,103,492
Androscoggin Railroad lease.....	768,333
Leeds & Farmington Railroad lease.....	633,333—3,505,158
Real estate.....	50,986
Bangor pier property.....	51,607
Dexter & Newport RR. stock, \$5,000, and Ticonic Water Power stock, \$5,000.....	10,000
European & North American Railway Co. loan.....	20,000
Materials and fuel.....	191,695
Cash, notes, and other assets.....	491,189
Total.....	\$12,726,026

COMPARATIVE STATEMENTS FOR FIVE YEARS.

	1868.	1869.	1870.	1871.	1872.
Miles of RR. owned.....	110	110	110	110	129
Miles of RR. leased.....	14	14	14	228	228
Total railroad operated.....	110	124	124	338	357
Locomotive engines.....	14	15	18	50	55
Pass'r, bag'e, mail, &c., cars.....	26	30	30	92	92
Freight and other cars.....	235	309	320	846	1,090
Total of all (8-wh.) cars.....	311	349	350	940	1,182

Operations and Fiscal Results.

Passenger train mileage.....	87,326	89,284	418,026	532,807
Freight train mileage.....	99,642	93,710	326,796	397,940
Total train mileage.....	214,512	224,243	229,572	934,585
Passengers carried.....	163,830	188,849	177,161	584,507
Passenger mileage.....			6,581,581	20,932,569
Freight (tons) carried.....	103,824	97,939	108,201	314,902
Freight mileage.....			5,548,889	20,813,730
Gross Passenger.....	\$269,257	\$293,815	\$288,902	\$696,914
earn—Freight.....	251,990	259,537	272,096	795,922
ings. Total, Inc. mail, &c.....	544,950	553,637	590,039	1,563,436
Operating expenses.....	331,506	405,499	414,169	1,094,639
Nett earnings.....	218,444	180,138	175,870	468,797

Financial Condition at Close of Each Year.

Stocks and stock bonds.....	\$1,717,880	\$1,717,920	\$3,434,520	\$4,227,920	\$4,416,720
Bonded debt.....	2,325,700	2,299,400	2,568,600	5,958,393	6,300,409
Interest scrip.....			297,700	496,892	496,892
Notes payable.....	16,099	73,354	149,349	740,321	820,815
Income balance.....	277,956	292,852	491,783	524,267	691,190
Total.....	4,337,635	4,383,526	6,936,957	11,947,801	12,726,026
Construction and equipm't.....	4,193,298	4,197,023	4,295,764	8,089,118	8,405,390
Leases.....			1,716,600	3,356,416	3,505,159
Investments.....	28,112	81,121	81,556	128,735	132,593
Materials and fuel.....	59,881	75,852	88,734	171,170	191,695
Cash, notes and dues.....	56,344	29,500	225,320	224,362	491,189
Total.....	4,337,635	4,383,526	6,936,957	11,947,801	12,726,026

FINANCIAL REVIEW OF THE MONTH OF MARCH.

The general trade of the city during the month of March was scarcely better than in February, and the spring prospects, up to the close, were not particularly promising. Some alleviation of the stringency in money had been expected from the call of the Comptroller of the Currency for a statement of the condition of the banks on the 28th of February, but the banks were unable to expand materially, and could do little for their customers, although their aggregate returns were below the required 25 per cent reserve during most of the month. On Saturday, the 8th instant, they were under \$204,875, and on the 15th instant \$264,259, but on the 22d they had, through the gain in specie, recovered their surplus and held \$317,225 in excess, which again sank on the 29th to the extent of \$217,225 deficiency. This deficiency rests entirely with the State banks, the national banks at the last date showing an excess of \$656,450. The Treasury aid to the banks, through the issue of part of the \$44,000,000 drawn in during the administration of Mr. McCulloch, has been to the extent of something over \$3,000,000, the legal tenders outstanding on Monday, March 31, being \$353,300,000. Despite this assistance, however, the stringency of the month was remarkable, and scarcely a day passed during which a bonus, ranging from 1.64 to 1.16 of one per cent, has not been paid. The closing day of the month showed almost a panic in the money market, the highest rate on call loans reaching $\frac{1}{2}$ @ 1 per cent for the use of money for twenty-four hours. The foreign bankers have for some time past liberally extended their credits to stock speculators by lending their 60 day sterling bills, which are thrown upon the market by the latter to obtain currency for their operations. This has been carried to a pretty heavy extent, and has elicited considerable disapproval from the London press. For the purpose of checking this movement, as well as to meet the drain of bullion caused by the French indemnity payments, the Bank of England on the 25th made an advance of $\frac{1}{2}$ per cent in its discount rate to 4 per cent.

Other influences of minor importance which worked against the money market were the failure of the Bull's Head Bank, the circulation of a limited amount of forged certificates of certain railroad stocks deposited as collaterals, and the operation of the Treasury sales and purchases which took about \$3,000,000 of currency out of the street. It is a source of congratulation that neither panic or important failures followed this unusual stringency.

The government bond market moved quietly during the early part of the month, without any special variation in prices. About the fifteenth a buying movement set in, coming principally from New England capitalists, who are led to invest their money in this class of securities for the purpose of avoiding taxation on property held April 1. There was also an upward reaction in the London market. The Secretary issued the amended call for fifty millions five-twentieths of 1862, on the 1st of March, interest to cease June 1. Of the general market it may be stated that the street is pretty well swept of bonds, and round lots were difficult to obtain. The strength of the market continued until near the close, being further supported by the rise in gold, but the final stringency in money gave prices a weaker tone, and the month closed with some reaction from the best prices reached.

PRICES OF GOVERNMENT SECURITIES IN MARCH, 1873.

Consolidated bonds.											
5s '81 fund.	6s '81	6s '81	5-20s	5-20s	5-20s	5-20s	5-20s	10-40s	10-40s	3s	
Mch. coup.	reg. coup.	1863.	1864.	1865.	1865a.	1867.	1868.	reg. coup.	cur.		
1.	116%	118%	....	115%	116%	114%	116%	....	....	114%	
2. ....	....	118%	....	....	....	114%	116%	....	111%	114%	
3. ....	....	116%	118%	....	....	116%	114%	116%	....	111	114
4. ....	....	116%	118%	....	....	116%	114%	116%	....	110%	....
5. ....	....	116%	118%	....	....	116%	114%	116%	....	111	....
6.	113%	116%	118%	115%	115%	116%	114%	....	....	116%	....
7.	113%	116%	118%	....	115%	116%	114%	....	....	116%	....
8. ....	....	....	....	....	....	....	....	....	....	....	....
9. ....	....	....	....	....	....	....	....	....	....	....	....
10. ....	....	116%	....	115%	....	....	114%	116%	116%	....	110%
11. ....	....	116%	....	115%	....	....	114%	116%	116%	....	111
12. ....	....	....	....	....	....	....	114%	116%	....	....	....
13. ....	....	....	....	....	....	....	114%	116%	....	....	....
14. ....	....	116%	....	....	....	....	116%	114%	....	....	110%
15. ....	....	....	....	....	....	....	116%	114%	....	....	113%
16. ....	....	....	....	....	....	....	116%	114%	....	....	113%
17.	113	....	....	....	....	....	116%	114%	116%	....	110%
18. ....	....	116%	119	....	....	....	116%	114%	116%	116%	....
19. ....	....	....	....	....	....	....	116%	114%	116%	....	....
20. ....	....	....	....	....	....	....	116%	114%	116%	....	....
21.	113%	117	119	116	116	117	114%	117	116%	....	113%
22. ....	....	....	119%	....	....	117%	115	117	116%	119%	111
23. ....	....	....	....	....	....	....	....	....	....	....	....
24. ....	....	117%	....	....	....	115%	117%	116%	....	111%	114%
25. ....	....	117%	....	....	....	117%	116	117%	117%	111%	....
26. ....	....	118	120	....	....	116	118	117%	117%	112	115
27. ....	....	....	120%	....	117%	....	116%	118%	....	112	112%
28.	115	117%	120%	117%	....	118%	116%	118%	118	112%	114%
29.	115%	117%	....	....	117%	118%	116%	118%	117%	112%	....
30. ....	....	....	....	....	....	....	....	....	....	....	....
31.	115	....	120	....	117%	....	116%	118%	117%	....	112%

Open'g	113%	116%	118%	115%	115%	116%	114%	116%	116%	111%	111	114%
High'g	115%	118	120%	117%	117%	118%	116%	118%	118	112%	112%	115
Lowest	113	116%	118%	115%	115%	116%	114%	116%	116%	110%	110%	113%
Closing	115	117%	120	117%	117%	118%	116%	118%	117%	112%	112%	114%

CLOSING PRICES OF CONSOLS AND U. S. SECURITIES AT LONDON IN MARCH.

Date.	Cons for mon.	U. S. 5-20, '65 o.	5-20, 1867.	10-40	Date.	Cons for mon.	U. S. 5-20, '65 o.	5-20, 1867.	10-40
Saturday... 1	92%	93%	93%	89%	Thursday.... 20	92%	93%	93%	89
Sunday..... 2	92%	93%	93%	89%	Friday..... 21	92%	93%	93%	89
Monday..... 3	92%	93%	93%	89%	Saturday.... 22	....	(Holl day)	....	....
Tuesday.... 4	92%	93%	93%	89%	Sunday..... 23	....	....	....	....
Wednesday.. 5	92%	93%	93%	89%	Monday..... 24	92%	94	93%	89%
Thursday.... 6	92%	93%	93%	89%	Tuesday.... 25	92%	94	93%	89%
Friday..... 7	92%	93%	93%	89%	Wednesday.. 26	92%	94%	93%	89%
Saturday.... 8	92%	93%	93%	89%	Thursday.... 27	92%	94	93%	89%
Sunday..... 9	92%	93%	93%	89%	Friday..... 28	92%	94	93%	89%
Monday..... 10	92%	93%	93%	89%	Saturday.... 29	92%	94	93%	89%
Tuesday.... 11	92%	93%	93%	89%	Sunday..... 30	92%	94	93%	89%
Wednesday.. 12	92%	93%	93%	89	Monday..... 31	92%	94%	93%	89%
Thursday.... 13	92%	93%	93%	89	Opening.....	92%	93%	93%	89%
Friday..... 14	92%	93%	93%	89	Highest.....	92%	93%	93%	89%
Saturday.... 15	92%	93%	93%	89	Lowest.....	92%	93%	93%	89
Sunday..... 16	92%	93%	93%	89	Closing.....	92%	93%	93%	89%
Monday..... 17	92%	93%	93%	89	High'g. Since	92%	93%	93%	89%
Tuesday.... 18	92%	93%	93%	89	Lowest Jan. 1.	92%	93%	93%	89
Wednesday.. 19	92%	93%	93%	89					

The railway speculation was dull during the greater portion of the month, the money market affording no sufficient reasons for an active upward movement in any direction; while the strength of the parties controlling the leading shares rendered comparatively futile any demonstrations for lower prices. In certain specialties movements have been important, depending more upon particular causes for their success than upon general ones. Pacific Mail was the feature at the close of February, having broken down to 55 $\frac{1}{2}$, and the movement was continued into March, the price touching 49. A bull movement was subsequently projected in this stock, which carried the price back again to 62, though from that point it ceased to be a feature. St. Paul made a steady advance of 8 $\frac{1}{2}$ per cent up to 60 $\frac{1}{2}$, on the reported cession of a valuable land grant to the company by the State of Wisconsin and some talk of a pooling of earnings with the Northwestern Road. New York Central and Harlem were active on negotiations looking to the lease of the Harlem Road. Erie moved in sympathy with the pulsations of London, while Boston, Hartford & Erie was nearly extinguished by the decision of the United States Court at Boston. The final severity in money and the construction placed upon the policy of the new Secretary of the Treasury gave prices a weak tone at the close of the month.

The following table will show the opening, highest, lowest and closing prices of railway and miscellaneous stocks during the months of February and March:

Railroad Stocks—	February.				March.			
	Open.	High.	Low.	Clos.	Open.	High.	Low.	Clos.
Albany & Susquehanna.	93	93	93	93	94½	94½	93½	93½
Alton & Terre Haute.	.....	.....	.....	.....	25	25	23½	23½
Atlantic & Pacific pref.	37	38	20	26	23	20½	23	25
Boston, Hartford & Erie	9½	10½	8	8½	8½	9½	2½	3½
Chicago & Alton.	115½	116	110	110	110½	113	108½	112½
do do scrip.	100	100	100	100	97	97	97	97
do do pref.	118	119	112½	112½	112½	114½	112	114½
Chicago, Burl. & Quincy	119½	120	117½	117½	111½	112½	111	111
do & Northwestern	83	85	80	81½	81	82½	80	80
do do prof.	91½	94	89	89½	89½	89½	87½	88
do & Rock Island.	113½	114½	111½	113½	113½	117½	112	113½
Columb., Chic. & Ind. C.	40½	43½	38	40	40½	42½	36	37
Cleve. & Pittsburgh guar.	90½	92	88½	89	89½	90½	88	88½
do Col., Cin. & Ind.	91	94½	90	90	89½	90	87	87
Del., Lack. & Western.	101½	103	100	102	101½	101½	100	100
Dubuque & Sioux City.	63	63	63	63	63	63	63	63
Erie.	66½	69½	63	66½	66½	66½	62½	64
do preferred.	80½	82	78	78	79	79	74	74½
Harlem.	120	130½	118½	129	129	139½	127	136
do pref.	.....	.....	.....	135	135	135	135	138
Hannibal & St. Joseph.	48	52½	42½	45½	45½	45½	40	40
do do pref.	70	71	65	65	61½	66	60	60
Illinois Central.	120½	121	119½	120½	122½	123	117½	117½
Lake Sho. & Mich. South	94½	97½	90	92½	92½	96½	91½	91½
Long Island.	75	75	75	75	.....	.....	.....	.....
Louisville & Nashville.	.....	.....	.....	79	79	79	79	79
Marletta & Cin., 1st pref.	26	26	26	26	24	24	24	24
do do 2d pref.	.....	.....	.....	12	12	12	12	12
Michigan Central.	109½	111	107½	107½	108½	108½	105	105
Milwaukee & St. Paul.	53½	54½	51½	53½	53½	60½	52	57½
do do pref.	78½	79½	73½	73½	73½	76½	73	74½
Missouri, Kan. & Texas.	49½	40½	38	38	37½	38	35	35
Morris & Essex.	91½	91½	91	91	91½	91½	90½	90½
New Jersey.	121½	121½	121½	121½	.....	.....	.....	.....
New Jersey Central.	105	106	102	103½	103½	104½	103	103
N. Y. Southern.	26½	27½	26½	26½	26	30	26	30
N. Y. Cen. & H. R.	104½	106½	101½	103½	103½	106½	100	100½
do N. Haven & Hart.	142½	142½	141	141½	141	141	139½	139½
Ohio & Mississipp.	45½	49½	44½	46	45½	46½	44½	44½
do do pref.	75	75	74½	74½	74½	74½	73	73½
Pacific of Missouri.	53½	59½	49	49	52	54	51½	52
Panama.	125½	126	125	126	127½	127½	126½	129
Pitta., F. W. & Chl. guar	93½	94	92½	93½	93½	95	93	93
do do special	90	90	90	90	.....	.....	.....	.....
Rome & Watertown.	80	80	80	80	80	80	80	80
St. Louis & Iron Mon.	92	92½	91	91½	90	91	90	91
St. L., K. City & N. Pref.	67½	67½	66	66	64½	65	63	63
Union Pacific.	36½	36½	33	34	34½	35½	33½	33½
Tel., Wash. & Western.	73½	74½	71½	73½	73½	74½	71½	71½
Miscellaneous—								
Consolidated Coal.	49	53½	48	51½	51½	57½	51½	55½
Camberland Coal & Iron	75	87	75	87	91	98	90	97
American Coal.	60	64½	57	63½	55	62½	55	61
Spring Mountain coal.	.....	24½	.....	.....	59	62	59	61
Maryland Coal.	23½	24½	23	23½	23½	28	23	25½
New Central Coal.	44½	45	42½	43½	44½	46½	44	45½
Pennsylvania Coal.	215	230	215	225	230	230	225	230
Atlantic Mail.	7½	7½	5	5	4	4½	3½	4

Pacific Mail.....	73½	76½	85½	57½	53	62	49	53
Canton.....	100	102	100	101	101	102½	93½	93½
Mariposa.....	2½	2½	1½	1½	1	1½	1	1½
do pref.....	2½	2½	1½	1½	1	1½	1	1½
do Land & Mng Co	22½	22½	15½	16	16	16½	14½	14½
do do pref.....	30	30	30	30	30	30	30	30
Quicksilver.....	46½	46½	43½	44½	44½	45	40	40
do pref.....	57	57	55	56	54	54	50	50
West. Union Telegraph.	85½	94½	83½	89½	90	90½	83	83½
Adams.....	98	99½	94½	94½	93½	93½	94	94
American.....	68	68½	66	66	67	69½	66	68
United States.....	77½	78½	70	74	73½	76	73½	73
Wells, Fargo & Co.....	85½	85½	85½	85½	85½	85½	80½	83
do do scrip.....	118½	124	118½	121	122	123	117	117½
Del. & Ind. Canal.....	118½	124	118½	121	122	123	117	117½

The gold movement, while steadily advancing from day to day was most important in its speculative character on the last day of the month, when it had reached the high figure of 118½ as against 114½ on the first day. Among the various causes contributing to the advance we may notice the change on the 25th in the rate of discount at the Bank of England, which came very unexpectedly. Up to that time the price had not risen above 116½, but the small supply of gold as compared with former years our excessive importations; an expectation of an additional issue of greenbacks; the large outstanding short interest, and the heavy speculative backing of the market, all conspired to force up the premium to the above mentioned figure.

COURSE OF GOLD IN MARCH, 1873.

Date.	Opening.	Lowest.	Highest.	Closing.	Date.	Opening.	Lowest.	Highest.	Closing.
Saturday.....	114½	114½	115½	114½	Monday.....	115½	115½	115½	115½
Sunday.....	2	114½	115½	115	Tuesday.....	115½	115½	115½	115½
Monday.....	3 115	114½	115½	115	Wednesday.....	115½	115½	115½	116
Tuesday.....	4 115	114½	115½	115	Thursday.....	115½	115½	115½	116½
Wednesday.....	5 115	115	115½	115½	Friday.....	115½	115½	115½	116½
Thursday.....	6 115½	115	115½	115½	Saturday.....	115½	115½	115½	117
Friday.....	7 115½	115½	115½	115½	Sunday.....	30			
Saturday.....	8 115½	115½	115½	115½	Monday.....	31	116½	116½	118½
Sunday.....	9								
Monday.....	10 115½	115	115½	115½	Mch., 1873.....	114½	114½	118½	117½
Tuesday.....	11 115½	115	115½	115½	" 1872.....	110½	109½	110½	110½
Wednesday.....	12 115½	115	115½	115½	" 1871.....	111½	110½	111½	110½
Thursday.....	13 115½	114½	115½	115	" 1870.....	115	110½	116½	112
Friday.....	14 115	114½	115½	114½	" 1869.....	131½	130½	132½	131½
Saturday.....	15 114½	114½	115½	115	" 1868.....	140½	137½	141½	138½
Sunday.....	16				" 1867.....	140½	139½	140½	134
Monday.....	17 115	115	115½	115½	" 1866.....	136½	124½	136½	127½
Tuesday.....	18 115½	115½	115½	115½	" 1865.....	201	148½	201	151½
Wednesday.....	19 115½	115½	115½	115½	" 1864.....	159½	159	169½	167½
Thursday.....	20 115½	115½	115½	115½	" 1863.....	171½	139	171½	149½
Friday.....	21 115½	115½	115½	115½	" 1862.....	102½	101½	102½	101½
Saturday.....	22 115½	115½	115½	115½	S'ce Jan. 1, 1873	112½	111½	118½	117½
Sunday.....	23								

The Foreign Exchanges were greatly affected by rising gold and the monetary stringency. The demand from importers has been checked for the above reasons, and remittances were therefore postponed wherever it was possible. The course of rates was also influenced to some extent by the borrowed bills already, and yet to be, settled for, these being thrown upon the market at concessions varying from ¼ to ½ per cent from the asking rates of the standard drawers. The advanced discount rate at London gave temporarily a better tone to sterling, but at the close the entire market was again demoralized by the difficulties in money and high price of gold, and bills were obtainable much below the nominal quotations.

STERLING EXCHANGE FOR MARCH, 1873.

Mch. 1.....	60 days.	3 days.	Mch. 17.....	60 days.	3 days.
100½@108½	109½@109½	109	108½@108½	109	109
2.....	109½@109½	109	108½@108½	109	109
3.....	109½@109½	109	108½@108½	109	109
4.....	109½@109½	109	108½@108½	109	109
5.....	109½@109½	109	108½@108½	109	109
6.....	109½@109½	109	108½@108½	109	109
7.....	109½@109½	109	108½@108½	109	109
8.....	109½@109½	109	108½@108½	109	109
9.....	109½@109½	109	108½@108½	109	109
10.....	109½@109½	109	108½@108½	109	109
11.....	109½@109½	109	108½@108½	109	109
12.....	109½@109½	109	108½@108½	109	109
13.....	109½@109½	109	108½@108½	109	109
14.....	109½@109½	109	108½@108½	109	109
15.....	109½@109½	109	108½@108½	109	109
16.....	109½@109½	109	108½@108½	109	109
Range.....	107½@108½	108½@109½			

CURRENT TOPICS.

THE NEW COINAGE ACT.—The United States Coinage Act, passed February 12th, 1873, went into operation on the 1st of this month. This measure has for its object the securing of an international coinage of silver for the use of the civilized countries of the world. The following is the new coinage authorized by this act:

SEC. 14. That the gold coins of the United States shall be a one dollar piece, which, at the standard weight of twenty-five and eight-tenths grains, shall be the unit of value; a quarter eagle, or two and a half dollar piece; a three dollar piece; a half eagle, or five dollar piece; an eagle, or ten dollar piece; and a double eagle, or twenty dollar piece. And the standard weight of the gold dollar shall be twenty-five and eight-tenths grains; of the quarter eagle, or two and a half dollar piece, sixty-four and a half grains; of the three dollar piece, seventy-seven and four-tenths grains; of the half eagle, or five dollar piece, one hundred and twenty-nine grains; of the eagle, or ten dollar piece,

two hundred and fifty-eight grains; of the double eagle, or twenty dollar piece, five hundred and sixteen grains.

SEC. 15.—That the silver coins of the United States shall be a trade dollar, a half dollar, or fifty-cent piece, a quarter dollar, or twenty-five-cent piece, a dime, or ten-cent piece; and the weight of the trade dollar shall be four hundred and twenty grains troy; the weight of the half dollar shall be twelve grams (grammes) and one half of a gram (gramme); the quarter dollar and the dime shall be, respectively, one-half and one-fifth of the weight of said half dollar; and said coins shall be a legal tender at their nominal value for any amount not exceeding five dollars in any one payment.

SEC. 16.—That the minor coins of the United States shall be a five cent piece, a three-cent piece and a one-cent piece, and the alloy for the five and three-cent pieces shall be of copper and nickel, and the alloy of the one-cent piece shall be ninety-five per centum of copper and five per centum of tin and zinc. In such proportions as shall be determined by the Director of the Mint. The weight of the piece of five cents shall be seventy-seven and sixteen hundredths grains, troy; of the three-cent piece, thirty grains; and of the one-cent piece, forty-eight grains; which coins shall be a legal tender, at their nominal value, for any amount not exceeding twenty-five cents in any one payment.

The principal changes made are the internationalization of the silver half dollar by fixing its weight at 12½ metrical grammes, so that two half dollars are precisely equal to the five franc coin of Europe and its equivalents; and the providing for the coinage, solely for the purpose of commerce and not for currency, of a heavy silver trade dollar, to weigh 420 grains, exceeding in value by 27-100 of one cent the Mexican dollar. This will cause the new "trade" dollar in a short time to command a premium, and eventually to supplant the Mexican dollar largely used in commerce with the Oriental nations on the Pacific. It is also believed that this premium will advantageously affect the price of our silver bullion, the yearly product of which, as stated in the official report to the Secretary of the Treasury made in November last, by Dr. Linderman, former Director of the Philadelphia Mint, and Prof. Torrey, Chief of the Assay office in New York, "has been increasing in the last three years and now amounts to twenty million dollars."

The slight addition made by the act of less than one half of one per cent to the 192 grains, the lately existing weight of the half dollars of the United States makes them exactly one half the existing weight of the principal silver coin in a large number of the nations of continental Europe, to wit: The five-franc silver coin of France, of Belgium, and of Switzerland; the five-livre silver coin of Italy; the five-peseta silver coin of Spain; the five-drachma silver coin of Greece, and precisely equal in weight to the new silver florin of Austria. Thus the metrical internationalization of our half dollar will allow it to pass unchanged in name and without recoinage, bearing the emblems of our Republic throughout the majority of the nations of Europe.

THE DEBT STATEMENT FOR APRIL, 1873.

The following is the official statement of the public debt, as appears from the books and Treasurer's returns at the close of business on the last day of March, 1873:

Character of Issue.	Int. Act.	Payable	Registered	Coupon.	Interest Accru'd
5s of 1858.....	June 14, '53.....	1874	(p) \$8,045,000	\$13,955,000	\$25,075 (a) \$250,000
6s of 1861.....	Feb. 8, '61.....	1890	(f) \$3,759,000	4,656,000	23,574 (a) \$26,225
6s, Oregon War.....	Mar. 2, '61.....	1881	(p) \$455,000	455,000	6,596 (a) \$14,155
6s of 1861, July 27 and Aug. 5, 1862.....	Feb. 2, '62.....	1882	80,737,500	233,292,500	249,557 (a) \$2,339,320
6s of 1861.....	Mar. 3, '63.....	1881	53,495,450	21,504,450	187,430 (a) \$1,225,000
5s, 10-10s.....	Mar. 3, '61.....	1901	140,025,500	54,541,500	410,332 (a) \$10,691
6s, 5-20s, of 1861.....	Mar. 3, '61.....	1884	2,293,000		895 (a) \$5,450
6s, 5-20s, of 1864.....	June 30, '64.....	1884	31,707,750	31,413,000	129,890 (a) \$1,679,018
6s, 5-20s, 1875.....	Mar. 3, '65.....	1885	26,451,250	19,199,000	281,470 (a) \$6,691,616
6s, 5-20s, 1865, new.....	Mar. 3, '65.....	1885	23,507,000	15,734,150	335,806 (a) \$1,339,820
6s, 5-20s, 1867.....	Mar. 3, '65.....	1887	90,902,000	224,176,100	1,172,518 (a) \$4,785,173
6s, 5-20s, 1868.....	Mar. 3, '65.....	1888	14,155,500	24,472,900	148,645 (a) \$579,436
5s, Funded Loan, 1861, July 14, '70.....	1881		123,809,750	71,190,250	397,762 (a) \$6,696,666

Aggregate of debt bearing interest in coin. 733,771,000 1,015,533,150 4,360,723 27,610,119

(a) Interest payable Jan. & July. (b) May & Nov. (c) March & Sept., except coupons \$50 & \$100 paid annually in March. (d) Feb. May & Nov. (e) Reg. \$5,000; coupon \$1,000. (f) Reg. \$5,000, \$5,000, \$10,000; coupon \$1,000. (g) \$50, \$100 & \$500. (h) Reg. \$50, \$100, \$500, \$1,000, \$5,000 & \$10,000; coupons, \$50, \$100, \$500 & \$1,000.

Debt Bearing Interest in Lawful Money.
 5 per cent Certifs..... Acts March 2, '67 and July 25, '68. Paya-Principal. Interest.
 ble on demand, with interest (issued in \$5,000 & \$10,000). \$850,000 \$11,855
 5s, Navy pension. Act July 23, '68. (Int. only appl'd to pens'ns. 14,000,000 105,180
 4s, Certifs of indebtedness. Act July 8, '70. Due in 1875..... 676,000 2,260

Aggregate of debt bearing interest in lawful money..... \$13,328,000 \$119,145

Debt on Which Interest Has Ceased Since Maturity.

