

From these stringent precautions it is plain that the looking up of greenbacks has to be done without the aid of the city banks, so that any malfeasance of this sort is confined within narrow limits, and its perpetrators are exposed to quick and sure detection if proper means are used. What is further needful is, that the Stock Exchange and the private bankers shall cordially unite with the Clearing



House, so that the disgrace of illegitimate transactions of this sort shall not longer be suffered to disturb public and private credit, but shall at once be stopped, as they would have been long ago in any other country than our own. A tight loan market is expected in the Fall. We must take care that the natural stringency, which cannot be averted, shall not be augmented and made more disastrous by the machinations of reckless gamblers in money.

The advance in the rate of the Bank of England, on Thursday, has produced very little impression here for several reasons. In the first place, it is not believed that the drain of bullion from the Bank for Germany will be kept up, as the silver coinage must shortly begin to demand the whole force of the Imperial mint, and the 5 mark gold pieces, which are the only gold coins for which there is likely to be at present much demand, will not require the importation of any considerable aggregate of bullion. If this view prove correct, then the plethora of capital now offering in the English money market is regarded as certain to keep money easy in London, notwithstanding the temporary trouble in the Continental loan markets.

On these and other grounds to which we need not advert, there is little disposition to regard the rise in the rate of the Bank as indicative of any monetary activity in London which need cause derangement here. Consequently our money market shows the full power of the relaxing forces now at work to give ease to our loan market. The deposits and reserves are so rapidly increasing that the banks have shown an unusual alacrity in discounting, and the consequence has been that a large amount of paper has been attracted from the recesses in which it has so long lain hidden, and some strong houses have been taking advantage of the market to buy up and withdraw some of their floating engagements. The consequence is that the monetary situation is irregular, and rates for loans rule somewhat firmer. It is also to be observed that all loans seem higher because government collaterals are now more scarce than formerly, for, as is well known, the banks will lend on Governments at lower rates than on other collaterals, however unexceptional the latter may be. Now we have exported so large a portion of our five-twenties; our savings banks have recently been strengthening themselves by buying so large a proportion of these and other Government bonds; and there is such a disposition among the investing public to hold Government bonds in preference to other securities, that the amount of five twenties in market is really very small, and the few offered as collaterals are for the most part called bonds of 1862, which are lying here awaiting redemption in July next. The money market appears, then, if we make due allowance for all the pressure which it has sustained since October last, to be in a hopeful state of recuperation.

#### NEW FACILITIES FOR ATTRACTING FOREIGN CAPITAL.

Several important movements have been started of late by capitalists in London to enlarge the facilities there for investment in United States securities. During 1872 it was computed that the English investments in our railroad bonds, five-twenties and municipal securities were over \$5 millions; and that nearly half as much more was absorbed in Erie and other railroad and miscellaneous stocks. The belief is indulged by intelligent observers on both sides of the Atlantic, that this year a much larger sum may be attracted hither with advantage both to the investors themselves and to our numerous public enterprises of sterling worth that need capital and can ensure it more ample returns than can usually be had with the same amount of safety in Europe.

Among the organizations in London which have thus risen up, one of the more recent is the "American Investment Trust." The principles on which it is constituted, and the personnel of its management, are to be the same as those of the Foreign and Colonial Government Trust, which has met with popularity and success, being very judicious in its character and diffusing its investments over distant parts of the world. This wide diffusion is not so great in the new Trust, which is as we have said, to be exclusively confined to investments on the American continent, and chiefly in Canada and the United States. These investments are to be "limited to bonds of the Governments, States, cities, counties and public undertakings, especially railroads and public works, and also in paid up shares of undertakings actually earning incomes," and the net return anticipated in the prospectus is set down at seven per cent or upwards. The certificates of the Association are to bear interest at 6 per cent. They are issued at 95, and are redeemable by a sinking fund at 105. This sinking fund is to be accumulated by the excess of profits over expenses and interest, but of course it is not fixed at any specified annual aggregate. The Association is to last for 30 years, or till the sinking fund has redeemed all the certificates. Should any surplus remain after such redemption, it is to be equally divided among the owners of the certificates. This final division and its legal ownership are secured by the Reversion Certificates, as they are called, one of which is allotted to each ordinary certificate. Thus a person putting £95 into this Trust receives therefor first a six per cent certificate to bearer for £100, which is redeemable at £105 out of the surplus income of profits derived from the realization of investments; and secondly, a reversion certificate, entitling the holder to a *pro rata* share of the Trust Fund after redemption of the six per cent certificates. The redemption is to be made yearly, beginning in March, 1876, and if the income for any one year should fall below the amount required for interest, the deficiency will form a first charge on all subsequent receipts, subject only to the annual expenses, which are to be limited to £2,500 a year, and cannot be increased except by the Certificate Holders' Committee. The bankers of the Trust are Messrs. Glyn & Co., and the Trustees are the same as those of the Foreign and Colonial Trust, which is reported, as we have said, to be doing a lucrative business.

Such are the general features of this new organization, the success of which depends, of course, on two conditions—first, the confidence with which it may inspire capitalists and investors; and secondly, the judicious selection of the securities in which the funds of the association shall be placed. To secure these points it is obvious that the management and responsibility must be concentrated in few hands. Indeed it is the two trustees alone who are to have the selection of the investments, and they hold also the power to place the funds temporarily in Government stocks and bonds of the United States and Canada till good investments at a higher rate are found for permanent holding. This control is not, however, without a check. The trustees are required, at the recommendation of the Committee of the certificate-holders, to change any of the investments when circumstances render it advisable. And a fundamental rule of the association is that not more than one-tenth of the funds are to be invested in any one security; for, as the promoters state, it is the object of the association "to enable the moderate investor to spread his investment over a number of different securities recommended by competent advisers as intrinsically sound and likely to increase in value." To secure this information the leading American bankers in London are said to have been applied to and to have promised their help, so that



the trustees indulge the hope that with the machinery a their disposal they will be able to popularize among the multitude of small investors in England such securities as have heretofore been beyond their reach, and have either been shut out of the British market altogether or have been monopolized by persons having large means, with facilities for obtaining accurate information. Relying on these promises and engagements, and on the high character and standing of the trustees, the public will have, we trust, adequate safeguards against being led into the ruinous policy of locking up their means in such securities as Emma Mining stocks, Rockford & Rock Island Railroad bonds, and other pretentious frauds which have so much discouraged American investments in Europe.

We have frequently discussed of late the new impulses which urge English capital to invest itself in American securities. Their activity is likely to call into existence other associations such as that we have described, and to give them full employment. The field for investment on this continent is so wide, the need of new capital so urgent, and the increase of our population and material wealth gives every year such new additions to the security of our railroad and other bonds, that if such associations as the American Investment Trust do not succeed in making good profits for their constituents, and in building up a large and safe international business in railroad and municipal securities, the fault will be in their own incapacity and mismanagement rather than in the want of opportunity.

#### CHANGES IN THE NATIONAL BANKING SYSTEM.

Have we weakened the preponderance of New York as the financial centre of the National banking system? This question is proposed by an intelligent correspondent, whose elaborate letter we regret our inability to publish. To illustrate what he means we give the subjoined table, showing how the changes of the past six years have given increasing predominance to the country banks over those of New York. For this purpose the table divides the whole of our banks throughout the United States into two groups, the first comprising the New York banks, and the second comprising all the others:

CAPITAL AND CIRCULATION OF NATIONAL BANKS.

Dates.	Banks of N. Y. City.		All other Banks.		Total of United States	
	Capital.	Circulat'n.	Capital.	Circulat'n.	Capital.	Circulat'n.
Jan., 1867....	\$ 75,000,700	\$ 31,257,810	\$ 344,770,039	\$ 256,835,473	\$ 419,770,739	\$ 291,033,294
Jan., 1868....	74,809,700	35,071,125	345,451,090	259,306,285	420,260,790	294,377,390
Jan., 1869....	74,557,700	35,239,522	344,483,231	259,137,868	419,040,931	294,476,702
Jan., 1870....	72,910,000	34,369,913	353,164,954	258,469,022	426,074,954	292,838,935
Dec., 1870....	73,425,000	32,534,475	361,921,004	263,670,971	435,356,004	296,205,446
Feb., 1872....	71,785,000	28,904,480	392,295,744	292,730,195	464,081,744	321,634,675
Feb., 1873....	71,235,000	27,964,671	413,266,811	303,327,733	484,501,811	330,292,459

From these figures it appears that during the six years since January, 1867, the capital of the New York banks has diminished nearly 4 millions, while the capital of the other banks has increased 69 millions. On the other hand the circulation of the New York banks has been reduced six millions, and the circulation of the country banks has increased fifty-one millions. From this it is inferred that the relative strength of the banks of this city to the banks outside of it must have very materially changed in 1873 from that prevailing in 1867. This change is due almost wholly to causes which have been in full operation two or three years only. This is shown from the fact that the increase of the country-bank capital, which is the main seat of the change, has taken place in the last half of the period under review. For in the first three years, from 1867 to 1870, the capital increased only 9 millions, but in the last three years the increase was no less than 60 millions.

What were these new forces which were thus at work in

our banking system? They are well known. We find them almost wholly in the law of July 12, 1870. They constitute one part of the evils which THE CHRONICLE warned Congress to expect from that statute. Our readers remember what this law of 1870 was enacted for. It created new bank notes to the extent of 54 millions, and it authorized a withdrawal of 25 millions of notes from banks in the Eastern States and the redistribution of these notes among the banks of the South and West. In other words, it offered a premium on the formation of new banks all over the country, and the stimulus was responded to by the addition of 9 millions of capital in 1870, 30 millions in 1871, and 21 millions in 1872. Nor is the whole result completed yet. The "scaling down" process has not yet begun. The 25 millions of currency to be withdrawn from the Eastern banks and given to those of the South and West have still to be allotted. A letter from the Comptroller of the Currency to the banks was lately published on this subject, and that officer admonishes them that it will be his duty to take proceedings, under this law, and to make the requisite allotments towards the close of this year.

On other causes of the change under discussion we need not now dwell. It would be of much practical use if some competent hand would trace out the troubles which these changes have projected on the money market. And the first circumstance which exploration should attack is that notorious want of elasticity which has been a growing evil for several years past. This inelasticity is twofold—first affecting the currency, and secondly affecting the deposits, accumulating between seasons in our city banks. Various theories have been devised to account for the fact that the inelasticity has been much worse since 1870 than ever before, and it is well worthy of inquiry how far it is due to this tampering with the relations of the metropolitan and exterior parts of the banking system, and to a disturbance of the general symmetry of the whole machinery. We know what dangers a nicely balanced mechanism is liable to undergo if the peripheral parts gain weight while the central parts are at the same time weakened and made less able to resist the new pressure. If patient investigation should confirm the inference we have suggested; if it be found that the country banks have been really too rapidly extended; then it will be incumbent on us to ask whether all further action under the law of 1870 should not for the present cease, and whether any further attempts to stimulate the growth of the country banks should not be stopped. If the business of the country needs new banks, these institutions will grow up where they are wanted, of their own accord; and if they are not needed to meet the legitimate growth of business, is it not unwise to throw our whole banking system into disorder with a view to galvanize such new institutions into a futile and feeble existence?

But there is another inquiry well worthy of note. The country banks are allowed to hold but 15 per cent of reserve, while a reserve of 25 per cent is exacted from the banks of the redeeming cities outside of New York; and all these outside banks are allowed to reckon their New York cash balances as part of their reserve. This adjustment was a safe one when the country banks were not so preponderant, but under the new conditions to which we have directed attention it may perhaps be needful to raise the requirement of reserve to a higher level. We know it is claimed by some persons that the 25 per cent restriction causes stringency in the money market, and should be taken off altogether. But if this restriction were the true cause of the late stringency, why did not the reserves cause the same stringency during the first years of the national banking law? Why did the trouble stay its development till a change was made in the law enlarging the banking machinery



and narrowing the basis on which that machinery rests? Our correspondent answers this question. Obviously there is a fair presumption in his favor when he says that the fall stringency, which has been growing in virulence since 1870, is due in part to such organic changes as have been pointed out in the banking system, and that as far as this stringency is due to the reserves of the national banks, it is caused by their being too small rather than too large; for it is well-known that the average reserves of the banks have been smaller of late than ever before since the first enactment of the National Currency law.

RAILROAD EARNINGS IN APRIL, AND FROM JAN. 1 TO MAY 1.

The returns of railroad traffic for April are generally quite satisfactory. Several of the Western roads which suffered severely in their earnings from the extraordinary weather of January and February, now show an important recovery, so that their totals from Jan 1 to date are larger than for the same period in 1872. Freight which has been kept back during the Winter, on the lines of many roads having a large local traffic in grain and other agricultural products, must come forward as the Spring opens, and therefore the same causes which reduced earnings early in the Winter are operating to increase them now.

From the table below, it appears that on twenty-three roads the net increase in April amounts to \$1,068,307, and three of the roads have received reports for only three weeks of the month:

RAILROAD EARNINGS IN APRIL.				
	1873.	1872.	Increase.	Decrease.
Atlantic & Great Western.....	\$494,845	\$393,234	\$41,611	\$.....
Atlantic & Pacific.....	105,352	87,543	17,809	.....
Burlington, Cedar Rapids & Minn.....	77,387	64,581	12,806	.....
Central Pacific.....	1,132,920	949,598	183,322	.....
Chicago & Alton.....	412,218	374,873	37,340	.....
Chicago & Northwestern.....	990,816	900,375	90,441	.....
Cleve., Col., Cin. & Indianapolis.....	432,928	381,113	51,815	.....
Erie.....	1,541,958	1,527,993	13,965	.....
Illinois Central.....	544,035	559,871	.....	15,836
Indianapolis, Bloomington & W.....	124,045	114,842	9,203	.....
Kansas Pacific*.....	262,300	224,745	37,555	.....
Lake Shore & Mich. Southern.....	1,684,543	1,528,250	156,293	.....
Marquette & Cincinnati.....	190,552	145,258	44,704	.....
Michigan Central*.....	407,300	390,007	27,293	.....
Milwaukee & St. Paul.....	569,335	474,168	95,018	.....
Missouri, Kansas & Texas.....	261,700	273,236	.....	144,158
Ohio & Mississippi.....	323,236	273,236	59,316	.....
Pacific of Missouri.....	330,991	295,160	25,831	.....
St. Louis, Alton & T. H.....	113,632	115,117	.....	1,885
do do branches*.....	32,988	25,846	7,142	.....
St. Louis & Iron Mountain*.....	156,752	137,367	19,385	.....
St. Louis, Kansas City & North.....	231,886	230,109	1,777	.....
St. Louis & Southeastern.....	110,710	.....	.....	.....
Tol., Wabash & Western.....	446,527	447,313	.....	786
Total (omitting St. L. & S. E.).....	\$10,818,157	\$9,749,850	\$1,068,314	\$18,507
Net increase.....			1,068,307	

\* Three weeks only in April of each year.

On twenty-two roads, the net increase in earnings from January 1 to May 1, 1873, over the same time in 1872 is \$3,607,063.

EARNINGS FROM JANUARY 1 TO MAY 1.				
	1873.	1872.	Increase.	Decrease.
Atlantic & Great Western.....	\$1,590,567	\$1,462,686	\$127,881	\$.....
Atlantic & Pacific.....	402,173	336,863	65,310	.....
Burl., Cedar Rapids & Minn.....	302,657	269,090	33,567	.....
Central Pacific.....	3,654,255	2,989,420	664,835	.....
Chicago & Alton.....	1,576,790	1,452,705	124,085	.....
Chicago & Northwestern.....	3,468,443	3,236,445	231,998	.....
Cleve., Col., Cin. & Indianap.....	1,665,906	1,414,900	251,006	.....
Erie.....	5,703,593	5,619,568	84,025	.....
Illinois Central.....	2,339,495	2,304,320	35,115	.....
Indiana, Bloomington & West.....	427,362	425,184	2,198	.....
Kansas Pacific*.....	908,372	898,760	9,612	.....
Lake Shore and Mich. South.....	6,557,519	5,660,758	906,761	.....
Marquette & Cincinnati.....	703,637	591,627	112,010	.....
Michigan Central*.....	2,115,221	1,928,149	187,072	.....
Milwaukee & St. Paul.....	1,882,672	1,748,962	133,710	.....
Missouri, Kansas & Texas.....	932,739	885,662	547,077	.....
Ohio & Mississippi.....	1,221,663	1,071,776	152,887	.....
Pacific of Missouri.....	1,154,867	1,107,173	47,694	.....
St. Louis & Iron Mountain*.....	684,306	649,422	34,884	.....
St. Louis, Kansas City & North.....	871,978	930,190	.....	58,212
St. Louis & Southeastern.....	409,105	.....	.....	.....
Toledo, Wabash & Western.....	1,693,228	1,779,680	.....	86,452
Total (omitting St. L. & S. E.).....	\$39,870,403	\$36,263,340	\$3,757,727	\$144,664
Net increase.....			3,607,063	

\* Three weeks only in April of each year.

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY.

(Returns for the Fiscal Year ended December 31, 1872.)

The railway known as the Lake Shore & Michigan Southern is the result of several consolidations. First in date was the con-

solidation of the Buffalo & State Line Railroad, extending from Buffalo, N. Y., to the State line of Pennsylvania, 68 miles, with the Erie & Northeast Railroad, extending from the State line to Erie, Pa., 20 miles. This arrangement was perfected in 1867, under the name of the Buffalo & Erie Railroad Company. In March, 1869, the next step was taken—the Cleveland, Painesville & Ashtabula Railroad, extending from Erie, Pa., to Cleveland, O., 95 miles, and the Cleveland & Toledo Railroad, extending from Cleveland, O., to Toledo, O., 113 miles, having at that date been united under one organization, with the name of the Lake Shore Railway Company. In May of the same year (1869) the Michigan Southern & Northern Indiana, extending from Toledo, O., to Chicago, Ill., 244 miles, formed a consolidation with the latter company, under the name of the Lake Shore & Michigan Southern Railway Company; and in August, 1869, the Buffalo & Erie Railroad Company was consolidated with the Lake Shore & Michigan Southern Railway Company, under the name of the latter. These several changes have been legalized by the legislatures of the States of New York, Pennsylvania, Ohio, Michigan, Indiana and Illinois, thus forming one of the principal trunk lines between the East and the West, and making a continuous road, under one management, from Buffalo, N. Y., to Chicago, Ill., 540 miles in length. The result of this combination appears to have been in every respect favorable, not only by furnishing to the country increased facilities of rapid transportation, but to the company itself by a steady yearly increase in the aggregate earnings; for while the average rate per ton of freight per mile has steadily tended downwards, being 1 37-100c. in 1872, against 1 39-100c. in 1871, the increase in the number of tons of freight moved has been sufficiently great to make the total earnings in 1872 24½ per cent. larger than in 1871. As in the freight, so in the passenger business, the earnings showing an increase of 5½ per cent, while the average rate per mile in 1872 was considerably less than in 1871, being 2 59-100c. against 2 79-100c. During the past year 186 miles of second track, mostly of steel rails, was constructed, at a cost of \$3,165,727. This gives the company a double track railroad from Buffalo, 440 miles westward, to Elkhart, Ind. 100 miles east of Chicago. In addition to the new second track there was laid in 1872 fifty-three miles of side track, at a cost of \$1,025,328. The Northern Division, from Elyria, O., via Sandusky, to the junction with the main line at Millbury, near Toledo, was completed early in 1872, at an expenditure of \$309,881, making the total cost of this extension \$942,615. The Ashtabula branch was also completed in 1872 at an expenditure of \$224,498, making the total cost of this branch \$1,161,601. These expenditures, together with those for the substitution of stone and iron bridges in place of wood, reconstruction of the passenger depot at Chicago, and the building of machine shops water tanks and other new structures imperatively demanded by the increased volume of business, make the entire outlay for construction during the year \$5,504,217. The amount expended for additional equipment for the same period was \$1,953,852. In his report, the President says that the company enters upon the year 1873 with the road and equipment in better condition than at any previous period of its history.

The following branches are owned by the Lake Shore & Michigan Southern:

Ashtabula, O., to Jamestown, Pa.....	36 miles.
Elyria, O., via Sandusky, to Millbury (junction with main line).....	76½ "
Toledo, O., to Elkhart, Ind.....	131 "
Adrian, Mich., to Jackson, Mich.....	46 "
Adrian, Mich., to Monroe, Mich.....	33 "

The following roads are under separate organizations, but the capital stock thereof is owned wholly by this company:

Detroit, Monroe & Toledo Railroad—Toledo, O., to Detroit, Mich.....	65 miles
Kalamazoo & White Pigeon RR.—White Pigeon, Mich., to Kalamazoo.....	37 "
Northern Central Michigan RR.—Jonesville, Mich., to Lansing, Mich.....	60 "

The Lake Shore & Michigan Southern also has a large proprietary interest in the Jamestown & Franklin Railroad, extending from Jamestown (where it connects with the Ashtabula branch) to Oil City, Pa., 51 miles, and operates it under a lease for 60 per cent. of the earnings. It also has a lease of the Kalamazoo, Allegan & Grand Rapids Railroad, extending from Kalamazoo to Grand Rapids, Mich., 58 miles, the terms of which are the payment of interest on bonds and stock amounting to \$105,800 per annum. That portion of the main line from Toledo, O., to Adrian, Mich., 33 miles, was acquired by a perpetual lease from the Erie & Kalamazoo Railroad Company at an annual rental of \$30,000. Under a contract with the Cleveland, Columbus, Cincinnati & Indianapolis Railroad Company, the use of their track has been secured between Cleveland and Berea



(12 miles) for all passenger trains, at an annual rental of \$42,000 for sixty trains per week; for any trains beyond that number, \$8 per train.

The capital stock of the company is \$50,000,000. Of this sum \$535,500 is the 10 per cent. guaranteed stock of the late Michigan Southern & Northern Indiana Railroad Company. The claim of the holders of a portion of this stock for dividends, from 1857 to 1863 (when dividends were not actually earned) is still in litigation. The claim on 3,506 of these shares has been released, leaving unreleased 1,829 shares. An annual dividend of 8 per cent—4 per cent February 1 and 4 per cent August 1—has been regularly paid since the consolidation of 1869; and 5 per cent February 1 and 5 per cent August 1 have been paid each year on the guaranteed stock.

## ROAD AND EQUIPMENT.

Main Line.	Buffalo to Erie.....	88	miles.
	Erie to Cleveland.....	95-50	"
	Cleveland to w. end Maumee River Bridge.....	112-74	"
	West end Maumee River Bridge to Toledo.....	1-10	"
	Toledo to Chicago.....	214	"
		541-34	"
Branches.	Elyria, (via Sandusky) to Millbury Junction, including Pier Branch (opened from Sandusky to Millbury May 5, 1872).....	76-69	"
	Toledo to Elkhart (Air Line).....	180-70	"
	Toledo to Detroit (Detroit, Monroe & Toledo RR.).....	64-79	"
	Adrian to Jackson.....	40-00	"
	Adrian to Monroe.....	33-60	"
	White Pigeon to Grand Rapids (Kal. & W. P. RR., and K., A. & G. R. RR.).....	94-68	"
	Jamestown & Franklin RR.....	51-10	"
	Ashtabula to Jamestown (opened for business Aug. 4, 1872).....	36-09	"
	Jonesville to Lansing (opened to Albion June 22; to Eaton Rapids Sept. 29; to Lansing Dec. 8, 1872) (Northern Central Michigan RR).....	60-00	"
	Junction with D. W. & P. RR. at Dunkirk.....	1-60	"
		595-15	"
Total.....		1,136-49	miles.
Average number of miles of road operated 1872.....		1,061-00	"
Double Track.	Between Buffalo and Erie.....	88-00	miles.
	Between Erie and Cleveland.....	95-50	"
	Between Cleveland and Toledo.....	32-52	"
	Between Toledo and Chicago.....	6-60	"
		222-62	miles.
Side Tracks.	On Buffalo & Erie Division.....	41-49	miles.
	On Cleveland & Erie Division.....	33-74	"
	On Cleveland & Toledo Division.....	69-60	"
	On Michigan Southern Division.....	146-65	"
	On Jamestown & Franklin Division.....	13-04	"
		310-52	"
Total equivalent single track.....		1,669-63	miles.
Gauge.—Buffalo to Toledo, 57½ inches; Toledo to Chicago, 56½ inches.			
Rail, 60 pounds.			

**Equipment.**—Locomotive engines, 418; passenger cars, first-class, 122; second class, 14; emigrant, 23; postal, 13; baggage, 56; directors', 2; paymaster's, 2; express, 11; freight box cars, 4,595; stock and oil, 1,323; platform, 1,747; coal, 962; caboose, 232; derrick, 8; dumper, 148. Total of all cars, 9,268.

## OPERATIONS AND FISCAL RESULTS.

Miles run by locomotives, 13,477,634. Miles run by trains—passenger, 2,640,344; freight, 7,121,795. Passengers carried—through, 80,680; way, 2,032,153; or eastward, 1,019,664; westward, 1,093,169—total, 2,112,833. Carried one mile—through, 43,567,200; way, 117,018,203—total, 160,585,403. Freight (tons) carried—eastward, 2,944,495; westward, 1,487,748—total, 4,382,243; tons carried one mile—eastward, 664,945,394; westward, 245,909,801; total, 910,855,195.

**Gross Earnings.**—Passenger, \$4,163,513 76; freight, \$12,618,499 35; express, \$316,591 92; mail, \$237,985 55; rents, \$39,545 64; sixty per cent. earnings J. & F. RR., \$162,458 73; and other, \$58,034 51.—Total..... \$17,591,629

**Operating Expenses**—\$11,473,031; taxes—State, county and town, \$366,493..... \$11,839,525

**Net Earnings**, or profits over operations..... \$5,752,103

Interest on funded debt..... \*\$1,842,094

Interest on floating debt:

Interest paid..... \$116,241

Less interest received..... 52,333— 63,908

Rental Erie & Kalamazoo RR..... 30,000

Rental Kalamazoo, Allegan & G. Rapids RR..... 103,800

Dividends—Guaranteed stock 10 p. c..... 53,350

Common stock, 8 p. c..... 3,356,300

First and second instalments

scrip..... 109,796— 5,559,249

Surplus for the year..... \$192,854

\*The detailed statement makes the interest on funded debt \$1,856,650.

## FINANCIAL CONDITION JAN. 1, 1873.

Capital stock.....	\$50,000,000
(Of this, \$535,500 is Michigan Southern and Northern Indiana 10 per cent guaranteed)	
Funded debt:	
Cleveland, Palmsville & Ashtabula—special m'tg 7 p. c.....	\$500,000
Cleveland, Palmsville & Ashtabula reg.—m'tg 7 p. c.....	1,000,000
Cleveland, Palmsville & Ashtabula—third m'tg 7 p. c.....	1,000,000
Lake Shore—dividend bonds, 7 p. c.....	1,500,000
Lake Shore & Michigan Southern—sinking fund m'tg 7 p. c.....	1,600,000

Lake Shore & Michigan Southern consols—mortgage sinking fund (registered), 7 p. c.....	4,132,000
Lake Shore & Michigan Southern consols—mortgage sinking fund (coupon), 7 p. c.....	1,000,000
Lake Shore & Michigan Southern—bonds of 1882, 7 p. c.....	248,000
Michigan Southern & Nor. Ind.—first mortgage, 7 p. c.....	5,236,000
Michigan Southern & Nor. Ind.—second mortgage, 7 p. c.....	2,693,000
Cleveland & Toledo—first mortgage, 7 p. c.....	*2,014,000
Cleveland & Toledo—second mortgage, 7 p. c.....	860,000
Buffalo & Erie—mortgage, 7 p. c.....	100,000
Buffalo & Erie—mortgage, 7 p. c.....	200,000
Buffalo & Erie—mortgage, 7 p. c.....	800,000
Buffalo & Erie—mortgage, 7 p. c.....	8,000,000
	\$25,990,000
*Leas held by Sinking Fund Commissioners.....	419,000

Total debt Lake Shore & Michigan Southern proper..... \$24,971,000

(Annual interest at 7 per cent, \$1,747,970.)

Detroit, Monroe & Toledo—first mortgage, 7 p. c..... \$924,000

Kalamazoo & White Pigeon—first mortgage, 7 p. c..... 400,000

Schoolcraft & Three Rivers—first mortgage 8 p. c..... 100,000

Kalamazoo & Schoolcraft—first mortgage, 8 p. c..... 100,000

Total debt of roads owned wholly by L. Shore & Mich. S'n RR... 1,524,000

(Annual interest, \$108,680.)

Bills payable..... 2,325,219

Union Trust Company of New York..... 450,524

December liabilities payable in January..... 1,560,963

Dividend of Feb. 1, 1873..... 2,604,315

Income account, or profit and loss..... 1,417,629

Total..... \$84,262,650

Cost of railroads..... \$50,983,606

Detroit, Monroe & Toledo..... 1,291,968

White Pigeon & Kalamazoo..... 610,000

Ashtabula Branch..... 1,161,601

Total railroads..... \$63,047,176

Equipment..... 12,394,186

Jamestown and Franklin RR..... 1,723,987

Stocks, bonds, and other assets..... 7,107,229

Total..... \$84,262,650

To provide for the large expenditure necessary to complete the new double track, and to procure additional equipment, &c., the Board of Directors authorized the issue of bonds to the extent of \$6,000,000. These bonds are dated October 1, 1872, and mature October 1, 1882. A sinking fund provides for the retirement of ten per cent, or \$600,000 per annum. They bear interest at 7 per cent, payable April 1st and October 1st. Of the \$6,000,000 there were sold \$235,000, and proceeds used in 1872. The balance, \$5,765,000, are being sold in 1873, and avails used to pay the temporary loans made to enable the company to press the construction of 1872. Including this issue of bonds, the annual interest on the entire bonded debt and leases will be \$2,434,000.

## COMPARATIVE STATEMENT FOR THREE YEARS (SINCE CONSOLIDATION.)

Road and Equipment.			
	1870.	1871.	1872.
Miles of road operated.....	1,013-06	1,075-85	1,136-40
Locomotive engines.....	299	418	418
Passenger train cars.....	247	220	243
Freight train cars.....	6,077	7,321	9,025
Operations and Fiscal Results.			
	1870.	1871.	1872.
Train mileage.....	8,219,893	10,178,603	9,762,139
Passengers.....	2,000,824	1,913,162	2,032,153
Passenger mileage.....	159,330,937	141,575,066	160,585,403
Freight (tons) carried.....	2,945,774	2,975,495	4,882,243
Freight mileage.....	569,233,666	720,658,813	910,855,195
Gross earnings.....	\$13,457,540	\$14,797,975	\$17,591,629
Operating expenses.....	8,368,821	9,719,607	11,839,525
Net earnings.....	5,088,719	5,018,168	5,762,103
Interest.....	\$1,590,052	\$1,825,708	\$1,906,003
Rentals.....	133,800	133,800	133,800
Dividends.....	2,805,710	2,874,255	3,519,446
Surplus.....	550,157	130,954	192,854
Capital stock.....	\$34,938,800	\$37,475,830	\$50,000,000
Funded debt, L. S. & Mich. Southern.....	20,915,000	24,900,000	24,971,000
Detroit, Monroe & Toledo RR. bonds.....	924,000	924,000	924,000
Kalamazoo & White Pigeon RR. bonds.....	600,000	600,000	600,000
Floating debt.....	3,536,390	3,606,970	6,340,020
Income account, or profit and loss.....	1,529,899	1,369,927	1,417,629
Total of all liabilities.....	\$62,815,279	\$69,413,727	\$84,262,650
Cost of Railroads.....	\$42,701,846	\$45,472,132	\$50,983,606
Detroit, Monroe & Toledo RR.....	1,291,968	1,291,968	1,291,968
White Pigeon & Kalamazoo.....	610,000	610,000	610,000
Ashtabula branch.....	864,005	937,102	1,161,601
Total cost of construction.....	\$44,967,819	\$48,311,203	\$63,047,176
Equipment.....	\$9,123,991	\$10,430,532	\$12,394,186
Advances, stock, bonds and other assets.....	8,713,423	10,672,190	7,107,229
Total.....	\$62,815,279	\$69,413,727	\$84,262,650

## CLEVELAND, COLUMBUS, CINCINNATI &amp; INDIANAPOLIS RAILWAY.

Returns for the Fiscal Year ended December 31, 1872.