Principal.	Interest.
4 to 6s, Bonds..... Matured at various dates prior to Jan. 1, '37.	\$57,680 \$64,174
5s, Mex. Indem..... Matured at various dates in '51 and '52.....	1,104 85
6s, Bonds..... Matured Dec. 31, 1867.....	1,650 172
6s, Bonded L'cep..... Matured July 1, 1849.....	3,800 235
5s, Texas Indem..... Matured Dec. 31, 1864.....	174,000 11,900
5s, Bonds..... Matured Jan. 1, 1871.....	10,000 625
5s, 5-20s, (called)..... Matured Dec. 1, '71, and Meh. 7 & 20, '72.....	880,100 101,779
1-10s 66 Tr. notes..... Matured at various dates from '38-'44.....	82,515 2,670
1-10s 66 Tr. notes..... Matured at various dates in '47 and '48.....	6,000 206
6s, Tr's notes..... Matured at various dates in '48 and '49.....	2,000 107
6s, Tr's notes..... Matured at various dates in '58 and '59.....	2,000 107
6s, Tr's notes..... Matured March 1, 1863.....	3,4150 878
7s-10s, 5 years..... Matured Aug. 19 and Oct. 1, 1864.....	19,450 1,481
5s, One year..... Matured at various dates in 1865.....	89,585 4,491
6s, 2 years..... Matured at various dates in 1866.....	60,150 4,219
5s, Com. Int. n's..... Matured June 10, '67, and May 15, '68.....	507,799 101,017
7s-10s, 3 years..... Matured Aug. 15, 1867, and June 15 and July 15, 1868.....	259,550 25,484
6s, Certif. of Indem..... Matured at various dates in 1868.....	5,000 313
4, 5 & 6s, Tem. l..... Matured Oct. 15, 1866.....	78,560 7,313
5s, Certif's. (called)..... Matured monthly from Dec. 31, 1870, to April 1, 1872.....	750,000 2,222

Agg. of debt on which int. has ceased since mat'ry..... \$3,043,080 \$328,366

Authorizing act.	Character of Issue.	Am't. outstand.
July 17, 1861, and Feb. 2, 1862.....	Demand notes.....	\$82,687
Feb. 2, and July 11, '62, and March 3, '68. U. S. legal-tender notes.....	Legal-tender notes.....	\$35,509,637
June 3, 1872.....	Certificates of deposit.....	24,450,000
July 17, 1861.....	Fractional Currency.....	45,169,574
March 3, 1863, and June 30, 1864.....	Fractional currency.....	21,141,000
March 3, 1863 (in \$20, \$50, \$100, \$1,000, \$5,000). Certif's. for gold deposited.....	Gold deposited.....	21,141,000

Aggregate of debt bearing no interest..... \$452,332,108

Recapitulation.

	Amount	Outstanding.	Interest.		
DEBT BEARING INTEREST IN COIN—Bonds at 6 p. cent.....	\$1,317,717,850				
Bonds at 5 p. cent.....	414,567,300				
Total debt bearing interest in coin.....	\$1,732,285,150		\$1,000,842		
DEBT BEARING INTEREST IN LAWFUL MONEY—					
Certificates at 4 per cent.....	\$673,000				
Navy pension fund, at 3 per cent.....	14,000,000				
Certificates at 3 per cent.....	650,000				
Total debt bearing interest in lawful money.....	\$15,323,000		119,708		
DEBT ON WHICH INT. HAS CEASED SINCE MATURITY.....	9,023,090		323,366		
DEBT BEARING NO INTEREST—					
Demand and legal tender notes.....	\$353,591,734				
Certificates of deposit.....	21,450,000				
Fractional currency.....	15,169,874				
Certificates of gold deposited.....	21,141,000				
Total debt bearing no interest.....	\$402,352,608				
Unclaimed interest.....			16,601		
Total.....	\$2,220,012,858		\$3,365,519		
Total debt, principal and interest, to date, including interest due not presented for payment.....			\$2,534,377,858		
AMOUNT IN THE TREASURY—					
Gold.....			\$63,577,376		
Currency.....			2,653,510		
Special deposit held for redemption of certificates of deposit as provided by law.....			31,450,000		
Total.....			\$96,681,217		
Debt, less amount in the Treasury, April 1, 1873.....			2,155,436,841		
Debt, less amount in the Treasury, March 1, 1873.....			2,157,380,700		
Decrease of debt during the past month.....			\$1,614,058		
Decrease of debt since March 1, 1873.....			\$1,614,058		
Decrease of debt since March 1, 1869, to March 1, 1873.....			\$363,082,359		
Bonds Issued to the Pacific Railroad Companies, Interest Payable in Lawful Money.					
Character of Issue.	Amount outstanding.	Interest accrued and not yet paid.	Interest paid by United States.	Interest repaid by transposition by United States.	Balance of int. paid by States.
Central Pacific.....	\$25,835,120	\$368,256	\$7,141,919	\$714,914	\$6,426,985
Kan. Pac., late U.P.R.D.....	3,303,000	91,515	2,153,443	1,081,863	1,071,579
Union Pacific Co.....	27,238,512	403,517	7,798,817	2,357,459	5,441,358
Gen. Br'n Un. Pacific.....	1,600,000	24,000	511,808	18,451	523,356
Western Pacific.....	1,970,560	29,558	426,796	9,964	417,431
Sioux City and Pacific.....	1,623,320	24,421	438,455	3,121	435,334
Total issued.....	\$64,623,512	\$969,352	\$13,509,280	\$4,185,407	\$14,223,578
The Pacific Railroad bonds are all issued under the acts of July 1, 1862, and July 2, 1864; they are registered bonds, in denominations of \$1,000, \$5,000, & \$10,000; bear six per cent interest in currency, payable January 1 and July 1, and mature 30 years from their date.					

CHANGES IN THE REDEEMING AGENTS OF NATIONAL BANKS.

The following are the changes in the Redeeming Agents of National Banks approved since the 27th ult. These weekly changes are furnished by, and published in accordance with an arrangement made with the Comptroller of the Currency:

LOCATION.	NAME OF BANK.	REDEEMING AGENT.
Vermont— Royalton.....	The National Bank.	The National Bank of Redemption of Boston approved in place of the National Bank of the Commonwealth, Boston.
Ohio— Portsmouth.....	The Iron National Bank.	The Third National Bank of New York, approved.
Michigan— Battle Creek.....	The First National Bank.	The Manufacturers' National Bank of Chicago, approved.
Michigan— Lapeer.....	The First National Bank.	The American National Bank of New York approved as an additional redemption agent.
Illinois— Kewanee.....	The First National Bank.	The Ninth National Bank of New York, approved.
Wisconsin— Baraboo.....	The First National Bank.	The Third National Bank of New York, approved.

New National Banks.

The following is the only National Bank organized since the 27th ult., viz:

Official No.
2,096—The Fourth National Bank of Memphis, Tenn. Authorized capital, \$125,000; paid in capital, \$65,500. Thos. H. Milburn, President; Warren C. McClure, Cashier. Authorized to commence business March 31, 1873.

Latest Monetary and Commercial English News.

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

EXCHANGE AT LONDON— MARCH 21.			EXCHANGE ON LONDON.		
ON—	TIME.	RATE.	LATEST DATE.	TIME.	RATE.
Amsterdam...	short.	12 1/2 @ 12 2/2	Mch. 21.	short.	12.05
Antwerp.....	3 months.	25.65 @ 25.70	"	"	25.87 1/2
Hamburg.....	"	20.45 @ 20.50	"	3 mos.	20.05
Paris.....	short.	25.35 @ 25.45	"	short.	25.40
Paris.....	3 months.	25.72 1/2 @ 25.77 1/2	"	"	"
Vienna.....	"	11.20 @ 11.25	"	3 mos.	109.10
Berlin.....	"	6.24 1/2 @ 6.25	"	"	6.20 1/2
Frankfort.....	"	119 3/16 @ 119 1/2	"	short.	118 1/2
St. Petersburg.....	"	31 1/2 @ 31 1/2	"	"	"
Cadiz.....	"	47 1/2 @ 47 1/2	"	"	"
Lisbon.....	90 days.	52 1/2 @ 53	"	"	"
Milan.....	3 months.	29 2 1/2 @ 29 3 1/2	"	"	"
Genoa.....	"	29 2 1/2 @ 29 3 1/2	"	"	"
Naples.....	"	29 2 1/2 @ 29 3 1/2	"	"	"
New York.....	"	"	Mch. 21.	60 days.	108 1/2
Rio de Janeiro.....	"	"	Feb. 21.	90 days.	26 1/2 @ 27
Bahia.....	"	"	Jan. 27.	"	26 1/2
Buenos Ayres.....	"	"	Feb. 14.	"	42 1/2
Valparaiso.....	"	"	Feb. 1.	"	45
Pernambuco.....	"	"	Feb. 28.	"	26 1/2 @ 27
Singapore.....	60 days.	48. 5d.	Mch. 18.	6 mos.	53 1/2
Hong Kong.....	"	48. 5d.	Mch. 14.	6 mos.	48. 5d.
Shanghai.....	"	"	Mch. 14.	6 mos.	58. 11 1/2
Ceylon.....	"	"	Feb. 21.	6 mos.	18. 11 1/2
Bombay.....	60 days.	18. 10 1/2 d.	Mch. 20.	6 mos.	18. 11 1/2
Madras.....	"	18. 10 1/2 d.	"	"	"
Calcutta.....	"	18. 10 1/2 d.	Mch. 19.	6 mos.	18. 11 1/2
Sydney.....	"	1 p. c. dis.	Jan. 27.	60 days.	1/2 p. c. d. 1/2 p. c. p.
Alexandria.....	"	"	Mch. 19.	3 mos.	96 1/2

[From our own correspondent.]

LONDON, Saturday, March 22, 1873.

Notwithstanding the liabilities of the Bank have increased, its position has somewhat improved since last week. Both the bullion and the reserve have been augmented to a slight extent, and hence the increase of liabilities has been counteracted by larger resources, the proportion of reserve to liabilities, which was about 42 1/2 per cent, being now about 43 per cent. Under these circumstances the Directors of the Bank have made no change in their rates of discount, the minimum quotation being still at 3 1/2 per cent. The payment of the Imperial taxes continues rapid, the amount of public money held by the Bank being as much as £16,338,588, which is one of the heaviest if it is not the heaviest total known. The larger proportion of the taxes has now been paid, so that all apprehended difficulties under that head will be removed; and not only will this be the case, but in the course of a few weeks, that is to say early in April, a considerable proportion of the money now locked up at the Bank will be distributed to the public in the shape of dividends on the National stocks. Judging from this, the belief is prevalent that the tendency to dearer money will be checked, at least temporarily, as one source of demand will have been removed, while at the same time a fresh source of supply will have been created. It may also be remarked that the commercial demand, in its strict sense is not so active as it was, and it is considered to be more than probable that there will be no immediate revival of it. In fact the very general impression is that the cause producing dearer money will be not a commercial but a financial demand; and should that be the case, the advance may be not only unexpected but rapid, while, like as on former occasions, the rebound will be at an equally quick pace, as the requirements, though large will be only of a temporary character.

The demand for money during the week has been good, and the Bank return shows an increase in "other securities" of £764,000, raising the total to £25,159,123, which is considerably above that of former years. The reserve and the stock of bullion are both large, and this naturally gives the bank a strong position. The amount of money seeking employment in the open market is small, as the bank possesses, as usual at this period of the year, by far the larger proportion of floating capital. Since the present government's accession to power, money during the first three months of the year has been cheaper, so that the full effect of the present system of collecting so large an amount of taxation at that period has not been felt. At some period, no doubt, the year will open with dearer money, and it is more than probable that great inconvenience will be caused by locking up so large an amount as £16,000,000. The present state of things leads already to considerable discussion. In the open market money is scarce enough to justify a higher rate than 3 1/2 per cent, but as the bank has an ample supply, the directors are willing to take any number of good bills at that price. Thus it would appear that the Bank has now the lion's share of the discount business. The following are the present quotations for money:

	Per cent.	Per cent.
Bank rate.....	3 1/2	4 months' bank bills..... 8 1/2 @ 4
Open-market rates:		6 months' bank bills..... 4 1/2 @ 4
30 and 60 days' bills.....	3 1/2 @ 3 1/2	4 and 6 months' trade bills..... 4 1/2 @ 4
3 months' bills.....	3 1/2 @ 3 1/2	

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

	Per cent.
Joint stock banks.....	2 1/2
Discount houses at call.....	2 1/2
Discount houses with 7 days' notice.....	2 1/2
Discount houses with 14 days' notice.....	2 1/2

The following are the rates of discount at the leading Continental cities:

Bank	Open rate.	Bank	Open rate.
per cent.	per cent.	per cent.	per cent.
Paris.....	5 1/2	Lisbon and Oporto.....	7 1/2
Amsterdam.....	4 1/2	St. Petersburg.....	6 1/2
Hamburg.....	4 1/2	Brussels.....	3 1/2
Berlin.....	4 1/2	Turin, Florence and Rome.....	5 1/2
Frankfort.....	4 1/2	Bremen.....	4 1/2
Vienna and Trieste.....	5 1/2	Lepel.....	4 1/2
Madrid, Cadiz and Barcelona.....	5 1/2	Antwerp.....	3 1/2

It will be noticed that the German markets are firm, the open market being fully equivalent to the official rates of discount.

Bills on France and Germany have been in demand, and are firmer in price, but in other respects the foreign exchanges are without material alteration. Gold continues in demand for export, but the inquiry is not sufficiently pressing to necessitate any withdrawals of importance from the Bank. Silver and dollars have been in fair request, and the quotations are without material variation. The following prices of bullion are from the circular of Messrs. Pixley, Abell, Langley Blake:

GOLD.		s.	d.	s.	d.
Bar Gold.....	per oz. standard, last price.	77	9 1/2	...	...
Bar Gold, fine.....	per oz. standard, do.	77	9 1/2	...	...
Bar Gold, Refinable.....	per oz. standard, do.	78	0	...	...
South American Doubleloans.....	per oz.	73	9	74	0
United States Gold Coin.....	per oz. none here.	76	4	76	4 1/2
SILVER.		s.	d.	s.	d.
Bar Silver, Fine.....	per oz. standard, last price.	4	11 1/2	...	...
Bar Silver, containing 6 grs. Gold, per oz. standard, last price		5	0 1/2	...	...
Fine Cake Silver.....	per oz.	no	price	...	...
Mexican Dollars.....	per oz., last price, new, 4	11 1/2	old, 5 2 1/2	...	...
Five Franc Pieces.....	per oz., none here.	...	...	...	...

The stock markets have not been animated, but the value of British railway shares has further improved. Numerous "bear" accounts have been closed, the necessity of it being obvious when it was ascertained last week that during the recent depression the *bona fide* holders of stocks were not large sellers. The American market has been on the whole steady. Government bonds have not materially changed in value, and Erie shares and Atlantic and Great Western securities show no especial movement; but Illinois Central have been dull and declined in value. The scrip of the French loan gave way during the early part of the week, notwithstanding that the negotiations for an earlier evacuation of French territory by the Germans had terminated satisfactorily. The Paris Bourse, however, was very depressed, there being an idea that the Government would be compelled to raise a fresh loan this year in order to allow the new treaty to be carried out. The Government intimate that no loan will be necessary, and this has had a good effect, the scrip of the last loan having risen to six premium. The Stock Exchange being closed to-day with a view to hasten the extension works in progress, the following were the closing prices of consols and the principal American stocks yesterday:

Consols.....	92 3/4	92 3/4
United States 6 per cent 5-20 bonds, ex 4-6.....	92 1/2	92 1/2
do 2d series.....	92 1/2	92 1/2
do 1865 issue.....	93 1/2	93 1/2
do 1867 issue.....	93 1/2	93 1/2
do 5 per cent 10-40 bonds, ex 4-6.....	88 1/2	89
do 5 per cent Funded Loan, 1871, ex 4-6.....	90 1/2	90 1/2
Atlantic and Gr. West., 8 per cent. Deben't's, Bischoffshelm's cfs.....	60	62
ditto Consolidated Bonds, 7 per cent., Bischoffshelm's certificates.....	51 1/2	55 1/2
ditto 1st Mortgage, 7 per cent bonds.....	80 1/2	81
ditto 2d Mortgage, 7 per cent bonds.....	72 1/2	73 1/2
ditto 3d Mortgage.....	44 1/2	44 1/2
Erie Shares, ex 4-6.....	51 1/2	51 1/2
ditto 6 per cent. Convertible Bonds.....	95	96
ditto 7 per cent Consolidated Mortgage Bonds.....	95	95 1/2
Illinois Central Shares, \$100 pd., ex 4-6.....	95	96
Illinois and St. Louis Bridge, 1st mortl.....	100 1/2	101 1/2
Louisiana 6 per cent. Levee Bonds.....	40	45
Massachusetts 5 per cent. sterling bds, 1900.....	92	94
New Jersey United Canal and Rail bds.....	101	103
Panama Gen. Mort. 7 per cent. bonds, 1897.....	95	97
Pennsylvania Gen. Mort. 6 per cent. bds, 1910.....	97	98
Virginia 6 per cent. bonds, ex 4-6.....	43	44

The following statement shows the present position of the Bank of England, the Bank rate of discount, the price of Consols, the average quotation for English Wheat, the price of Middling Upland Cotton, of No. 40 Mule Yarn fair second quality, and the Bankers' Clearing House return compared with the four previous years:

	1869.	1870.	1871.	1872.	1873.
Circulation, including					
Bank post bills.....	23,369,894	22,475,854	23,459,889	24,648,060	25,009,113
Public deposits.....	7,507,009	12,349,608	10,757,237	13,629,847	14,339,583
Other deposits.....	17,093,451	15,781,829	19,831,030	18,364,280	18,686,300
Government securities.....	13,999,053	13,832,460	12,235,298	13,963,444	13,855,532
Other securities.....	19,124,484	19,580,860	23,196,212	22,852,337	25,159,123
Reserve of notes and coin.....	10,098,900	12,217,836	14,107,727	13,766,304	15,218,153
Coin and bullion in both departments.....	18,035,225	20,314,811	21,951,947	23,013,844	24,831,218
Bank rate.....	3 p. c.	3 p. c.	3 p. c.	3 p. c.	3 1/2 p. c.
Consols.....	93 1/2	93 1/2	93 1/2	92 1/2	92 1/2
Price of wheat.....	47s. 9d.	41s. 9d.	54s. 7d.	55s. 5d.	65s. 4d.
Midd. Upland cotton.....	12 1/2	11 1/2	7 1/2	1s. 0 1/2-16d.	9 1/2
No. 40 mule yarn fair 2d quality.....	1s. 3d.	1s. 3 1/2d.	1s. 0 1/2d.	1s. 4d.	1s. 3d.
Clearing House return.....	60,760,000	67,377,000	76,760,000	126,453,000	134,166,000

At a meeting held on Thursday of the shareholders of the Grand Trunk Railway a proposal to issue £10,000,000 of ordinary stock at a discount not exceeding 80 per cent was adopted, with only three dissentients. The object of this scheme is to pay off some of the preference bondholders, and to improve the general position of the undertaking.

Messrs. Baring Brothers have issued the prospectus of a 6 per cent loan for £200,000 at 93 per cent for the Eastern Railroad of Massachusetts. Interest accrues from the 1st of April, and is payable half yearly on April 1 and October 1. The principal is to be repaid in twenty years. A sinking fund of 1 per cent per annum will be employed to purchase the bonds when below par the company reserving the right to increase the amount to be so employed.

The great strike in South Wales has been brought to a close, the men having at length gone to work on the employers' terms. Since the commencement of the strike the men have sacrificed in wages as much as £800,000, and the sufferings have been severe; but yet, remarks the *Times* correspondent in his concluding letter, "from the first day of the strike

to the last, the quietness of the people has been something to excite astonishment and attention. In the midst of the severest weather which we have experienced in this part of the country for many years, with neither money, food nor fuel, except what others gave them, thousands of hungry people, men, women and children, have preserved the utmost order and propriety of behavior. Not a single policeman has been sent to assist the ordinary force. Another striking circumstance may be mentioned. Not even the poorest among them would sacrifice his independence by accepting the relief of the Poor Law Guardians; and contrary to general expectation, the strike has made no appreciable difference in the burdens of the taxpayers. On the other hand, this position has been maintained by a large proportion of the men at the expense of a heavy discount of their credit." The Postmaster at Merthys will long remember the strike, and is no doubt glad at its termination, for since the movement began 400,000 words have been sent away from that office alone, chiefly to the newspaper press.

The wheat trade has been without activity, but good and fine qualities of foreign produce have been in steady consumptive demand at, in some instances, a slight advance in price. The Continental markets are also firm for the better qualities of grain with an upward tendency in the quotations. The weather cold, and a week of dry weather has enabled the farmers to make considerable progress with agricultural work. Vegetation is far from forward, but so early in the season this may be looked upon as a hopeful sign.

The following statement shows the imports and exports of cereal produce into and from the United Kingdom since harvest, viz., from September 1 to the close of last week, compared with the corresponding periods in the three previous years:

		1872-73.	1871-72.	1870-71.	1869-70.
Wheat.....	cwt.	27,273,529	24,357,948	18,360,414	25,562,159
Barley.....		9,714,430	7,190,014	4,397,275	4,424,885
Oats.....		5,299,367	5,160,181	4,187,698	5,625,418
Peas.....		756,642	464,079	429,069	746,003
Beans.....		1,502,306	2,036,741	972,947	1,063,946
Indian Corn.....		12,077,821	10,871,577	8,703,072	11,735,252
Flour.....		4,029,824	1,837,041	2,648,991	3,759,369
		1872-73.	1871-72.	1870-71.	1869-70.
Wheat.....	cwt.	122,223	2,008,516	1,715,488	143,222
Barley.....		7,869	13,161	40,106	11,988
Oats.....		9,708	82,966	738,787	59,455
Peas.....		5,074	6,560	36,896	9,319
Beans.....		932	4,219	8,356	1,225
Indian Corn.....		18,701	19,343	56,196	12,676
Flour.....		12,537	41,910	1,223,231	11,844

The bullion operations at the Bank to-day have been important, £487,000 in bar gold having been taken out for transmission to Germany, and £32,000 in sovereigns for Lisbon.

English Market Reports—Per Cable.

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

London Money and Stock Market.—American securities with the exception of 65s, close at a decline in prices as compared with last Friday.

The hullion in the Bank of England has decreased £640,000 during the past week.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Consols for money.....	92 3/4	92 3/4	92 3/4	92 3/4	93	93
“ account.....	92 3/4	92 3/4	92 3/4	92 3/4	93 1/4	93 1/4
U. S. 6s (5-20s), 1865, old.....	91	92 1/4	92 1/4	92 1/4	94 1/4	94 1/4
“ “ “ 1867.....	93 1/4	93 1/4	93 1/4	93 1/4	93 1/4	93 1/4
U. S. 10-40s.....	89 1/4	89 1/4	89 1/4	89 1/4	89	89
New 5s.....	91	91	91	91	90 1/2	90 1/2

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

Frankfurt.....	95 1/2	95 1/2	95 1/2
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Liverpool Cotton Market.—See special report of cotton.

Liverpool Breadstuffs Market.—This market closes steady with a decline in California wheat and corn.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Flour (Western).....	27 6	27 6	27 6	27 6	27 6	27 6
Wheat (Red Wm. spr.).....	11 0	11 0	11 0	11 0	11 0	11 0
“ (Red Winter).....	12 2	12 2	12 2	12 2	12 2	12 2
“ (Cal. White club).....	11 9	11 9	11 9	11 9	11 9	11 8
Corn (West. m'd) quarter.....	27 6	27 6	27 6	27 6	27 6	27 6
Barley (Canadian).....	3 6	3 6	3 6	3 6	3 6	3 6
Oats (Am. & Can.).....	3 2	3 2	3 2	3 2	3 2	3 2
Peas (Canadian).....	40 0	40 0	40 0	40 0	40 0	40 0

Liverpool Provisions Market.—Beef and cheese have declined, and pork and lard have each advanced.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Beef (Pr. mess) new tce.....	82 0	82 0	82 0	81 0	81 0	80 0
Pork (Pr. mess) new bbl.....	63 6	61 0	65 0	65 0	65 0	66 0
Bacon (Cum. cut) new cwt.....	39 0	39 0	39 0	39 0	39 0	39 6
Lard (American).....	38 6	38 6	38 9	39 0	39 0	39 6
Cheese (Amer'n fine).....	73 0	73 0	73 0	73 0	73 0	71 0

Liverpool Produce Market.—These prices close at an advance in spirits turpentine, and a decline in spirits petroleum, tallow and clover seed.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Rosin (com. N. C.)... cwt.	8 9	9 0	9 0	9 0	9 0	8 9
" " " " " "	16 0	16 0	16 0	16 0	16 0	16 0
Petroleum (refined)... gal	1 4	1 4	1 4	1 4	1 4	1 4
" (spirit)... "	1 4	1 4	1 4	1 4	1 4	1 4
Tallow (American)... cwt.	42 8	42 8	42 8	42 8	42 8	42 0
Cloverseed (Am. red)... "	44 0	44 0	44 0	44 0	44 0	44 0
Spirits turpentine.... "	42 0	42 0	42 0	42 0	42 0	42 8

London Produce and Oil Markets.—Linseed oil closes at an advance of 5s. on last Friday.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
L's d'cke (obl)... in	10 5	10 5	10 5	10 5	10 5	10 5
Linseed (Calcutta)....	64 0	64 0	64 0	64 0	64 0	64 0
Sugar (No. 12 D'oh std)						
on spot, cwt....	32 6	32 6	32 6	32 6	32 6	32 6
Sperm oil.... lon	94 0	94 0	94 0	94 0	94 0	94 0
Whale oil.... "	40 0	40 0	40 0	40 0	40 0	40 0
Linseed oil.... "	38 5	38 5	38 5	38 5	38 5	38 5

COMMERCIAL AND MISCELLANEOUS NEWS.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports this week show an increase in both dry goods and general merchandise. The total imports amount to \$13,884,598 this week, against \$10,997,728 last week, and \$5,974,598 the previous week. The exports are \$5,361,289 this week, against \$5,260,047 last week, and \$4,068,273 the previous week. The exports of cotton the past week were 12,960 bales, against 9,360 bales last week. The following are the imports at New York for week ending (for dry goods) March 27, and for the week ending (for general merchandise) March 28:

FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.

	1870.	1871.	1872.	1873.
Dry goods.....	\$2,094,115	\$4,625,725	\$2,207,507	\$3,531,657
General merchandise...	3,786,597	7,304,561	7,434,437	10,252,941
Total for the week...	\$5,880,712	\$11,930,286	\$9,641,944	\$13,884,598
Previously reported....	67,933,916	85,199,129	97,561,115	105,734,846
Since Jan. 1.....	\$73,816,628	\$97,129,416	\$107,203,059	\$119,619,443

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 April 1:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1870.	1871.	1872.	1873.
For the week.....	\$3,109,503	\$5,625,810	\$3,595,198	\$5,361,289
Previously reported....	41,385,883	59,955,122	63,016,223	59,026,609
Since Jan. 1.....	\$44,495,386	\$65,480,932	\$56,611,421	\$64,387,898

The following will show the exports of specie from the port of New York for the week ending March 29, 1873, and since the beginning of the year, with a comparison for the corresponding date in previous years:

March 21—Str. Ontario, St. Thomas— American gold coin.....	\$20,000	March 29—Str. Rhein, Southampton— Foreign silver coin.....	\$19,753
March 24—Brig A. B. Patterson, Puerto Caballo— American gold coin.....	82,202	March 29—Str. City of Paris, Liverpool— Silver bars.....	216,283
March 26—Str. Cuba, Liverpool— Silver bars.....	306,473	March 29—Str. Celtic, Liverpool— American silver coin.....	2,000
Total for the week.....		Total for the week.....	\$676,712
Previously reported.....		Previously reported.....	13,675,604
Total since Jan. 1, 1873.....		Total since Jan. 1, 1873.....	\$14,352,316
Same time in 1872.....	\$5,222,581	Same time in 1868.....	\$14,724,399
1871.....	14,131,817	1867.....	5,513,641
1870.....	6,582,314	1866.....	5,368,304
1869.....	8,737,027	1865.....	4,471,834

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

March 26—Schr. Silver Star, Savannah— Silver.....	\$250	Gold bars.....	\$15,068
March 26—Brig Angostura, Ciudad Bolivar— Silver.....		March 29—Str. Rising Star, Aspinwall— Silver.....	1,000
		Gold.....	3,000
Total for the week.....		Total for the week.....	\$25,013
Previously reported.....		Previously reported.....	641,891
Total since January 1, 1873.....		Total since January 1, 1873.....	\$666,909
Same time in 1872.....	\$561,214	Same time in 1869.....	\$4,372,055
1871.....	2,777,007	1868.....	1,796,025
1870.....	5,818,954	1867.....	477,340

NATIONAL TREASURY.—The following forms present a summary of certain weekly transactions at the National Treasury.