This road is a consolidation under date of May 14, 1868, of the Cleveland, Columbus & Cincinnati and the Bellefontaine Railroads. In addition to the main line branches and leased roads, which we give below in tabular form, this Company own one half of the capital stock (\$600,000) of the Indianapolis & St. Louis Railroad Company, which during the past year has earned nearly \$10,000 per mile. The Cincinnati & Springfield Railway, which is under lease to this Company, was opened for business on the 1st of July last. It acts not only as an important feeder to the main line of the C. C. & I. R. R. but gives an independent entrance into Cincinnati, and forms the completing section of a main line between Cleveland and that city.



## ROAD AND EQUIPMENT.

<i>Main Lines.</i> —	Cleveland, O., to Indianapolis, Ind.	282 miles.
	Galena, O., to Columbus, O.	59 "
<i>Branch Line.</i> —	Delaware, O., to Springfield, O.	50 "
<i>Leased.</i> —	Cincinnati & Springfield RR., Cincinnati to Springfield, O.	81 "
Total length of railroad operated.		472 miles.
Second track and sidings.		75 "
Total length equivalent single track.		547 miles.
Gauge, 67½ inches. Rails, 60 pounds.		
Miles of track laid with iron rails.		417
" " " " steel " "		140

*Equipment.*—Locomotive engines, 118; passenger cars, 47; baggage, mail and express, 17; freight cars, box, 1,711; stock, 239; flat, 493; coal, 580, and other, 2. Total of all cars, 3,089.

## OPERATIONS AND FISCAL RESULTS.

*Train Mileage.*—Passenger trains run, 644,307 miles; freight trains run, 2,986,590 miles; construction and repairs, 147,630 miles; fuel trains, 98,630; total, 3,877,527 miles.

*Passenger Traffic.*—Passengers carried, 512,396; passengers carried one mile, 27,518, 395.

*Freight Traffic.*—Tons moved, 1,444,354; tons moved one mile, 256,313, 274.

*Gross Earnings.*—Passenger, \$810,708; freight, \$3,439,999; express, \$76,850; mails, \$76,295; rents, \$58,970; and other, \$86,082. Total, \$4,573,170

*Operating Expenses.*—Way and structures, \$985,888; transportation, \$1,043,987; equipment, \$1,082,514; general, \$81,753. 3,193,644

*Net Earnings.*.....\$1,379,526  
State and National taxes.....\$127,934  
Interest on bonds.....199,631— 327,565  
Surplus applicable to dividends.....1,051,960  
Dividends—two of 2½ per cent. each.....1,012,312

Surplus for the year 1872.....\$39,648  
Add surplus Dec. 31st, 1871.....270,763

Surplus Dec. 31, 1872.....\$310,412

## FINANCIAL CONDITION AT CLOSE OF YEAR.

Capital stock.....	\$15,000,000
Less amount owned and held by the Company.....	8,725—\$14,991,275
Funded debt.....	3,005,000
Bills payable.....	370,000
Bills audited.....	546,473
Dividend payable Feb. 1, 1873.....	524,639
Dividends not called for.....	5,173
Surplus.....	310,412

Total.....	\$19,752,972
Cost of road and equipment.....	\$16,395,579
Assets.....	1,929,844
Materials on hand.....	433,455
Cash and cash items.....	994,094

Total.....\$19,752,972

## COMPARATIVE STATEMENTS FOR FIVE YEARS.

	1868.	1869.	1870.	1871.	1872.
Miles RR. & branches.	446-22	449-07	452-87	456-37	466-
Locomotive engines.	83	86	89	96	118
Tot. of revenue cars..	1,315	1,425	1,697	2,457	3,089

## Operations and Fiscal Results.

Passenger mileage....	29,770,918	27,294,924	28,561,344	27,178,229	27,518,395
Freight mileage.....	95,130,679	116,825,485	148,875,519	210,677,316	256,313,274
Passengers carried....	545,377	670,594	559,728	518,516	512,396
Freight (tons) moved..	628,356	825,465	935,840	1,177,657	1,444,354
Gross (pass'ng'rs)	\$849,283	\$840,773	\$843,890	\$797,917	\$810,708
Earnings (tot. (incl.)	1,843,129	2,090,542	2,269,088	2,873,535	3,439,999
Operating expenses..	2,962,613	3,142,889	3,328,281	3,908,784	4,573,170
Net earnings.....	1,976,002	2,014,855	2,285,738	2,587,896	3,193,644
Interest on bonds....	986,610	1,128,034	1,194,889	1,390,887	1,379,526
Dividends on stock...	731,244	151,701	210,000	210,000	199,631

## Financial Condition at Close of Each Year.

Stock.....	\$10,460,900	\$10,460,900	\$11,620,000	\$12,791,950	\$14,991,275
Funded debt.....	1,965,000	3,186,000	3,034,000	3,008,000	3,005,000
Surplus & other, incl'g profit and loss.....	608,446	518,331	192,365	270,763	1,756,697

Total.....\$13,034,346 \$14,164,231 \$14,812,365 \$16,790,544 \$19,752,972

Road and equipment. 11,935,146 12,160,636 12,509,187 13,744,883 16,395,579

Assets and accounts.. 1,098,200 2,103,595 2,009,573 3,045,661 3,456,393

Total.....\$18,034,346 \$14,164,231 \$14,518,760 \$16,790,544 \$19,752,972

## DIRECTORS AND OFFICERS FOR 1873

P. H. Watson.....	New York.	R. M. Shoemaker.....	Cincinnati.
John J. Cisco.....	New York.	L. M. Hubby.....	Cleveland.
W. B. Duncan.....	New York.	H. B. Hurlbut.....	Cleveland.
F. Schuchardt.....	New York.	T. P. Hardy.....	Cleveland.
Geo. B. McClellan.....	New York.	R. P. Ranney.....	Cleveland.
S. L. M. Barlow.....	New York.	S. Witt.....	Cleveland.
H. E. Parsons.....	Ashtabula.		

*President,* H. B. Hurlbut, Cleveland; *Vice-President,* H. E. Parsons, Ashtabula; *Secretary and Treasurer,* Geo. H. Russell; *General Manager,* Oscar Townsend; *General Superintendent,* E. S. Flint; *Chief Engineer,* Frank Ford; *Auditor,* A. Ely; *General Freight Agent,* Lucien Hills; *General Ticket Agent,* S. P. Pierson; *Master Mechanic,* L. S. Young; *Master Car Builder,* W. F. Smith; *Paymaster,* S. B. Jackson; *Transfer Agent,* U. S. Trust Co., New York.

*PRINCIPAL OFFICE.*.....Cleveland, Cuyahoga Co., Ohio.

## CURRENT TOPICS.

**BANKING CAPITAL IN CHARLESTON.**—We have received from Mr. A. C. Kaufman, of Charleston, an interesting paper upon "The Banking Capital of Charleston," from which we learn that

the aggregate capital of the South Carolina banks in 1860 was \$14,962,062, of which amount Charleston controlled \$13,000,000. In the Spring of 1865, at the close of the war, nearly all the banks were hopelessly ruined, and Charleston had not one dollar of active banking capital. In December of that year application was made and charters granted for two National banks, with a nominal capital of \$400,000, of which only one-half was paid up; and the assistance of New York capitalists was necessary to have even this small amount of \$200,000 subscribed. In the following year, 1866, the capital of the two National banks was paid up in full, still making, however, the total less than half a million dollars. From that time on the number of banks and amount of capital gradually increased, and at present Charleston has three National and four State banks, with a total paid up capital of \$2,930,000, an increase of \$2,530,000 since 1866. In addition to this there are four savings banks, which have on deposit \$1,155,990, a large portion of which sum represents the frugality and industriousness of some of the freedmen. In the other seven banks the current deposits are \$1,590,000, making a total deposit in the city banks of \$2,745,990. The total deposits in all the banks in South Carolina in 1860, according to the United States census, amounted to \$4,165,615. Thus, though the banking capital has been cut down from \$13,000,000 to \$3,000,000, the deposits have fallen off only \$1,419,625. Another source from which the mercantile community derive considerable assistance is the private bankers. These are moderately estimated to have from half to three-quarters of a million of money constantly under loan which must be taken into consideration in estimating the banking facilities of Charleston. A still further evidence of a healthier financial condition and the approximating of the loanable funds to the sum necessary to control an expanding local business is the decline of money from eighteen per cent a year to twelve per cent and a continued downward tendency. However disadvantageous, therefore, the condition of Charleston was in 1865, these figures conclusively prove that the city is steadily recuperating, and what is the more creditable to her merchants is the fact that it is mainly to their unaided thrift and energy that this improved state of affairs has been brought about.

## CHANGES IN THE REDEEMING AGENTS OF NATIONAL BANKS.

The following are the changes in the Redeeming Agents of National Banks approved since the 1st inst. 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.
New York—	The First National Bank.....	The Callatin National Bank of New York, approved in place of The Atlantic National Bank of New York.
Albion.....		
Pennsylvania—	The First National Bank.....	The Western National Bank of Philadelphia, approved in place of The First National Bank of Philadelphia.
Shippensburg..		
Tennessee—	The Stones River National Bank...	The First National Bank of New York, approved in place of the National Park Bank of New York.
Murfreesboro...		
Ohio—	The Phoenix National Bank.....	The Ohio National Bank of Cleveland, approved.
Medina.....		
Ohio—	The Portsmouth National Bank.....	The National Park Bank of New York, approved.
Portsmouth.....		
Indiana—	The National Branch Bank.....	The Kentucky National Bank of Louisville, approved.
Madison.....		
Illinois—	The Corn Exchange National Bank...	The Fourth National Bank of New York, approved in place of The Continental National Bank of New York.
Chicago.....		

## New National Banks.

The following is a list of National Banks organized since the 1st inst., viz.:

Official No.

2,104—The First National Gold Bank of Santa Barbara, Cal. Authorized capital, \$100,000; paid in capital, \$50,000. Mortimer Cook, President, Amass L. Lincoln, Cashier. Authorized to commence business May 7, 1873.

**Missouri Pacific Railroad.**—In 1863 the Legislature of Missouri passed an act releasing the State lien on the Missouri Pacific and North Missouri Railroads, and the former road was sold to the stockholders for \$5,000,000. The full amount of the lien was \$13,000,000. Last month, as was reported at the time, the present Legislature, by resolution, asked Attorney-General Ewing for an opinion as to the constitutionality of the act under which the State lien was released. That officer replied that it violated the Constitution. In order to settle the matter, it was agreed by all the parties interested that Governor Woodson should advertise the road for sale to satisfy the balance of State lien, \$8,000,000, and the railroad company would apply to the Supreme Court for an injunction to restrain the sale, and a full hearing of the case should be had. Late dispatches from St. Louis represent that the announcement of the sale of the Missouri Pacific Railroad will be withheld until the various parties concerned arrive at a definite conclusion on the various questions involved.



## Latest Monetary and Commercial English News.

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

EXCHANGE AT LONDON— APRIL 25.			EXCHANGE ON LONDON.		
ON—	TIME.	RATE.	LATEST DATE.	TIME.	RATE.
Amsterdam.....	short.	121 @ 122	April 25.	short.	12.04
Antwerp.....	3 months.	25.67½ @ 25.72½	"	Antwerp.....	25.87½
Hamburg.....	short.	20.47 @ 20.52	"	3 mos.	20.02
Paris.....	short.	25.37½ @ 25.47½	"	short.	25.40
Paris.....	3 months.	25.75 @ 25.80	April 25.	3 mos.	109
Vienna.....	short.	11.17½ @ 11.22½	"	short.	5.20½
Berlin.....	short.	5.24½ @ 5.25½	"	short.	117½
Frankfort.....	short.	119.7-162 @ 119½	"	short.	117½
St. Petersburg.....	short.	31 7-162 @ 31 9-16	"	short.	117½
Cadiz.....	short.	47½ @ 48	"	short.	117½
Lisbon.....	90 days.	52½ @ 53	"	short.	117½
Milan.....	3 months.	29.90 @ 30.00	"	short.	117½
Genoa.....	short.	29.90 @ 30.00	April 25.	short.	29.40
Naples.....	short.	29.90 @ 30.00	April 18.	8 mos.	28.85 @ 29.05
New York.....	short.	29.90 @ 30.00	April 24.	60 days.	108½
Rio de Janeiro.....	short.	29.90 @ 30.00	Mch. 26.	90 days.	26½ @ 26½
Bahia.....	short.	29.90 @ 30.00	Mch. 30.	short.	26½ @ 26½
Valparaiso.....	short.	29.90 @ 30.00	Feb. 28.	short.	41½
Buenos Ayres.....	short.	29.90 @ 30.00	Mch. 18.	short.	48½ @ 48½
Pernambuco.....	short.	29.90 @ 30.00	April 9.	short.	26½ @ 27
Montevideo.....	short.	29.90 @ 30.00	Mch. 17.	short.	57½
Bombay.....	60 days.	1s. 10½ d.	April 24.	6 mos.	1s. 11 5-16 d.
Calcutta.....	short.	1s. 10½ d.	April 23.	short.	1s. 11 5-16 d.
Hong Kong.....	short.	4s. 5d.	April 18.	short.	4s. 5½ d.
Shanghai.....	short.	4s. 5d.	"	short.	5s. 10½ d.
Singapore.....	short.	4s. 5d.	April 23.	short.	53½
Madras.....	short.	4s. 5d.	"	short.	45½
Penang.....	short.	4s. 5d.	"	short.	45½
Kurrachee.....	short.	4s. 5d.	"	short.	45½
Havana.....	short.	4s. 5d.	"	short.	45½
Alexandria.....	short.	4s. 5d.	"	short.	45½
Port Elizabeth.....	short.	4s. 5d.	"	short.	45½
Auckland (N. Zealand).....	short.	4s. 5d.	"	short.	45½
Adelaide.....	short.	4s. 5d.	"	short.	45½
Melbourne.....	60 days.	1 per cent. dis.	"	short.	45½
Sydney.....	short.	1 per cent. dis.	"	short.	45½
Akyab.....	short.	1 per cent. dis.	"	short.	45½

[From our own correspondent.]

LONDON, Saturday, April 26, 1873.