1.—Securities held by the U. S. Treasurer in trust for National banks and balance in the Treasury:

Week ending	For Circulation	For U. S. Deposits	Total	—Bal. in Treasury— Coin.	Currency.	Coin certificates outst'd'g.
Jan. 4...	386,253,300	15,502,000	401,755,300			
Jan. 11...	386,315,800	15,534,000	401,849,800	64,041,361	3,599,925	25,463,000
Jan. 18...	386,526,600	15,599,000	402,125,600	64,238,051	2,784,507	25,152,500
Jan. 25...	386,601,400	15,621,000	402,222,400	64,785,762	3,371,253	34,780,500
Feb. 1...	386,640,800	15,635,000	402,275,800	64,003,981	4,693,938	23,598,500
Feb. 8...	386,838,800	15,635,000	402,473,800	64,816,378	5,164,482	22,851,000
Feb. 15...	387,062,500	15,660,000	402,722,500	66,132,072	2,326,316	22,602,000
Feb. 22...						
March 1...	387,415,100	15,665,000	403,080,100			
March 8...	387,766,100	15,715,000	403,481,100	65,052,273	2,095,784	23,805,500
March 15...	387,883,800	15,640,000	403,523,800			
March 22...	388,102,350	15,660,000	403,762,350	68,128,897	2,191,466	24,287,000
March 29...	388,111,800	15,710,000	403,821,800	68,517,279	2,818,237	23,748,500

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

Week ending	Notes in Circulation	Fractional Currency Received	Leg. Tenders Distributed	Leg. Tenders Distributed
Feb. 8...	343,174,274	477,600	563,000	728,500
Feb. 15...	343,332,729	420,000	584,000	1,200,000
Feb. 22...				
March 1...	343,372,904	912,000	460,400	735,000
March 8...		538,000	434,800	1,085,000
March 15...	343,613,819	912,000	883,200	1,149,800
March 22...	343,813,955	744,000	625,400	1,025,600
March 29...	343,869,000	516,000	462,500	115,000

Chesapeake & Ohio Railroad.—The Chesapeake & Ohio Railroad, which was opened a few weeks since, is now in practical operation for freights and passengers. At Richmond, the eastern terminus, it connects with lines leading south to Charleston, Savannah, Wilmington, Norfolk, and with the Old Dominion line of steamships at New York. At Gordonsville it connects with the railroad lines for Washington, Baltimore & Philadelphia. At Huntington, on the Ohio River, the western terminus, it connects with daily lines of steam packets to Cincinnati and points further West. A regular schedule of through freight rates has been established, and large shipments of provisions and bulk freights are already being made to and from Cincinnati and Louisville. The coal traffic between the Kanawha mines and the seaboard, and between the mines and the Western cities, is rapidly rising in importance. The best gas and steam coals known to the United States are found along the line of the Chesapeake and Ohio road in its course through West Virginia. The requirements of the coastwise ports will be large, and the high price of coal and iron in England is leaving more and more room for the United States to supply the fuel to distant ports, of late furnished exclusively by English mines.

The Canada Southern Railway.—The Canada Southern Railway Company have applied to the Stock Exchange to have their first mortgage bonds put on the regular call. The following is a copy of the official statement accompanying the application:

Canada Southern Railway Company.

Organized under charter from the Province of Ontario, Dominion of Canada.

Length of main line, from Fort Erie to Amherstburgh on the Detroit River, all of which is laid with steel rails, 60 pounds to the yard, 229 miles; length of St. Clair branch, from St. Thomas (on the main line) to Mooretown on the St. Clair River, opposite the town of St. Clair, Mich., 63 miles; Canada Southern, proper, 292 miles. In addition to the above this company owns a controlling interest in the capital stock of the Toledo, Canada Southern & Detroit Railway Company, running from Toledo, Ohio, to Detroit, Michigan, 56 miles. This company also owns the majority of the capital stock of the Michigan Midland & Canada Southern Railway Company, running from St. Clair, Mich., west to Ridgeway, 14 miles. Total 363 miles. The maximum grades on the 363 miles of road do not exceed 15 feet to the mile, and 96 per cent of the line is straight. This company has also leased the Erie & Niagara Railway Company, running from Fort Erie, opposite Buffalo, via Niagara Falls to Niagara City, at the mouth of the Niagara River on Lake Ontario, 32 miles. Total road owned, controlled and leased, 394 miles. The whole of the above will be opened on the 1st of May for local business, and on the 1st of June for through traffic, via Buffalo, Toledo and Detroit. The first and only mortgage sinking fund bonds now issued amount to \$8,760,000, the authorized amount as per charter of \$30,000 per mile on 292 miles of road; principal and interest payable in gold; dated January 2, 1871, due January 1, 1906; interest 7 per cent per annum, payable January 1 and July 1 each year at the Union Trust Company in New York, or at the company's agencies in London or Frankfurt. All the bonds, both registered and coupon, are of the denomination \$1,000 each, and at the option of the holder; the coupon bonds are, at any time when the transfer books are open, convertible into registered bonds. The coupon bonds originally issued are numbered from 1 to 8,200 inclusive. But changes have been made by conversion of coupon into registered since.

Trustees—William L. Scott, of Erie, Penn.; Kenyon Cox, of New York.

Capital stock authorized (shares \$100 each), \$10,000,000; do. issued, \$8,000,000; do. unissued, \$2,000,000.

Officers—President, Milton Courtwright, 13 William street, New York; Treasurer, M. H. Taylor, St. Thomas, Canada; Secretary, Nicol Kingsmill, Toronto, Canada; Assistant Treasurer, Kenyon Cox, 31 Wall street, New York; Transfer Agents, Kenyon, Cox & Co., 31 Wall street, New York.

Directors—M. Courtwright, Erie, Pa.; John F. Tracy, Chicago, Ill.; Sidney Dillon, New York; William A. Thomson, Queenston, Canada; William L. Scott, Erie, Pa.; Daniel Drew, New York; John Ross, New York; O. S. Chapman, Canton, Mass.; Benjamin F. Ham, New York.

—The North British and Mercantile Insurance Company of London and Edinburgh held its general annual meeting in London March 28th. The following report was made of the company's fire business for the year 1872:

Entire fire premiums for the year.....	\$3,971,575
Increase of premiums over 1871.....	(68,439)
Fire losses for the year.....	2,546,825
After making two semi-annual dividends for the year of ten per cent each, there was carried to fire revenue fund and surplus account.....	337,685
Leaving their capital intact.....	10,000,000
And increasing the entire fire reserve and surplus account to over.....	3,000,000

We believe that this company was conspicuous for paying very promptly its large losses suffered at Chicago and Boston, its United States branch being located at 50 William street, New York, of which Messrs. Ezra White, Charles E. White and Samuel Blagden are the well known managers.

—We are in receipt of the Banker's Almanac for 1873, published by Mr. I. Smith Homans, No. 251 Broadway, corner of

Murray street. This volume contains, among much other valuable information, extended lists of the Banks, Bankers and Savings Banks in the United States and Canada, and it has become a standard book for reference in the offices of business men, editors, &c.

BANKING AND FINANCIAL.

OFFICE OF FISK & HATCH,

5 NASSAU STREET.

NEW YORK, April 4, 1873.

THE SIX PER CENT GOLD BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY, being secured by a first mortgage on a completed road, which is one of the great East and West Trunk Lines, commanding a large through business, and which, from the immense Mineral, Agricultural and other valuable resources of the country it traverses, is assured of a very remunerative local traffic are among the most substantial and satisfactory investment securities in the market; and at the present price, 87½ and accrued interest, yield a liberal rate of interest on their cost.

They are in denominations of \$100, \$500 and \$1,000, coupon and registered; principal and interest payable in gold coin in New York; interest May and November.

We buy and sell at current market rates the WESTERN PACIFIC SIX PER CENT. GOLD BONDS originally negotiated by us, and now quoted at the Stock Exchange, and widely known as favorite securities in the principal money markets. Coupon bonds of \$1,000; principal and interest payable in gold coin in New York; interest January and July. Price to-day, 94½ to 95.

We also buy and sell GOVERNMENT and CENTRAL PACIFIC BONDS, receive deposits, on which we allow interest, make collections, and do a general banking business.

FISK & HATCH.

INVESTMENT BONDS.

The NORTHERN PACIFIC RAILROAD 7-30 FIRST MORTGAGE GOLD BONDS, which we recommend as a profitable and well-secured investment, bear 7 3-10 per cent gold interest, and have the following elements of security, viz.:

1. They are the obligation of a strong corporation.
2. They are a First Mortgage on the Road, its Equipments, Rights and Franchises.
3. They are a first lien on its Net Earnings.
4. There is pledged, in addition, for the payment of principal and interest, a Land Grant of 12,800 acres per mile through the States, and 25,600 acres per mile through the Territories traversed. The Company is already entitled to nearly Ten Million acres of its Grant, and its Land Sales thus far have realized \$5 66 per acre.

With nearly 500 miles of the road completed and in operation, the earnings for 1873 will be large.

All marketable stocks and bonds are received in exchange for Northern Pacifics on most favorable terms.

JAY COOKE & CO.,

New York, Philadelphia and Washington.

For sale by Banks and Bankers generally.

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 COMPLETION OF THE HOUSTON AND TEXAS CENTRAL RAILROAD was accomplished on the 11th instant, thus forming a through route by rail from Galveston to New York.

The negotiation of the \$10,000,000 First Mortgage 7 per cent GOLD BONDS is nearly closed, less than \$500,000 remaining, which can be had at 90 and interest, in currency, of

JOHN J. CISCO & SON,
No. 59 Wall street.

R. M. WATERS & CO.

Buy and sell COTTON CONTRACTS for a commission.

RAILROAD BONDS.—Whether you wish to BUY or SELL, write to

HASSLER & CO.,
No. 7 Wall street, New York.

The Bankers' Gazette.

DIVIDENDS.

The following Dividends have been declared during the past week:

COMPANY.	PER CENT.	WHEN PAYABLE.	BOOKS CLOSED.
Banks.			
Fifth National (quarterly).....	3½	April 1	.....
Gallatin National.....	4 free.	April 10	Mch. 25 to Apr. 7
Insurance.			
North River.....	6	April 10	Apr. 3 to Apr. 10

FRIDAY EVENING April 4, 1873.

The Money Market.—The past week has been one of extraordinary excitement in the money market, and the rate of interest on call loans advanced on Monday and Tuesday till the enormous figure was reached of ½ of one per cent. per day, and in some exceptional cases even 1 per cent. per day was reported to have been paid. This culmination in the monetary stringency which has been noticed for a long time past is apparently the result of natural causes assisted by artificial manipulations. The scarcity of money in the banks was aggravated by the withdrawal of considerable deposits on or about the first of April for remittance to the county or for our city treasury, and this drain, coming at the same time with a very active speculation in gold, so depleted the market as to make it unusually sensitive to the slightest speculative pressure. Under these circumstances the bear operators in stocks had an opportunity to force the most severe stringency, and quickly took advantage of it with the result above mentioned. On Monday the range in call loans was 1-32@1-16 per day, afterward advancing up to ½, and closing at ½ @½ per day. On Tuesday, from ½@½ per cent. in the morning, advancing to ¾@¾, and declining after bank hours to ½@½ per cent. On Wednesday the range was substantially as follows: ½ declining to ¼, up again to ½, down to 7 gold, up again to ½@½ per cent. On Thursday the highest rates were ¾@¾ per cent., and in the afternoon ½@½, with some transactions down to 7 gold after bank hours. To-day, Friday, the rates have been ½, ¾, 3-16, 5-16, and at the close 1-32@1-16. There has been at times almost a fever of excitement as to whether the Secretary of the Treasury would or would not issue more greenbacks, but up to the date of writing he has given no information that further issue would be made.

Business in commercial paper has naturally been checked by the extraordinary movements above noticed, and transactions are but nominal.

No further advance has been made in the Bank of England rate, although money in London is decidedly firmer and rates in the open market were higher to-day than the bank minimum, which remains at 4 per cent.; the bank loses this week £640,000 in bullion. The Bank of France gains in specie 3,500,000 francs.

The last statement of our city banks (March 29) showed a decrease in the reserves of \$594,425, so as to leave a deficiency of \$377,200 below the 25 per cent. required by law, against an excess of \$217,225 the previous week. The total liabilities were \$221,144,400, and the reserves \$54,908,900.

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

	1873.		1872.	1871.
	Mch. 22.	Mch. 29.	Dec.	Apr. 1.
Loans and dis.	\$275,193,800	\$274,349,700	\$276,567,400	\$291,822,922
Specie.....	17,472,900	16,179,100	21,334,700	17,956,697
Circulation.....	27,613,600	27,635,700	28,319,100	31,575,789
Net deposits.....	194,623,500	193,508,700	208,058,800	222,138,075
Legal tenders.....	88,301,200	88,729,800	425,600	4,619,700
			Inc.	

United States Bonds.—Government securities have been pretty well maintained, considering the high rates for money which have effectually checked any large business. It may be considered somewhat remarkable that there has not been more selling to realize by parties who were obliged to get money during the late spasmodic stringency, but the sales of that sort have not been of great extent, and prices already show a recovery from the decline made at the height of the monetary pressure.

There has recently been some buying on foreign account, part of the bonds being taken on buyers' 60 days option.

During April the Treasury will purchase only \$1,000,000 of bonds; \$500,000 on the 9th, and \$500,000 on the 23d.

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

	Mch. 29.	Mch. 31.	Apr. 1.	Apr. 2.	Apr. 3.	Apr. 4.	— Since Jan. 1. —	
							(Lowest.)	(Highest.)
5s. fund. 1881, cp.	115½	115	115½	113	113	112½	112 Jan. 1	113½ Jan. 27
6s. 1881, reg.	117½	117½	117½	116	116½	117½	114½ Jan. 1	117½ Jan. 27
6s. 1881, comp.	120½	120	119½	119½	119	119	114 Jan. 1	120½ Jan. 27
5-20's 1862, comp.	117½	116½	116	115½	115	115	112½ Jan. 1	117½ Jan. 27
5-20's 1864, comp.	117½	117	116	116½	115½	115½	113½ Jan. 1	117½ Jan. 27
5-20's 1865, "	118½	118	117½	117	117	116½	113½ Jan. 1	118½ Jan. 27
5-20's 1865, "	118½	118	117½	117	116	116½	112½ Jan. 1	118½ Jan. 27
5-20's 1867, "	118½	118½	116½	116½	116½	116½	113½ Jan. 1	118½ Jan. 27
5-20's 1868, "	117½	117½	116½	116½	116½	116½	113½ Jan. 1	117½ Jan. 27
10-40's, reg.	111½	111½	111½	111½	111½	109½	109½ Jan. 1	111½ Jan. 27
10-40's, coupon.	112½	112½	112	111½	111½	109½	109½ Jan. 1	112½ Jan. 27
Currency 6's.	114½	114½	112½	114	113	113½	112½ Jan. 1	115 Jan. 27

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

Closing prices of securities in London have been as follows:

	March 21.	March 28.	April 4.	Since Jan. 1.	
				Lowest.	Highest.
U.S. 6s. 5-20's '65.....	93½	91	91½	92½ Jan. 2	94½ Apr. 3
U.S. 6s. 5-20's '67.....	93½	93½	93½	92½ Jan. 2	94½ Feb. 4
U.S. 5s. 10-40s.....	89	89½	89	89 Jan. 3	92½ Jan. 31
New 5s.....	90½	91	90½	89½ Jan. 24	91½ Jan. 31

State and Railroad Bonds.—There has naturally been but a moderate business in State bonds, even in Tennessee, the leading specialty of the market; the prices of these bonds to-day, both old and new, was 80@80½. Virginia consols, ex-interest, sold at 52.

Railroad bonds have maintained their prices better than might have been expected, although the volume of business has been but moderate. A damaging statement in regard to American railroad bonds in default for interest in Germany appeared this week in several of the daily newspapers, giving the following list of such bonds, viz.:

Alabama, Chattanooga Railroad.....	\$4,700,000
East Tennessee, Virginia and Georgia.....	3,500,000
Port Wayne, Macon and Cincinnati.....	1,800,000
Georgia aid bonds (Brunswick & Albany Railroad).....	8,800,000
Des Moines Valley.....	7,000,000
Oregon and California.....	10,950,000
Peninsular.....	1,800,000
Rockford, Rock Island and St. Louis.....	9,000,000
Port Royal.....	2,500,000

\$40,430,000

This was immediately contradicted as to the East Tennessee, Virginia and Georgia, the Port Royal, and the Oregon and California roads, by their officers or financial agents, and it is but justice to those companies to refer to the subject here for the purpose of reiterating their denials of the unjust charge. If we deduct the amounts covered by these three roads the sum total of the above railroad bonds in default would be \$23,480,000, and not all of those are held abroad. This is so far bad, but the amount constitutes only a small percentage of the whole amount of American bonds held in Germany, and furnishes no sufficient basis to throw discredit upon the securities of our old established roads.

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

	Mm.	Mch.	Apr.	Apr.	Apr.	Apr.	Since Jan. 1.	
							Lowest.	Highest.
6a Tenn., old....	29.	81.	80.	80.	80.	80.	79 Feb. 12	86 Mch. 19
6a Tenn., new....	81	80	79.	80	80	80	79 Feb. 12	86 Mch. 19
6a N. Car., old....	....	....	....	....	....	25	31 1/2 Mch. 24	34 1/2 Jan. 30
6a N. Car., new....	....	17	....	....	16	16	Apr. 4	19 Jan. 4
6a Virg., old....	44 1/2	....	....	....	43	44 1/2	Mch. 23	49 Feb. 7
" consolidated	....	....	*30	51	52	50	52 Apr. 3	66 1/2 Mch. 17
" deferred....	17 1/2	....	14	13	13	13 1/2	13 1/2 Apr. 3	15 1/2 Jan. 2
6a S. C. & J. & J.	17 1/2	17 1/2	14	14	14	17 1/2	17 Mch. 17	23 Jan. 2
6a Ala. & J. & J.	....	....	....	....	....	....	....	....
Cent. Pac., old....	103 1/2	103	103	103	103	103	92 1/2 Jan. 2	95 1/2 Mch. 10
Un. Pac.-1st old....	97 1/2	86 1/2	86 1/2	103	103	95	95 Jan. 10	98 Feb. 10
Un. Pac.-1st Gr't	79 1/2	79	75 1/2	74	74	73 1/2	Apr. 3	80 Jan. 6
Un. P. Income....	75 1/2	75	73 1/2	73	73 1/2	70 1/2	Mch. 7	88 1/2 Apr. 6
N.Y. Cen. & 1883,	98	94	90	95	93	....	92 Jan. 8	95 1/2 Apr. 2
Erie 1st M. 7a....	102 1/2	103	102 1/2	102 1/2	102 1/2	....	101 Jan. 8	103 1/2 Mch. 21
N. J. Cen 1st m 7a	101	....	102	103	103	104	102 Mch. 15	106 1/2 Jan. 22
Ft Wayne 1st m 7a	117 1/2	116	103	103	109 1/2	102 1/2	Jan. 8	109 1/2 Apr. 8
Chic & N.W. a 7a	99	99	....	....	....	....	102 1/2 Feb. 1	102 1/2 Feb. 1
Rock Island 1st m 7a	104	101	103 1/2	108 1/2	108 1/2	....	103 Jan. 6	104 Mch. 23

East River	850,000	1,099,800	10,300	205,700	717,200	225,500
Manufacturers & Mer.	500,000	1,833,600	25,300	205,000	1,111,400	2,928,700
Fourth National	5,000,000	22,660,000	2,765,500	2,192,200	18,992,800	1,444,400
Central National	8,000,000	16,841,000	322,000	1,954,500	8,511,400	1,444,400
Second National	800,000	2,966,700	1,106,900	612,000	612,000	605,000
First National	1,500,000	6,851,000	614,500	615,800	4,434,500	317,400
Fifth National	1,000,000	4,831,000	335,500	1,076,800	6,017,900	797,000
New York N. Exchange	1,000,000	6,814,000	5,400	236,000	677,100	267,400
Tenth National	1,000,000	1,959,900	127,700	210,000	497,700	699,800
Bowery National	250,000	1,115,000	5,100	260,000	822,600	180,000
New York County	200,000	1,179,600	22,200	624,500	4,006,500	.....
German American	2,900,000	4,834,000	3,000	224,500	1,710,000	.....
Dry Goods	1,000,000	2,168,800	.....	.....	.....	.....

Total.....\$1,420,300 274,318,700 16,179,100 88,739,800 193,502,700 27,635,700

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

Loans	Dec. \$830,170	Net Deposits	Dec. \$1,144,800
Specie	Dec. 1,233,300	Circulation	Dec. 22,100
Legal Tender Notes	Inc. 425,600		

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

Date	Loans	Specie	Legal Tender	Deposits	Circulation	Aggregates
Dec. 23	274,572,400	17,241,800	41,119,600	195,549,600	27,533,000	608,815,740
Jan. 4	277,720,900	19,478,100	41,165,400	203,805,100	27,613,800	736,544,300
Jan. 11	275,552,800	22,531,100	40,871,700	207,441,500	27,611,600	716,303,119
Jan. 18	275,209,600	21,171,500	41,120,600	212,583,200	27,512,200	706,685,521
Jan. 25	275,139,300	20,371,700	40,871,700	216,670,800	27,512,200	735,561,092
Feb. 1	276,719,600	18,622,300	45,802,100	217,163,500	27,501,000	661,411,941
Feb. 8	293,939,000	19,355,400	45,107,700	220,299,200	27,500,000	823,894,601
Feb. 15	291,520,700	16,161,000	42,775,300	213,613,400	27,509,000	838,815,447
Feb. 22	286,870,100	15,946,900	41,161,200	210,508,700	27,513,000	829,200,922
March 1	281,814,800	16,310,900	39,423,000	198,598,700	27,401,200	883,800,701
March 8	279,029,600	16,346,700	39,715,500	195,005,400	27,610,400	781,569,165
March 15	275,199,800	17,472,300	38,204,200	194,633,300	27,613,600	658,809,672
March 22	274,187,700	16,173,100	38,729,500	193,503,700	27,635,700	640,361,173

BOSTON BANKS.—Below we give a statement of the Boston National Banks, as returned to the Clearing House, on Monday, March 31, 1873:

Banks	Capital	Loans	Specie	L. T. Notes	Deposits	Circulation
Atlantic	\$750,000	\$1,616,800	\$200	\$129,800	\$442,500	\$441,300
Atlas	1,500,000	2,935,800	200	139,900	791,800	739,500
Blackstone	1,500,000	9,806,500	1,000	388,500	1,689,800	1,531,100
Boston	600,000	1,669,900	2,900	111,000	715,300	441,200
City	200,000	523,000	71,000	846,100	174,500	789,000
Brookline	1,000,000	2,473,000	1,500	106,000	617,000	558,100
Columbian	1,000,000	2,473,000	1,500	106,000	617,000	558,100
Continental	1,000,000	2,473,000	1,500	106,000	617,000	558,100
Elliot	300,000	723,100	1,200	69,100	489,500	116,700
Everett	300,000	723,100	1,200	69,100	489,500	116,700
First	300,000	723,100	1,200	69,100	489,500	116,700
Freeman's	600,000	1,633,700	2,000	111,000	522,100	557,300
Globe	1,000,000	2,473,000	1,500	106,000	617,000	558,100
Hamilton	750,000	1,513,100	2,700	108,100	661,800	450,000
Howard	1,000,000	2,191,200	8,000	161,300	661,800	450,000
Market	800,000	1,470,100	7,900	72,700	440,800	352,800
Massachusetts	800,000	1,785,400	17,400	72,700	440,800	352,800
Maverick	800,000	1,785,400	17,400	72,700	440,800	352,800
Mount Vernon	200,000	747,000	158,900	699,200	3,385,300	1,570,100
New England	1,000,000	2,431,500	30,000	166,400	932,900	775,300
North	1,000,000	8,114,200	17,100	210,700	1,450,800	765,900
Old Boston	900,000	2,106,300	161,800	226,900	1,118,100	859,400
Shawmut	1,000,000	2,432,300	5,400	175,100	939,300	939,300
State	2,000,000	3,582,500	7,800	212,900	604,400	955,300
Union	1,500,000	3,117,900	8,300	269,300	776,500	790,000
Traders	600,000	1,502,700	9,200	88,800	618,500	173,200
Tremont	2,000,000	8,377,600	29,500	93,200	998,400	690,600
Washington	750,000	1,566,900	6,000	120,000	502,500	526,300
First	1,000,000	3,973,700	62,900	623,100	2,188,900	702,400
Second (Grant)	1,000,000	4,354,000	62,900	623,100	2,188,900	702,400
Bank of Commerce	2,000,000	4,532,100	900	536,400	1,451,400	754,000
Bank of N. America	1,000,000	1,921,700	1,500	244,100	398,900	579,500
B'k of Redemption	1,000,000	5,294,500	8,900	421,300	1,483,200	771,100
Bank of Republic	1,500,000	2,995,900	212,800	816,700	759,500	759,500
City	1,000,000	1,964,800	9,400	147,300	791,700	447,100
Exchange	1,000,000	1,964,800	9,400	147,300	791,700	447,100
Hide & Leather	1,500,000	2,209,200	5,300	231,900	1,019,500	795,000
Rivers	2,000,000	4,691,300	2,100	591,300	2,091,700	745,000
Security	200,000	566,800	4,900	74,500	598,900	180,000
Union	1,000,000	2,476,300	2,000	146,000	866,900	534,500
Webster	1,500,000	2,476,300	300	161,600	800,400	487,100
Commonwealth	500,000	2,112,000	.....	809,000	1,652,000	290,000

Total.....\$48,550,000 \$120,203,400 \$718,500 \$10,055,400 \$46,296,900 \$25,412,700

The total amount "due to other Banks," as per statement of March 31, is \$17,150,400

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

Loans	Decrease \$955,100	Deposits	Decrease \$650,300
Specie	Decrease 83,700	Circulation	Decrease 4,500
Legal Tender Notes	Increase 191,900		

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

Date	Loans	Specie	Legal Tender	Deposits	Circulation
December 30	124,146,700	1,417,200	11,445,500	51,181,100	25,597,500
January 6	124,872,700	1,475,400	11,122,500	55,670,800	25,614,400
January 13	123,528,700	2,398,700	10,880,500	55,771,500	25,590,300
January 20	124,415,800	2,795,900	11,054,500	55,771,500	25,598,400
January 27	124,283,000	2,521,500	11,481,500	55,721,200	25,598,500
February 3	125,058,700	2,253,300	11,507,300	57,522,800	25,465,800
February 10	125,759,300	2,066,000	11,311,100	58,929,500	25,419,800
February 17	125,759,300	1,634,000	11,082,500	57,583,100	25,379,100
February 24	125,578,900	1,171,400	11,157,500	55,902,900	25,566,400
March 3	124,390,400	1,015,100	11,185,600	53,185,700	25,457,500
March 10	123,383,900	929,900	10,834,200	49,974,000	25,384,100
March 17	122,358,900	795,900	9,854,000	47,981,100	25,428,900
March 24	121,641,300	814,200	9,557,500	46,947,100	25,417,200
March 31	120,309,400	715,500	10,055,400	46,296,900	25,412,700

PHILADELPHIA BANKS.—The following is the average condition of the Philadelphia National Banks for the week preceding Monday, March 31, 1873:

Banks	Capital	Loans	Specie	L. Tender	Deposits	Circulation
Philadelphia	\$1,500,000	\$5,892,000	\$21,000	\$893,000	\$3,594,000	\$1,000,000
North America	1,000,000	3,750,468	6,600	560,250	2,329,265	791,850
Farmers and Mech.	2,000,000	5,201,800	29,400	1,011,400	9,435,100	1,000,000
Commercial	810,000	2,341,000	7,000	470,000	1,388,800	612,000
Mechanics	800,000	2,126,000	2,528	221,000	1,359,200	463,250
Bank N. Liberties	800,000	2,491,000	6,000	199,000	1,909,000	555,000
Southwark	250,000	1,456,200	8,200	413,700	1,357,900	214,775
Kensington	250,000	1,111,300	.....	130,000	706,165	226,281
Penn.	500,000	1,229,612	1,000	111,325	792,602	176,140
Western	400,000	1,147,106	1,979	213,671	1,453,262	179,595
Manufacturers	1,000,000	2,142,100	.....	154,300	1,020,899	548,445
Bank of Commerce	250,000	1,171,400	.....	195,450	607,074	204,140
Third	1,000,000	2,901,000	12,000	829,000	2,806,400	250,000
Traders	200,000	1,471,600	6,875	51,864	1,016,498	180,676
Consolidation	800,000	1,044,601	.....	249,834	709,253	270,000
City	400,000	1,125,776	.....	298,053	810,667	581,631
Commonwealth	300,000	777,094	700	126,659	449,139	210,600
Gorn Exchange	500,000	3,696,000	15,351	412,900	5,366,000	450,000
Union	600,000	1,157,000	6,000	816,000	1,359,200	251,000
Third	1,000,000	3,640,000	16,000	1,007,000	9,871,000	1,000,000
Third	300,000	947,445	.....	23,137	894,753	462,053
Sixth	150,000	558,000	.....	108,000	402,000	135,000
Seventh	250,000	755,000	2,000	106,000	509,000	219,000
Eighth	275,000	1,083,000	.....	13,000	799,300	241,000
Central	750,000	3,433,000	.....	50,000	2,672,000	528,000
Bank of Republic	1,000,000	2,157,000	.....	22,000	1,228,000	250,000
Security	250,000	619,000	.....	120,000	373,000	180,000

Total.....\$16,435,000 \$57,712,122 \$130,201 \$9,696,723 \$99,955,615 \$11,448,941

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

Loans	Inc. 678,535	Deposits	Dec. \$73,190
Specie	Dec. 12,347	Circulation	Dec. 23,188
Legal Tender Notes	Dec. 250,118		

QUOTATIONS IN BOSTON, PHILADELPHIA, BALTIMORE, &c.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
BOSTON.			Pennsylvania, gen. m., conv. 1870	91	91
Maine 6s	99	99	do do reg.	93 1/2	93 1/2
New Hampshire, 6s	87	98	Perkiomen 1st m. 6s, '97	85	85
Vermont 6s	98	98	Phila. & Erie 1st m. 6s, '81	90 1/2	91 1/2
Massachusetts 6s, Currency	98	98	do do 2d m. 6s, '88	90	91
do 6s Gold, 1876	99 1/2	99 1/2	Philadelphia & Reading 6s, '93	161	162 1/2
do 5s Gold	99 1/2	99 1/2	do do 6s, '98	102	102 1/2
Boston 6s	98 1/2	98 1/2	do do conv. 7s, '90	102	102 1/2
do 5s Gold	98 1/2	98 1/2	do do deb. bonds, '98	102	102 1/2
Chicago Sewerage 7s	98 1/2	98 1/2	do do g. m. 7s, c. 1911	102	102 1/2
do Municipal 7s	98 1/2	98 1/2	do do do reg.	102 1/2	1

Government Bonds and active Railroad Stocks are quoted on a previous page and not repeated here. Prices represent the per cent value, whatever the par may be. "N. Y. Local Securities" are quoted in a separate list.

SECURITIES.		Bid.	Ask.	SECURITIES.		Bid.	Ask.	SECURITIES.		Bid.	Ask.	SECURITIES.		Bid.	Ask.
U. S. Bonds. (Quoted previously.)															
State Bonds.															
Tennessee 6s, old	80%	81		Erie 7s, 4th mortgage 1888	97%			Bur. & Mo. River 4th S. do 8s.	110			L. Ont. Shore R.R. 1st m. gld 7s	92%		
do do new	80%	80 3/4		do 7s, 5th do 1888	100%			do do 5th S. do 8s.	111			Lake Shore & N. S. Income 7s	91		
Virginia 6s, old	49			do 7s, cons. mort. gold bds.	95%			do do 6th S. do 8s.	110			Lodge, C. & W. S. W. R.R. 1st m. gld	97%		
do do new bonds	50	51%		Long Dock Bonds	95%			do do Creation 1st m. gld	108	111		Michigan & N. W. R.R. 1st m. gld	90		
do do consol. bonds	50			Bull. N. Y. & C. 1st m. gld	101%	93		do do Charlton Branch	109	109 1/4		N. Y. & Oswego Mid. 1st m. gld	103		
do do deferred do	13%			Hud. R. 7s, 2d M. 1883	101%			Burl. & M. do 1st m. gld	99	99 1/4		N. Y. & Albany 1st m. gld	100		
Georgia 6s				do 7s, 2d M. 1875	101%			California & Oregon 6s, gold	90	93		Richmond & A. L. Line 6s	98		
do 7s, new bonds				Harlem, 1st Mortgage 7s	102	103		California Pac. R.R. 7s, gld.	90	93 1/2		Spring & Ill. S. E. R.R. 1st m. gld	90		
do do consol. bonds				do Con. M. & B. 1st M. 7s				do do 6s, 2d M. gld	89			St. Louis & S. F. R.R. cons. m.	90		
do do deferred do				Albany & Saginaw 1st bonds				Canada Southern 1st 7s, gold.	91			Tough & East. R.R. 1st m. gld	90		
North Carolina 6s, old	25	82		do do 2d do				Central of Iowa, 1st M. 7s, gld.	90	91		South Side of L. 1st m. ex.	83		
do do to N. C. R.R. comp	60			do do 2d do				Central of Iowa, 2d M. 7s, gld.	90	91					
do do do ex. comp	20			do do 2d do				Keokuk & St. Paul 1st m. gld	90	91					
do do do Funding Act, 1866	20			do do 2d do				Cartilage & R.R. 8s	94 1/2						
do do do 1868	16 1/2	17		do do 2d do				Dixon, Peoria & Hann. 8s	96						
do do do Special Tax	18	40		do do 2d do				O. O. & Fox R. Valley 8s	96						
South Carolina 6s	17 1/2	23		do do 2d do				Quincy & Warsaw 8s	100						
do do Jan. & July	17 1/2	23		do do 2d do				Ill. Grand Trunk	99	100 1/2					
do do April & Oct.	22 1/2			do do 2d do				Chic. & Dan. 1st m. gld	90	90 1/2					
do do Funding Act, 1866	20			do do 2d do				Peoria & Hannibal 1st S. 8s	94	94 1/2					
do do Land C. 1869, J. & J.	20			do do 2d do				Chicago & Iowa R.R. 4th S.	94	94 1/2					
do do Land C. 1869, J. & J.	20			do do 2d do				American Central 8s	95	98					
do do 7s, 1865-76	98 1/2	99 1/2		do do 2d do				Chi. & Southwestern R.R. 7s	95						
Missouri 6s	98 1/2	99 1/2		do do 2d do				Col. & Hook V. 1st 7s, 33 yrs.	95 1/2	90					
do do Jan. & St. Joseph	93 1/2	95		do do 2d do				do do 1st 7s, 30 yrs.	95	90					
do do Aylm. bonds	93 1/2	95		do do 2d do				Chic. Dan. & W. 1st m. gld	90	90 1/2					
Louisiana 6s	43	47		do do 2d do				Cleve. & Del. 7s, gold.	98						
do do new bonds	40			do do 2d do				Connecticut Valley 7s, gold.	9						
do do new floating debt	40			do do 2d do				Connecticut Western 1st 7s.	9						
do 7s, 15 cent. bonds	40			do do 2d do				Cheapeake & Western 1st 6s, gold	98						
do 6s, levee bonds	40			do do 2d do				Chic. & Mich. Lake Shore 8s.	74 1/2	74 1/2					
do 8s do	40			do do 2d do				Des Moines Valley 1st 7s, gold	42 1/2						
do 8s do 1875	40			do do 2d do				do do 2d 7s, gold	93						
do 8s do of 1910	40			do do 2d do				Dan. Urb. B. & P. 1st in 7 1/2	93						
California 7s	110	115		do do 2d do				Detroit, Hillsdale & In. R.R. 8s	85						
do 7s, 1st m. gld bonds	110			do do 2d do				Dutchess & Columbia 7s	70						
Connecticut 6s	101			do do 2d do				Denver Pacific 7s, gold.	93						
Rhode Island 6s	101			do do 2d do				Denver & Rio Grande 7s, gold	93						
Alabama 5s	61			do do 2d do				Lehigh & Lake M. 8s	81	81 1/2					
do 8s	60			do do 2d do				Evansville & Cincinnati 7s	83						
do 8s Mont. & Enfa. 1st 8s	60			do do 2d do				Erie & Pittsburgh 1st 7s	83						
do 8s Nub. & Chat. R.	60			do do 2d do				do do 2d 7s	80						
Arkansas 6s, funded	42			do do 2d do				do do 7s, equip.	80	82					
do 7s, L. R. & Ft. S. 1st	42			do do 2d do				Elizabethtown & Padu. 8s	93						
do 7s, Memphis & L. R.	40			do do 2d do				Evansville, T. H. & Chic. 7s, gld	93						
do 7s, L. R. P. R. & N. O.	40			do do 2d do				Flint & Pere M. 7s, Land Gr.	88						
do 7s, Miss. O. & R. Riv.	40			do do 2d do				Fort W. Jackson & Sag. 8s	90						
do 7s Ark. Cent. R.	40			do do 2d do				Grand R. & Ind. 7s, gold, guar.	106						
Texas 10s of 1876	100			do do 2d do				do do 7s, plain.	95						
Ohio 6s, 1875	105			do do 2d do				Grand River Valley 8s	93 1/2						
do 6s, 1881	105 1/2			do do 2d do				Indianap. Bl. & W. 1st 7s, gld.	90						
do 6s, 1886	105 1/2			do do 2d do				Indianap. & Vincen. 1st 7s, gld.	90						
Kentucky 6s	97			do do 2d do				Iowa Falls & Sioux C. 1st 7s	60						
Illinois 6s, funded	98			do do 2d do				Indianapolis & St. Louis 7s	87 1/2						
do 6s coupon, 1870	98			do do 2d do				Jackson, Lansing & Sag. 8s	100	99 1/2					
do 6s coupon, 1879	98			do do 2d do				Kansas Pac. 7s, Extension, gld	94	99					
do War Loan	98			do do 2d do				do 7s, Land Gr., gld	92						
Indiana 5s	104			do do 2d do				do 8s, gld, Jun. & Aug.	94						
Michigan 6s, 1873	108 1/2			do do 2d do				do 6s, do Feb. & Aug.	83						
do 6s, 1878	108 1/2			do do 2d do				do 7s, 1876, Land Or.	82	84					
do 6s, 1883	108 1/2			do do 2d do				do 7s, Leaven. Brch.	82	84					
do 7s, 1878	108 1/2			do do 2d do				do do Income, No. 11.	32	36					
New York County, reg.	107			do do 2d do				do do No. 16.	32	36					
do do	107			do do 2d do				do do Stock, guar.	95 1/2	95 1/2					
do 6s, Canal, 1873	115			do do 2d do				Kalamazoo & South H. 7s	99	100 1/2					
do 6s, do 1874	105 1/2			do do 2d do				Kal. Alieghan & G. R. Saguar	90						
do 6s, do 1875	105 1/2			do do 2d do				Kal. & White Alieghan 7s	85						
do 6s, do 1877	105 1/2			do do 2d do				Kansas City & Cameron 10s	105						
do 6s, do 1878	105 1/2			do do 2d do				Kan. C. St. Jo. & C. B. 3 p. c.	88						
do 6s, do 1887	104			do do 2d do				Lake Sup. & Mhs. 1st 7s, gld.	88						
do 6s, do 1887	104			do do 2d do				do do 2d 7s	78	80					
do 5s, do 1874	104			do do 2d do				Leav. Atch. & N. W. 7s, gld.	9	15					
do 5s, do 1874	104			do do 2d do				Leav. Law. & Gal. stock	9	15					
do 5s, do 1876	104			do do 2d do				do do 1st M. 10s.	78						
Railroad Stocks.															
(Not previously quoted.)															
Albany & Susquehanna	93			Dub. & Sioux C. 1st M.	85 1/2			Louisiana & Mo. Riv. 1st m. 7s	98	91		Memphis & Little R. 1st m.	60		
Chicago & Alton	110	112		do do 2d M.	85 1/2			Logans, C. & S. W. 8s, gld.	97 1/2			Mississippi Central, 1st m.	78		
Chic. Bur. & Quincy	110	110 1/2		Pennsylvania 1st Mort., conv.	91			Michigan Air Line, 8s.	107	118		do do 2d m. 8s.	85		
Clev. Col. & Cin. & Indianapolis	89			St. L. & Iron Mountain, 1st M.	94 1/2			Monticello & P. Jervis 7s, gold	85			Mississippi & Tenn., 1st m.	78		
Clev. & Pittsburg, guar.	88	88		St. M. & St. Paul, 1st M. 8s P.D.	102 1/2			Monticello 1st 7s, gold, guar.	95			do do consold.	81		
Danvers & Sioux City	88	88		do do do 7s 10s D.	94 1/2			do do 7s, Income.	95			Montgomery & W. 1st m.	81		
Harlem pref.	115			do do do 1st Mort. Lac.D.	95			Mo. Kan. & Texas 7s, gold.	57			do do do Income	60		
Hollet & Chicago	91	104		do do do 1st M. & L. & D.	95			do do do 1st M. 10s	85			Montgom. & Enfaula 1st 8s, gld.	80		
Long Island	22			do do do 1st M. I. & J.	95			N. J. Midland 1st 7s, gold, guar.	95 1/2			Mobile & Mont. 8s, gold, end.	92		
Marquette & Cin. 1st preferred	22			do do do 1st M. M. & D.	95			N. Y. & Osw. Mid. 1st 7s, gold.	100			do do do 1st m. 8s.	85		
do do 2d pref.	11			do do do 1st M. C. & M.	95			do do do 20 7s, conv.	83			do do do 8s, interest.	87		
Michigan Central	11			Marquette & Cin. 1st Mort.	95			New York & Boston 7s, gold.	75	90		do do do 2d mltg. 8s.	70		
Morris & Essex	20	91		Chic. & Milwaukee 1st Mort.	88	88 1/2		N. Haven, Middlet. & W. 7s	75 1/2			do do do Income	70		
Mo. Kansas & T.	89			Hollet & Chicago, 1st Mort.	88	88 1/2		Newburg Brch. 7s, guar. Erie.	83			do do do stock.	50		
New Jersey South & Hartford	89			Chic. & Ct. Eastern, 1st Mort.	88	88 1/2		Oregon & California 7s	60			N. Orleans & Opelousa, 1st M. 8s.	87		
N. Y. New Haven & Hartford	139			Col. Chic. & Ind. C. 1st Mort.	88	88 1/2		Oswego & Rome 7s, guar.	91	94		N. Orleans & Opelousa, 1st m.	88		
Ohio & Mississippi, preferred	90			do do do 2d Mort.	88	88 1/2		Penris, Pekin & I. 1st m. gold	90			Nashville & Chattanooga, 6s	75		
Pitts. Ft. W. & Chic. guar.	90			Tol. Peoria & Warsaw, K. D.	88	88 1/2		Pitts. Clin. & St. L. 1st 7s	85			Norfolk & Petersburg 1st m.	91		
do do do special.	90			do do do 2d M.	88	88 1/2		Port Huron & I. M. 7s, gld. end.	75			do do do	88		
Rensselaer & Saratoga	90			do do do Consol. 7s.	88	88 1/2		Port & Rock 7s, gold.	85			do do do 2d m. 7s.	75		
Rome, Watertown & Ogdens	90			New York & N. Haven 6s.	97	100		Rock F. R. I. & S. L. 7s, gld.	98			Northeastern, S. C. 1st M. 8s.	80		
St. Louis, Alton & T. Har.	90			Boston, H. & Erie, 1st mort.	33 1/2	33 1/2		Rome & Watertown 8s	98			do do 2d M. 8s.	80		
do do do pref.	50			do do do guaranteed	83	83 1/2		Rondout & Oswego 7s, gld.	90			Orange and Alex.	82		
St. Louis & Iron Mountain	86	83		Gedar Falls & Minn. 1st M.	83	83		Rome, W. & Ogdensburg 7s.	99			do do 2d m. 8s.	82		
St. L. Kan. C. & Northern pref.	86	83		Buff. & Watertown 1st M.	83	83		Sandusky, Mans. & Newark 7s	85			do do 4th m. 8s.	81		
Toledo, Peoria & Warsaw	86			Am. Rock & In. Co. 7s.	83	83		St. Louis, Vandalla & T. H. 1st	86			Richm'd & Peterb'g 1st m. 7s.	85		
Toledo, Wab. & Western, pref.	86			West. Union Tel. 1st mort. 7s	83	83		do do 2d m. 8s.	86			do do do 2d m. 8s.	85		
Miscellaneous Stocks															
American Coal	58			Long Island R.R. 1st M. 7s.	83	83		do do do 4th m. 8s.	86			S. Carolina R.R. M. 1s (new)	57		
Boston Water Power	92			Southdown & Pt. Jeff. 1st M.											

NEW YORK LOCAL SECURITIES.

Bank Stock List.

COMPANIES.	CAPITAL.		DIVIDENDS.			PRICE.	
	Par	Amount.	Periods.	1871	1872	Last Paid.	Bid. Askd
America*.....	100	8,000,000	J. & J.	10	10	Jan., '73. 5	150
American.....	100	500,000	J. & J.	8	8	Nov., '72. 4	110 1/2
American Exchange.....	100	6,000,000	M. & N.	8	8	Jan., '73. 4	
Atlantic.....	75	300,000	J. & J.	8	8	Jan., '73. 4	
Bowery.....	100	250,000	J. & J.	21	21	Jan., '73. 12	290
Broadway.....	25	1,000,000	J. & J.	20	20	Jan., '73. 4	
Bull's Head*.....	25	200,000	Q. & J.	20	20	Jan., '73. 4	
Butchers & Drovers.....	25	800,000	J. & J.	10	10	Jan., '73. 6	145
Central.....	100	3,000,000	J. & J.	8	8	Jan., '73. 4	97 1/2
Chatham.....	25	450,000	J. & J.	12	12	Jan., '73. 6	152
Chemical.....	100	300,000	ev. 2 mos	36	36	Jan., '73. 6	
Citizens*.....	100	400,000	J. & J.	10	10	Jan., '73. 10	280
Commerce.....	100	1,000,000	M. & N.	20	20	Jan., '73. 4	114 1/2
Commonwealth.....	100	10,000,000	J. & J.	9	9	Jan., '73. 4	116 1/2
Continental.....	100	2,000,000	J. & J.	6	6	July, '71. 8	86
Corn Exchange*.....	100	1,000,000	F. & A.	10	10	Feb., '73. 5	127
Currency.....	100	100,000	Q. & J.	15	15	Jan., '73. 4	
Dry Goods*.....	100	1,000,000	J. & J.	8	8	Jan., '73. 4	
East River.....	100	1,000,000	J. & J.	7	7	Jan., '73. 3 1/2	
Eleventh Ward*.....	25	200,000	J. & J.	7	7	Jan., '73. 3 1/2	
Fifth.....	100	150,000	Q. & J.	10	14	Jan., '73. 3 1/2	
First.....	100	500,000	Q. & J.	20	20	Jan., '73. 5	
Fourth.....	100	500,000	J. & J.	5	8	Jan., '73. 4	111
Fulton.....	30	600,000	M. & N.	10	10	Nov., '72. 5	
German American*.....	100	2,000,000	F. & A.	7	7	Nov., '71. 8 1/2	
Germania*.....	100	200,000	M. & N.	20	20	Nov., '72. 10	
Greenwich*.....	25	200,000	J. & J.	10	10	Jan., '73. 5	
Grocers.....	40	800,000	J. & J.	10	10	Jan., '73. 4	106
Hanover.....	100	1,000,000	J. & J.	8	8	Jan., '73. 4	106
Harlem*.....	100	600,000	F. & A.	4	4	Mich., '73. 4	
Importers & Traders*.....	100	1,500,000	J. & J.	8	12	Jan., '73. 6	
Manhattan*.....	50	1,000,000	J. & J.	8	10	Jan., '73. 5	122
Leather Manufacturers.....	100	600,000	J. & J.	12	12	Jan., '73. 6	
Manhattan*.....	50	2,500,000	F. & A.	10	10	Aug., '72. 5	103
Manul. & Merchants*.....	100	300,000	J. & J.	8	8	Jan., '73. 4	100
Marine.....	100	1,000,000	J. & J.	12	12	Jan., '73. 6	
Market.....	100	1,000,000	J. & J.	10	10	Jan., '73. 5	138
Mechanics.....	25	2,000,000	M. & N.	10	10	Nov., '72. 4	107
Mech. Bk. Ass'n.....	100	500,000	M. & N.	9	9	Nov., '72. 4	107
Mechanics & Traders.....	25	600,000	M. & N.	10	10	Nov., '72. 5	123
Mercantile.....	100	1,000,000	M. & N.	10	10	Nov., '72. 5	123
Merchants.....	50	3,000,000	J. & J.	8	8	Jan., '73. 4	118
Merchants' Ex.....	50	1,250,000	J. & J.	8	6	Jan., '73. 3	90
Metropolitans*.....	100	500,000	J. & J.	10	10	Jan., '73. 5	134
Metropolitan.....	100	2,000,000	J. & J.	10	10	Jan., '73. 4	134
Murray Hill*.....	100	400,000	J. & J.	10	10	Jan., '73. 4	134
Mutual.....	25	200,000	J. & J.	7	7	July, '71. 3 1/2	
Nassau*.....	100	1,000,000	M. & N.	7	6	Nov., '72. 3	126 1/2
National Gallatin.....	50	1,500,000	A. & O.	7	8	Oct., '72. 4	
New York.....	100	3,000,000	J. & J.	10	10	Jan., '73. 5	132 1/2
New York County.....	100	200,000	J. & J.	16	15	Jan., '73. 7	90
N. Y. Nat. Exch'ge.....	100	600,000	J. & J.	7	7	Jan., '73. 5	112
N. Y. Gold Exch'ge*.....	100	500,000	J. & J.	9	9	Jan., '73. 5	106
Ninth.....	100	1,500,000	J. & J.	7	7	Jan., '73. 4	106
North Ward*.....	100	200,000	J. & J.	7	7	Jan., '73. 4	86
North America*.....	100	1,000,000	J. & J.	7	7	Jan., '73. 6	90
North River*.....	25	400,000	J. & J.	12	12	Jan., '73. 6	
Oriental*.....	25	300,000	J. & J.	12	12	Nov., '72. 4	147
Pacific.....	50	600,000	Q. & J.	16	16	Jan., '73. 5	147
Park.....	100	2,000,000	J. & J.	12	12	Jan., '73. 5	100
Peoples*.....	25	425,000	J. & J.	10	10	Jan., '73. 3 1/2	102
Phenix.....	20	1,800,000	J. & J.	7	7	Jan., '73. 3 1/2	111
Republic.....	100	2,000,000	F. & A.	8	8	Feb., '73. 4	111
Security*.....	100	500,000	J. & J.	7	7	July, '71. 3 1/2	
St. Nicholas.....	100	1,000,000	F. & A.	10	9	Feb., '73. 4	95
Seventh Ward.....	100	1,000,000	J. & J.	17	17	Jan., '73. 3	
Seventh Ward.....	100	200,000	J. & J.	12	12	Jan., '73. 6	152
Shoe and Leather.....	100	1,000,000	J. & J.	12	12	Jan., '73. 5	
Sixth.....	100	200,000	J. & J.	8	8	Jan., '73. 5	118
State of New York.....	100	2,000,000	M. & N.	8	8	Nov., '72. 4	95
Tenth.....	100	1,000,000	J. & J.	8	8	Jan., '73. 4	
Third.....	100	1,000,000	J. & J.	12	12	Jan., '73. 6	138
Tradersmen's.....	50	1,000,000	J. & J.	10	10	Jan., '73. 4	140
Union.....	100	1,000,000	J. & J.	7	7	Jan., '73. 4	
West Side*.....	100	200,000	J. & J.	4	4	Jan., '73. 4	

Gas and City R.R. Stocks and Bonds.

[Quotations by Charles Otis, 9 New Street and 74 Brodway.]

Brooklyn Gas Light Co.....	25	2,000,000	Q. & F.	20	20	Aug., '72. 5	240
Citizens' Gas Co (Bklyn.)	100	1,000,000	J. & J.	10	10	Jan., '72. 5	215
do certificates	100	300,000	A. & O.	7	7	Apr., '72. 5	100
Harlem.....	50	1,000,000	F. & A.	10	10	Aug., '72. 5	150
Jersey City & Hoboken.....	20	4,000,000	J. & J.	15	15	Jan., '72. 5	212
Manhattan.....	50	2,000,000	J. & J.	7	7	Various	92
do bonds	100	2,000,000	J. & J.	10	10	Jan., '72. 5	126
Metropolitan.....	100	2,500,000	J. & J.	10	10	Jan., '72. 5	126
do certificates	100	750,000	J. & J.	7	7	Various	95
Mutual, N. Y.....	100	5,000,000	M. & N.	7	7	Various	177
Nassau, Brooklyn.....	25	1,000,000	M. & N.	7	7	Aug., '73. 4	100
do scrip.....	100	500,000	F. & A.	7	7	Various	100
New York.....	100	4,000,000	M. & N.	7	7	Aug., '73. 4	100
People's (Brooklyn).....	10	1,000,000	M. & S.	7	7	Aug., '73. 4	100
do do bonds.....	100	300,000	F. & A.	7	7	Various	100
Westchester County.....	50	40,000	J. & J.	10	10	Jan., '72. 6	108
Williamsburg.....	50	1,000,000	J. & J.	7	7	Jan., '72. 5	158
do scrip.....	100	1,000,000	J. & J.	7	7	Various	158
Bleecker St. & Fulton Ferry—stock	100	900,000	J. & J.	7	7	Jan., '72. 5	10
1st mortgage.....	100	894,000	J. & J.	7	7	Jan., '72. 5	70
Broadway & Seventh Ave—stock	100	2,100,000	J. & J.	7	7	June 72	93
1st mortgage.....	100	2,000,000	J. & J.	7	7	Nov. 72	200
Brooklyn City—stock	100	2,000,000	Q. & F.	7	7	Jan., '72. 5	107
1st mortgage.....	1000	300,000	J. & J.	7	7	Jan., '72. 5	120
Broadway (Brooklyn)—stock	100	200,000	J. & J.	5	5	June 72	100
Brooklyn & Hunter's Pt—stock	100	80,000	J. & J.	7	7	Jan., '72. 5	75
1st mortgage.....	1000	400,000	J. & J.	7	7	Jan., '72. 5	75
Atlantic Avenue, Brooklyn—stock	100	700,000	A. & O.	7	7	Jan., '72. 5	100
1st mortgage.....	500	115,000	A. & O.	7	7	Jan., '72. 5	100
2d mortgage.....	500	100,000	J. & J.	7	7	Jan., '72. 5	100
3d mortgage.....	500	164,000	J. & J.	7	7	Jan., '72. 5	100
Central Pk. N. & E. River—stock	100	1,161,000	F. & A.	7	7	Jan., '72. 5	100
1st mortgage.....	1000	550,000	F. & A.	7	7	Jan., '72. 5	100
2d mortgage.....	1000	600,000	M. & N.	7	7	Jan., '72. 5	100
Coney Island & Brooklyn—stock	100	500,000	J. & J.	7	7	Jan., '72. 5	100
1st mortgage.....	100	214,000	J. & J.	7	7	Jan., '72. 5	100
Dry Dock & Boat Building—stock	100	1,200,000	Q. & F.	7	7	Jan., '72. 5	100
1st mortgage.....	1000	420,000	M. & S.	7	7	Jan., '72. 5	100
2d mortgage.....	1000	300,000	M. & S.	7	7	Jan., '72. 5	100
3d mortgage.....	1000	300,000	M. & S.	7	7	Jan., '72. 5	100
Eighth Avenue—stock	100	1,000,000	J. & J.	7	7	Jan., '72. 5	100
1st mortgage.....	1000	200,000	J. & J.	7	7	Jan., '72. 5	100
12d St. & Grand St Ferry—stock	100	550,000	M. & N.	7	7	Jan., '72. 5	100
1st mortgage.....	1000	200,000	A. & O.	7	7	Jan., '72. 5	100
Grand Street & New York—stock	20	170,000	J. & J.	7	7	Jan., '72. 5	100
1st mortgage.....	1000	300,000	M. & N.	7	7	Jan., '72. 5	100
Ninth Avenue—stock	100	797,000	J. & J.	7	7	Jan., '72. 5	100
1st mortgage.....	1000	167,000	J. & J.	7	7	Jan., '72. 5	100
Second Avenue—stock	100	800,000	J. & J.	7	7	Jan., '72. 5	100
1st mortgage.....	1000	350,000	J. & J.	7	7	Jan., '72. 5	100
2d mortgage.....	1000	300,000	F. & A.	7	7	Jan., '72. 5	100
3d mortgage.....	1000	150,000	A. & O.	7	7	Jan., '72. 5	100
Cons. Convertible.....	1000	315,000	M. & N.	7	7	Jan., '72. 5	100
Sixth Avenue—stock	100	750,000	M. & N.	7	7	Jan., '72. 5	100
1st mortgage.....	1000	250,000	J. & J.	7	7	Jan., '72. 5	100
Third Avenue—stock	100	2,000,000	Q. & F.	7	7	Jan., '72. 5	100
1st mortgage.....	1000	2,000,000	J. & J.	7	7	Jan., '72. 5	100
Williamsburg & Fulton—stock	100	300,000	M. & S.	7	7	Jan., '72. 5	100
1st mortgage.....	1000	125,000	M. & S.	7	7	Jan., '72. 5	100

* This column shows last dividend on stocks, but date of maturity of bonds.