The position of the Bank having slightly improved, but only to a very trifling extent, the directors of the Bank of England have made no change in the rates of discount, and the *minimum* quotation remains therefore at 4 per cent. The supply of money seeking employment has somewhat increased, and as the period of the year has now arrived when our importations of the precious metals usually increase, and as the general condition of mercantile and financial business is inactive, there is a very general impression that there will be no departure from a four per cent rate for some time to come. In times, however, of rapid communications unexpected changes take place, and it is therefore not desirable to attempt to calculate too far into the future. The return of comparative ease in the money market is a surprise to many, as indeed has been the condition of the money market since the termination of the late war. The quotations for money are now as follows:

Per cent.	Per cent.
Bank rate..... 4	4 months' bank bills..... 4½ @ 4½
Open-market rate:	6 months' bank bills..... 4½ @ 4½
30 and 60 days' bills..... 3½ @ 3½	4 and 6 months' trade bills..... 4½ @ 5
3 months' bills..... 3½ @ 4	

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

Joint stock banks.....	Per cent.
Discount houses at call.....	3
Discount houses with 7 days' notice.....	3½
Discount houses with 14 days' notice.....	3½

The following are the rates for money at the leading Continental cities:

Bank rate, market.	Bank rate, market.
per cent. per cent.	per cent. per cent.
Paris..... 5 4½	Lisbon and Oporto..... 7 7
Amsterdam..... 4 4	St. Petersburg..... 5½ 5
Hamburg..... 5 5	Brussels..... 4½ 4½
Berlin..... 5 5	Turin, Florence and
Frankfort..... 5 5	Rome..... 5 4½
Vienna and Trieste..... 5 5	Bremen..... 4 4
Madrid, Cadiz and Bar-	Leipzig..... 4½ 4½
celona..... 5 5	Antwerp..... 4 3½-4

The demand for gold for export continues sufficiently active to absorb all our importations. These have been rather considerable during the week, the "Mirzapore" having arrived from Alexandria with £696,431 in Australian gold. The silver market has not presented any feature of importance. Prices are without material change, the sum taken by the out-going mail steamer to the East being only £110,000. The supply of Mexican dollars is at present very limited, but an increase is expected, as the French mail steamer has arrived at St. Nazarre from Vera Cruz with £105,000. 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 9½ @
Bar Gold, fine.....	per oz. standard, do.	77 9½ @
Bar Gold, Redoubts.....	per oz. standard, do.	77 11½ @
South American Doubloons.....	per oz. none here.	73 9 @ 74 0
United States Gold Coin.....	per oz. none here.	73 9 @ 74 0

SILVER.		s. d. s. d.
Bar Silver, Fine.....	per oz. standard, last price.	4 11½ @
Bar Silver, containing 5 grs. Gold, per oz. standard, last price	5 0½ @	
Fine Cake Silver.....	per oz. no price	
Mexican Dollars.....	per oz., last price, new, 4 11½ old, 5 2½	
Five Franc Pieces.....	per oz., none here.	@

On the Stock Exchange business has been rather quiet, and the tone has been dull. This dullness, however, does not appear to have arisen from any inherent weakness, but from the indisposition of the general public, as well as speculators, to operate largely. The future course of the markets is involved in some uncertainty, and hence the caution which prevails. The easier tone of the market has given an impetus to consols, as well as to municipal stocks and Indian railway securities; but British railway shares and most foreign securities are lower. Spanish stock is very depressed, as may well be expected, considering the very unfavorable news which has been received from Cadiz and Barcelona during the week. United States Government securities have been firm, but Erie shares and Atlantic & Great Western securities are weaker, on a statement furnished to one of the daily papers that the conduct of President Watson has been condemned, and that further litigation was probable. This information, however, has been contradicted in official quarters. The following were the closing prices of consols and the principal American securities this afternoon:

Consols.....	93½ @
United States 5 per cent 5-20 bonds, ex 4-6.....	90½ @ 90½
do 2d series.....	92½ @ 92½
do 1865 issue.....	91½ @ 91½
do 1867 issue.....	93½ @ 93½
do 5 per cent 10-40 bonds, ex 4-6.....	89½ @ 89½
do 5 per cent Funded Loan, 1871, ex 4-6.....	89½ @ 89½
Atlantic and Gt. West., 8 per cent. Debent's, Biscoffsheim's cfs.....	60 @ 62
Ditto Consolidated Bonds, 7 per cent., Biscoffsheim's certificates.....	51 @ 52
Ditto 1st Mortgage, 7 per cent bonds.....	80 @ 80½
Ditto 2d Mortgage, 7 per cent bonds.....	69½ @ 70½
Ditto 3d Mortgage.....	40½ @ 41½
Erie Shares, ex 4-6.....	50½ @ 51½
Ditto 6 per cent. Convertible Bonds.....	95½ @ 96½
Ditto 7 per cent Consolidated Mortgage Bonds.....	95 @ 96
Illinois Central Shares, \$100 pd., ex 4-6.....	90 @ 91
Illinois and St. Louis Bridge, 1st mort.....	98 @ 98
Louisiana 6 per cent. Levee Bonds.....	40 @ 40
Massachusetts 5 per cent. sterling bds, 1900.....	92 @ 94
New Jersey United Canal and Rail bds.....	93 @ 100
Panama Gen. Mort. 7 per cent. bonds, 1897.....	91 @ 93
Pennsylvania Gen. Mort. 6 per cent. bds, 1910.....	98½ @ 99½
Virginia 6 per cent. bonds, ex 4-6.....	42 @ 44

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of Consols, the average quotation for English Wheat, the price of Middling Upland Cotton, 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.....	23,957,019	23,592,346	24,680,126	25,866,825	26,354,113
bank post bills.....	4,969,002	8,067,145	8,728,110	9,529,813	12,454,337
Public deposits.....	16,968,181	15,346,953	19,666,557	19,457,469	21,713,080
Other deposits.....	14,820,793	13,852,991	12,938,549	13,206,087	13,880,963
Government securities.....	17,083,093	17,846,180	19,916,088	22,521,880	26,753,844
Other securities.....	8,487,604	11,769,963	13,776,590	11,261,797	11,109,549
Reserve of notes and coin.....	16,981,179	19,974,028	22,901,620	21,750,297	22,109,549
Gold and bullion in both departments.....	4 p. c.	3 p. c.	2½ p. c.	4 p. c.	4 p. c.
Bank rate.....	93½ d.	94d.	93½ d.	93½ d.	93½ d.
Price of wheat.....	45s. 5d.	42s. 7d.	58s. 11d.	54s. 5d.	54s. 7d.
Price of upland cotton.....	11½ d.	11d.	7½ d.	11 3-16d.	9 3-16d.
No. 40 mule yarn fair 2d quality.....	1s. 3d.	1s. 3½ d.	1s. 0½ d.	1s. 4d.	1s. 2½ d.
Clearing House return.....	79,884,000	95,562,000	139,678,000		

\* Prices April 17.

The French Atlantic cable was broken on Sunday last about 200 miles from Brest, so that only one cable is now in operation. The mercantile public have received with regret the announcement that instead of reducing their tariff, as had been agreed upon, to 3s. per word, an increase to 6s. per word, will come into operation on the 1st of May next. The companies have long maintained that additional cables are unnecessary, and great have been the efforts made to throw cold water upon all competing schemes. Those efforts have so far been successful; but it will now be perceived that we are in the hands of a great monopoly, which can and will do as it pleases. The announcement made by the companies is as follows:

"TO THE EDITOR—SIR.—I have the honor to inform you that in consequence of the breakage of the 1865 cable, belonging to the Anglo-American Company, on the 11th March, and of the breakage of the French Atlantic Company's cable on the 20th instant, the directors of the joint boards have reluctantly decided that it is necessary to raise their tariff for messages between the United Kingdom and New York, and all places easterly thereof, to six shillings per word from the 1st of May, 1873—I am, sir, your obedient servant (Signed), H. WEAVER, General Manager."



It will be perceived, therefore, that the change is made without gratification. Under the circumstances, the public would only have considered it just that until the cables were repaired, the present rate of 4s. per word should be retained; but practically doubling the rate which was to have come into operation on the 1st of May appears to everybody an onerous demand. Such conduct is certainly calculated to give a stimulus to competing undertakings; as such a change as that just announced is injurious to the commercial interests of the community trading between the two countries.

The Erie Shareholders' Protection Committee, whose functions are now ended, have issued a statement of receipts and disbursements. From this it appears that they received £32,951; and that the expenses of conducting law suits in New York, and of registering shares in the names of Heath & Raphael, amounted to £26,557, while the expenses in London were £4,153. The committee have taken no remuneration for their services, and remark that as the balance remaining is so small as only to represent one penny per share on those shares which have contributed, they have decided on presenting it to the London Hospital.

The weather has been dry, but cold, with somewhat severe frosts at night. At present there are no indications of any injury having been done; but its continuance is calculated to diminish the crop of fruit. In other respects the agricultural prospect is encouraging, though the farmers assert that a large, or even an average crop of wheat, is an impossibility, owing to the wetness of the Winter. The trade for wheat has been firm during the week, and the better qualities of produce are, in some instances, rather dearer. The Continental Markets are also firmer, owing to the limited supplies of grain offering.

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:

	IMPORTS.			
	1872-73.	1871-72.	1870-71.	1869-70.
Wheat.....cwt.	30,259,666	26,933,169	21,099,617	27,858,277
Barley.....cwt.	10,926,834	8,567,091	5,192,807	5,435,216
Oats.....cwt.	6,290,763	5,956,805	4,939,539	6,967,837
Peas.....cwt.	891,221	525,681	487,541	853,126
Beans.....cwt.	1,712,278	2,325,672	1,167,800	1,247,816
Indian Corn.....cwt.	13,235,415	12,279,910	9,696,746	13,023,340
Flour.....cwt.	4,606,453	2,118,352	3,068,405	4,334,368
	EXPORTS.			
	1872-73.	1871-72.	1870-71.	1869-70.
Wheat.....cwt.	167,116	2,044,876	2,559,551	199,423
Barley.....cwt.	11,565	14,257	78,918	18,153
Oats.....cwt.	11,134	86,923	1,172,403	79,107
Peas.....cwt.	5,958	7,240	45,246	10,527
Beans.....cwt.	1,220	5,001	15,963	1,228
Indian Corn.....cwt.	24,333	20,647	56,980	13,611
Flour.....cwt.	13,695	47,385	1,294,960	14,111

The second series of Colonial wool sales were commenced on Thursday. The quantities arrived to date are as follows:—

	Bales.
Sydney and Queensland.....	29,643
Port Phillip.....	80,473
Adelaide.....	31,794
Swan River.....	1,294
Van Diemen's Land.....	6,016
New Zealand.....	27,728
Cape.....	33,358
Total.....	210,306

There has been a very large attendance from all parts, and the biddings have been very spirited. Greasy wools have been in special demand on foreign account, on rather higher terms.

#### 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 close at an advance in 67's, and a decline of  $\frac{1}{2}$  in new 5's.

The bullion in the Bank of England has decreased £499,000 during the past week.

The rate of discount of the Bank of England has advanced  $\frac{1}{2}$ , and is now  $4\frac{1}{2}$  per cent.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Consols for money.....	93%	93%	93%	93%	93%	93%
"    account.....	93%	93%	93%	93%	93%	93%
U. S. 6s (5-20s), 1865, old.....	92	92	92	92	92	92
"    1867.....	93%	93%	94	94	94	94
U. S. 10-40s.....	89%	89%	89%	89%	89%	89%
New 5s.....	89%	89%	89%	89%	89%	89%

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

Frankfort.....	95%
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**Liverpool Cotton Market.**—See special report of cotton.

**Liverpool Breadstuffs Market.**—This market closes at some advance in 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 W'n. apr.).....	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).....	12 0	12 0	12 0	12 0	12 0	12 0
Corn (West. m'd).....	27 3	27 3	27 3	27 3	27 3	27 3
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).....	39 6	39 6	39 6	39 6	39 6	39 6

**Liverpool Provisions Market.**—These prices exhibit an advance in beef and pork, and a decline in bacon and lard.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Beef (Pr. mess) new.....	87 0	87 0	87 0	87 0	87 0	87 0
Pork (Pr. mess) new.....	63 6	69 0	70 0	70 0	70 0	70 0
Bacon (Cum. cut) new.....	38 9	38 6	38 6	38 6	38 6	38 6
Lard (American).....	40 3	40 0	40 0	40 0	40 0	40 0
Cheese (Am. n'ine).....	72 0	72 0	72 0	72 0	72 0	72 0

**Liverpool Produce Market.**—These prices exhibit a decline in common rosin, refined petroleum, and cloverseed.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Rosin (com. N. C.).....	8 0	7 9	7 9	7 9	7 9	7 9
"    fine.....	16 0	16 0	16 0	16 0	16 0	16 0
Petroleum (refined).....	1 3	1 3	1 3	1 3	1 2½	1 2½
"    (spirits).....	11	11	11	11	11	11
Tallow (American).....	42 0	42 0	42 0	42 0	42 0	42 0
Cloverseed (Am. red).....	40 0	38 0	38 0	38 0	38 0	38 0
Spirits turpentine.....	40 6	40 6	40 6	40 6	40 6	40 6

**London Produce and Oil Markets.**—These prices remain unchanged.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Lins'd c'ke (obl.).....	10 0	10 0	10 0	10 0	10 0	10 0
Linseed (Calcutta).....	64 0	64 0	64 0	64 0	64 0	64 0
Sugar (No. 12 D'ch std) on spot.....	32 6	32 6	32 6	32 6	32 6	32 6
Sperm oil.....	94 0	94 0	94 0	94 0	94 0	94 0
Whale oil.....	39 0	39 0	39 0	39 0	39 0	39 0
Linseed oil.....	33 5	33 5	33 5	33 5	33 5	33 5

#### COMMERCIAL AND MISCELLANEOUS NEWS.

**IMPORTS AND EXPORTS FOR THE WEEK.**—The imports this week show a decrease in both dry goods and general merchandise. The total imports amount to \$6,970,387 this week, against \$10,340,763 last week, and \$12,346,614 the previous week. The exports are \$7,518,679 this week, against \$5,355,290 last week, and \$6,947,560 the previous week. The exports of cotton the past week were 16,160 bales, against 19,622 bales last week. The following are the imports at New York for week ending (for dry goods) May 1, and for the week ending (for general merchandise) May 2:

	1870.	1871.	1872.	1873.
Dry goods.....	\$1,433,476	\$2,461,531	\$2,968,339	\$1,721,428
General merchandise.....	\$4,768,817	\$5,384,696	\$7,224,536	\$5,248,959
Total for the week.....	\$6,202,293	\$7,846,227	\$10,190,875	\$6,970,387
Previously reported.....	101,662,487	129,228,546	153,197,627	156,154,252

Since Jan. 1.... \$107,864,780 \$137,074,773 \$163,388,502 \$163,124,639  
In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports, for the week ending May 6:

	1870.	1871.	1872.	1873.
For the week.....	\$3,419,985	\$3,846,933	\$4,322,712	\$7,518,679
Previously reported.....	\$7,763,096	\$8,238,844	\$7,236,423	\$7,123,146
Since Jan. 1.....	\$61,183,081	\$88,085,777	\$77,159,125	\$94,641,825

The following will show the exports of specie from the port of New York for the week ending May 3, 1873, and since the beginning of the year, with a comparison for the corresponding date in previous years

	1870.	1871.	1872.	1873.
April 29—Str. Cuba, Liverpool—Silver bars.....	\$49,407			\$4,000
April 29—Brig Angostura, Ciudad, Bolivar—American gold.....	6,000			8,640
April 30—Str. Hansa, Southampton—Silver bars.....	5,512			2,300
"    Mexican eagle dollars.....	15,796			17,500
May 1—Str. Westphalia, London—Mexican silver dollars.....	8,000			1,000
"    Silver bars.....	8,622			194,309
"    For Paris—Mexican dollars.....	13,000			13,211
"    For Hamburg—Silver bars.....				7,914
Total for the week.....				\$401,318
Previously reported.....				18,126,439
Total since Jan. 1, 1873.....				\$18,527,757

	1870.	1871.	1872.	1873.
Same time in.....	\$10,763,548	1868.....	\$22,821,938	
1871.....	25,143,056	1867.....	9,884,281	
1870.....	8,689,287	1866.....	7,136,215	
1869.....	10,914,451	1865.....	6,049,064	

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

	1870.	1871.	1872.	1873.
April 29—Str. Claribel, Savannah—Gold.....	\$1,000			\$50
April 29—Str. Bylgia, Turk's Island—Gold.....	650			494,000
"    Silver.....	335			120
April 29—Str. Crescent City, Havana—Gold.....	6,000			300
Total for the week.....				\$492,45



Previously reported.....	1,101,075
Total since January 1, 1873.....	\$1,593,530
Same time in 1872.....	\$638,519
1871.....	2,991,481
1870.....	0,340,569
Same time in 1869.....	\$8,468,145
1868.....	2,817,142
1867.....	802,614

**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.
May 4.	374,934,950	15,619,000	392,453,950	.....	.....
May 11.	377,558,200	15,652,000	392,815,900	103,318,656	25,425,309
May 18.	377,749,200	15,652,000	393,110,200	100,618,340	25,578,000
May 25.	377,749,200	15,652,000	393,301,200	97,157,152	25,510,700
June 1.	378,241,200	15,652,000	393,893,200	.....	.....
June 8.	379,148,200	15,722,000	394,870,200	87,339,756	25,053,500
June 15.	379,429,200	15,722,000	395,151,200	86,779,932	24,729,000
June 22.	379,768,700	15,722,000	395,490,700	85,889,165	24,876,000
June 29.	380,400,700	15,790,000	396,190,700	.....	.....
July 6.	380,420,200	15,809,000	396,229,200	.....	.....
July 13.	381,108,000	15,859,000	396,967,000	.....	.....
July 20.	381,374,750	15,859,000	397,233,750	71,394,841	22,279,960
July 27.	381,931,200	15,759,000	397,690,200	69,919,613	21,566,800
Aug. 3.	382,834,200	15,759,000	398,593,200	.....	.....
Aug. 10.	382,875,200	15,767,000	398,642,200	72,082,407	20,487,680
Aug. 17.	381,974,200	15,757,000	397,731,200	71,504,321	20,190,200
Aug. 24.	381,839,200	15,805,000	397,644,200	73,879,594	20,553,700
Aug. 31.	382,032,200	15,793,000	397,825,200	.....	.....
Sept. 7.	382,393,200	15,793,000	398,186,200	72,991,220	20,329,000
Sept. 14.	382,869,300	15,773,000	398,642,300	.....	.....
Sept. 21.	383,413,700	15,793,000	399,206,700	76,001,444	20,329,000
Sept. 28.	383,821,200	15,793,000	399,614,200	77,874,158	20,521,000
Oct. 5.	384,069,900	15,743,000	399,812,900	.....	.....
Oct. 12.	384,475,900	15,743,000	400,218,900	75,591,492	20,484,500
Oct. 19.	384,450,900	15,743,000	400,193,900	76,907,635	23,451,500
Oct. 26.	384,832,900	15,793,000	400,625,900	.....	.....
Nov. 2.	384,983,900	15,743,000	400,726,900	.....	.....
Nov. 9.	385,277,400	15,703,000	400,980,400	78,134,512	21,776,000
Nov. 16.	385,377,400	15,703,000	401,080,400	72,997,543	21,554,000
Nov. 23.	385,568,400	15,693,000	401,261,400	71,989,802	20,536,000
Nov. 30.	385,853,400	15,693,000	401,546,400	.....	.....
Dec. 7.	386,035,950	15,693,000	401,728,950	69,588,589	19,919,000
Dec. 14.	386,045,450	15,508,000	402,553,450	70,053,969	19,746,000
Dec. 21.	386,328,000	15,568,000	401,896,000	69,831,800	19,269,000
Dec. 28.	386,355,300	15,538,000	401,893,300	74,201,001	23,720,000
Jan. 4.	386,253,300	15,502,000	401,755,300	.....	.....
Jan. 11.	386,315,800	15,531,000	401,846,800	61,041,361	23,463,000
Jan. 18.	386,526,600	15,699,000	402,225,600	61,238,051	25,152,500
Jan. 25.	386,601,400	15,621,000	402,228,400	64,785,762	24,780,500
Feb. 1.	386,640,800	15,635,000	402,275,800	.....	.....
Feb. 8.	386,838,800	15,635,000	402,473,800	64,008,981	23,598,500
Feb. 15.	387,062,500	15,660,000	402,722,500	61,816,378	22,651,000
Feb. 22.	.....	.....	.....	66,192,072	22,602,000
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	23,803,500
March 15.	387,833,850	15,640,000	403,523,850	.....	.....
March 22.	388,107,350	15,660,000	403,767,350	68,128,977	24,287,000
March 29.	388,111,300	15,710,000	403,821,300	68,317,279	23,748,500
April 5.	388,284,050	15,710,000	403,994,050	70,423,590	23,420,500
April 12.	388,074,050	15,710,000	403,784,050	70,111,186	23,226,900
April 19.	388,654,550	15,835,000	404,489,550	72,186,841	22,835,000
April 26.	388,788,800	15,835,000	404,623,800	77,193,468	26,268,400
May 3.	388,963,800	15,735,000	404,698,800	73,121,965	24,917,260

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.	Currency Distributed.	Leg. Ten. Distrib'd.
May 4.	333,771,627	880,800	602,400	\$2,245,000
May 11.	334,000,303	500,000	641,600	1,053,500
May 18.	334,324,248	310,800	495,600	463,600
May 25.	334,461,323	319,206	1,068,800	869,000
June 1.	331,934,913	210,700	293,000	2,031,000
June 8.	335,481,477	1,686,000	1,006,000	289,800
June 15.	335,743,997	210,400	634,000	544,400
June 22.	335,908,317	327,200	910,000	910,600
June 29.	336,180,612	229,600	433,600	446,500
July 6.	336,119,372	916,000	984,200	2,735,500
July 12.	336,274,772	1,073,400	683,000	511,600
July 20.	336,656,092	1,115,400	723,200	1,045,000
July 27.	337,074,657	1,016,800	787,000	788,300
Aug. 3.	337,535,912	634,400	470,400	503,500
Aug. 10.	337,296,477	463,200	880,900	475,500
Aug. 17.	338,191,287	256,800	565,200	626,500
Aug. 24.	338,680,027	198,000	612,400	631,500
Aug. 31.	.....	209,200	701,400	1,140,500
Sept. 7.	339,077,979	492,800	808,000	667,000
Sept. 14.	339,402,094	577,600	624,200	824,500
Sept. 21.	339,859,932	640,800	1,079,000	1,589,000
Sept. 28.	339,975,135	526,400	619,600	931,000
Oct. 5.	340,408,665	449,600	674,900	4,693,000
Oct. 12.	340,113,972	1,161,200	1,079,000	.....
Oct. 19.	340,520,327	857,600	745,600	354,500
Oct. 26.	342,370,190	756,000	704,400	456,500
Nov. 2.	340,940,879	1,129,800	735,000	439,000
Nov. 9.	341,059,993	1,006,700	859,600	501,000
Nov. 16.	341,289,186	1,194,800	692,000	1,688,500
Nov. 23.	341,501,896	952,400	894,800	576,000
Nov. 30.	342,038,811	228,000	586,800	646,500
Dec. 7.	342,114,116	1,271,200	508,800	1,261,000
Dec. 14.	342,353,665	1,417,600	725,000	709,000
Dec. 21.	342,480,056	1,210,000	296,800	650,000
Dec. 28.	342,536,926	609,600	355,000	2,777,000
Jan. 4.	342,579,372	567,600	925,600	1,318,500
Jan. 11.	342,809,951	983,600	501,200	1,707,000
Jan. 18.	342,998,649	804,800	308,400	798,000
Jan. 25.	343,130,984	.....	866,400	848,700
Feb. 1.	343,289,474	513,200	.....	748,500
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	438,300	1,085,000
March 15.	343,643,349	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
April 5.	344,033,090	516,000	551,500	1,986,000
April 12.	346,056,584	722,000	890,000	1,797,500
April 19.	344,682,409	981,200	604,400	755,300
April 26.	244,783,239	884,000	804,400	688,500
May 3.	345,080,127	864,000	516,000	756,800

—At the opening at St. Albans, Vt., of the books of the Central Vermont Railroad Company, on the reorganization of the Vermont Central Railroad, the entire amount of stock subscribed for was over two millions, and the parties in the interest of the New York, Boston & Montreal Railroad Company took four-fifths of it.

—An important change was made April 8, in the distinguished firm of Messrs. M. Baird & Co., of Philadelphia, proprietors of the Baldwin Locomotive Works in that city. Mr. Matthew Baird retires from the firm and from business, and the Baldwin Locomotive Works have been purchased and will be carried on by the reorganized firm under the style of Burnham, Parry, Williams & Co., consisting of Messrs. George Burnham, Charles T. Parry, Edward H. Williams, Wm. P. Heussey and Edward Longstreth.

A very interesting and concise history of the works has recently been published by the Company, which furnishes in a great measure a record of the progress of locomotive engineering in this country. One of the first successful engines constructed in the United States was built here in 1832 for the Philadelphia, Germantown & Norristown Railroad Company, and named the "Iron-sides."

The second locomotive was not built until 1834, during which five were completed. The history of the works after this is but the history of the growth and final development of the locomotive engine of to-day.

The first building on the present site was erected in 1835, which still stands, forming the office, drawing-room and principal machine-shops of the present works. Since then they have been enlarged from time to time until the works now cover about eight and a half acres and employ 2,800 hands, turning out about forty locomotives per month, or one and a half each day for every working day of the month. The total number that has been built is 3,213.

## BANKING AND FINANCIAL.

### BANKING HOUSE OF FISK & HATCH, 5 NASSAU STREET.

NEW YORK, May 10, 1873.

The present high price of Government Securities is increasing the demand for first-class Railroad Bonds; and it is not reasonable to suppose that the present difference of from TWENTY to THIRTY per cent can be obtained for any great length of time.

We are recommending for Exchanges or for new investments—  
**CHESAPEAKE AND OHIO SEVEN PER CENT MORTGAGE BONDS**, interest payable January and July, principal and interest payable, in gold, in New York City.

Only \$3,000,000 of these Bonds will be offered for sale at present. Price 90 and accrued interest.

We consider them amply secured, and a very desirable investment. The proceeds will be used in adding largely to the present equipment, and in extending to deep water on the Chesapeake Bay, where the largest steamers in the world can load and unload alongside the cars.

We have just published a pamphlet giving a full description of the Chesapeake & Ohio Railroad and its advantages, and particular information concerning the Agricultural, Mineral and Mechanical resources, the remarkable Coal and Iron Deposits, and the opportunities for settlement, in vestment and the employment of capital and labor in various industries along its route, copies of which may be had free of charge upon application, in person or by mail.

We continue to deal in GOVERNMENT and CENTRAL and WESTERN PACIFIC Bonds, receive deposits on which we allow interest, make collections, execute orders at the Stock Exchange for cash, and conduct a general banking business.

FISK & HATCH.

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.

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

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No. 7 Wall street, New York.



## 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.

## The Bankers' Gazette.

## DIVIDENDS.

The following Dividends have been declared during the past week:

COMPANY.	PER CENT.	WHEN PAYABLE.	BOOKS CLOSED.
<b>Railroads.</b>			
Pennsylvania.....	5 free.	May 31.	
Cleveland & Pittsburg, guar. (quarterly).....	1 1/2 free.	June 2.	May 15 to June 3.
Vermont & Massachusetts.....	\$2	May 15.	
<b>Banks.</b>			
Naassan.....	4 free.	May 10.	May 3 to May 11.
<b>Miscellaneous.</b>			
New York State Loan & Trust Co.....	4	May 15.	
Bankers' & Brokers' Association.....	8	May 15.	May 12 to May 16.

FRIDAY EVENING, May 9, 1873.

**The Money Market and Financial Situation.**—The present week is the first in which money has really been obtainable within easy rates of interest for many months past. The gradual increase in the amount of loanable funds in the city by reason of the steady flow of currency from the country towards this centre, and the large gold disbursements on the first of May swelling the bank reserves, have together broken the high rates for money and enabled borrowers to supply their wants at a reasonable price.

The important influences above-named—receipts of currency and government gold disbursements—so far affected the last statement of our city banks as to raise the reserves from a deficiency of \$309,275 on April 26, to an excess of \$2,720,425 above the legal limit, on Saturday, May 3, and this improvement in the condition of the banks appears to give the key note of the present monetary situation. Borrowers on stock collateral have paid 6@7 per cent during most of the week, with a temporary rise to 7 gold on Thursday. To-day the tone was easy at 5@7 per cent, according to the collaterals furnished. A reasonably easy market is now expected for some time to come.

The demand for commercial paper has been greatly stimulated, and the volume of transactions has been on a large scale. We have heard of sales of \$500,000 in a single day by one firm of brokers who make paper a specialty, and on all sides an active inquiry is reported. It appears as if purchasers anticipated a very easy money market, and are hastening to invest their money in this direction at 8 to 10 per cent for the next three or four months. The prevailing rate for first-class names is 8@10, with a tendency towards lower prices.

Advices by cable from London this week have not been as favorable. On Wednesday an advance of 1/2 per cent was announced in the Bank of England rate, which now stands at 4 1/2; and on Thursday the weekly statement of the Bank showed, according to the Associated Press dispatches, a loss of £499,000 in bullion. There was no particular excitement in London, and quotations to-day are reported at 4 1/2@4 3/4 per cent.

The Bank of France shows an increase in specie of 3,000,000 francs.

The last statement of our associated city banks (May 3) showed an increase in reserves, so as to raise them from a deficiency of \$309,275 the previous week to an excess of \$3,029,700 above the 25 per cent legal requirement. The total liabilities were \$224,036,300, and the reserves \$58,729,500.

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

	1873.	1872.	1871.
	April 26.	May 4.	May 6.
Loans and dis.	\$269,301,900	\$270,721,100 Inc.	\$1,419,200
Specie.....	15,989,700	18,677,800 Inc.	2,688,100
Circulation...	27,737,700	27,664,400 Dec.	173,800
Net deposits...	183,220,600	196,471,900 Inc.	8,251,300
Legal tenders.	37,690,600	40,051,700 Inc.	2,361,100

**United States Bonds.**—The demand for government securities has continued very active, particularly from the German banking houses who have purchased largely for the London market. Their orders for purchasing seem to be in advance of the floating supply of bonds to be had in the market at any one time, and it is only by a rise in prices that their buying is checked. Some of the insurance and other moneyed corporations have been induced to sell governments to a moderate extent, in view of the high prices ruling, and the supply has been augmented slightly from this direction. At the Treasury purchase of \$500,000 bonds on Wednesday the total offerings amounted to £1,351,000.

The most popular issues for the foreign markets are the 5-20s coupon of 1867 and the new 65s. For the purpose of showing the amount of each class of bonds outstanding, we have prepared from the last U. S. debt statement the table given below, which we shall continue in our report and correct by each monthly statement of the debt as soon as issued.

Closing prices daily have been as follows:

	Int. period.	May 3.	May 4.	May 5.	May 6.	May 7.	May 8.	May 9.
5a, funded, 1881, ..coup. ....	Quarterly.	*114 1/2	*114 1/2	*114 1/2	*114 1/2	*114 1/2	*114 1/2	*114 1/2
6a, 1881, ..reg. Jan. & July.		*117 1/2	*117 1/2	*118	*117 1/2	*118	*118	*118
6a, 1881, ..coup. Jan. & July.		120 1/2	120 1/2	121 1/2	121 1/2	121 1/2	121 1/2	121 1/2
6a, 1881, ..coup. May & Nov.		*114 1/2	*115	*115 1/2	*115 1/2	*115 1/2	*115 1/2	*115 1/2
6a, 5-20's, 1867, ..coup. May & Nov.		*114 1/2	*115	*115 1/2	*115 1/2	*115 1/2	*115 1/2	*115 1/2
6a, 5-20's, 1865, ..coup. May & Nov.		*117 1/2	*117 1/2	*117 1/2	*117 1/2	*117 1/2	*117 1/2	*117 1/2
6a, 5-20's, 1865 new, ..coup. Jan. & July.		*117 1/2	*117 1/2	*117 1/2	*117 1/2	*118 1/2	*118 1/2	*118 1/2
6a, 5-20's, 1867, ..coup. Jan. & July.		*119 1/2	*119 1/2	*119 1/2	*120 1/2	*120 1/2	*120 1/2	*120 1/2
6a, 5-20's, 1868, ..coup. Jan. & July.		*117 1/2	*117 1/2	*118 1/2	*118 1/2	*118 1/2	*118 1/2	*118 1/2
6a, 5-20's, 1868, ..reg. Mar. & Sept.		*111 1/2	*111 1/2	*111 1/2	*111 1/2	*111 1/2	*111 1/2	*111 1/2
5a, 10-40's, ..coup. Mar. & Sept.		*113 1/2	*113 1/2	*113 1/2	*113 1/2	*113 1/2	*113 1/2	*113 1/2
6a, Currency, ..reg. Jan. & July.		*114 1/2	*115 1/2	*115 1/2	*115 1/2	*115 1/2	*115 1/2	*115 1/2

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

The range in prices since Jan. 1, and the amount of each class of bonds outstanding May 1, 1873, were as follows:

	Range since Jan. 1.	Amount May 1.
	Lowest.	Highest.
5a, funded, 1881, ..coup. ....	119 1/2 Jan. 1	121 1/2 Apr. 25
6a, 1881, ..reg. Jan. & July.	114 1/2 Jan. 1	118 1/2 May 8
6a, 1881, ..coup. Jan. & July.	114 1/2 Jan. 1	121 1/2 May 7
6a, 5-20's, 1867, ..coup. May & Nov.	113 1/2 Jan. 1	118 1/2 Apr. 28
6a, 5-20's, 1865, ..coup. May & Nov.	113 1/2 Jan. 1	118 1/2 Apr. 30
6a, 5-20's, 1865 new, ..coup. Jan. & July.	113 1/2 Jan. 1	120 1/2 Apr. 29
6a, 5-20's, 1867, ..coup. Jan. & July.	113 1/2 Jan. 1	118 1/2 May 8
6a, 5-20's, 1867, ..coup. Jan. & July.	113 1/2 Jan. 1	120 1/2 May 7
6a, 5-20's, 1868, ..coup. Jan. & July.	113 1/2 Jan. 1	115 1/2 May 7
6a, 5-20's, 1868, ..reg. Mar. & Sept.	109 1/2 Apr. 17	114 1/2 Jan. 25
5a, 10-40's, ..coup. Mar. & Sept.	109 1/2 Apr. 17	115 1/2 Jan. 25
6a, Currency, ..reg. Jan. & July.	112 1/2 Apr. 1	115 1/2 May 8

Closing prices of securities in London have been as follows:

	April 25.	May 2.	May 9.	Since Jan. 1.
	Lowest.	Highest.	Lowest.	Highest.
U. S. 6a, 5-20's, 1865, ..	91 1/2	92	92	91 1/2 Apr. 18
U. S. 6a, 5-20's, 1867, ..	93 1/2	93 1/2	94	92 1/2 Jan. 2
U. S. 5a, 10-40's, ..	89 1/2	89 1/2	89 1/2	89 Jan. 2
New 5s, ..	89 1/2	89 1/2	89 1/2	89 1/2 Jan. 16

**State and Railroad Bonds.**—Among the Southern State bonds, Tennessees have been rather firmer, and sold to day at 81 1/2 for the old bonds. The Governor has issued a circular letter for the benefit of bondholders, to give them information in regard to the funding of the debt and the prospect of interest payment. He considers the prospect hopeful, and considers an extra session of the Legislature unnecessary.