Insurance Stock List.

(Quotations by E. S. BAILEY, broker, 65 Wall street.)

COMPANIES.	CAPITAL.		NET SUE PLUS, JAN. 1, 1873.*	DIVIDENDS.					PRICE.	
	Par	Amount.		1869	1870	1871	1872	Last Paid.	Bid.	Askd
Adriatic.....	25	200,000	6,150		10	....	10	July, '72. 5		65
Aetna.....	100	200,000	—12,607				5	July, '72. 5		
American.....	50	400,000	99,210	17	13	17	14	Jan., '73. 7	140	150
American Exch'g.	100	200,000	27,345	10	12	12	6	Jan., '73. 5	103	103
Arctic.....	25	250,000		10	10	10	10	Jan., '72. 5		
Atlantic.....	50	200,000	14,428	20	20	20	20	Jan., '73. 5		
Bowery.....	25	30,000	260,196					Dec., '72. 10	155	
Brewers' & M'ls'rs	100	200,000	20,400	10	10	10	10	Jan., '73. 10	160	100
Broadway.....	25	200,000	131,471	16	16	15	13	Feb., '73. 10		
Brooklyn.....	17	153,000	200,088	20	20	20	20	Jan., '73. 10	200	
Citizens'.....	20	300,000	114,400	20	38 1/2	18	15 1/2	Jan., '73. 3 1/2	110	
City.....	70	210,000	165,898	14 1/2	14 1/2	14 1/2	20	Feb., '73. 7	145	150
Clinton.....	100	250,000	51,663	13	14	17	14	Jan., '73. 5	103	
Columbia.....	50	300,000	22,566	10	10	10	10	July, '72. 5	65	70
Commerce Fire.....	100	200,000	—16,211	10	11	10	10	July, '72. 5		
Commercial.....	50	200,000		10	10	10	11	Jan., '72. 5	70	
Continental.....	100	1,000,000	53,159	16	18	20	8 1/2	Jan., '73. 3 1/2	110	115
+Corn Exchange.....	25	200,000								
Eagle.....	40	300,000	\$27,958	10	20	20	20	Oct., '72. 10	200	
Empire City.....	100	200,000	90,906	10	10	10	10	Jan., '73. 5		100
Exchange.....	50	200,000	11,241	10	4			July, '72. 5	70	
Farragut.....	30	200,000						July, '72. 3 1/2		90
Firemen's.....	17	204,000	31,600	20	20	10	5	July, '72. 5	100	105
Firemen's Fund.....	10	150,000	19,393					Jan., '66. 3	40	
Firemen's Trust.....	10	150,000	49,991	10	10	10	10	Jan., '73. 5	100	
Gebhard.....	200	200,000	475	10	10	10	10	Aug., '72. 5	75	102
German-American	100	1,000,000	36,999	10	10	10	10	Jan., '73. 5	95	100
Globe.....	50	200,000	74,252	10	10	10	10	Jan., '73. 5	101	100
Globe.....	50	200,000	55,191	10	11	11	12 1/2	Jan., '73. 5	101	
Greenwich.....	25	200,000	210,717	20	20	20	24	Aug., '72. 14	200	
Guardian.....	100	200,000	6,800	6	10	10	8 1/2	July, '72. 5		
Hamilton.....	15	150,000	91,859	10	16	15	17 1/2	Jan., '73. 10	140	145
Hanover.....	50	250,000	14,173	10	10	8 1/2	10	Jan., '73. 5	90	100
Hoboken.....	50	200,000	8,140	10	10	10	10	July, '72. 5	80	85
Hope.....	25	2,500,000	—820,299	10	10	10	5	July, '72. 5	80	85
Howard.....	25	150,000	—13,377		5	5	5	Jan., '72. 5		
Importers' & Trad.....	50	200,000	9,045	11	12	9 1/2		Jan., '73. 5 1/2	95	100
+Internationals.....	100	200,000	16,593	10	10	10	10	July, '72. 5		90
Irving.....	50	500,000		10	10	10	5	July, '71. 5		
Kings Co. (B'klyn)	30	200,000	—28,000	10	10	10	10	Mar., '73. 5	120	
Klopperbocker.....	20	150,000	85,189	10	10	10	10	Jan., '73. 5		
Lafayette (B'klyn)	40	280,000	99,183	10	20	15	20	Jan., '73. 10	185	145
Lamar.....	50	150,000	97,391	5	5		10	Jan., '73. 5	90	
Lenox.....	100	200,000	—9,304	10	10	10	10	Jan., '73. 5	90	
Lenox and (B'klyn)	50	150,000	83,796	10	10	10	10	Jan., '73. 5	90	
Lorillard.....	25	300,000	236,147	13	14	14	15	Jan., '73. 7	160	
Manuf & Builders'.....	100	2,000	50,000					Jan., '73. 5	100	100
Manhattan.....	100	250,000						Jan., '73. 5	94	98
Mech. & Trad'rs'.....	25	200,000	186,329	15	16	18	20	Jan., '73. 10	165	
Mechanics' (B'klyn)	50	150,000	47,395	8 1/2	10	10	10	Jan., '73. 5	100	
Mercantile.....	80	200,000	15,500	10	10	11	5	July, '72. 5	70	
Merchants'.....	50	200,000	10,395	20	20	20	20	July, '72. 5		
Metropolitan.....	50	300,000	4,834	4						56
Montauk (B'klyn.)	50	150,000	123,000	10	11	12	16	Jan., '73. 19	155	
Nassau (B'klyn.)	50	200,000	175,540	20	20	20	25	Jan., '73. 10	195	
National.....	37 1/2	200,000	11,36	12	12	12	6	July, '73. 5		175
N. Y. Equitable.....	35	210,000	199,972	18	18	20	18	Jan., '73. 10	140	
New York Fire.....	100	200,000	138,159	15	15	16	16	Feb., '73. 10	140	
N. Y. & London.....	100	200,000	530					Jan., '73. 5		80
Nizara.....	50	300,000	131,693	10	10	3 1/2		Jan., '73. 5	95	100
North Elver.....	25	350,000	102,437	10	10	18	10	Feb., '73. 5	107	112
Pacific.....	25	200,000	215,368	16	16	23	20	Jan., '73. 10	185	
Park.....	100	200,000	113,477	10	10	11	14	Jan., '73. 10	130	150
Peter Cooper.....	25	163,100	163,100	11	11	11	5	Feb., '73. 10	130	
People's Fire.....	20	150,000	76,413	12	12	12	12	Jan., '73. 6	155	1.6
Phenix (B'klyn.)	50	1,000,000	59,650	11	11	12	10	Jan., '73. 5	95	100
Relief.....	50	200,000	1,862	10	12	11	10	Jan., '72. 5	70	
Republic.....	100	300,000	19,772	10	10	10		Feb., '73. 3 1/2		
Rutgers.....	25	200,000	—23,510	10	3 1/2			July, '71. 3 1/2		75
Salem.....	100	200,000	133,866	15	16	20	20	Feb., '73. 10	160	
St. Nicholas.....	25	250,000	8,779	10	10	10	10	Jan., '73. 5	85	91
Standard.....	100	200,000	9,440	11	10	7	13 1/2	July, '72. 3 1/2		
Star.....	100	200,000	1,967	5	10	10	10	July, '72. 5		109
Sterling.....	100	200,000	21,565	10	10	10	10	Feb., '73. 5		
Stuyvesant.....	25	200,000	107,240	10	10	10	12	Jan., '73. 5	110	115
Tenney's.....	25	150,000	20,822	14	14	14	14	Jan., '73. 5	105	
Union States.....	25	250,000	187,119	14	14	14	14	Jan., '73. 7	133	
+Washington.....	100	200,000				5		July, '72. 5		
Williamsburg City.....	50	250,000	36,179	10	10	10	10	Jan., '73. 5		

Investments

AND

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 Securities**, with full information in regard to each issue, 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 Miscellaneous Stocks and Bonds** will be regularly published on the last Saturday in each month. The publication 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.

Virginia Finances.—A circular issued by the Virginia Auditor to the tax-gatherers directs that in receiving coupons of the funded loan for taxes they shall only credit the taxpayer with the amount of the coupon less the tax imposed on each coupon by a recent act of the Legislature. The tax upon each coupon will be as follows: On the \$30 coupon, \$1 35; on the \$15 coupon, 67 cents, and on the \$3 coupon 13 cents; in the two latter cases discarding fractions.

The Committee on Securities of the New York Stock Exchange stated in a circular, March 26: "An act of the State of Virginia, approved March 13, 1873, directs the payment, on the 1st of January, 1873, or as soon thereafter as may be, and on the 1st of July, 1873, of two per cent interest upon two-thirds of the principal of the old bond and new bonds (13.33), and two per cent interest upon the principal of the consolidated bonds (\$20).

The Auditor has given notice that the payment on the January, 1873, coupons will commence on the 1st of April next.

These payments are the same as were made in 1872, the difference being that the coupon must be surrendered and cancelled. A non-interest bearing certificate, for the unpaid portion, will be issued.

This committee direct that, on and after the 1st of April, the bonds be called, January, 1873, coupon off."

Tennessee Finances.—In regard to Tennessee the depression was caused (March 29) by the fact that the Tennessee Legislature adjourned without increasing the tax rate so as to make sure that the Funding Bill can be made operative.

This bill, now a law, it will be remembered, provided for the funding of all past due interest, and all which will accrue up to the first of next January, into 40-year 6 per cent bonds, which are to draw interest from January 1, 1874, the first coupon falling due July 1 of that year. The Legislature, however, it is said, passed a bill under which assessments of property throughout the State will be equalized, and it is expected that this bill, with the present rate of taxation, will yield a sufficient revenue to sustain the funding operations. It would, however, have been a perfectly sure matter if the rate of taxation had been raised. This matter of assessments is very properly complained of by the people of that State, the assessors in some districts and counties valuing property at not more than half the amount at which the same class of property is valued in other districts and counties, so that taxation falls unequally. A uniform assessment is therefore a step in the right direction, and, as we said, may result in a larger revenue for the State.—*Daily Bulletin*.

—The Atlanta (Ga.) *News* states that the new 8 per cent bonds of that State are taking most favorably in the financial market. Already it is encouraged to hope that ere the first of August dawn all the bonds will be out in the market. They sell at par.

Right to Tax Railroad Land Grants.—The right of a State to tax the lands granted by the United States to a railroad where that corporation has not obtained a full title was the question which arose in a case to which the Kansas Pacific Railroad was a party. The charter of this road requires the cost of surveying and conveying the lands in question to be paid to the United States by the railroad company, or by the party in interest, before a final patent shall be issued, and further directs all lands not sold by the railway company within three years to be open for sale to bona fide settlers at the minimum price of \$1 25 an acre, the money to be paid by the United States to the railroad company. The Supreme Court holds that a State cannot tax such land for two reasons: first, if it could tax them and sell them for delinquency, the United States government's right to receive the cost of the surveys and conveyance before losing its title to them would be interfered with; and, second, because it would interfere with the right of settlers to purchase the lands at the minimum price of \$1 25 an acre.

Taxation to Build Railroads.—WASHINGTON, March 31.—Among the more important and interesting decisions were the following: In the case of Alcott agt. The Supervisors of Fond Du Lac County, Wisconsin, appealed from the Supreme Court of that State, the important question whether a State has a right to levy taxes for the purpose of aiding in the construction of railroads or not, was involved. It is the opinion of the Supreme Court that railroads are public highways, no matter whether they are built and operated by the State or by private corporations. The building of railroads is, therefore, a matter of public concern, to aid which it is just as lawful to levy taxes as for the building of a wagon road or any other public work, and the collection of

these taxes cannot be resisted by authority of Article V. of Amendments to the Constitution of the United States, which provides that private property shall not be taken for public use without just compensation.

Erie Railway.—Before the Investigating Committee, the following statement was submitted:

EARNINGS AND EXPENSES OF THE ERIE RAILWAY FROM JANUARY 1, 1872, TO DECEMBER 31, 1872.

Earnings.	
From coal.....	\$3,812,025 19
From freight.....	10,287,298 98
From passengers.....	3,432,601 25
From mails and express.....	746,003 02
From other sources.....	514,899 57
Total.....	\$16,762,828 01
Expenses.	
Expenses of transportation.....	\$5,852,641 76
Expenses road department.....	3,371,164 84
Expenses rolling stock.....	2,202,002 08
General expenses.....	651,010 35
Incidental.....	143,252 36
Miscellaneous.....	399,471 19
Total.....	\$12,619,515 07
Net earnings.....	6,143,282 94

The following testimony was given concerning the negotiation of the consolidated mortgage bonds: When the new Board came into power in March, 1872, so much money was due on the road that he suggested it would be necessary to raise money on the consolidated bonds. Bischoffsheim advanced \$4,000,000. With that money the company was saved from bankruptcy. The bonds were nominally on the market at 70, but were not salable; and \$3,000,000 of them had been sold to Gould at 60. Not being able to get a market in England while Gould held the bonds, witness entered into negotiations to repurchase the bonds in Gould's hands, and obtained them at about 70. Negotiations were then made to ratify the contract with Bischoffsheim. The advantage of this contract was that the bonds were sold at par in currency, and the company realized a profit of over \$2,000,000. On Jan. 1, 1873, there were still in Bischoffsheim's hands about \$2,000,000 of the bonds unsold, and the London Banking Association agreed to take them at about 90 in gold. This was an advantage to the Company, and the proceeds were drawn against some time in February. When Mr. Homan, one of the London directors, visited New York in July, inquiry was made as to the high amount of commission; but he said that Bischoffsheim had to pay J. S. Morgan & Co. \$70,000 commission for bonds in their hands, which had not been sold, but upon which they claimed commission. Mr. Homan was one of the directors who effected the contract; witness was not aware that Mr. Homan had made any of the advances that were used to effect the change of directors of the Erie road. Mr. Homan thought that no other banker in London at that time would have made the large advances that Bischoffsheim did, and he believed the commission was not too large under such circumstances. The amount retained by Bischoffsheim & Co. was about £80,000, the amount claimed by them as due from the Company. Bischoffsheim & Goldschmidt, under the contract, are not entitled to two and a half per cent on the whole \$30,000,000, but on the bonds actually sold by them, namely, the \$5,500,000 issued. Bischoffsheim & Goldschmidt have made no such claim for commission.

There is no clause in the contract to prevent Bischoffsheim & Goldschmidt claiming commission on the bonds if issued to the public during the thirty years by the Farmers' Loan and Trust Company. When the \$23,000,000 of reserved bonds are issued, Bischoffsheim & Goldschmidt will be entitled to the commission of two and a half per cent, no matter by whom the bonds are actually issued.

On the 21st of January the Board of Directors of the Erie Railway Company passed resolutions, which were communicated to the Stock Exchange, that the conversion of bonds into the new consolidated was discontinued.

Early in the present month notice was sent to the Exchange that the conversion would be resumed, but subsequently it was again suspended, by notice addressed by Mr. Shearman, Treasurer of the Erie Company, to the President of the Stock Exchange, dated March 13, as follows:

SIR: I am directed by President Watson to notify you that at a meeting of the Board of Directors of the Erie Railway Company held to-day, it was resolved that the further exchange of the consolidated bonds of this company for the bonds of the New York & Erie Railroad Company be discontinued, except when the same are made in each case upon the orders of the Treasurer.

(Signed) W. F. SHEARMAN, Treasurer.

N. Y. Central & Hudson River Railroad.—The Directors of the Central and of the Harlem Railroads met on Tuesday, and after a long conference, made an agreement by the terms of which the Central leases the Grand Central depot and all the track and real estate of the Harlem from Forty-second street in this city to Chatham Four Corners, for the term of 401 years. For this lease the Central agrees to pay 8 per cent in annual dividends in the capital stock of the Harlem and the interest on its bonds. The Harlem road retains possession of the Fourth avenue horse car track and all its real estate below Forty second street.

It is said that there are about 20,000 shares of the Harlem stock which have not yet been issued, and which pass into the hands of the Central. These shares may be issued at any time for repairs or construction expenses, and in the meantime the Central is paying into its own pocket 8 per cent. The city railroads of the Harlem, which are to be reserved to the Harlem, already earn 3 per cent on the entire Harlem capital. The city real estate of the Harlem, it is supposed, will be sold as soon as practicable, and the proceeds, estimated as equivalent to 30 to 40 per cent of the Harlem stock, to be given also to the Harlem stockholders.

The seventeen locomotives belonging to the New York Central & Hudson River Railroad Company, seized by U. S. Collector Bailey, were sold on Saturday, March 29, at Albany, realizing only about \$17,000. They were bought by E. D. Worcester, treasurer of the company. There is still \$445,000 due the government.

It is reported that the Commissioner of Internal Revenue and the officers of the New York Central and Hudson River Railroad Company have long been anxious to have the controversy between them over the scrip dividend tax settled by the United States Courts, but neither has been willing to become the plaintiff in a suit. The recent seizure of locomotives by Collector Bailey brings the matter into such a position that a judicial decision will be obtained. The Company can sue the Collector to recover the money they have paid in purchasing back their locomotives, and the whole question of the legality and equity of the tax will be involved in the decision.

Pittsburg, Fort Wayne & Chicago Railway.—The annual meeting of the stockholders of the Pittsburg, Fort Wayne & Chicago Railway Company was held at Pittsburg. General Cass, President, submitted a verbal report, in which he stated the most important matter transpired during the year was the decision of the Supreme Court of Ohio in what was known as the *quo warranto* case, which was brought for the purpose of compelling the company to show by what authority they exercised the rights of a corporation in that State. The decision was adverse to the interests of the company in some particulars, and decidedly favorable in others. Under the authority given by a resolution that "Betterment Bonds," to the aggregate of \$2,000,000 had been issued to the lessees to reimburse them for repairs and for bettering the condition of the road, the lessees asked for authority to spend \$2,000,000 additional for adding to the rolling stock of all kinds, enlarging the shops, purchasing new tools, and making extensive repairs, &c.

The lessees report that the aggregate net earnings for the year of the road, exclusive of the two branches, reached \$9,839,000, and the total, including the two branches, were \$10,336,000. There had been paid during the year, of old debts, a little less than \$150,000, the main item of which sum was the amount due the Cleveland and Pittsburg road on a contract for a division of receipts.

The President then referred to the effect of the past winter on railroads and machinery, and remarked that the past four months were the most severe ever experienced since railroads were first operated in this country. The Pittsburg, Fort Wayne and Chicago Railway had met the fate of other roads, the track having been injured and the machinery impaired. The lessees promise that as soon as the weather will permit the track will be put in first-class condition and the machinery restored. Reference was then made to the extraordinary large amount of business which had been and is being thrown upon railroads, the necessity of providing additional facilities in the way of tracks, sidings and equipment, in order to accommodate the business offered. The lessees of the road recognizing this necessity had asked authority to construct a double track along the entire length of the road. The request had not yet been acted upon by the Board, but would be at an early day. After the report had been submitted, the election of three directors resulted in the election of the following gentlemen, who will serve for the ensuing four years: Wm. B. Ogden, of Chicago; Jesse L. Williams, Fort Wayne; Louis H. Meyer, New York.

General George W. Cass was continued as President, and F. M. Hutchinson, Esq., as Secretary and Treasurer of the company.

Boston, Hartford & Erie.—ACTION OF THE BERDELL BOND TRUSTEES.—Wm. T. Hart, George T. Olyphant and Charles P. Clark, trustees under what is known as the Berdell mortgage on the Boston, Hartford & Erie Railway Company, have called a meeting of bondholders for April 17. Their mortgage which is for \$20,000,000, provides that on failure to pay interest they may at once foreclose the mortgage, subject, however, to a right in the original company to redeem within 18 months. Sept. 13, 1871, they took possession, under foreclosure, of the road, subject, of course, to the eighteen months right of redemption. The recent litigation has been to prevent the completion of the foreclosure, in view of certain provisions of the Bankrupt Act. A meeting of all those holding the bonds at Horticultural Hall, Tremont street, Boston, the 17th inst., to hold an election, to be presided over by the trustees under the mortgage, or those present, for a board of directors of the same number as now authorized for the railroad, to organize themselves into a corporation with the same privileges as the present railroad.

At this meeting a new corporate name is to be selected; the capital stock is to be the amount of the Berdell bonds outstanding, and each bondholder will be entitled to ten one hundred dollar shares of the new stock for each thousand dollars of bonds when surrendered, and is to vote according to his bonds.

—It is claimed by the assignee in bankruptcy that the Berdell bonds do not cover the Norwich & Worcester lease or the equity of redemption in the Hartford, Providence & Fishkill Railroad. If this claim should be sustained, a certain amount of assets claimed by the bondholders might revert to the creditors and stockholders.

Illinois Central Railroad.—A report from Chicago says: "The annual report of the Illinois Central Railroad shows that the net earnings for the year 1872 amounted to \$2,103,106. This is \$629,741 less than the net earnings for 1871, owing to the increased expenses for the handling of freight, to the burning of the elevators at the time of the Chicago fire, and to the deficiency in lake transportation. These obstacles are disappearing, and greater earnings are expected next year. The contract entered into with the Mississippi Central and New Orleans, Jackson and

Great Northern railways, which provides for an extension of the former railroad to Cairo, and a mutual interchange of traffic. In consideration of the performance of this contract, the Illinois Central is to invest annually one-eighth of its earnings to the amount of \$100,000, in consolidated mortgage bonds of each road for ten years. During the past ten years there has been paid in the aggregate, dividends to the amount of \$22,532,407 07, and the debt has been reduced to the amount of \$3,390,500. Of the debt outstanding, \$3,390,500 of the construction bonds, and \$2,500,000 of redemption bonds will become payable April 1, 1875. The managers have set apart in trust or sinking fund of \$2,761,500."

[A more extended summary of the report will be published hereafter.]

New York & Oswego Midland Railroad.—The Midland Railroad having been practically completed to Oswego, the company have recently entered under a new organization, and the following named gentlemen have been elected officers: President D. C. Littlejohn; Vice President, Delas E. Culver; Treasurer, John R. Clarke; Secretary, Theodore Houston; Chief Engineer, H. B. Gilbert; Attorney, David L. Follett.

Within the past few weeks a large amount of stocks and bonds have been subscribed for by prominent capitalists in New York, Philadelphia and elsewhere for the purpose of furnishing additional equipments and means to complete the road to Buffalo with the least possible delay.

A couple of engineers have recently been engaged surveying the line for location for the extension of the road between Auburn and Buffalo, and the work of construction is to be commenced at once, and it is designed to have the road in operation in July, 1874. The cost of the extension is estimated at \$6,300,000.

The New Jersey Midland Railroad Company own 2,000 feet of water-front at the Elysian Fields, together with fifty acres of land. This is to be the terminus for the freight line of the New York Midland Company. A contract was given out on Saturday last for the construction of a branch road from New Durham to Weehawken, with a cut over the Palisades, to be built at once. A tunnel is also to be built under the hill, the work to be commenced this Spring. It will be 3,500 feet in length, which will be 800 feet shorter than the Erie tunnel. The tunnel will require two years for construction. This, with the vast improvements at the Elysian Fields, in the way of warehouses, docks, &c., will involve an estimated cost of \$4,000,000.—N. Y. Times, April 3.

Alabama & Chattanooga Railroad.—A report states that this company has been reorganized and will be under the management of eastern capitalists. The entire indebtedness is represented by a first mortgage bond of over \$16,000 per mile, with full equipment. The Hon. F. B. Loomis, President of the First National Bank of New London, Conn., has been elected President.

The London Times of March 18 (money article, 17th) says:

At a meeting to-day of holders of Alabama and Chattanooga Railroad bonds and of Alabama gold bonds, Lord Wm. Hay in the chair, it was resolved to accept, in satisfaction of the coupons respectively overdue since the 1st of July, 1872, and the 1st of January, 1873, a new issue of 8 per cent currency bonds, at the rate of 82 per cent, the overdue coupons being calculated at the rate of exchange of the day. It was also decided:

"That should it be necessary to advance to the State of Alabama the sum of \$250,000 currency, to enable it to complete the purchase of the railroad sold in bankruptcy, and thus to secure the said railroad for the benefit of the bondholders, the Council of Foreign Bondholders and the Committee of Alabama and Chattanooga bondholders should be authorized to make such advance on such terms and conditions and on such security as they may deem fit, and to invite the Alabama and Chattanooga bondholders to participate in such advance in proportion to their holding. At the same time the council and committee were empowered to pay all expenses and commission which may be necessary for raising the moneys to make the advance to the Government and other outlay, and to make a reduction *pro rata* on the bonds to be received for coupons in repayment of the same."

The Pacific Railroad Question.—A despatch from Washington, March 31, states: The Treasury Department in withholding certain moneys from the Union Pacific and Central Railroads, is acting under the following provisions of a law of Congress: The Secretary of the Treasury is directed to withhold all payments to any railroad company and its assignees on account of freights or transportation over their roads of any kind to the amount of the payments made by the United States for interest upon the bonds of the United States issued to any such company, and which shall not have been reimbursed, together with five per cent of the net earnings due and unapplied as provided by law. Any such company may bring suit in the Court of Claims to recover the price of such freight, and in such suit the right of such company to recover the same upon the law and facts of the case shall be determined, and also the rights of the United States upon the merits of all the points presented by it in answer thereto by them, and either party to such suit may appeal to the Supreme Court, and both Courts shall give such cause or causes precedence of all other business.

Kansas Pacific.—ANNUAL STATEMENT.

	EARNINGS FROM GENERAL BUSINESS.			
	1872.	1871.	Increase.	Decrease.
Freight.....	\$2,197,149 21	\$1,825,188 47	\$371,960 74	
Passengers.....	1,184,197 51	1,148,645 91	35,551 57	
Miscellaneous....	89,853 90	46,480 17	43,373 73	
	\$3,471,200 62	\$3,020,314 55	\$450,886 04	
Gov't business....	252,512 56	292,203 28		\$39,690 69
Total earnings....	\$3,723,713 18	\$3,312,517 83	\$411,195 65	
Expenses.....	2,229,265 77	2,302,589 96		73,324 19
Net earnings.....	\$1,494,447 41	\$1,009,927 87	\$484,519 54	

Increase of earnings, 1872, including Government business.....	12 4-10 per cent.
Increase of earnings, 1872, from ordinary business.....	14 9-10 "
Increase of net earnings, 1872.....	47 9-10 "

The expenses of operations in 1872 were 59 87-100 of the gross earnings.

Gross earnings per mile of road operated in 1872.....	\$5,533 01
Gross earnings per mile of road operated in 1871.....	4,922 02

Increase.....	\$610 99
Freight transported in 1872.....	348,966 tons.
1871.....	277,168 "

Increase (25 9-10 per cent.).....	71,798 tons.
Cattle transported in 1872.....	8,157
1871.....	7,667

Increase (6 4-10 per cent.).....	490
	9,800

Union Pacific.—Among the information obtained by Congress concerning this company is a statement of that part of the floating debt, amounting to \$2,373,891, which is funded into notes, all falling due before August 1, and \$600,000 in a sterling loan. The notes are held by the directors. Some of the largest are as follows: John Duff, \$298,724; Oliver and Oakes Ames, \$457,419; G. M. Pullman, H. F. Clark, Aug. Schell, Sidney Dillon, C. S. Bushnell, L. P. Morton, \$130,000 each.—*Railroad Gazette*.