Railroad bonds have been more active under the relaxation in money, and with the high prices of Government bonds and the many attractive railroad securities offering, there is every prospect that business in this direction will increase as the season advances. An important feature of the bond market during the past year has been the large number of loans offered by old-established railroad companies for the purpose of new construction, equipment, or other improvements. This week the Toledo, Wabash & Western Company offers a new 7 per cent gold mortgage loan for \$5,000,000, to defray the expenses of laying steel rails; only \$1,000,000 of the bonds are offered at present.

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

	May 3.	May 4.	May 5.	May 6.	May 7.	May 8.	May 9.	Since Jan. 1.
	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.
6a Tenn., old, ..	*73 1/2	*80 1/2	*81 1/2	*81 1/2	*81 1/2	*81 1/2	*81 1/2	77 1/2 Apr. 13
6a Tenn., new, ..	*73 1/2	*80 1/2	*80 1/2	*81 1/2	*81 1/2	*81 1/2	*81 1/2	78 1/2 Apr. 16
6a N. Car., old, ..	27	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2 May 5
6a N. Car., new, ..	*16	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2 Apr. 4
6a Virg., old, ..	*48	*43	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2	44 1/2 Apr. 22
do consold. ..	*53	*53	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2	53 Apr. 8
do deferred. ..	14	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2 Jan. 2
6a S. C., J. & J., ..	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2 Jan. 23
6a Missour., ..	*93 1/2	*93 1/2	94	94	94	94	94	93 1/2 Jan. 8
Cent. Pac., gold, ..	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2	99 Jan. 2
Un. Pac., lat. ..	86	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2	85 Jan. 10
do L'd Gr't ..	75	75	75	74 1/2	74 1/2	74 1/2	74 1/2	73 1/2 Apr. 9
do Income. ..	72 1/2	73	72 1/2	71 1/2	71 1/2	71 1/2	71 1/2	70 1/2 Apr. 8
Erie 1st M. T. ..	*103 1/2	*103 1/2	*103 1/2	*103 1/2	*103 1/2	*103 1/2	*103 1/2	101 Jan. 4
N. J. Cen. 1st T. ..	*103 1/2	*103 1/2	*103 1/2	*103 1/2	*103 1/2	*103 1/2	*103 1/2	102 Jan. 15
Rt Wayne 1st T. ..	*106 1/2	*106 1/2	*106 1/2	*106 1/2	*106 1/2	*106 1/2	*106 1/2	102 Jan. 6
Rock Isl 1st T. ..	*103 1/2	*103 1/2	*103 1/2	*103 1/2	*103 1/2	*103 1/2	*103 1/2	100 Jan. 6

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



**Railroad and Miscellaneous Stocks.**—The stock market immediately after the date of our last report, was depressed by a break in Pacific Mail which carried that stock down to 49½ on Saturday, the 3d inst. This decline was made on rumors that the principal operator would be unable to meet his engagements, though its subsequent movements seemed to suggest that it was probably for speculative purposes. At the same time an attack was made on Union Pacific and C. C. & I. C., which declined—the former to 28½ and the latter to 32½. There was subsequently a recovery from the depression which accompanied the break in the stocks named, and the market has since been stronger but quite variable in tone from day to day. The general appearance has to some extent favored the idea that there has been an inclination to purchase certain of the leading speculative stocks with the view to a rise in prices hereafter.

In addition to the active stocks above noticed Canton Company has fluctuated widely on small transactions, as the stock is nearly all held by a few parties; and to-day New Jersey Central and Delaware, Lackawanna & Western were bid up several points on very small transactions for some reason not yet explained.

The annual report of the Lake Shore road, just issued, shows earnings for 1872 amounting to \$17,591,629, against \$14,797,975 in 1871. The operating expenses, taxes, etc., for 1872 amounted to \$11,899,525. The interest on funded debt and leases and dividends to \$5,559,249 32, leaving surplus for the year \$192,854 53.

Railroad earnings for the month of April and for the first four months of the year are given on another page.

The daily highest and lowest prices have been as follows:

	Saturday. May 3.	Monday. May 5.	Tuesday. May 6.	Wednesday. May 7.	Thursday. May 8.	Friday. May 9.
N.Y. Cen. & H.R.	99½ 100%	100½ 101½	101½ 102½	101½ 102½	101½ 101½	101½ 101½
Harlem.....	122½ 124	124½ 124½	125 126	126 127	126½ 126½	126½ 126½
Eric.....	64½ 65	64½ 65½	65½ 66½	64½ 65	64½ 64½	64½ 64½
do pref.....	75 75	72 73	73½ 74½	74½ 74	74 74	74 74
Lake Shore.....	90½ 92½	92½ 92½	92½ 93	92½ 93	91½ 92½	91½ 92½
Wabash.....	68½ 69½	69½ 69½	69½ 70½	69½ 70½	69½ 70½	69½ 70½
Northwest.....	85 85½	85 85½	85 85½	85 85½	85 85½	85 85½
Rock Island.....	107 108	108½ 108½	108½ 110½	110½ 111½	110½ 110½	109½ 110½
St. Paul.....	55 57	57 58	57½ 58½	57½ 58½	57½ 58½	57½ 58½
do pref.....	71½ 72	72½ 72½	72½ 73½	73½ 73½	73½ 74	73½ 74
At. & Pac. pref.	21 21	22½ 22½	23 23	23½ 23½	23 23	23 23
Ohio & Miss.....	41 42½	42½ 43½	43 43½	43½ 44½	43½ 44½	43½ 44½
Central of N.J.....	102 103	102 103	102½ 103½	102½ 103½	102 103	102½ 103½
Bost. H. & Erie.....	72 72½	72½ 73	73 73½	73 73½	73 73½	73 73½
Del., L. & Western	101 101½	101 101½	101½ 102½	101½ 102½	102 102½	102 102½
Ilan. & St. Joe.....	40 40½	40½ 41	41½ 42	42 42½	42 42½	42 42½
do pref.....	62 62	62 62	62 62	62 62	62 62	62 62
Union Pacific.....	23½ 30½	30½ 31½	31½ 32½	32½ 32½	32½ 32½	32½ 32½
Col. Chic. & I.C.	32½ 35½	34½ 35½	34½ 35½	35½ 36½	35½ 35½	35½ 35½
Panama.....	72 109½	111 112	112 113	113½ 114	113½ 114	115½ 117½
West. Un. Tel.	84½ 86½	86½ 87½	87½ 88½	87½ 88½	87½ 88½	87½ 88½
Quickilver.....	42 42	42 42	42 42	42 42	42 42	42 42
do pref.....	48½ 48½	48½ 48½	48½ 48½	48½ 48½	48½ 48½	48½ 48½
Pacific Mail.....	49½ 55½	50½ 51½	51½ 54	53 58½	52½ 54	53½ 55
Adams Exp.....	95 95	95 95	95 95	95 95	95 95	95 95
American Ex.....	67 67½	67 67	67 67	67 67	67 67	67 67
United States.....	72 72	72 72	72 72	72 72	72 72	72 72
Wells, Fargo & Co.	78 78	78 78	78 78	78 78	78 78	78 78
Canton.....	95½ 97	95 100	99½ 101½	102 103½	101½ 102	101½ 102
Cons. Coal.....	56½ 56½	57 57	57 57	56½ 57	56½ 57	56½ 57
Maryland Coal.....	23½ 23	24 24	24½ 24½	24½ 24½	24½ 24½	24½ 24½

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

The range from Jan. 1 to date in 1873 and 1872 was as follows:

	Jan. 1 to date 1873.	Lowest.	Highest.	Same time in 1872.	Lowest.	Highest.
N. Y. Cen. & Hnd. R.	97½ Apr. 16	106½ Feb. 4	94½ Jan. 5	101½ Apr. 2		
do scrip.....			89½ Mch. 20	95 Mch. 30		
Harlem.....	114½ Jan. 13	64½ Feb. 4	107½ Feb. 12	130 Apr. 25		
Eric.....	58½ Jan. 13	69½ Feb. 4	30 Feb. 5	72 Apr. 26		
do pref.....	72 May 6	82 Feb. 4	60 Mch. 2	84 Apr. 26		
Lake Shore.....	88½ Apr. 16	97½ Feb. 15	89½ Feb. 12	98½ Mch. 30		
do scrip.....			83½ Jan. 2	94 Apr. 4		
Wabash.....	62 Apr. 16	75½ Jan. 2	70 Jan. 8	80 Apr. 4		
Northwest.....	76 Apr. 16	85 Feb. 4	66½ Jan. 5	85 Apr. 2		
do pref.....	83 Apr. 17	91 Feb. 3	90 Feb. 8	97 Apr. 1		
Rock Island.....	104½ Apr. 16	117½ Mch. 11	105½ Jan. 6	113½ Apr. 2		
St. Paul.....	51½ Jan. 11	62½ Apr. 21	53½ Jan. 10	64 Apr. 1		
do pref.....	68½ Apr. 17	79½ Jan. 24	74½ Feb. 1	83 Jan. 20		
Atlantic & Pacific pref.	20 Feb. 28	38½ Jan. 29	43½ Feb. 24	51½ Apr. 1		
Ohio & Mississippi.....	40½ Apr. 16	49½ Jan. 24	43½ Feb. 24	51½ Apr. 1		
Central of New Jersey.....	96 Apr. 8	106½ May 9	108½ Jan. 8	113½ Apr. 15		
Boston, Hartford & Erie.....	2½ Mch. 26	10½ Feb. 3	3½ Jan. 2	10½ Apr. 6		
Del., L. & Western.....	93 Jan. 7	104½ May 9	102½ Feb. 23	112½ Mch. 16		
Hannibal & St. Jo.....	37 Apr. 17	62½ Feb. 7	36½ Mch. 1	69½ Jan. 17		
do pref.....	60 Mch. 22	71½ Jan. 6	65 Mch. 2	71½ Jan. 19		
Union Pacific.....	25 Apr. 16	39½ Jan. 4	28½ Jan. 6	42 Apr. 1		
Col. Chic. & I. C.....	31½ May 2	43½ Feb. 11	19½ Jan. 5	41½ Apr. 29		
Panama.....	95 Feb. 26	130 Jan. 6	72 Jan. 2	116½ May 3		
West. Un. Telegraph.....	77½ Apr. 17	91½ Feb. 6	68½ Jan. 5	77½ May 3		
Quickilver.....	38 Apr. 17	46½ Jan. 2	25½ Jan. 13	44½ Apr. 30		
do pref.....	48½ May 2	67 Feb. 1	30 Jan. 13	55 Apr. 29		
Pacific Mail.....	49 Mch. 8	76½ Feb. 7	53½ Jan. 2	78 May 3		
Adams Express.....	92½ Apr. 17	100½ Jan. 29	90 Jan. 5	99½ Apr. 25		
American Express.....	65½ Apr. 17	70½ Jan. 8	69 Jan. 6	75½ Apr. 8		
United States Express.....	70 Feb. 27	82 Jan. 6	60½ Jan. 11	79½ May 3		
Wells, Fargo & Co.....	78 Apr. 17	86 Jan. 29	56½ Jan. 4	86½ May 15		
Canton.....	90 Apr. 8	110 May 8	76 Jan. 6	96½ Mch. 2		
Consolidated Coal.....	43 Jan. 14	53½ Apr. 23				
Maryland Coal.....	20 Jan. 13	28 Mch. 17				

Lapsley & Bazley, 74 Broadway and 9 New street, quote stock "privileges" (signed by responsible parties) at 1½ per cent premium for 30 days, and 1½¢ per cent for 60 days, at prices varying from the market as follows:

Puts below. Calls above.	Puts below. Calls above.
Central & Hudson..... 1½¢	Union Pacific..... 1½¢
Lake Shore..... 1½¢	Wabash..... 1½¢
Rock Island..... 1½¢	Col. Chic. & I. C..... 1½¢
Eric..... 1½¢	R. H. & Erie..... 1½¢
Pacific Mail..... 1½¢	St. Paul..... 1½¢
Northwest..... 1½¢	do pref..... 1½¢
do pref..... 1½¢	Gold & p for 30 da 1½¢
West. Un. Tel. 1½¢	Gold & p for 60 da 1½¢
Ohio & Mississippi 1½¢	

**The Gold Market.**—There has been comparatively little excitement in the gold market, and the price closes to-day a little higher than last week. The advance of ¼ per cent in the Bank of England rate on Wednesday assisted to some extent in strengthening the price. On gold loans the rates to-day were 3, 4, 5, 6 and 7 per cent for carrying. On time loans of gold quotations are 1-16 to ¼ for carrying for 30 days, and flat to ¼ for 60 days. For borrowing the current rates are flat to ¼ for use for

90 days, ¼ for 4 months, 1 to 1½ for 6 months, and 1½ for all the year.

At the Treasury sale of \$1,500,000 on Thursday the total bids were \$5,395,000. Customs receipts of the week have been \$2,181,000.

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

	Open-Ing.	Low-est.	High-est.	Clos-Ing.	Total Clearings.	Gold.	Currency.
Saturday, May 3.....	116½	116½	117	116½	\$100,657,000	\$2,335,823	\$3,062,798
Monday, ".....	116½	116½	117½	117	45,173,000	1,816,400	2,132,142
Tuesday, ".....	117	117	117½	117½	44,294,000	1,360,621	1,505,103
Wednesday, ".....	117½	117½	117½	117½	50,444,000	1,684,106	2,490,220
Thursday, ".....	117½	117½	117½	117½	72,656,000	4,602,399	6,637,973
Friday, ".....	117½	117½	117½	117½	75,272,000	2,880,562	3,457,690
Current week.....	116½	116½	117½	117½	\$388,497,000	\$2,880,562	\$3,457,690
Provisions week.....	117½	117½	117½	116½	329,126,000	2,056,959	2,532,806
Jan. 1, 1873, to date.....	112½	111½	117½	117½			

**Foreign Exchange.**—The exchange market has been comparatively quiet during most of the week, and actual business has been done, as usual, at a concession from the asking rates. To-day the leading drawers advanced quotations for sterling bills ¼ from their opening prices, on a rather better demand, and actual business has been on a basis of 108½ for prime 60 day sterling. The more settled condition of the gold and exchange markets have been favorable to higher exchange, but the exports of merchandise are now large, and the demand for Government bonds for export has been heavy for the past six weeks, both tending to lessen the demand for bills of exchange. The nominal rates are as follows:

	60 days.	3 days.
London prime bankers.....	108½@109	109½@110
Gold "bankers" do.....	108½@108½	109½@109½
do commercial.....	108	109
Paris (bankers).....	5.25 @ 5.26½	5.20 @ 5.21½
Antwerp.....	5.23½ @ 5.25	5.18½ @ 5.19½
Swiss.....	5.23½ @ 5.23½	5.18½ @ 5.18½
Amsterdam.....	40 @ 40	40 @ 40
Hamburg.....	95½ @ 96	96½ @ 97
Frankfurt.....	41½ @ 41½	41½ @ 41½
Bremen.....	95½ @ 96	96½ @ 97
Prussian thalers.....	71½ @ 71½	72½ @ 72½

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

	Custom House Receipts.	Sub-Treasury Receipts.	Sub-Treasury Payments.
May 3.....	\$281,000	\$304,268 66	\$1,574,924 47
" 5.....	423,000	531,318 74	475,797 26
" 6.....	430,000	590,203 05	475,094 34
" 7.....	350,000	1,841,253 89	1,643,684 90
" 8.....	265,000	374,701 39	397,827 30
" 9.....	452,000	508,024 24	2,578,141 41
Total.....	\$2,181,000	\$4,397,551 94	\$20,513,218 83
Balance, May 2.....		\$40,174,986 21	\$21,176,219 86

**New York City Banks.**—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on May 3, 1873:

	AVERAGE AMOUNT OF—	Loans and Discounts.	Legal Tenders.	Net Deposits.	Circulation.
<b>BANKS.</b>	Capital.	Specie.			
New York.....	\$3,000,000	\$11,087,500	\$1,907,000	\$885,800	\$885,300
Manhattan Co.....	2,080,000	5,668,000	400,000	706,100	8,708,400
Merchants.....	5,000,000	7,271,000	388,800	708,500	8,714,000
Mechanics.....	2,000,000	5,836,500	411,000	618,600	509,200
Union.....	1,500,000	4,531,400	489,900	896,400	2,726,800
America.....	8,000,000	8,421,100	800,200	1,243,700	5,517,900
Phoenix.....	1,800,000	3,897,000	548,600	392,900	2,610,000
City.....	1,000,000	4,523,100	545,400	261,000	3,167,900
Traders.....	1,000,000	5,322,900	196,600	628,400	1,907,100
Fulton.....	600,000	1,701,400	125,800	455,300	1,515,800
Chemical.....	300,000	6,413,700	240,900	925,300	2,285,400
Merchants' Exch'ge.	1,235,000	2,998,400	50,600	710,100	2,807,100
Gallatin, National.	1,500,000	3,502,000	223,500	491,200	1,663,800
Butchers & Drovers.	800,000	2,410,200	43,600	418,500	1,587,800
Mechanics & Traders.	200,000	1,311,800	9,200	313,500	1,071,600
Greenwich.....	200,000	989,600	127,600	70,600	750,600
Food.....	400,000	2,555,000	195,100	401,600	2,057,300
Seventh Ward.....	500,000	1,151,600	49,000	200,900	785,200
State of N. York.	2,000,000	4,589,000	267,700	578,100	2,541,900
American Exch'ge.	5,000,000	10,006,800	966,000	522,500	4,676,400
Commerce.....	10,000,000	20,039,900	584,400	1,778,900	5,072,500
Broadway.....	1,000,000	6,847,500	287,900	1,365,400	5,701,800
Moreland.....	1,000,000	5,309,200	153,900	758,100	8,294,700
Pacific.....	400,000	1,734,300	9,300	877,600	2,037,000
Republic.....	2,000,000	4,629,700	561,500	660,400	2,832,700
Chatham.....	450,000	2,278,900	63,700	437,600	2,175,700
People's.....	412,500	1,363,700	1,600	278,100	1,218,400
North America.....	1,000,000	8,087,100	199,700	141,000	2,527,000
Hanover.....	1,000,000	2,000,000	516,700	261,700	1,965,400
Irving.....	500,000	2,167,400	47,600	428,400	1,925,000
Metropolitan.....	4,000,000	10,188,900	1,145,900	545,800	4,486,000
Citizens.....	400,000	1,414,100	11,200	8,500	1,261,900
Nassau.....	1,000,000	2,057,500	36,200	224,000	1,789,300
Market.....	1,000,000	2,961,800	89,800	484,000	1,870,600
St. Nicholas.....	1,000,000	2,841,100	63,100	464,100	1,761,000
Shoe and Leather.....	1,000,000	3,492,500	178,000	662,500	2,516,000
Corn Exchange.....	1,000,000	2,654,900	45,800	219,800	1,725,300
Central National.....	2,000,000	6,372,400	194,000	336,000	4,462,400
Commonwealth.....	750,000	1,884,800	21,300	468,000	1,



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

Loans.....	Inc. \$1,419,200	Net Deposits.....	Inc. \$8,251,800
Specie.....	Inc. 2,688,100	Circulation.....	Dec. 178,310
Legal Tenders.....	Inc. 2,861,100		

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

Date	Loans.	Specie.	Legal Tenders.	Deposits.	Circulation.	Aggregate Clearings.
April 5.....	273,531,000	15,884,400	84,940,500	186,899,200	27,715,300	780,488,483
April 12.....	271,516,900	16,184,900	85,495,900	186,899,200	27,714,400	659,015,861
April 19.....	270,191,600	16,116,400	86,619,800	187,677,800	27,718,300	882,472,638
April 26.....	269,504,900	15,989,700	87,890,000	188,220,600	27,737,700	693,513,939
May 3.....	270,721,100	15,877,800	86,051,700	188,471,900	27,564,400	698,035,785

**Boston Banks.**—Below we give a statement of the Boston National Banks, as returned to the Clearing House on Monday, May 5, 1873:

Banks.	Capital.	Loans.	Specie.	L. T. Notes.	Deposits.	Circulation.
Atlantic.....	\$750,000	\$1,613,400	\$300	\$185,600	\$181,000	\$145,700
Atlas.....	1,500,000	2,885,600	2,600	191,900	391,900	792,100
Blackstone.....	1,000,000	1,758,500	3,800	362,600	1,618,800	738,100
Boston.....	1,000,000	1,758,500	1,900	191,400	1,118,300	573,400
City.....	600,000	1,834,400	2,900	69,000	761,300	410,700
Broadway.....	200,000	521,400		45,400	517,700	174,200
Columbian.....	1,000,000	2,363,000	12,700	172,000	731,000	792,000
Continental.....	1,000,000	2,015,400		171,000	722,200	575,700
Elliot.....	1,000,000	2,661,700	47,500	244,300	1,096,800	735,800
Everett.....	800,000	717,800	1,000	55,300	554,500	115,400
Essex Hill.....	1,000,000	1,899,500	200	297,300	1,514,800	509,400
First.....	1,000,000	1,652,900	2,100	120,600	513,100	852,800
First Nat'l.....	1,000,000	2,289,400		217,000	982,600	355,200
Hamilton.....	750,000	1,588,800	31,000	87,500	795,700	242,200
Howard.....	1,000,000	2,185,800	42,500	122,000	719,200	449,600
Market.....	800,000	1,453,900	40,800	49,500	425,700	353,300
Massachusetts.....	800,000	1,705,500	34,400	145,800	629,400	738,600
Maverick.....	400,000	1,399,200	100	57,200	618,400	249,800
Mechanics.....	800,000	1,680,900	21,400	235,300	1,533,500	1,533,500
Mount Vernon.....	200,000	617,200		51,600	261,800	174,400
New England.....	1,000,000	2,411,900	28,900	178,100	1,009,700	773,500
North.....	1,000,000	2,286,000	51,500	282,600	1,603,500	782,100
Old Boston.....	900,000	1,976,300	158,700	213,800	998,200	851,900
Shawmut.....	1,000,000	2,325,800	9,600	237,500	787,500	688,400
State & Leather.....	1,000,000	2,988,500		2,988,500	1,317,700	1,317,700
Third.....	1,500,000	3,024,800	18,700	253,100	1,006,000	984,700
Suffolk.....	1,000,000	1,454,100	17,900	92,000	972,900	175,400
Traders.....	600,000	1,454,100	24,100	55,500	1,084,600	690,100
Tremont.....	2,000,000	3,845,800	8,700	144,100	576,130	591,600
Washington.....	750,000	1,754,900	5,000	390,400	1,614,700	752,600
First.....	1,000,000	3,517,600	123,800	309,000	2,245,900	738,600
Second (Grant).....	1,000,000	2,481,000	61,800	21,000	1,211,000	172,500
Bank of Commerce.....	2,000,000	1,719,300	800	411,100	1,941,300	771,600
Bank of N. America.....	1,000,000	1,860,500	9,900	223,100	415,700	579,600
B'k of Redemption.....	1,000,000	5,203,500	54,300	553,100	1,404,100	768,000
Bank of Republic.....	1,500,000	2,819,300	8,500	215,200	822,500	790,500
City.....	1,000,000	1,971,400	15,000	159,200	835,200	451,900
Essex.....	1,000,000	2,034,500	14,600	191,500	891,500	536,100
Exchange.....	1,000,000	1,899,200	269,100	421,900	1,423,300	797,800
Hide & Leather.....	1,500,000	3,854,900	17,800	169,200	1,165,200	788,700
Rivers.....	2,000,000	4,302,200	6,800	897,700	1,885,600	750,000
Security.....	200,000	309,300	700	91,700	628,200	176,800
Union.....	1,000,000	2,496,400	26,100	136,400	1,022,500	541,300
Webster.....	1,500,000	2,427,000	800	165,400	813,000	493,500
Commonwealth.....	500,000	2,671,500	48,100	277,600	1,695,800	230,000

Total.....\$48,850,000 \$17,501,100 \$4,401,100 \$9,191,800 \$48,108,700 \$25,825,700

The total amount "due to other banks," as per statement of May 5, is \$17,700,000.

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

Loans.....	Decrease.....	\$79,400	Deposits.....	Increase.....	\$698,400
Specie.....	Increase.....	\$70,400	Circulation.....	Increase.....	6,500
Legal Tenders.....	Increase.....	136,300			

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

Date.	Loans.	Specie.	Legal Tender.	Deposits.	Circulation.
February 3.....	125,028,700	2,258,300	11,507,300	51,522,800	25,465,800
February 10.....	125,799,800	2,095,000	11,311,100	58,920,500	25,419,800
February 17.....	126,247,900	1,834,200	11,082,800	57,889,100	25,379,100
February 24.....	126,738,000	1,715,100	11,185,600	58,935,700	25,566,400
March 3.....	126,390,400	1,015,100	11,185,600	58,935,700	25,566,400
March 10.....	126,383,900	928,900	10,884,200	49,947,000	25,264,100
March 17.....	122,555,500	735,900	9,894,000	47,984,100	25,428,900
March 24.....	121,164,900	802,200	9,857,500	46,947,100	25,412,200
March 31.....	120,303,400	715,500	10,053,400	46,296,800	25,412,700
April 7.....	120,031,600	822,600	9,989,900	47,723,900	25,516,400
April 14.....	125,738,000	1,131,500	10,157,600	48,201,600	25,577,700
April 21.....	117,983,000	838,700	9,824,900	45,492,200	25,500,900
April 28.....	117,580,500	1,030,700	9,055,800	47,410,300	25,619,100
May 5.....	117,501,100	1,401,100	9,181,500	48,108,700	25,625,700

**Philadelphia Banks.**—The following is [the average condition of the Philadelphia National Banks for the week ending Monday, May 5, 1873:

Banks.	Capital.	Loans.	Specie.	L. Tender.	Deposits.	Circulation.	Total net
Philadelphia.....	\$1,500,000	\$5,531,000	\$38,000	\$1,208,000	\$5,950,000	\$1,000,000	\$1,000,000
North America.....	1,000,000	3,597,500	5,800	1,028,500	2,721,400	793,750	793,750
Farmers and Mech.....	2,000,000	6,403,000	81,600	1,860,200	5,478,700	1,000,000	1,000,000
Carnegie & Co.....	1,000,000	2,383,000	3,000	608,000	1,517,100	813,700	813,700
Mechanics.....	800,000	2,211,000	2,500	288,000	1,148,000	511,000	511,000
Bank N. Liberties.....	500,000	2,451,000		450,000	2,189,000	453,000	453,000
Southwark.....	250,000	1,420,100	3,900	411,000	1,858,000	217,700	217,700
Keeneston.....	250,000	1,102,468		191,000	762,810	225,537	225,537
Penn.....	500,000	1,247,769	1,000	196,110	898,998	178,610	178,610
Western.....	400,000	1,719,547	11,189	245,500	1,684,152	107,365	107,365
Manufacturers.....	1,000,000	2,903,000		1,190,323	513,566	513,566	513,566
Bank of Commerce.....	250,000	768,119		259,638	1,215,000	111,865	111,865
Glard.....	1,000,000	4,717,000	10,000	724,000	3,226,000	700,000	700,000
Traders.....	200,000	1,529,317	11,488	334,012	1,121,149	181,057	181,057
Consolidation.....	500,000	1,127,842		204,891	773,725	270,000	270,000
City.....	400,000	1,414,397		219,562	836,670	337,848	337,848
Commonwealth.....	800,000	767,531	700	155,250	435,411	210,715	210,715
Central Exchange.....	500,000	3,603,000	56,897	589,000	3,515,000	450,000	450,000
First.....	1,000,000	4,017,000	12,000	373,000	3,665,000	273,000	273,000
Third.....	500,000	1,045,777		132,316	964,204	260,706	260,706
Sixth.....	150,000	565,000		315,000	428,000	185,000	185,000
Seventh.....	250,000	896,000	15,000	78,000	494,000	219,000	219,000
Eighth.....	275,000	1,061,300		127,000	785,300	288,700	288,700
Central.....	750,000	3,500,000	10,000	601,000	2,761,000	573,000	573,000
Bank of Republic.....	1,000,000	2,085,000		312,000	1,107,000	800,000	800,000
Security.....	250,000	624,000		125,000	820,000	150,000	150,000

Total.....\$16,438,000 \$59,064,114 \$298,914 \$1,641,739 \$45,177,205 \$11,438,679

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

Loans.....	Inc. \$543,541	Deposits.....	Inc. \$1,010,891
Specie.....	Inc. 123,330	Circulation.....	Dec. 81,804
Legal Tender Notes.....	Inc. 189,172		

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

Date.	Loans.	Specie.	Legal Tender.	Deposits.	Circulation.
January 27.....	55,022,358	319,222	10,780,337	41,690,037	11,737,333
February 3.....	55,062,487	313,775	10,599,532	42,120,451	11,870,253
February 10.....	55,053,884	347,682	10,263,725	41,251,169	11,865,591
February 17.....	56,921,831	214,414	9,936,532	41,225,531	11,673,411
February 24.....	56,476,940	214,414	9,735,570	40,390,024	11,399,439
March 3.....	56,877,653	271,514	9,917,635	41,485,005	11,399,973
March 10.....	56,668,325	329,058	9,994,093	41,559,356	11,366,774
March 17.....	57,519,215	40,715	9,834,860	41,601,863	11,366,774
March 24.....	57,063,527	144,551	9,945,846	41,589,735	11,423,733
March 31.....	57,742,122	130,304	9,876,729	39,986,615	11,416,841
April 7.....	57,075,617	190,905	9,668,411	40,124,310	11,415,110
April 14.....	57,129,734	128,271	10,517,011	41,551,891	11,422,732
April 21.....	57,129,734	128,271	10,517,011	41,551,891	11,422,732
April 28.....	57,129,734	128,271	10,517,011	41,551,891	11,422,732
May 5.....	59,006,411	289,911	11,641,739	45,177,205	11,438,679