The following is the statement of the Union Pacific Railroad Company, traffic department:

	Feb., 1873.	Feb., 1872.	Jan. 1 to Feb. 28, 1873.	Jan. 1 to Feb. 29, 1872.
Earnings.....	\$491,783 55	\$534,115 09	\$1,015,758 41	\$805,051 17
Expenses.....	289,266 22	392,354 05	640,833 42	772,095 81

Net earnings....	\$202,517 33	\$141,761 04	\$374,924 99	\$35,955 36
Increase gross earnings year 1873, compared with 1872.....				\$207,707 24
Increase net earnings year 1873, compared with 1872.....				393,969 63

Chicago & Northwestern.—The following statement of earnings June 1 to March 7, nine months and one week, has been published:

	1871-2.	1872-3.	Increase.
Passenger.....	\$2,463,676 71	\$2,660,726 24	\$207,049 63
Freight.....	5,879,103 76	6,554,273 56	675,169 80
Express.....	179,076 13	183,886 06	4,809 93
Mail.....	145,496 91	148,332 35	2,835 44
Miscellaneous.....	100,044 17	113,055 04	13,010 87
Total.....	\$8,767,397 68	\$9,660,273 35	\$892,875 67

The increase in passenger traffic was 8½ per cent, in freight 11½ per cent., and the total increase 10½ per cent.

Louisville & Nashville.—Earnings for February were:

Main stem and branches in Kentucky, exclusive of Mem. branch, 1873.....	\$20,000 00
Do., do., 1872.....	236,912 50

Increase.....	\$43,087 50
Mem. branch from Mem. June to Mem., 1873.....	\$143,300 00
Do., do., 1872.....	159,498 78

Decrease.....	\$26,198 78
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Total increase.....	\$16,888 72
Nashville & Decatur Road, leased.....	76,600 00
Southern & Northern Alabama Road, operated for stockholders.....	70,700 00

Cleveland, Columbus, Cincinnati & Indianapolis.—The annual report for the year ending December 31, 1872, contains the following exhibit:

EARNINGS.	
From freight.....	\$3,439,999 91
From passengers.....	816,708 64
From express.....	76,650 28
From mails.....	76,295 75
From rents.....	58,970 75
From interest and dividends.....	74,462 98
From other sources.....	36,082 54

Total.....	\$4,573,170 85
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EXPENSES.	
For operating railway and repairs to equipment.....	\$2,208,256 38
For repairs to track and structures.....	985,388 46

Total.....	\$3,193,644 84
Working expenses, 69 83-100 per cent.....	127,334 54
State and national taxes.....	193,631 28

Balance applicable to dividends.....	\$3,521,210 66
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Dividends, two of 3¼ per cent each.....	1,051,960 19
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Surplus for the year 1872.....	1,012,312 00
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Add surplus December 31, 1871.....	39,648 19
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Surplus December 31, 1872.....	270,763 82
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Surplus December 31, 1872.....	\$310,412 01
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Great Western of Canada.—The Directors of the Great Western Railway of Canada state that the accounts for the half year ended January 31, show a dividend on the ordinary shares at the rate of 6 per cent per annum. The severity of the weather adversely affected the net earnings of the half year; especially during January, which yielded little or no surplus for dividend on the ordinary shares.

Grand Trunk Railway (Canada).—The Portland (Maine) *Argus* states that at a meeting of the proprietors of the Grand Trunk Railway in London, the scheme of Mr. Alexander McEwen for dragging the road out of its difficulties and improving it to first class in every respect, was adopted almost unanimously, but three dissentients appearing. This scheme includes the narrowing of the gauge of the road to the standard width, four feet eight and a half inches, the laying of steel rails the whole length of the main line, the supply of a complete equipment of rolling stock and the placing of the road in the most perfect working condition in all respects, including double track on a part or whole of the line should the business render this necessary to its most efficient working. A half million has already been advanced toward the work, and nine and a half millions more will be ready as soon as the Dominion Parliament takes the needful action, as it no doubt will.

New York, Boston & Montreal.—The *Bulletin* says: "The fact that J. & W. Seligman & Co. were liberal drawers, gave rise to the report that they were drawing against the loan of the Boston, New York & Montreal Railroad Company, in which this firm is interested. This loan was brought out in London last week, the books opening March 16 and closing the 19th, the subscriptions aggregating about \$24,000,000, the amount of bonds offered being \$6,250,000. These bonds bear 7 per cent gold interest, run thirty years, and were sold at 84 sterling, equivalent to about 105 in our money, and they are now said to be ruling in London about 2 per cent above the subscription price. Although these bonds have been sent to Europe, they will not be drawn against for two or three weeks, the calculation being that next month, when so much borrowed sterling matures, better rates for the bills can be obtained.

Brunswick & Albany Railroad.—There seems to be a prospect for the settlement of the litigation between the bondholders and the other creditors of the Brunswick & Albany Railroad. The *Augusta (Ga.) Chronicle* says:—"The bondholders propose to place \$100,000 in the hands of George H. Hazlehurst, who is to be made the referee for both parties, for the purpose of settling all claims against the company. This sum will pay about one-third of the floating debt. It the offer is accepted the bondholders declare that they will push the road forward to completion as rapidly as possible."

Wilmington, Charlotte & Rutherford Railroad.—WILMINGTON, N. C., March 28.—On the complaint of L. D. Childs and other creditors, Hanley W. Logan, Judge of the Superior Court of the ninth judicial district of this State, has issued an order restraining and enjoining the commissioners from selling the Wilmington, Charlotte & Rutherford Railway, now advertised to be sold April 10th, under a decree of the Superior Court of New Hanover county.

Galveston, Harrisburg & San Antonio Railway of Texas.—This company offered for sale on the London market \$1,200,000 (balance of \$1,700,000) of their first mortgage six per cent. gold bonds at 72 per cent., being £162 per bond of \$1,000, secured on eighty-five miles of completed road from Harrisburg to Columbus, the entire road when completed being stated to comprise 212 miles in length.

Connecticut & Passumpsic Rivers.—At a special meeting of the stockholders, held in March, it was voted to take up all the notes and bonds now in existence and issue \$1,500,000 first mortgage bonds, bearing 7 per cent interest, to bear date April, 1873, payable 1896. The road is about 110 miles long, which would make this new issue of bonds at the rate of \$13,636 per mile. The net earnings of the road last year were \$308,000, or \$2,800 per mile.

Mississippi Valley & Western.—A meeting of the stockholders of this company was held at Canton, Mo., March 1, to authorize the issue of the bonds of the company, bearing date January 20, 1873, to the amount of \$5,300,000, pursuant to the action of the Board of Directors.

St. Paul & Pacific.—Previous to its adjournment Congress passed the bill extending for nine months from March 3 the time allowed the St. Paul and Pacific Company for the completion of its road without forfeiture of the land grant.

Shepaug Valley (Conn.)—This company failed to pay the State tax, and the road was seized by the State Treasurer. The road extends from Litchfield to Hawleyville, Conn., 32 miles.

—The Knoxville and Charleston Railroad, one of the delinquent railroads in the State, was offered for sale April 1, and bought in by the State of Tennessee for \$100,000, there being no other bidder.

The Finances of the Pacific Mail Steamship Company.—A Bridgeport despatch says that the Howe Sewing Machine Co., of Bridgeport, through their agent, Levi S. Stockwell, executed on the 25th instant a mortgage to the Pacific Mail Steamship Company of New York, covering all the land, manufactories, machinery, &c., owned by the company in Bridgeport, together with all its patent rights and royalties and a block of twenty dwelling houses. The mortgage has been recorded in the Town Clerk's office there, and was given as security for the payment of \$1,140,000 due from Alden B. Stockwell, president of the Howe Company, to the Pacific Mail Company. This sum is payable in twelve monthly instalments (the first eleven of \$100,000 each and the twelfth of \$40,000), commencing April 1, 1873, and ending April, 1874. Appended to the deed is a certificate of approval and notification from all the principal stockholders of the Howe Company. A portion of the property mortgaged is, however, subject to the right of dower of the widow of the late Elias Howe, Jr. An instrument of similar tenor, dated March 1, 1873, having contained certain informalities, the one above described was executed in its stead.

Consolidation of Telegraph Companies.—It is stated that the Atlantic and Pacific Telegraph Company, whose lines extend from New York to San Francisco along the Central Pacific Railroad route, have bought up the stock of the Franklin Telegraph Company, whose lines extend from New York to Washington, with a view to the consolidation of the two companies.

At Washington, the lines of the consolidated company connect with those of the Southern Atlantic Company, which have already been extended to Montgomery, Al., and are being rapidly pushed forward to New Orleans. Other companies in opposition to the Western Union are expected to join the new combination.

The new iron building No. 198 Broadway, nearly opposite the new building now erecting by the Western Union Company, has been leased by the new company, and will be occupied by them early in May.

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.]

	Since Jan. 1 1873.	Same time 1872.	Same time 1871.		Since Jan. 1 1873.	Same time 1872.	Same time 1871.
China, Glass and Earthenware—				Metals, &c.—			
China.....	4,597	8,230	8,830	Cutlery.....	2,991	1,961	1,976
Glass.....	15,341	7,824	14,561	Hardware.....	1,055	2,450	1,665
Earthenware.....	193,814	96,151	109,302	Iron, R.R. bars.....	122,502	126,211	111,427
Glassware.....	10,300	8,053	7,101	Lead, pigs.....	107,710	71,152	144,227
Glass plate.....	2,923	2,503	2,701	Spelter, lbs.....	1819,139	2,179,917	1,634,669
Buttons.....	1,731	1,717	1,711	Steel.....	57,421	42,920	4,172
Coal, tons.....	8,499	16,572	14,322	Tin, boxes.....	277,263	173,264	183,759
Cocoa, bags.....	1,136	1,233	2,701	Tin slabs, lbs.....	575,073	4,599,496	837,883
Coffee, bags.....	384,916	423,028	201,768	Sugar, hhd.....	95,435	21,891	33,785
Cotton, bales.....	1,539	1,733	833	Sugar, & hbls.....	92,267	67,892	83,698
Drugs, &c.—				Sugar, boxes & bags.....	877,585	366,421	287,665
Bark, Peruvian.....	8,009	13,728	7,295	Tea.....	515,820	430,141	467,754
Bica powders.....	8,649	5,900	8,083	Tobacco.....	22,295	22,142	17,836
Brimstone, tons.....	5,313	1,851	9,416	Wine.....	920	871	871
Cochinal.....	1,136	1,233	2,701	Wines, &c.—			
French Partur.....	412	187	886	Champagne, bks.....	51,718	45,211	34,726
Gambier.....	2,192	29,539	549	Wines.....	25,190	25,338	4,310
Gum, Arabic.....	1,448	696	1,110	Wool, bales.....	16,707	21,922	13,322
Indigo.....	1,601	2,407	2,669	Articles reported by value—			
Madder.....	193	901	1,593	Cigars.....	2619,513	1490,429	1421,325
Oil, essential.....	252	195	7,913	Fancy goods.....	421,341	518,752	148,989
Oil, Olive.....	6,516	6,413	7,913	Fish.....	105,136	123,089	114,514
Opium.....	149	270	1,350	Fruits, &c.—			
Soda, bicarb.....	15,910	12,606	13,758	Lemons.....	63,622	55,095	108,897
Soda sal.....	10,514	4,671	13,128	Oranges.....	439,165	815,161	416,698
Soda, ash.....	12,939	6,802	11,476	Nuts.....	375,408	219,012	339,215
Flax.....	2,510	2,509	5,999	Wool.....	268,661	659,816	433,524
Furs.....	1,588	1,236	1,511	Hides underwood.....	8750,560	2,910,109	4,519,519
Gunny cloth.....	1,068	3,588	1,522	Rice.....	191,710	170,107	69,215
Hair.....	1,068	1,373	4,181	Spices, &c.—			
Hemp, bales.....	59,624	43,859	860	Cassia.....	81,790	266,516	238,996
Hides, &c.—				Cloves.....	23,608	5,362	85,637
Bristles.....	440	283	7,185	Pepper.....	5,649	263,156	15,409
Hides, dressed.....	5,423	5,277	13,970	Saltpeetre.....	57,639	3,502	63,079
India rubber.....	18,436	14,809	3,970	Cork.....	116,656	72,665	77,904
Ivory.....	691	592	48	Fustic.....	23,327	15,750	16,996
Jewelry, &c.—				Logwood.....	203,372	171,880	126,470
Watches.....	1,069	1,110	1,351	Mahogany.....	80,421	88,210	82,836
Lined.....	175,980	199,328	241,119				
Molasses.....	22,355	15,339	80,029				

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

The receipts of domestic produce have been as follows:

	This week.	Since Jan. 1.	Same time '72.		This week.	Since Jan. 1.	Same time '72.
Ashes...pkgs.	133	1,836	1,761	Pitch.....	113	606	471
Breadstuffs.....				Oil cake, pkgs.....	2,193	29,620	21,454
Flour, bbls.....	52,132	551,390	465,071	Oil, lard.....	295	257	1,933
Wheat, bus.....	43,020	993,370	981,071	Peanuts, bags.....	8,912	35,700	83,037
Corn.....	80,500	1,270,227	3,963,314	Provisions—			
Oats.....	135,115	1,993,451	887,361	Butter, pkgs.....	4,799	140,261	122,325
Rye.....	125	2,178	5,340	Cheese.....	12,996	121,257	61,374
Barley, &c.....	20,681	531,118	70,985	Cutmeats.....	27,691	29,687	167,835
Grass seed.....	887	92,938	83,917	Edibles.....	15,172	70,735	53,452
Beans, bbls.....	330	14,311	3,736	Pork.....	3,736	60,589	56,931
Peas, bush.....	1,323	72,735	51,445	Beef, pkgs.....	739	11,888	11,766
C. meal, bbls.....	5,973	78,735	43,823	Lard, pkgs.....	12,954	187,162	178,477
Cotton, bales.....	15,692	233,691	225,434	Lard, kgs.....	1,125	10,279	7,071
Hemp, bales.....	77	1,081	1,455	Rice, pkgs.....	64	4,085	4,500
Hides.....	42,283	208,582	202,103	Stearine.....	11,579	81,700	68,630
Leather, bales.....	876	1,530	712	Sugar, bbls.....	231	4,696	6,933
Molasses, hds.....	65,933	691,015	879,304	Sugar, hbls.....	53	853	4,653
Do., bbls.....	208	21,581	23,231	Tallow, pkgs.....	789	10,496	9,734
Naval Stores—				Tobacco, pkgs.....	4,562	36,472	32,683
Cr. tarp bales.....	1,000	3,085	2,932	Tobacco, hbls.....	2,120	17,293	8,517
Spirits tarp.....	1,141	15,531	11,416	Whiskey, bbls.....	4,273	49,812	65,776
Wool.....	8,749	137,075	133,810	Wool.....	21,922	21,922	10,285
Tar.....	2,065	11,372	14,152	Dressed hogs, No.....	474	83,795	80,218

COTTON.

FRIDAY, P. M., April 4, 1873.

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, April 4. It appears that the total receipts for the seven days have reached 43,637 bales against 56,015 bales last week, 74,193 bales the previous week and 83,433 bales three weeks since, making the total receipts since the first of September, 1872, 3,059,435 bales against 2,464,223 bales for the same period of 1871-72, showing an increase since September 1, 1872, of 595,207 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 week at—	1873.	1872.	1871.	1870.	1869.	1868.
New Orleans.....bales.	19,717	13,373	29,239	28,289	12,096	13,275
Mobile.....	3,491	2,401	5,101	2,621	4,427	2,927
Charleston.....	2,292	3,035	4,101	2,351	2,536	2,690
Savannah.....	6,771	5,071	3,224	8,755	6,223	7,431
Texas.....	4,593	1,632	5,859	4,303	3,191	5,562
Tennessee, &c.....	8,943	6,593	7,701	4,589	5,753	8,896
Florida.....	81	262	202	44	141	83
North Carolina.....	514	809	663	505	219	460
Virginia.....	8,123	3,031	6,913	1,399	2,901	2,765
Total this week.....	43,637	51,062	69,832	46,531	87,545	42,439
Total since Sept. 1.....	3,059,435	2,464,223	3,399,031	2,400,515	1,914,490	1,922,951

The exports for the week ending this evening reach a total of 49,076 bales, of which 37,614 were to Great Britain, 2,445 to France, and 9,017 to rest of the Continent, while the stocks as made up this evening, are now 518,125 bales. Below are the exports and stocks for the week, and also for the corresponding week of last season:

	Exported to—			Total this week.	Same w'k 1872.	1873.	1872.
Week ending April 4.	G. Brit.	France	Cont'n't				
New Orleans.....	16,442	2,445	5,185	21,052	31,257	194,717	181,720
Mobile.....	913	.....	.....	913	2,400	24,684	18,971
Charleston.....	5,235	.....	3,663	8,898	6,654	47,442	41,387
Savannah.....	1,731	.....	1,731	3,462	4,390	66,265	22,563
Texas.....	890	.....	50	940	11,126	180,735	82,109
New York.....	.....	.....	739	739	1,269	45,000	35,000
Other ports.....	.....	.....	.....	.....	.....	.....	.....
Total.....	87,614	2,445	9,017	49,076	67,665	518,125	571,429
Since Sept. 1.....	1,511,163	199,494	397,282	1,897,939	1,617,842	.....	.....

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 8,589 bales, while the stocks to-night are 146,696 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 28, the latest mail dates.

PORTS.	RECEIPTS SINCE SEPT. 1.		EXPORTED SINCE SEPT. 1 TO—				Coast-wise Ports.	Stock.
	1872.	1871.	Great Britain.	France.	Other Foreign.	Total.		
New Orleans.....	1016,895	851,008	471,905	149,160	186,161	807,226	152,469	238,152
Mobile.....	290,136	271,821	85,588	1,078	7,588	97,019	158,141	67,275
Charleston.....	222,741	244,275	91,160	10,949	22,595	124,614	176,095	26,747
Savannah.....	532,501	413,582	176,001	29,239	108,084	309,313	199,171	62,109
Texas.....	299,810	174,174	118,504	5,245	26,821	145,279	145,261	64,532
New York.....	89,117	85,200	807,620	2,184	24,974	834,778	.....	108,070
Florida.....	10,937	16,775	.....	.....	.....	10,937	.....	10,857
No. Carolina.....	49,422	46,838	431	.....	.....	421	43,891	4,907
Virginia.....	338,887	288,750	4,920	.....	.....	4,920	332,006	9,965
Other ports.....	60,999	82,937	14,450	200	8,583	28,212	.....	22,000
Total this year.....	8010,798	.....	1273,549	197,019	873,265	1815,833	1220,021	514,501
Total last year.....	.....	2492,166	1751,718	148,190	261,774	1559,677	891,916	596,427

The market for spot cotton the past week has been subject to various influences, favorable and unfavorable, and under these influences prices have fluctuated considerably. Small receipts early in the week, an advance in gold to 118½ on Monday, increased activity and advancing prices at Liverpool, all contributed to impart strength to our market, and prices improved from 19½c. for Middling Uplands on Saturday, to 20c. on Monday. At this point the quotations remained stationary, though almost nominal, under a very slack demand, until Wednesday, when the transactions continuing extremely light, money being very active, the rates of interest high, our receipts increasing, and the Liverpool movement showing less steadiness, there was a decline here of ½c., followed by a further reduction of ½c. on Thursday. To-day, with a dull market here and some depression at Liverpool, our quotations remained nominally unchanged. For future delivery, the fluctuations have been even more marked. On Monday, contracts for April, on the basis of low middling, touched 19½c.; for May 19 15-16c., June 20½c., July 20½c.; but this advance was not sustained at the close, and after change on that day prices took a sharp turn downward, which was continued throughout Tuesday. Since then the market has been variable, the close to-day being dull under moderate transactions, the late months, however, showing a slight improvement. The prices for futures last reported were (basis low middling) 18½c. for April, 19½c. for May, 19½c. for June, 19 9-16c. for July, and 19½c. for August. The total sales of this description for the week are 126,400 bales, including 1,000 free on board. For immediate delivery the total sales foot up this week 8,494 bales, including 5,810 for export, 2,294 for consumption, 90 for speculation, and 800 in transit. Of the above 200 bales were to arrive. The following are the closing quotations to-day:

	Upland and Florida.	Mobile.	New Orleans.	Texas
Ordinary.....per lb.	15½c.	15½c.	15½c.	15½c.
Good Ordinary.....	17 ½	17 ½	17½c.	17½c.
Strict Good Ordinary.....	17½c.	18 ½	18½c.	18½c.
Low Middling.....	18½c.	18½c.	19 ½	19½c.
Middling.....	19½c.	19½c.	20½c.	20½c.
Good Middling.....	21½c.	21½c.	22½c.	22½c.

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

	SALES.				PRICES.			
	Expt.	Con-sump.	Spec. ul'n	Trans. it.	Total.	Ord'y.	Good Ord'y.	Midd'l g.
Saturday.....	668	295	.....	50	1,013	13½	16½	18½
Monday.....	2,490	178	72	550	3,280	15½	17½	19 ½
Tuesday.....	1,286	203	14	200	1,460	16½	18½	19 ½
Wednesday.....	365	374	4	200	943	13½	17½	18½
Thursday.....	193	611	.....	.....	709	15½	17 ½	18½
Friday.....	441	668	.....	.....	1,109	15½	17 ½	18½
Total.....	5,810	2,294	90	800	8,194	.....	.....	.....

For forward delivery the sales (including 1,000 free on board), have reached during the week 126,400 bales (all low middling or on the basis of low middling), and the following is a statement of the sales and prices:

For March.		bales. cts.		For June.		bales. cts.	
bales.	cts.	100.....	19 9-16	2,400.....	19 7-16	2,600.....	19 7-16
1,100.....	18 15-16	13,800 total April.		3,400.....	19 7-16	3,600.....	19 13-16
				4,400.....	19 7-16	2,700.....	19 15-16
				5,400.....	19 7-16	3,800.....	19 15-16
				6,400.....	19 7-16	2,900.....	19 15-16
				7,400.....	19 7-16	4,000.....	20 1-16
				8,400.....	19 7-16	5,100.....	20 1-16
				9,400.....	19 7-16	6,200.....	20 1-16
				10,400.....	19 7-16	7,300.....	20 1-16
				11,400.....	19 7-16	8,400.....	20 1-16
				12,400.....	19 7-16	9,500.....	20 1-16
				13,400.....	19 7-16	10,600.....	20 1-16
				14,400.....	19 7-16	11,700.....	20 1-16
				15,400.....	19 7-16	12,800.....	20 1-16
				16,400.....	19 7-16	13,900.....	20 1-16
				17,400.....	19 7-16	15,000.....	20 1-16
				18,400.....	19 7-16	16,100.....	20 1-16
				19,400.....	19 7-16	17,200.....	20 1-16
				20,400.....	19 7-16	18,300.....	20 1-16
				21,400.....	19 7-16	19,400.....	20 1-16
				22,400.....	19 7-16	20,500.....	20 1-16
				23,400.....	19 7-16	21,600.....	20 1-16
				24,400.....	19 7-16	22,700.....	20 1-16
				25,400.....	19 7-16	23,800.....	20 1-16
				26,400.....	19 7-16	24,900.....	20 1-16
				27,400.....	19 7-16	26,000.....	20 1-16
				28,400.....	19 7-16	27,100.....	20 1-16
				29,400.....	19 7-16	28,200.....	20 1-16
				30,400.....	19 7-16	29,300.....	20 1-16
				31,400.....	19 7-16	30,400.....	20 1-16
				32,400.....	19 7-16	31,500.....	20 1-16
				33,400.....	19 7-16	32,600.....	20 1-16
				34,400.....	19 7-16	33,700.....	20 1-16
				35,400.....	19 7-16	34,800.....	20 1-16
				36,400.....	19 7-16	35,900.....	20 1-16
				37,400.....	19 7-16	37,000.....	20 1-16
				38,400.....	19 7-16	38,100.....	20 1-16
				39,400.....	19 7-16	39,200.....	20 1-16
				40,400.....	19 7-16	40,300.....	20 1-16
				41,400.....	19 7-16	41,400.....	20 1-16
				42,400.....	19 7-16	42,500.....	20 1-16
				43,400.....	19 7-16	43,600.....	20 1-16
				44,400.....	19 7-16	44,700.....	20 1-16
				45,400.....	19 7-16	45,800.....	20 1-16
				46,400.....	19 7-16	46,900.....	20 1-16
				47,400.....	19 7-16	48,000.....	20 1-16
				48,400.....	19 7-16	49,100.....	20 1-16
				49,400.....	19 7-16	50,200.....	20 1-16
				50,400.....	19 7-16	51,300.....	20 1-16
				51,400.....	19 7-16	52,400.....	20 1-16
				52,400.....	19 7-16	53,500.....	20 1-16
				53,400.....	19 7-16	54,600.....	20 1-16
				54,400.....	19 7-16	55,700.....	20 1-16
				55,400.....	19 7-16	56,800.....	20 1-16
				56,400.....	19 7-16	57,900.....	20 1-16
				57,400.....	19 7-16	59,000.....	20 1-16
				58,400.....	19 7-16	60,100.....	20 1-16
				59,400.....	19 7-16	61,200.....	20 1-16
				60,400.....	19 7-16	62,300.....	20 1-16
				61,400.....	19 7-16	63,400.....	20 1-16
				62,400.....	19 7-16	64,500.....	20 1-16
				63,400.....	19 7-16	65,600.....	20 1-16
				64,400.....	19 7-16	66,700.....	20 1-16
				65,400.....	19 7-16	67,800.....	20 1-16
				66,400.....	19 7-16	68,900.....	20 1-16
				67,400.....	19 7-16	70,000.....	20 1-16
				68,400.....	19 7-16	71,100.....	20 1-16
				69,400.....	19 7-16	72,200.....	20 1-16
				70,400.....	19 7-16	73,300.....	20 1-16
				71,400.....	19 7-16	74,400.....	20 1-16
				72,400.....	19 7-16	75,500.....	20 1-16
				73,400.....	19 7-16	76,600.....	20 1-16
				74,400.....	19 7-16	77,700.....	20 1-16
				75,400.....	19 7-16	78,800.....	20 1-16
				76,400.....	19 7-16	79,900.....	20 1-16
				77,400.....	19 7-16	81,000.....	20 1-16
				78,400.....	19 7-16	82,100.....	20 1-16
				79,400.....	19 7-16	83,200.....	20 1-16
				80,400.....	19 7-16	84,300.....	20 1-16
				81,400.....	19 7-16	85,400.....	20 1-16
				82,400.....	19 7-16	86,500.....	20 1-16
				83,400.....	19 7-16	87,600.....	20 1-16
				84,400.....	19 7-16	88,700.....	20 1-16
				85,400.....	19 7-16	89,800.....	20 1-16
				86,400.....	19 7-16	90,900.....	20 1-16
				87,400.....	19 7-16	92,000.....	20 1-16
				88,400.....	19 7-16	93,100.....	20 1-16
				89,400.....	19 7-16	94,200.....	20 1-16
				90,400.....	19 7-16	95,300.....	20 1-16
				91,400.....	19 7-16	96,400.....	20 1-16
				92,400.....	19 7-16	97,500.....	20 1-16
				93,400.....	19 7-16	98,600.....	20 1-16
				94,400.....	19 7-16	99,700.....	20 1-16
				95,400.....	19 7-16	100,800.....	20 1-16
				96,400.....	19 7-16	101,900.....	20 1-16
				97,400.....	19 7-16	103,000.....	20 1-16
				98,400.....	19 7-16	104,100.....	20 1-16
				99,400.....	19 7-16	105,200.....	20 1-16
				100,400.....	19 7-16	106,300.....	20 1-16
				101,400.....	19 7-16	107,400.....	20 1-16
				102,400.....	19 7-16	108,500.....	20 1-16
				103,400.....	19 7-16	109,600.....	20 1-16
				104,400.....	19 7-16	110,700.....	20 1-16
				105,400.....	19 7-16	111,800.....	20 1-16
				106,400.....	19 7-16	112,900.....	20 1-16
				107,400.....	19 7-16	114,000.....	20 1-16
				108,400.....	19 7-16	115,100.....	20 1-16
				109,400.....	19 7-16	116,200.....	20 1-16
				110,400.....	19 7-16	117,300.....	20 1-16
				111,400.....	19 7-16	118,400.....	20 1-16
				112,400.....	19 7-16	119,500.....	20 1-16
				113,400.....	19 7-16	120,600.....	20 1-16
				114,400.....	19 7-16	121,700.....	20 1-16
				115,400.....	19 7-16	122,800.....	20 1-16
				116,400.....	19 7-16	123,900.....	20 1-16
				117,400.....	19 7-16	125,000.....	20 1-16
				118,400.....	19 7-16	126,100.....	20 1-16
				119,400.....	19 7-16	127,200.....	20 1-16
				120,400.....	19 7-16	128,300.....	20 1-16
				121,400.....	19 7-16	129,400.....	20 1-16
				122,400.....	19 7-16	130,500.....	20 1-16
				123,400.....	19 7-16	131,600.....	20 1-16
				124,400.....	19 7-16	132,700.....	20 1-16
				125,400.....	19 7-16	133,800.....	20 1-16
				126,400.....	19 7-16	134,900.....	20 1-16
				127,400.....	19 7-16	136,000.....	20 1-16
				128,400.....	19 7-16	137,100.....	20 1-16
				129,400.....	19 7-16	138,200.....	20 1-16
				130,400.....	19 7-16	139,300.....	20 1-16
				131,400.....	19 7-16	140,400.....	20 1-16
				132,400.....	19 7-16	141,500.....	20 1-16
				133,400.....	19 7-16	142,600.....	20 1-16
				134,400.....	19 7-16	143,700.....	20 1-16
				135,400.....	19 7-16	144,800.....	20 1-16
				136,400.....	19 7-16	145,900.....	20 1-16
				137,400.....	19 7-16	147,000.....	20 1-16
				138,400.....	19 7-16	148,100.....	20 1-16
				139,400.....	19 7-16	149,200.....	20 1-16
				140,400.....	19 7-16	150,300.....	20 1-16
				141,400.....	19 7-16	151,400.....	20 1-16
				142,400.....	19 7-16	152,500.....	20 1-16
				143,400.....	19 7-16	153,600.....	20 1-16
				144,400.....	19 7-16	154,700.....	20 1-16
				145,400.....	19 7-16	155,800.....	20 1-16
				146,400.....	19 7-16	156,900.....	20 1-16
				147,400.....	19 7-16	158,000.....	20 1-16
				148,400.....	19 7-16	159,100.....	20 1-16
				149,400.....	19 7-16	160,200.....	20 1-16
				150,400.....	19 7-16	161,300.....	20 1-16
				151,400.....	19 7-16	162,400.....	20 1-16
				152,400.....	19 7-16	163,500.....	20 1-16
				153,400.....	19 7-16	164,600.....	20 1-16
				154,400.....	19 7-16	165,700.....	20 1-16
				155,400.....	19 7-16	166,800.....	20 1-16
				156,400.....	19 7-16	167,900.....	20 1-16
				157,400.....	19 7-16	169,000.....	20 1-16
				158,400.....	19 7-16	170,100.....	20 1-16
				159,400.....	19 7-16	171,200.....	20 1-16
				160,400.....	19 7-16	172,300.....	20 1-16
				161,400.....	19 7-16	173,400.....	20 1-16
				162,400.....	19 7-16	174,500.....	20 1-16
				163,400.....	19 7-16	175,600.....	20 1-16
				164,400.....	19 7-16	176,700.....	20 1-16
				165,400.....	19 7-16	177,800.....	20 1-16
				166,400.....	19 7-16	178,900.....	20 1-16
				167,400.....	19 7-16	180,000.....	20 1-16
				168,400.....	19 7-16	181,100.....	20 1-16
				169,400.....	19 7-16	182,200.....	20 1-16
				170,400.....	19 7-16	183,300.....	20 1-16
				171,400.....	19 7-16	184,400.....	20 1-16
				172,400.....	19 7-16	185,500.....	20 1-16
				173,400.....	19 7-16	186,600.....	20 1-16
				174,400.....	19 7-16	187,700.....	20 1-16
				175,400.....	19 7-16	188,800.....	20 1-16
				176,400.....	19 7-16	189,900.....	20 1-16
				177,400.....	19 7-16	191,000.....	20 1-16
				178,400.....	19 7-16	192,100.....	20 1-16
				179,400.....	19 7-16	193,200.....	20 1-16
				180,400.....	19		

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

	Fri.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
March.....	18 15-16	19 1/2	19 1/2	19 1/2	18 15-16	18 11-16	18 1/2
April.....	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2
May.....	19 1/2	19 1/2	19 13-16	19 1/2	19 1/2	19 1/2	19 1/2
June.....	19 1/2	19 11-16	20	19 1/2	19 11-16	19 1/2	19 1/2
July.....	19 13-16	19 1/2	20 1/2	19 11-16	19 1/2	19 1/2	19 1/2
August.....	19 13-16	19 1/2	20 1/2	19 11-16	19 1/2	19 1/2	19 1/2
October.....	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2

WEATHER REPORTS BY TELEGRAPH.—The weather the past week has been fairly favorable for crop purposes, and good progress has in general been made in planting preparations. At New Orleans there were very heavy showers on one day. It has rained on two days at Mobile, and at Selma and Montgomery it has been warm and dry all the week, with the exception of rain on one day. They have also had rain on one day at Macon and Columbus and Augusta; at the two last mentioned places the rain is spoken of as being an unusually severe storm, but that no serious damage was done. It has been warm and dry all the week at Charleston, while at Savannah there have been showers of considerable extent; farm work is stated in both telegrams to be making good progress. At Memphis they have had rain on two days; plowing is becoming quite general, and there is an increase in the land being put down to cotton; labor is said to be scarce, and the competition for it is putting up the rate of wages. At Nashville they have had rain on two days; planting arrangements are getting on slowly. The thermometer at Charleston and Savannah has averaged 65; at Mobile, 64; Macon, 67; Columbus, 68; Montgomery, 67; and at Selma, 70.

PLANTING FOR THE NEXT CROP AND THE CREDIT SYSTEM.—Are not some of the Southern merchants running more risk than is wise, and will they not be the innocent cause of serious injury not only to planters but also to themselves, in helping to increase so largely the next cotton crop? This is a thought which is well worthy of deliberate consideration. Not that we would counsel a limited planting for the purpose of keeping up price; that would be childish. But at the same time we most earnestly desire that the South shall not raise an over supply of cotton at an increased cost per pound under the stimulus of high prices, and have nothing at the end as the result of the years work except the burden of a large debt; in other words we desire them to raise as much as they can *economically* and no more.

1. That this plan is not being pursued this year is becoming too evident. The increase in acreage may not be large, but the use of fertilizers will be beyond all precedent. One of our correspondents in Georgia, writing under date of March 28, states that planters are "buying up every pound of *everything they can get—in sacks or barrels—that smells bad* and costs \$50 a ton. The supply originally laid in by our dealers, long since exhausted, has been renewed and again exhausted, and the demand not even abated. Guano dealers have made fortunes in *planter's paper*, and could have made as much more, as planter's wagons are camping around the towns awaiting expected car loads, and when it comes they almost fight for it." We should not object to this if it were not for the fact that the fertilizers are mainly bought on credit and the crop is being raised on credit, and will therefore cost very much more than the last one. For instance, the farmer who thus makes his purchases, must pay in the first instance about 25 per cent more than if he bought for cash, and then seven per cent interest with the usual one per cent a month added, and 2 1/2 per cent commission for obtaining the advance, besides the commissions for the storage and the sale of the cotton. Now if we add these expenses to the other costs of production we will readily see one good reason why so many planters keep poor even where they sell their cotton at high prices.

2. But this plan of making the crop an expensive one is particularly unwise now. An excessive crop this year certainly means low prices. However much we may fight against the conclusion it is inevitable; and low prices with high cost of production means loss, and a burden of debt and continued poverty. We are very desirous of seeing a large crop of cotton, as we think it will greatly help to drive out other competitors from the field, and help to stimulate all kinds of business; but at the same time we would have it limited in the main by the money capacity of the planters, so that they would be able to sell it at a low figure if necessary, and not be left in a worse condition for their year's work. A reasonable credit would be unobjectionable; this excessive expansion, however, if not checked will, we might almost say, be fatal; if it is persisted in nothing but a very unfavorable season for cotton growing will save the producers from great loss. We are glad to know that what we have said does not apply to every part of the South. In some sections there is a very conservative feeling; a determination among commission merchants to be cautious in extending credits, and especially where planters show a disposition not to put in a proper proportion of corn.

STOCK OF COTTON IN NEW YORK.—Charles A. Easton, Chairman of the Committee on Statistics of the cotton exchange gives the following statement of the stock of cotton in New York March 31st by actual count—in warehouse, 72,164 bales; in Brooklyn, 6,651; on wharves, 6,377; on shipboard not cleared, 14,509. Total, 99,701.

BOMBAY SHIPMENTS.—According to our cable dispatch received to-day, there have been 28,000 bales shipped from Bombay to Great Britain the past week and 13,000 bales to the continent, while the receipts at Bombay, during the same time have been 43,000

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, April 3:

	Shipments this week to—			Shipments since Jan. 1 to—			Week's
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.	receipts.
1873....	28,000	13,000	41,000	224,000	80,000	304,000	43,000
1872....	23,000	15,000	38,000	285,000	143,000	428,000	31,000
1871....	25,000	26,000	51,000	176,000	92,000	268,000	40,000

From the foregoing it would appear that compared with last year there is an *increase* this year in the week's shipments from Bombay to all of Europe of 3,000 bales, and that the total movement since Jan. 1 shows a *decrease* in shipments of 124,000 bales compared with the corresponding period of 1872.

GUNNY BAGS, BAGOING, &C.—There have been no sales of bagging to note excepting small amounts on Southern orders. We quote 13c. cash for spot, 14 1/2 @ 15c. asked for summer months. India bales dull and nominal. The last sales of bags reported were 250 bales Boston at 9 1/2 c. gold, in bond, and 250 bales heavies in Boston at 15 1/2 c. currency, time. We quote heavies 15 1/2 c. For butts, the market has declined still further, and 1,000 bales sold ex ship at 2c. currency, 60 days. We quote market at 2 1/2 @ 3 c. cash and time, with more sellers than buyers. The following have been the imports, &c., of bags and cloth up to April 1st:

	GUNNY BAGS.		
	1873.	1872.	1871.
Imported into the United States from Jan. 1 to date.....	2,100	2,550	3,584
On the way to the United States March 31.....	None.	2,984	6,797
Loading at Calcutta last date for United States.....	None.	1,500	None.
Stock in Importers' and speculators' hands in Boston, March 31.....	1,400	3,000	6,800
Stock in Importers' and speculators' hands in New York, March 31.....	3,900	4,800	5,800
Shipments and consumption from New York and Boston during March.....	1,000	600	1,100
GUNNY CLOTH.			
Imported into the United States from Jan. 1 to date.....	1,070	1,542	3,515
On the way to the United States March 31.....	197	2,375	4,370
Loading at Calcutta last date for United States.....	75	1,000	None.
Stock in Importers' and speculators' hands in Boston, March 31.....	9,200	9,800	5,900
Stock in Importers' and speculators' hands in New York, March 31.....	16,800	11,300	9,100
Shipments and consumption from New York and Boston during March.....	250	100	100

VISIBLE SUPPLY OF COTTON MADE UP BY CABLE AND TELEGRAPH.—By cable we have to-night the stocks at the different European ports, the India cotton afloat 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 quantity of cotton in sight at this date (April 4) of each of the two past seasons:

	1873.	1872.
Stock in Liverpool..... bales.	645,000	714,000
Stock in London.....	170,000	202,000
Stock in Havre.....	190,000	198,000
Stock in Marseilles.....	15,500	15,250
Stock in Bremen.....	45,000	16,750
Stock in Amsterdam.....	80,000	67,000
Stock in Antwerp.....	28,000	23,000
Stock in Hamburg.....	31,000	14,000
Stock in Barcelona.....	69,000	74,000
Stock in Trieste.....	15,000	13,000
Afloat for Great Britain (American).....	195,000	218,000
Afloat for Havre (American and Brazil).....	22,500	11,000
Afloat for Bremen (American).....	33,000	10,500
Afloat for Amsterdam (American).....	6,750	5,100
Total Indian cotton afloat for Europe.....	228,000	393,000
Stock in United States ports.....	518,125	371,429
Stock in inland towns.....	100,861	61,183
Exports from United States this week....	49,076	57,665
Total.....	2,444,812	2,464,877

These figures indicate a *decrease* in cotton in sight to-night of 20,065 bales compared with the same date of 1872.

MOVEMENTS OF COTTON AT THE INTERIOR PORTS.—Below we give the movements of cotton at the interior ports—receipts and shipments for the week, and stock to-night and for the corresponding week of 1872:

	—Week ending April 4, 1873—			—Week ending April 5, '72—		
	Receipts.	Shipments.	Stock.	Receipts.	Shipments.	Stock.
Augusta.....	1,156	1,922	13,336	1,480	5,378	11,275
Columbus.....	339	776	9,308	398	577	6,276
Macon.....	243	877	10,041	264	1,373	5,969
Montgomery....	309	369	7,478	286	432	3,900
Selma.....	346	1,607	2,660	298	604	1,096
Memphis.....	8,317	9,827	46,773	6,406	8,676	28,884
Nashville.....	784	695	11,265	912	3,203	3,883
	11,494	16,073	100,861	10,044	20,243	61,183

The above totals show that the interior stocks have *decreased* during the week 4,579 bales, and are to-night 39,678 bales *more* than at the same period last year. The receipts have been 1,450 bales *more* than the same week last year.

The exports of cotton this week from New York show an increase since last week, the total reaching 12,960 bales, against 9,360 bales last week. Below we give our table showing the exports of cotton from New York, and their direction for each of the last four weeks; also the total exports and direction since September 1, 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

EXPORTED TO	WEEK ENDING				Total to date.	Same time prev year.
	March 12.	March 19.	March 26.	April 2.		
Liverpool.....	6,985	9,713	9,011	12,960	319,200	278,070
Other British Ports.....	.....	.....	14	50	430	946
Total to Gt. Britain	6,985	9,713	9,025	12,910	319,630	279,019
Havre.....	.....	.....	138	.....	2,184	881
Other French ports.....	.....	.....	.....	.....	.....	119
Total French.....	.....	.....	138	.....	2,184	1,000
Bremen and Hanover.....	.....	.....	.....	.....	17,152	5,340
Hamburg.....	.....	.....	.....	50	4,648	349
Other ports.....	.....	.....	197	.....	483	1,183
Total to N. Europe.....	.....	.....	197	50	22,283	6,822
Spain, Oporto & Gibraltar &c.....	.....	.....	.....	.....	2,741	1,196
All others.....	.....	.....	.....	.....	2,741	1,196
Total Spain, &c.....	.....	.....	.....	.....	2,741	1,196
Grand Total	6,985	9,713	9,360	12,960	346,838	288,037

The following are the receipts of cotton at New York, Boston, Philadelphia and Baltimore for the last week, and since September 1, 1872:

RECEIPTS FROM—	NEW YORK.		BOSTON.		PHILADELPHIA		BALTIMORE.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
New Orleans.....	1,717	80,285	3,653	39,057	.....	2,890	.....	1,478
Texas.....	3,887	43,046	.....	10,422	.....	985	.....	.....
Savannah.....	1,434	133,723	.....	33,916	354	13,553	23	6,858
Mobile.....	.....	.....	.....	8,314	.....	.....	.....	.....
Florida.....	.....	683	.....	.....	.....	.....	.....	.....
S'th Carolina.....	1,072	123,522	87	12,864	.....	374	.....	8,445
N'th Carolina.....	366	25,262	.....	192	254	3,096	510	18,322
Virginia.....	4,626	176,300	791	66,277	.....	877	35,450	.....
North'n Ports.....	505	6,408	1,197	69,301	.....	.....	.....	1,097
Tennessee, &c.....	2,693	89,311	238	17,578	191	13,871	521	10,000
Foreign.....	235	4,269	.....	68	.....	105	.....	.....
Total this year	16,085	692,303	5,968	257,929	799	40,414	1,931	81,545
Total last year	11,848	574,812	13,179	211,178	896	51,047	3,065	83,883

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 54,532 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in THE CHRONICLE last Friday, except Galveston, and the figures for that port are the exports for two weeks back. With regard to New York, we include the manifests of all vessels cleared up to Wednesday night of this week:

NEW YORK*—To Liverpool, per steamers Celtic, 1,637... Egypt, 1,736 and 262 Sea Island... City of Paris, 905... City of New York, 1,002... Abyssinia, 908... Castalia, 1,491... Nevada, 3,559... Flamsted, 1,370... To Glasgow, per steamer Thuringia, 50... To Hamburg, per steamer Victoria, 50... NEW ORLEANS—To Liverpool, per ships Stadacona, 3,344... Saranak, 2,475... Latona, 3,571... per bark Biaggio, 319... Maggie L. Carvill, 2,700... To Falmonth, per ships Helen Clinton, 3,913... Minerva, 1,653... per brig Elgin, 824... To Havre, per bark Polymnia, 718... Prairie Bird, 1,713... Tere-sina, 1,354... To Hamburg, per bark Japan, 719... To Antwerp, per brig Aurora, 925... To Genoa, per barks Australia, 1,609... Fleetwing, 1,600... MOBILE—To Liverpool, per brig Catherine, 711... CHARLESTON—To Liverpool, per bark David McNutt, 1,554 Upland and 166 Sea Island... SAVANNAH—To Liverpool, per barks Carmencita, 825 Upland... Juliana, 1,180 Upland... Paz, 900 Upland... Olano, 1,351 Upland... To Bremen, per bark Maria de C. 858 Upland... TEXAS—To Liverpool, per barks Pillan, 1,276... Princess of Wales, 1,343... Niord, 989... To Cork, for orders, per bark Maria Augusta, 1,525... To Bremen, per schr. Island City, 1,250... BOSTON—To Liverpool, per steamer Palmyra, 171... Total.....	NEW YORK.		BOSTON.		PHILADELPHIA		BALTIMORE.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Total.....								

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

	Liver- pool.	Fal- month.	Cork.	Havre.	Bre- men.	Ham- burg.	Ant- worp.	Genoa.	Total.
New York*.....	12,860	.....	.....	.....	.....	50	.....	.....	12,960
New Orleans.....	12,409	6,420	.....	3,785	.....	719	925	3,209	27,467
Mobile.....	711	.....	.....	.....	.....	.....	.....	.....	711
Charleston.....	1,720	.....	.....	.....	.....	.....	.....	.....	1,720
Savannah.....	4,256	.....	.....	.....	858	.....	.....	.....	5,114
Texas.....	3,614	.....	1,525	.....	1,250	.....	.....	.....	6,889
Boston.....	171	.....	.....	.....	.....	.....	.....	.....	171
Total	35,741	6,420	1,525	3,785	2,108	769	925	3,209	54,532

Included in the above totals are from New York, 50 bales to Glasgow.

* The ship Khersonese, for Liverpool, reported in our last as carrying 1,741 bales, took only 841 bales.

Below we give all news received, during the week, of disasters to vessels carrying cotton from any port of the United States: BERTHA TEMPLE (Br), McFee, from Galveston for Liverpool, with 1,478 bales cotton, before reported at Southwest Pass, leaking badly, arrived at New Orleans March 26.

MOROCCO (of St. John, NB, 665 tons), Farnsworth, from Mobile, Feb. 21, for Liverpool, with 1,878 bales cotton, has been burned at sea. She was abandoned on fire (date not given), in lat. 36.14, lon. 70.36. The crew were landed at Havana, March 23, in brig Monea Day, from Philadelphia. SKANE (Sw), from Texas for Bremen, with 492 bales cotton, which was run into off quarantine, Galveston, some weeks since, by the steamer Geo. W. Clyde, was undergoing repairs in the channel E of Kuhn's wharf, March 10.

GOLD, EXCHANGE AND FREIGHTS.—Gold has fluctuated the past week between 116½ and 118½, and the close was 118½.

Foreign Exchange market is dull. The following were the last quotations: London bankers', long, 106½@107½; short, 107½@108, and Commercial, 106@106½. Freight closed at 0.16d.@½d. by steam and 7-10d.@½d. 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, April 4-5 P. M.—The market opened quiet and closed dull and depressed to-day, with sales footing up 10,000 bales, including 1,000 bales for export and speculation. The sales of the week have been 90,000 bales, of which 13,000 bales were taken for export and 7,000 bales on speculation. The stock in port is 645,000 bales, of which 306,000 bales are American. The stock of cotton at sea, bound to this port is 520,000 bales of which 195,000 bales are American.

	March 14.	March 21.	Mar. 28.	April 5.
Total sales.....	73,000	82,000	88,000	90,000
Sales for export.....	7,000	8,000	9,000	13,000
Sales on speculation.....	6,000	6,000	8,000	7,000
Total stock.....	632,000	607,000	592,000	645,000
Stock of American.....	302,000	269,000	252,000	306,000
Total afloat.....	618,000	555,000	579,000	520,000
American afloat.....	253,000	270,000	289,000	195,000

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

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Price Mid. Upl'ds. 2½@ 9½ 9½@ 9½ 9½@ 9½ 9½@ 9½ 9½@ 9½ 9½@ 9½
" Orleans, 9½@ 9½ 9½@ 9½ 9½@ 9½ 9½@ 9½ 9½@ 9½ 9½@ 9½

Trade Report.—The market for yarns and fabrics at Manchester is dull with a downward tendency.

EUROPEAN COTTON MARKETS.—In reference to these markets, our correspondent in London, writing under the date of March 22, states:

LIVERPOOL, March 22.—The following are the prices of middling qualities of cotton, compared with those of last year:

	Ord. & Mid.	Fair & g'd fair	Good & Fine	Same date 1872—
	15 18 21 24 27 30 32 35	15 18 21 24 27 30 32 35	15 18 21 24 27 30 32 35	Mid. Fair. Good.
Sea Island.....	15 18 21 24 27 30 32 35	15 18 21 24 27 30 32 35	15 18 21 24 27 30 32 35	15 18 21 24 27 30 32 35
Florida.....	15 18 21 24 27 30 32 35	15 18 21 24 27 30 32 35	15 18 21 24 27 30 32 35	15 18 21 24 27 30 32 35
Ord. G. Ord. L. Mid. Mid. G. Mid. Mid. F. Mid. G. Mid. M. F.	.....	.....	.....	.....
Upland.....	7½ 8½ 9½ 10½ 11½ 12½ 13½ 14½	7½ 8½ 9½ 10½ 11½ 12½ 13½ 14½	7½ 8½ 9½ 10½ 11½ 12½ 13½ 14½	7½ 8½ 9½ 10½ 11½ 12½ 13½ 14½
Mobile.....	7½ 8½ 9½ 10½ 11½ 12½ 13½ 14½	7½ 8½ 9½ 10½ 11½ 12½ 13½ 14½	7½ 8½ 9½ 10½ 11½ 12½ 13½ 14½	7½ 8½ 9½ 10½ 11½ 12½ 13½ 14½
N.O. & Tex 7½ 8½ 9½ 10½ 11½ 12½ 13½ 14½	.....	.....	.....	.....

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

	1870.	1871.	1872.	1873.		1870.	1871.	1872.	1873.
Midland d. d. d. d.	.....	.....	.....	.....	Midland d. d. d. d.	.....	.....	.....	.....
Sea Island.....	23 24 25 26	23 24 25 26	23 24 25 26	23 24 25 26	Pernambuco.....	11½ 12½ 13½ 14½	11½ 12½ 13½ 14½	11½ 12½ 13½ 14½	11½ 12½ 13½ 14½
Upland.....	11½ 12½ 13½ 14½	11½ 12½ 13½ 14½	11½ 12½ 13½ 14½	11½ 12½ 13½ 14½	Egyptian.....	9½ 10½ 11½ 12½	9½ 10½ 11½ 12½	9½ 10½ 11½ 12½	9½ 10½ 11½ 12½
Mobile.....	11 12 13 14	11 12 13 14	11 12 13 14	11 12 13 14	Broach.....	8½ 9½ 10½ 11½	8½ 9½ 10½ 11½	8½ 9½ 10½ 11½	8½ 9½ 10½ 11½
Orleans.....	11 12 13 14	11 12 13 14	11 12 13 14	11 12 13 14	Dhollerah.....	8½ 9½ 10½ 11½	8½ 9½ 10½ 11½	8½ 9½ 10½ 11½	8½ 9½ 10½ 11½

BREADSTUFFS.

FRIDAY P. M., April 4, 1873.

There has been a very good shipping demand for flour during the past week, but mainly superfine for the British Provinces at \$6 25@ \$6 50, and medium extras for the West Indies at \$7 75@ \$8 50, the latter including Western and Southern flour from winter wheat. Common extra State and Western flour from spring wheat has been neglected, but, being in very small supply, has ruled firm. The better grades, at \$8 75 and upward, have been "shaded" to some extent to sell; the approach of warm weather threatens to impair the condition of much of the stock in store, which consists mainly of baker's and family brands. To-day the market was generally weak, but there was a good demand from the West Indies, and considerable sales of city shipping extras at \$8@ \$8 15.

The wheat market has been inactive. The demand from millers has been steady, but slow; yet, in view of the small supply in store and coming forward by rail, holders have been able to insist upon nearly full prices. Latterly, however, there has been rather more disposition to realize. The prospect is fair for an early opening of the Erie Canal and the great lakes, notwithstanding the severity of the weather, the heavy fall of snow having protected in a measure the ground from the frost. No. 2 Milwaukee has been offered at \$1 60 for May. Advancing ocean freights and a decline in exchange have contributed to the obstacles in the way of business by shippers. To-day the market was quiet and weak. Within a few days there has been a marked decline in wheat at Chicago, in anticipation, it is stated, that lake freights will be scarce and high.

Indian corn has declined; the stock in store continues large, approximating two million bushels, and there is a vast accumulation at the West, for which there appears to be no considerable outlet, except such as this market may afford; consequently, holders have shown more disposition to realize, and shippers have been compelled to insist upon lower prices, owing to an advance in ocean freights and the decline in sterling exchange. Late transactions embrace old mixed Western at 63@63½c. in store; prime new do. at 65½c. afloat, and new Southern yellow 66c. afloat. The bids for prime Western mixed, June delivered, have been reduced to 61c., after some business early in the week at 62c. To-day the market was quiet and drooping.

Rye has been dull and depressed, and closed quite unsettled. Barley has been in better demand and closes firmer.

Oats have been gaining strength. The supply has been small, and there has been some speculative influence operating. To-day the market was firmer and fairly active.

The following are closing quotations:

FLOUR.	
Superfine State and West-	
ern.....	\$8 20@ 6 65
Extra State, &c.....	7 30@ 7 60
Western Spring Wheat	
extra.....	7 10@ 7 40
do double extra.....	7 75@ 9 25
do winter wheat extra	
and double extra.....	7 75@ 11 25
City shipping extra.....	7 75@ 8 25
City trade and family	
brands.....	9 00@ 11 00
Southern bakers' and fa-	
mily brands.....	9 25@ 11 50
Southern shipp'g extra.....	8 00@ 8 75
Rye flour.....	5 00@ 5 75
Corneal—Western, &c.....	8 20@ 8 50
Corneal—Br'wine, &c.....	8 55@ 8 70

GRAIN.	
Wheat—No. 2 spring, bush.	\$1 60@ 1 67
No. 1 spring.....	1 74@ 1 77
Red Western.....	1 70@ 1 80
Amber do.....	1 85@ 1 95
White.....	1 80@ 2 15
Corn—Western mixed.....	63@ 66
White Western.....	67@ 68
Yellow Western.....	66@ 67
Southern, white.....	72@ 75
Rye—State and Canada.....	.....
Western.....	.....
Oats—New Black.....	48@ 51
Chicago mixed.....	50@ 52
White Western, &c.....	53@ 56
Barley—Western.....	1 10@ 1 18
Canada West.....	1 30@ 1 35
Peas—Canada.....	1 12@ 1 40

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

RECEIPTS AT NEW YORK.				EXPORTS FROM NEW YORK.			
1873.	Same	1873.	1872.	1873.	Same	1873.	1872.
For the week.	Jan. 1.	1872.	For the week.	Jan. 1.	1872.	For the week.	Jan. 1.
Flour, bbls.	52,182	554,390	485,071	16,120	277,569	17,260	217,895
O. meal "	5,973	76,735	45,823	3,792	40,575	4,556	43,894
Wheat, bus.	48,020	998,370	881,074	37,166	974,987	33,218	1,811,426
Corn, "	80,500	1,270,527	3,953,344	106,212	3,099,350	88,075	3,696,787
Rye, "	125	2,173	5,340	.....	1,004	600	188,310
Barley, &c.	20,650	352,112	706,068	60	32,614	.....	.....
Oats	135,175	1,993,451	887,361	267	5,991	776	8,663

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

RECEIPTS AT LAKE AND RIVER PORTS FOR THE WEEK ENDING MARCH 29, AND FROM AUG. 1 TO MARCH 29.

	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	bbls.	bush.	bush.	bush.	bush.	bush.
	(196 lbs.)	(60 lbs.)	(56 lbs.)	(32 lbs.)	(48 lbs.)	(56 lbs.)
Chicago.....	54,533	190,957	298,140	240,382	48,595	7,148
Milwaukee.....	12,167	102,103	19,120	12,015	16,650	2,362
Toledo.....	1,025	33,087	257,150	29,442	3,800	.....
Detroit.....	7,926	26,622	87,617	20,097	9,330	2,168
Cleveland.....	4,500	11,550	4,650	12,100	6,000	.....
St. Louis.....	24,531	102,000	210,000	75,516	22,427	2,891
Duluth.....	.....	.....	.....	.....	.....	.....
Total.....	110,664	466,819	873,677	389,552	108,652	14,669
Previous week.....	178,968	577,233	1,096,691	421,676	138,571	13,785
Correspond'g week, '72.	80,834	177,417	796,757	226,441	63,654	27,281
" " " " " " " "	71,918	311,549	741,789	301,817	51,018	18,659
" " " " " " " "	70,746	199,067	242,922	86,363	34,937	12,373
" " " " " " " "	69,898	212,553	327,497	113,301	19,652	22,019
" " " " " " " "	68,694	238,785	335,539	95,063	11,831	3,724
Total Aug. 1 to date.....	3,668,325	36,579,977	39,240,159	16,831,230	7,965,827	1,898,996
Same time 1871-72.....	3,565,663	32,133,530	27,503,536	18,540,775	5,793,382	2,332,875
Same time 1870-71.....	3,973,369	32,619,229	19,450,434	13,472,551	4,918,015	1,236,955
Same time 1869-70.....	4,273,926	35,722,464	18,053,639	10,962,217	2,999,716	1,198,696

* Estimated.

SHIPMENTS OF Flour and Grain from Chicago, Milwaukee, Toledo, Detroit, Cleveland, and St. Louis for the week ending March 29, and from Jan. 1 to March 29:

	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	bbls.	bush.	bush.	bush.	bush.	bush.
Week ending—						
March 29, 1873.....	129,968	156,540	341,884	194,083	83,761	5,494
Mar. 22, 1873.....	147,193	180,621	301,523	240,350	97,820	5,565
Correspond'g week 1872	60,529	63,693	431,955	143,364	61,906	10,087
Correspond'g week 1871*	67,658	134,032	605,104	36,834	10,154	7,364
Correspond'g week 1870*	64,309	162,631	177,094	25,063	4,875	3,917
Total Jan. 1 to date.....	1,234,055	1,799,284	3,395,108	2,831,051	963,221	91,053
Same time 1872.....	780,211	624,966	5,715,403	1,883,431	590,474	216,937
Same time 1871.....	672,790	622,639	4,194,365	531,945	216,881	48,349
Same time 1870.....	513,631	1,416,142	1,786,228	429,657	151,536	70,988

* St. Louis not included.

RECEIPTS OF FLOUR AND GRAIN AT SEABOARD PORTS FOR THE WEEK ENDING MARCH 29, AND FROM JAN. 1 TO MARCH 29.

	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	bbls.	bush.	bush.	bush.	bush.	bush.
At						
New York.....	45,836	48,760	94,600	169,100	14,400	.....
Boston.....	28,212	400	96,488	87,032	2,200	579
Portland.....	12,500	5,000	1,200	4,000	.....	.....
Montreal.....	10,500	7,700	.....	.....	1,600	.....
Philadelphia.....	17,648	62,400	51,800	57,000	66,300	.....
Baltimore.....	5,882	9,800	94,750	9,500	.....	750
New Orleans.....	27,474	.....	299,075	42,657	.....	.....
Total.....	147,752	134,060	637,913	369,289	34,503	1,329
Previous week.....	186,462	113,899	600,529	463,778	10,578	1,650
Week, March 15, '73.....	177,181	134,720	500,302	413,653	31,502	1,300
Week, March 8, '73.....	137,592	128,430	371,277	401,151	21,984	4,250
Corresponding week '72	139,596	54,244	725,525	281,605	66,545	4,000
Total Jan. 1 to date.....	1,799,931	1,977,900	5,616,570	4,436,087	758,036	27,081
Do, same time 1872.....	1,526,267	1,217,941	9,757,832	2,767,318	763,669	51,602
Do, same time 1871.....	1,323,491	1,603,035	3,956,464	1,297,853	234,873	54,333

* Estimated.

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 29, 1873:

	Wheat.	Corn.	Oats.	Barley.	Rye.
	bush.	bush.	bush.	bush.	bush.
In store at New York.....	521,184	1,966,508	742,553	105,798	.....
In store at Albany.....	55,400	2,000	116,500	55,000	.....
In store at Buffalo.....	59,340	63,096	61,226	67,882	.....
In store at Chicago.....	2,586,067	6,219,813	1,826,726	302,106	.....
In store at Milwaukee.....	2,139,409	55,000	302,000	104,000	.....
In store at Duluth.....	77,915	.....	.....	.....	.....
In store at Toledo.....	534,559	943,476	176,489	10,803	.....
In store at Detroit.....	233,926	66,252	82,394	42,802	.....
In store at Oswego.....	75,000	60,000	1,000	40,000	.....
In store at St. Louis.....	390,705	455,235	140,102	4,225	.....
In store at Boston.....	6,330	102,179	159,007	43,519	.....
In store at Toronto.....	427,932	500	8,723	56,971	.....
In store at Montreal.....	123,866	356,360	64,697	9,700	.....
In store at Philadelphia.....	40,000	200,000	35,000	35,000	.....
In store at Baltimore.....	35,000	148,494	40,000	.....	.....
Rail shipments for week.....	156,840	341,824	194,083	83,761	.....
Amount on New York canals.....	52,120	164,457	85,200	78,128	.....
Total.....	7,626,623	11,150,249	4,035,700	1,040,715	.....
Total a store & in transit Mar. 22, '73	7,413,589	11,653,196	4,085,570	1,218,798	.....
" " " " " " " "	7,355,339	11,723,199	4,096,357	1,365,376	.....
" " " " " " " "	7,213,163	11,527,105	3,910,298	1,534,855	.....
" " " " " " " "	7,124,745	11,104,700	3,843,000	1,550,083	.....
" " " " " " " "	6,514,351	10,662,477	3,681,310	1,698,883	.....
" " " " " " " "	8,915,100	10,699,149	5,743,174	1,521,176	.....

GROCERIES.

FRIDAY EVENING, April 4, 1873.

The excitement in gold has had the effect of strengthening prices on most lines of groceries during the past week, and in some cases buyers have been induced to operate more freely in consequence. As the rule, however, sales have been only on a fair scale, and while prices have been strong no material advance has occurred. Raw sugars are very firm, and refined has advanced a point. Coffee is firm at about previous quotations. Foreign dried fruits have sold fairly, and show more strength with some lines higher. Tea remains dull and nominal. Spices are quiet but strong.

TEA.

The past week has shown very little improvement in the volume of business, but the tone of the market has been strengthened somewhat by the advance in gold. Holders have not been able to advance their pretensions owing to the extreme dulness, but they have shown less disposition to press sales, while the cost of laying down fresh stock was so much enhanced by the upward movement in gold. The sales are mainly restricted to the small amounts necessary to keep up assortments in the interior, and only small assorted lots are distributed. Invoices are slow of sale, and remain nominally unchanged in price. There are still a few small holders who are willing to concede for the purpose of pressing sales, but the majority of importers decline to make concessions from the current low rates for reasons given in our previous report. The market remains heavy on nearly all grades, and in the absence of activity must be considered somewhat nominal. The interior stocks are light, and holders here anticipate, with good reason, a healthy run of trade before the spring season closes. The sales amount to 2,400 half chests Japans, 3,849 do. Green, 700 do. Oolong.

Imports the past week have included 12,500 lbs. Green, per "Witch," from Hong Kong; and 392,063 lbs. Green and 13,164 lbs. Japan, per "Claro Baby" from Shanghai. The indirect importations have included 46 pkgs. by steamer.

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

	Black.	Green.	Japan.	Total.
Atlantic ports, 1873.....lbs.	7,890,055	9,492,423	6,447,119	23,819,597
Atlantic ports, 1872.....	7,550,384	9,218,490	2,735,215	19,504,089

The indirect receipts at New York, principally overland receipts from San Francisco, have been 15,920 pkgs. since January 1, against 51,673 last year.

Imports at San Francisco from Jan. 1 to March 16, were 121,165 lbs. of China and 500,430 lbs. of Japan tea.

COFFEE.

There has been a good demand for the Brazil grades during the past week, and large sales have resulted. The quotable range of values has not been altered, though the better grades have in some instances been held at a shade above our last figures. The feeling of firmness engendered by the last Rio telegram has continued through this week, and the rise in gold, while it has unsettled trade to some extent, has steadied the market somewhat, and holders manifest more firmness. The arrivals of the week have been considerable and include large amounts of Santos, a part of which has been sold within the range. There has been more activity in the India grades, with liberal sales of East India coffee at prices a shade under the extremes of last week. There has been considerable West India stock sold into consumption, and the prices on these grades rule firm at about last quotations. The market closes with a firm feeling but is rather quiet at the moment. The sales since our last have included 8,245 mats Java, ex "Queen of the Seas," 3,677 bags Ceylon, ex "Skimmer of the Waves," 2,310 bags Maracibo, ex "Impulse," 2,025 Sagunayra, 849 Mexican, 560 St. Domingo, 65 Costa Rica, 40 Caracao, 1,750 bags Santos ex "Mozart," 1,036 do. ex "Flamsteed," and 114 do. ex "Merri-mack. At Baltimore, 1,500 Rio ex "New Light;" at New Orleans, 1,500 do. ex "Hancock," at 18c.; at Galveston 1,192, Savannah 200, and Charleston 500.

Imports at this port the past week have included 3,300 bags Rio, per "Homely," 3,500 do Santos, per "Mozart," 2,641 do do, per "Clito," 2,368 do do, per "Catharina;" 1,670 bags Sagunayra, per "Vid," 4,634 do. do, per "Sjvellan;" 1,020 do. St. Domingo, per "Vicksburg," and 2,326 do. sundries.

The stock of Rio April 3, and the imports since Jan. 1, 1873, are as follows:

	New York.	Phila.	Balti.	New Orleans.	Moblie.	Galveston.	Total.
In bags.							
Stock.....	70,026	.....	34,402	21,832	3,000	4,000	133,260
Same date 1872.....	155,973	.....	40,867	16,622	6,170	.....	219,632
Imports.....	181,254	3,000	1,226	59,113	21,609	15,192	399,994
" " " " " " " "	164,018	4,012	100,893	59,587	19,917	8,212	336,689

Of other sorts the stock at New York, April 3, and the imports at the several ports since January 1, 1873, were as follows:

	(New York)	Boston.	Phila.	Balti.	N. Orleans.	Total
In bags.	Stock.	Import.	Import.	Import.	Import.	Import.
Java and Singapore.....	22,650	44,581	427,915	.....	.....	.....
Ceylon.....	7,920	5,851	.....	443	.....	.....
Maracibo.....	729	13,795	.....	.....	.....	.....
Sagunayra.....	9,897	23,452	.....	7,718	.....	.....
St. Domingo.....	1,925	22,067	695	.....	.....	.....
Other.....	4,926	8,147	612	812	237	.....
Total.....	27,341	118,893	23,825	8,473	297	156,223
Same time, 1872.....	45,617	151,204	8,203	7,754	756	174,823

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

† Also, 23,282 mats.

SUGAR.

The arrivals of raw sugar during the past week have been rather free, and receivers have shown a willingness to part with stock from the wharf at about last week's figures, although values have been materially enhanced by the rise in gold. The money stringency has operated as a check upon prices, and has prevented the development of any advance that might have resulted from the rise in gold. Had money been easier, holders would have been indisposed to sell except at higher figures, notwithstanding the fact that their offerings were becoming more liberal. The business continues to run largely upon centrifugal sugars, but Muscovados are becoming more in favor, and rule strong at the range of 8@8½c. for fair to good. There has been an improved feeling developed in refined sugars, and the market advanced a shade during the week, but is easier again at the close. Hards were especially firm, the pro-

daction being very little in excess of the trade requirements; and softs, while still produced in pretty liberal amounts, were also advanced, but are off a point to-day. The sales of raw sugars include 3,009 hhds. Cuba, 7½¢; 8½¢; Martique and Guadeloupe, 7½¢@8¢; 68 bbls. do., 7½¢@8¢; 96 hhds. Demerara, 7½¢; 287 clarified do., 10½¢@10¾¢; 522 hhds. centrifugal, 9½¢; 64 hhds. molasses, 7½¢; 52 do. Porto Rico, 9¢; 107 do. Cuba at 7½¢; 3,991 boxes centrifugal, 9¢@9½¢; 3,146 boxes Havana, 7½¢@8½¢; 292 do. molasses, 7½¢. To-day a sale of 5,000 bags beet root sugar, slightly damaged, was sold at auction at 7½¢@7-100c., principally at the former figure.

Imports at New York and stock in first hands April 3, were as follows:

	Cuba, bxs.	Cuba, hhds.	P. Rico, hhds.	Other, hhds.	Brazil, Manilla, &c., bags.	Melado, hhds.
Imports this week..	10,344	1,332	986	2,425		
" since Jan. 1.	88,197	6,918	12,948	117,559	215,191	10,383
" same time '72	108,181	43,520	2,242	13,935	894,927	5,512

Stock in first hands. 23,471
Same time 1872..... 81,511
" 1871 30,556

MOLASSES.

The supply of Cuba molasses has run down to about 725 hhds., and this diminished supply prevents any very liberal operations, although the demand at present is active, and large sales could be effected if holders were in a position to meet the wants of refiners. Three cargoes of Cuba molasses have been taken out during the week, at prices covered by a range of 35¢@37¢. The stock of Porto Rico amounts to 634 hhds., and sales of moderate amounts in lots have been effected to the trade during the week. Sales of English Islands are fair and prices remain strong. There has been a good business done in domestic grades, and the stock is reduced to 3,800 bbls. Prices are unchanged and continue firm. The trade in syrups is fairly active, and the market continues strong at former prices, with light offerings of the lower grades, which, at the moment, are most desirable. The sales of molasses are 370 hhds. and 40 tea. Cuba, 37¢; 75 hhds. Porto Rico, and 635 bbls. New Orleans within the range.

The receipts at New York, and stock in first hands April 3, were as follows:

	Cuba, hhds.	P. Rico, hhds.	Demerara, hhds.	Other, hhds.	N. O., bbls.
Imports this week..	8,617	342	115	215	128
" since Jan. 1.	22,005	1,189	1,336	410	22,917
" same time 1872.....	13,110	2,415	657	840	24,351

Stock in first hands. 724
" same time '72 1,467
" same time '71 8,739

Imports of Sugar & Molasses at leading ports since Jan. 1.

The imports of sugar (including Melado), and of Molasses at the leading ports from January 1, 1873, to date, have been as follows:

	Sugar.		Molasses.	
	Boxes.	Hhds.	Boxes.	Hhds.
New York	1873. 1872. 1873. 1872.	1873. 1872.	1873. 1872.	1873. 1872.
Boston	93,197 105,181	95,642 63,566	390,753 423,859	24,994 16,532
Philadelphia	913 1,964	7,533 6,047	593,591 510,309	5,775 7,518
Baltimore	6,564 6,387	10,831 7,693	31,425 8,623	12,961
New Orleans	17,562 18,109	20,749 19,763	9,530 13,600	3,070 3,246
Total	9,676 14,720	809 1,561	8,400 2,349	4,097

* Including tins and barrels reduced to hhd
† Includes baskets, &c., reduced.

WHOLESALE PRICES CURRENT.

Tea.

Hysen, Common to fair....	35 @ 45	Hysen Sk. & Tw. C. to fair.	20 @ 25
do Superior to fine....	50 @ 65	do do Sup. to fine.	35 @ 40
do Ex. fine to finest....	70 @ 80	do do Ex. fine to finest.	50 @ 60
Young Hysen, Com. to fair.	32 @ 40	Uncol. Japan, Com. to fair..	50 @ 60
do Super. to fine....	40 @ 55	do do Sup. to fine....	50 @ 60
do Ex. fine to finest....	60 @ 75	do do Ex. fine to finest....	70 @ 80
Gunpowder Com. to fair....	45 @ 55	Oolong, Common to fair....	27 @ 35
do do Sup. to fine....	65 @ 80	do do Superior to fine....	45 @ 60
do Ex. fine to finest....	80 @ 115	do do Ex. fine to finest....	65 @ 85
Imperial, Com. to fair....	33 @ 50	Son. & Cong., Com. to fair..	25 @ 35
do do Sup. to fine....	55 @ 70	do do Sup. to fine....	40 @ 65
do Ex. fine to finest....	75 @ 90	do do Ex. fine to finest....	65 @ 100

Coffee.

Rio Prima	gold. 18½¢@19	Native Ceylon	gold. 17½¢@18½¢
do good	gold. 18½¢@19	Maracabo	gold. 18 @ 19
do fair	gold. 17½¢@18½¢	Laguayra	gold. 18 @ 19
do ordinary	gold. 16½¢@17	St Domingo	gold. 15½¢@16
Java, mata and bags	gold. 20 @ 21½	Jamalea	gold. 16 @ 18
Java mata, br. w. n.	gold. 21 @ 22½	Mocha	gold. 18 @ 19

Sugar.

Cuba, inf. to com. refining....	7 @ 7½	Havana, Box, white	10½¢@11½¢
do fair to good refining....	8 @ 8½	Porto Rico, refining grades....	7 @ 8½
do prime	9 @ 9½	do do grocery grades....	7 @ 8½
do fair to good grocery....	8½¢@9	Brazil, bags	7 @ 8
do pr. to choice grocery....	9½¢@9	Manilla, bags	7½¢@8
do centrifugal, hhd. & bxs.	9 @ 9½	White Sugars, A	10½¢@10¾
do Melado	7 @ 8	do do	10½¢@10¾
do molasses	7 @ 8	do do extra C	10½¢@10¾
Hay's, Box, D. S. Nos. 7 to 9.	7½¢@8½	Yellow sugars	5½¢@6
do do do 10 to 12	8½¢@9	Crushed	5½¢@6
do do do 13 to 15	9½¢@9	Powdered	5½¢@6
do do do 16 to 18	10½¢@10¾	Granulated	5½¢@6
do do do 19 to 20	10½¢@11		

Fruits and Nuts.

Raisins, Seecoles, nw & frail.	4 25 @ 4 35	African Peanuts	12 @ 13
do Layer, 1872, ½ box	2 @ 2 30	Filberts, Sicily	11½¢@12
do Sultans, ½ d.	12½¢@13	do Barcelona	11½¢@12
do Valencia, ½ d.	14¢@15	Walnuts, Bordeaux	11½¢@12
do Loose Muscatels	2 40 @ 2 50	Macaroni, Italian	11½¢@12
Citron, Lemon (new)	33 @ 40		
Prunes, French	11 @ 12		
Prunes, Turkish, old	10 @ 11		
do new	8½¢@9		
Date	7 @ 7½		
Figs, Smyrna	9 @ 10		
Canton Ginger, case	7 50 @ 7 75		
Almonds, Langueed	22 @ 24		
do Tarragona	18½¢@19		
do Tarragona	18½¢@19		
do Sicily, soft shell	25 @ 31		
do Shell, Sicily	25 @ 31		
do paper shell	25 @ 31		
Sardines	20½¢@21		
Sardines	20½¢@21		
Brazil Nuts new	9 @ 9		

Rice.

Bangoon dres d, gold in bond	3 @ 3½	Carolina	8 @ 9
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Spices.

Cassia, in cases	gold ½ lb. 26½¢@27	Pepper, in bond	12 @ 13
Cassia, in mats	do 23	do Sumatra & Singapore	18 @ 19
Ginger, Rice and Af (gold)	11½¢@12	Pimento, Jamaica	11½¢@12
Mace	1 17 @ 1 20	do in bond	7½¢@8
Nutmeg, casks	82 @ 94	Cloves	26 @ 27
do cases Penang	84 @ 95	do in bond	15 @ 17
		Clove stems	13 @ 14

Molasses.

New Orleans new	7 gall. 55 @ 75	Cuba Clayed	30 @ 38
Porto Rico	80 @ 90	Cuba centrifugal	13 @ 17
Cuba Muscovado	32 @ 37	English Islands	25 @ 30

THE DRY GOODS TRADE.

FRIDAY, P. M., April 4, 1873.

Local retailers and those doing business in the interior are engaged rather more actively in distributing goods to consumers, but the trade improves slowly, especially in the country. The effects of the severe winter are more lasting in the rural districts than here, and the consumptive demand in the country will no doubt be unusually late this year. The growing stringency in money, while it cannot altogether cut off extravagance on the part of the masses, will do much toward curtailing the business of this year, as there are comparatively few among the masses in mercantile pursuits who do not feel the necessity, in a time like the present, to practice more economy in living and incidental expenses. The holders of foreign merchandise are able to attest the fact by the slow sales which their goods are meeting. Staple fabrics move with considerable freedom at all times, but the more fancy lines, designed especially for the spring trade move slowly. Domestics of most descriptions continue to meet moderate sale, but are quiet for this period of the year. Collections are coming in slowly, the prevailing stringency of money having the effect of delaying remittances from the interior.

DOMESTIC COTTON GOODS.—The volume of business since our last has not been very liberal, though the principal lines are still meeting a fairly active distribution, and the market remains steady. Agents hold all of the more staple grades of brown sheetings and shirtings, with much firmness, but jobbers having become depressed under the protracted dullness, are disposed to yield a fraction on some makes, and the medium and fine browns have, in several instances, been selected by jobbers to make a run upon. For this purpose prices have been shaded a point on some of the more prominent brands. The feature of the week has been the excitement in prints occasioned by the action of a leading jobbing firm in reducing prices ½¢ on many of the principal brands, with a view to encouraging buyers to operate. As usual agents protested against this single-handed action on the part of a jobbing house, and the result was a letter signed by most of the print agencies, protesting against the course of the jobbing firm, and stating that unless they returned to regular prices no more goods would be delivered them by the agents. The jobbing house in question replied to the effect that they should sell goods at their own prices, and so the matter rests. Quotations in prints are nominally unchanged, but there are doubtless many of the regular makes that by means of extended discounts reach retailers at a lower price than 11½¢ less regular discount. Colored cottons are quiet and chiefly steady at unchanged prices. The sales are confined to the limited immediate requirements of the trade, but with reduced stocks in first hands all cotton fabrics are pretty steadily held by agents.

DOMESTIC WOOLEN GOODS.—The same unsatisfactory condition of affairs that has been noticed for some time past continues to prevail in the market for woolen fabrics, and sales are still on a very restricted scale. A few of the more staple lines of goods are moved with a fair degree of freedom, but goods about the movement of which there is the least question are slow to sell, and quotations are mainly nominal. Light weight fancy cassimeres of the better grades are sold readily and rule firm. The poorer qualities are hard to sell, and the current quotations are nominal. Flannels are quiet, and these, in connection with other woolen goods, are drooping. The supplies of most descriptions of woolen fabrics are not unusually large for this season of the year, but the prospects for the spring distribution are too unfavorable to produce any buoyancy in values. The demand for heavy weights for the fall trade has not amounted to much as yet, clothiers holding off in anticipation of easier rates later in the year, and for a more encouraging outlook in their trade.

FOREIGN GOODS.—The rise in gold has checked business, but importers are disposed to feel rather strong in goods, although they are somewhat anxious just now to realize if this can be accomplished without too great a sacrifice on the stocks they now hold. The importations are decreasing, but the supply here is liberal, and the auction houses find no difficulty in obtaining goods to sell. In the retail stores there is a good business doing in cheap silks and in linens and other light fabrics for warm weather. A few of the most staple lines are strong, but for the most part prices are very irregular.

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

Brown Shootings

Width.	Price.
Agawam F... 36	11 1/2
Albion A... 36	10 1/2
Adriatic... 36	13 1/2
Atlantic A... 37	14
do D... 37	12 1/2
do H... 37	13 1/2
Appleton A... 36	14
do N... 30	11 1/2
Angusta... 36	13
Bedford R... 30	9 1/2
Booti FF... 36	14
do S... 40	13
do W... 48	16 1/2
Conestogo D... 28	11
Cabot A... 36	13
Dwight X... 30	11
do Y... 33	12
do Z... 36	13
Indian Head... 7-8	12
do... 4-8	20
Ind'n Orchard	
do A... 36	14 1/2
do BB... 33	12
do C... 36	13
do W... 30	11
Laconia B... 37	13 1/2
do E... 36	12 1/2
do O... 39	13 1/2
Lawrence A... 36	12
do D... 36	14
do J... 40	15 1/2
do LL... 36	12
do XX... 36	15
do Y... 36	13
Nashua Fine E... 40	16
do O... 33	13
do R... 36	14 1/2
do W... 48	20
Pepperell... 7-4	27 1/2
do... 8-4	30
do... 9-4	32 1/2
do... 10-4	37 1/2
do... 11-4	42 1/2
do... 12-4	45 1/2
Utica... 56	16 1/2
do... 48	27 1/2
do... 58	35
do fine Non... 40	19 1/2

Prints.

American... 11 1/2	11 1/2
Amoskeag... 10	10
Bedford... 8 1/2	8 1/2
Cocheco... 11 1/2	11 1/2
Garner & Co... 11 1/2	11 1/2
Gloucester... 11 1/2	11 1/2
do mourning... 11 1/2	11 1/2
Hamilton... 11 1/2	11 1/2
Lodi... 10 1/2	10 1/2
Manchester... 11 1/2	11 1/2
Merrimac Ddk... 11 1/2	11 1/2
do Wpk and pur... 11 1/2	11 1/2
do Shirling... 11 1/2	11 1/2
Pacific... 11 1/2	11 1/2
Richmond's... 11 1/2	11 1/2
Shimpon 2d Mour... 11 1/2	11 1/2
do black & white... 11 1/2	11 1/2
Sprague's fan... 11 1/2	11 1/2

Domestic Ginghams.

Amoskeag... 15	15
Bates... 14-15	14-15
Caledonia... 11 1/2	11 1/2
Clyde... 11 1/2	11 1/2
Glasgow... 13	13
Gloucester... 12 1/2	12 1/2
Hartford... 12 1/2	12 1/2
Lancaster... 12	12
Manchester... 12	12
Namasko... 14	14
Park Mills... 14	14
Peabody... 12	12
Pegua... 12 1/2	12 1/2
Renfrew... 14-15	14-15
Union... 12 1/2	12 1/2

Checks.

Amoskeag... 16 1/2	16 1/2
do... 42	42
do... 46	46
Androskog... 16-16 1/2	16-16 1/2
gin L... 36	36
Arkworth TWT... 36	36
Arbun... 36	36
Barnsley... 33	33
Bartlett's... 31	31
do... 33	33
do... 36	36
Bay Mills... 36	36
Bates BB... 36	36
do... 45	45
do XX... 36	36
Blackstone... 36	36
AA... 36	36
Booti E... 36	36
do C... 33	33
do R... 28	28
Ellerton WS4... 4	4
Fruit of the... 36	36
Loom... 36	36
Gr't Falls A... 32	32
do M... 33	33
do Q... 36	36
do S... 31	31
Lonedale... 36	36
do Cambric... 36	36
N.Y. Mills... 36	36
Pepperell... 6-4	27 1/2
do... 7-4	29-30
do... 8-4	32 1/2
do... 9-4	37 1/2
do... 10-4	42 1/2
do... 11-4	47 1/2
Pocasset FF... 33	10 1/2

Imports of Dry Goods at the Port of New York.

Entered for Consumption for the Week Ending April 3, 1873			
	1871	1872	1873
Manufactures of wool...	1,837	\$763,444	2,292
do cotton...	2,087	651,171	3,158
do silk...	1,239	1,263,872	1,533
do flax...	1,177	284,594	1,865
Miscellaneous dry goods...	697	306,803	8,946
Total...	7,037	\$3,263,881	17,789

Withdrawn from Warehouse and Thrown into the Market during the Same Period.

	1871	1872	1873
Manufactures of wool...	663	\$236,994	580
do cotton...	462	117,917	520
do silk...	122	135,416	140
do flax...	623	122,178	455
Miscellaneous dry goods...	6,242	69,509	619
Total...	8,012	\$681,914	2,314

Entered for Consumption for the Week Ending April 3, 1873.

	1871	1872	1873
Manufactures of wool...	908	\$350,512	1,018
do cotton...	538	148,018	655
do silk...	316	374,349	326
do flax...	337	75,105	933
Miscellaneous dry goods...	105	58,283	5,973
Total...	2,204	\$1,010,282	8,905

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