## QUOTATIONS IN BOSTON, PHILADELPHIA, BALTIMORE, &c.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
<b>BOSTON.</b>					
Maine 5s.....	99	99	Pennsylvania, gen. m., conv. 1910	98 1/2	94
New Hampshire, 5s.....	99 1/2	99 1/2	do do reg.....	97	97 1/2
Massachusetts 5s, 1870.....	100	100	Phila. & Erie 1st m. 6s, '97.....	83	83
do do 5s Gold, 1870.....			do do 2d m. 6s, '97.....	81 1/2	80
do do 5s Gold.....			Philadelphia & Reading 6s, '90	95	95
Boston 5s.....			do do 7s, '98.....	103	
do 5s gold.....			do do conv. 7s, '90.....	79	
Chicago Sewerage 7s.....	98 1/2	99	do do deb. bonds, '90.....	102 1/2	102 1/2
do Municipal 7s.....	98 1/2	99	do do g. m. 7s, c. 1811.....	104	105
Portland 6s, building loan.....	98 1/2	99	do do reg.....	104	105
Burlington & Mo. L. & G. 7s.....	98 1/2	99	do do 5s, g. 1910.....		
Cashmere 5s.....			Phil. Wilm. & Bal. 6s, '91.....	74	76
do, Ban. & Cleve., 1st M., 7, '67.....	80 1/2		Pitts. Cin. & St. Louis 7s.....	74	76
do, Northern Mass., conv. 5, 1874.....	85 1/2		Sunbury & Erie 1st m. 6s, '77.....	41	50
do, Hartford & Erie, 1st M. (new) 7.....	85 1/2	85 1/2	Sunbury & Lewiston 7s.....	41	50
do, Newburg & Lake Ch. 5s.....	85 1/2	85 1/2	Warren & F. 1st m. 6s, '90.....	101 1/2	
do, Col. & Newport Bds. 5s, '76.....	70		West Chester 6s, 7s, '91.....	83	
do do Bonds, 7, 1377.....	70		West Jersey 6s, '93.....	96	
do do Bonds, 7, 1377.....	70		do do 1st m. 6s, '96.....	101 1/2	
do do Bonds, 7, 1377.....	70		do do 7s, '97.....	101 1/2	
do do Bonds, 7, 1377.....	70		Western Penn. 6s, '98.....	101 1/2	
do do Bonds, 7, 1377.....	70		do do 6s, p. b. 7, '90.....	100	100 1/2
do do Bonds, 7, 1377.....	70		Wilmington & Ind. 1st m. 7, '90.....	85	85
do do Bonds, 7, 1377.....	70		do do 2d m. 7, '90.....	85	85
do do Bonds, 7, 1377.....	70		Reading Coal & Iron deb. b.	86 1/2	94
do do Bonds, 7, 1377.....	70		do do mort. b.	93 1/2	
do do Bonds, 7, 1377.....	70		CANAL BONDS.		
do do Bonds, 7, 1377.....	70		Cheapeake & Dela. 6s, '92.....	88	89
do do Bonds, 7, 1377.....	70		Delaware Division 6s, '93.....	88	89
do do Bonds, 7, 1377.....	70		Lehigh Navigation 3s.....	58	58
do do Bonds, 7, 1377.....	70		do do RR, '97.....	92	92 1/2
do do Bonds, 7, 1377.....	70		do do conv., '94.....	86	87
do do Bonds, 7, 1377.....	70		do do conv., '94.....	86	87
do do Bonds, 7, 1377.....	70		do do gold, '97.....	85	85
do do Bonds, 7, 1377.....	70		Morris, 1st M., 5, 1876.....	85	85
do do Bonds, 7, 1377.....	70		do do 2d M., 1876.....	85	85
do do Bonds, 7, 1377.....	70		do do bond, '85.....	85	85
do do Bonds, 7, 1377.....	70		Pennsylvania 6s, 1910.....	69	70 1/2
do do Bonds, 7, 1377.....	70		Schuylkill Nav. 1st m. 6s, '72.....	52	52 1/2
do do Bonds, 7, 1377.....	70		do do 2d m., '82.....	73	74 1/2
do do Bonds, 7, 1377.....	70		do do 6s, '95.....	73	73 1/2
do do Bonds, 7, 1377.....	70		do do 6s, bond, '83.....	81	76
do do Bonds, 7, 1377.....	70		do do 7s, bond, '88.....	81	77
do do Bonds, 7, 1377.....	70		do do Coal Co. bonds.....	15	
do do Bonds, 7, 1377.....	70		Union 1st mort. 6s, '83.....	15	
do do Bonds, 7, 1377.....	70		West Branch 1st m. 6s, '78.....		
do do Bonds, 7, 1377.....	70		Wyoming Valley 6s, '78.....		
do do Bonds, 7, 1377.....	70		<b>BALTIMORE.</b>		
do do Bonds, 7, 1377.....	70		Maryland 6s, Jan., A. J. & O.....	104	
do do Bonds, 7, 1377.....	70		do do 6s, Delance.....	104	
do do Bonds, 7, 1377.....	70		Baltimore 6s of '75.....	84	
do do Bonds, 7, 1377.....	70		do do 1884.....	84	
do do Bonds, 7, 1377.....	70		do do 6s, 1906.....	85	
do do Bonds, 7, 1377.....	70		do do 1890 Park 6s.....	85	
do do Bonds, 7, 1377.....	70		Baltimore & Ohio 6s of '75.....	99 1/2	
do do Bonds, 7, 1377.....	70		do do do 6s of '85.....	97 1/2	
do do Bonds, 7, 1377.....	70		do do do 6s of '87.....	97 1/2	
do do Bonds, 7, 1377.....	70		do do (N. W. Va.) 2d M. 6s.....	85	
do do Bonds, 7, 1377.....	70		Central Ohio, 1st M., 6.....	86	
do do Bonds, 7, 1377.....	70		Marietta & Cin., 1st M., 7, 1891.....	89	
do do Bonds, 7, 1377.....	70		do do 2d M., 7, 1891.....	89	
do do Bonds, 7, 1377.....	70		Norfolk Water 8s.....	87 1/2	
do do Bonds, 7, 1377.....	70		Northern Cent., 1st M. (guar.) 6s.....	87	
do do Bonds, 7, 1377.....	70		do do 2d M., S. F., 6, '85.....	82	
do do Bonds, 7, 1377.....	70		do do 2d M., S. F., 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do 3d M. (Y. & C.) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70		do do Cons. (gold) 6, '90.....	82	
do do Bonds, 7, 1377.....	70	</			



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.		SECURITIES.		SECURITIES.		SECURITIES.		
Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	Bid.	Ask.	
U. S. Bonds. (Quoted previously.)								
State Bonds.								
Tennessee 6s, old	81 1/2	82	Erie 7s, 5th mortg 1888	99 1/2	Bur. & Mo. River 4th S. do 8s	107	L. Ont. Shore RR. 1st m. gold 7s	92 1/2
do do new	81 1/2	82	do 7s, cons. mort. gold bds.	97 1/2	do do 5th S. do 8s	107	Lake Shore & N. E. 1st m. gold 7s	94 1/2
Virginia 6s, old	80	80	Long Rock Bonds	97 1/2	do do Creston Branch	107	Logans, Craw. & W. R. 1st m. gold 7s	97 1/2
do do new bonds	83	83 1/2	Bull. N. Y. & E. 1st M. 1877	94 1/2	do do Charleston Branch	107	Milwaukee & North. 1st m. gold 7s	90
do do consol. bonds	83	83 1/2	Hed. R. 7s, 2d M. S. F. 1885	94 1/2	do do	107	N. Y. & Oswego Mid. 1st m. gold 7s	100
do do deferred do	83	83 1/2	do 7s, 8d Mort. 1875	100 1/2	Burl. & M. (in Neb.) 1st conv.	99	do do 2d conv.	85
Georgia 6s	73	73 1/2	Marion, Con. M. & S. 9k F. d	100 1/2	California & Oregon 6s, gold	87	North. Pac. 1st m. gold 7s-10s	100
do 7s, new bonds	90	90 1/2	Albany & Essex's 1st bonds	100 1/2	California Pac. R.R. 7s, gold	90	St. Louis & N. E. 1st m. gold 7s	90
do 7s, endorsed	90	90 1/2	do do 2d do	97 1/2	do do 6s, 2d M. do	90	Spring & Ill. 1st m. gold 7s	80
do 7s, Gold	91	91 1/2	do do 3d do	97 1/2	Canada Southern 1st 7s, gold	93 1/2	South Carolina RR. 2d m. gold 7s	75
North Carolina 6s, old	21	21 1/2	Mich. Cent., 1st M. 8s, 1882	100 1/2	Central Pac. 7s, gold, conv.	97	St. Louis & S. E. R.R. con. m.	90
do do do ex coup.	21	21 1/2	do Consol. 8s, 1902	100 1/2	Central of Iowa, 1st M. 7s, gold	97 1/2	Pough. & East. R.R. 1st m.	90
do do Funding Act, 1866	20	20 1/2	Chic. Bur. & Q. 8 p. c. 1st M.	100 1/2	do 2d M. 7s, gold	97 1/2	South Side of L. 1st m. ex.	55
do do do 1868	17 1/2	17 3/4	Mich. 80, 7 per cent. 2d Mort.	100 1/2	Keokuk & St. Paul, 8s	96		
do do new bonds	15	15 1/2	Mich. 8s & N. Y. 7 1/2	100 1/2	Chicago & Her. 8s	94		
do do Special Tax	15	15 1/2	Cleve. & Tol. Sinking Fund	100 1/2	Dixon, Morris & Linn 8s	94		
South Carolina 6s, old	15	15 1/2	Cleve. & Tol. new bonds	100 1/2	O. O. & For. R. Valley 8s	96		
do do Jan. & July	15	15 1/2	Cleve. & P. ville & Ash, oldbds	100 1/2	Quincy & Warsaw, 8s	100		
do do April & Oct.	28	28 1/2	do do new bds.	100 1/2	Ill. Grand Trunk	99		
do do Funding Act, 1866	20	20 1/2	Detroit, Monroe & Tol. bonds	99	Chic. Dub. & Milan, 8s	93		
do do do 1868	17 1/2	17 3/4	Buffalo & Erie, new bonds	99	Peoria & Hannibal R. 8s	93		
do do new bonds	15	15 1/2	Lake Shore Div. bonds	99	Chicago & Iowa R. 8s	93		
do do do	15	15 1/2	Lake Shore Cen. coup. bonds	99	American Central 8s	93		
Missouri 6s	98 1/2	99	do Con. reg. bonds	99	Chl. & Southwestern R.R. 7s	95		
do Han. & St. Joseph	90 1/2	91	Pacific R. 7s, guar'd by Mo.	98 1/2	Col. & Hook. V. 1st 7s, 30 yrs	85 1/2		
do Aaylum bonds	93	94	Central Pacific gold bonds	98 1/2	do do 1st 7s, 10 yrs	85		
Louisiana 6s	46	47	do State Aid bds.	98 1/2	do do 2d 7s, 20 yrs	85		
do do new bonds	46	47	Western Pacific 1st M. 8s	96 1/2	Chic. Danv. & Vincen 8s, gold	87 1/2		
do do new floating debt	46	47	Union Pacific 1st M. 8s	96 1/2	Cleve. M. & V. Del. 7s, gold	87 1/2		
do do do	46	47	do Land Grant, 7s	96 1/2	Connecticut Valley 7s, gold	99		
do 6s, levee bonds	46	47	do Income 10s	96 1/2	Connecticut Western 1st 7s	85		
do do do	46	47	Illinois Central 7 p. c. 1st M.	101	Chesapeake & Ohio 1st 8s	88		
do do do	46	47	Bellevue & S. 1st R. 1st M. 8s	99	Chic. & Mich. Lake Shore 8s	74 1/2		
do do do	46	47	Alton & T. H., 1st M.	99	Des Moines Valley 1st 8s	81		
do do do	46	47	do do 2d M. Income	99	do do Land Grant	95		
do do do	46	47	Chic. & N. Western S. Fund.	99	Dan. Urb. Bl. & P. 1st M. 7s, gold	95		
do do do	46	47	do do Int. Bonds	99	Detroit, Hillsdale & In. R.R. 8s	85		
do do do	46	47	do do Consol. bds	99	Dutchess & Columbia 7s	85		
do do do	46	47	do do Exch. Bds	99	Denver Pacific 7s, gold	87 1/2		
do do do	46	47	do do 1st M. 8s	99	Denver & Rio Grande 7s, gold	80		
do do do	46	47	do do 2d M. 8s	99	Detroit, Lansing & Lake M. 8s	89		
do do do	46	47	do do 3d M. 8s	99	Evansville & Crawf. 7s, gold	89		
do do do	46	47	do do 4th M. 8s	99	Erie & Pittsburgh 1st 7s	83		
do do do	46	47	do do 5th M. 8s	99	do 2d 7s	80		
do do do	46	47	do do 6th M. 8s	99	do 7s, equip.	85		
do do do	46	47	do do 7th M. 8s	99	Evansville, Hen. & N. 7s, gold	80		
do do do	46	47	do do 8th M. 8s	99	Elizabethtown & Padm. 8s, con	83		
do do do	46	47	do do 9th M. 8s	99	Evansville, T. H. & Chic 7s, gold	83		
do do do	46	47	do do 10th M. 8s	99	European & North Am. 8s, gold	85		
do do do	46	47	do do 11th M. 8s	99	Flint & Pere M. 7s, Land Gr.	80		
do do do	46	47	do do 12th M. 8s	99	Fort W. Jackson & Sag. 8s	80		
do do do	46	47	do do 13th M. 8s	99	Grand R. & Ind. 7s, gold, guar.	104		
do do do	46	47	do do 14th M. 8s	99	do do 7s, plain	100		
do do do	46	47	do do 15th M. 8s	99	Grand River Valley 8s	93		
do do do	46	47	do do 16th M. 8s	99	Indianap. Bl. & W. 1st 7s, gold	90		
do do do	46	47	do do 17th M. 8s	99	do do 2d 7s	80		
do do do	46	47	do do 18th M. 8s	99	Indianap. & Vincen. 1st 7s, guar.	88 1/2		
do do do	46	47	do do 19th M. 8s	99	Iowa Falls & Sioux C. 1st 7s	80		
do do do	46	47	do do 20th M. 8s	99	Indianapolis & St. Louis 7s	87 1/2		
do do do	46	47	do do 21st M. 8s	99	Jackson, Lansing & Sag. 8s	102 1/2		
do do do	46	47	do do 22nd M. 8s	99	Kansas Pac. 7s, Extension, gold	83		
do do do	46	47	do do 23rd M. 8s	99	do 7s, Land Grant, gold	83		
do do do	46	47	do do 24th M. 8s	99	do do new gold	83		
do do do	46	47	do do 25th M. 8s	99	do do 6s, gold, Jun & Dec	83		
do do do	46	47	do do 26th M. 8s	99	do do 6s, do Feb & Aug	83		
do do do	46	47	do do 27th M. 8s	99	do 7s, 1876, Land Gr.	92		
do do do	46	47	do do 28th M. 8s	99	do 7s, Leaven. Brch.	92		
do do do	46	47	do do 29th M. 8s	99	do do Income, 11 c.	83		
do do do	46	47	do do 30th M. 8s	99	do do No. 6s	24		
do do do	46	47	do do 31st M. 8s	99	do do Stock	100 1/2		
do do do	46	47	do do 32nd M. 8s	99	Kalamazoo & South H. 8s, guar.	102		
do do do	46	47	do do 33rd M. 8s	99	Kal. Alleghen. & G. H. 8s, guar.	90		
do do do	46	47	do do 34th M. 8s	99	Kal. & White Magoon 7s	85		
do do do	46	47	do do 35th M. 8s	99	Kansas City & Cameron 10s	85		
do do do	46	47	do do 36th M. 8s	99	Kan. C. & Do. C. R. 8s	85		
do do do	46	47	do do 37th M. 8s	99	Lake Sup. & Miss. 1st 7s, gold	80		
do do do	46	47	do do 38th M. 8s	99	do do 2d 7s	78		
do do do	46	47	do do 39th M. 8s	99	Leav. Atch. & N. W. 7s, guar.	78		
do do do	46	47	do do 40th M. 8s	99	Leav. Law. & Gal. stock	9		
do do do	46	47	do do 41st M. 8s	99	do do 1st M. 10s	70		
do do do	46	47	do do 42nd M. 8s	99	Logans, Craw. & W. R. 1st m. 7s	98		
do do do	46	47	do do 43rd M. 8s	99	Michigan Air Line, 8s, 8s, gold	107 1/2		
do do do	46	47	do do 44th M. 8s	99	Monticello & P. Jervis 7s, gold	85		
do do do	46	47	do do 45th M. 8s	99	Montclair 1st 7s, gold, guar.	92 1/2		
do do do	46	47	do do 46th M. 8s	99	do 7s, Income	55		
do do do	46	47	do do 47th M. 8s	99	Mo. Kan. & Texas 7s, gold	10 1/2		
do do do	46	47	do do 48th M. 8s	99	Mo. R., Ft. S. & Ont. stock	8		
do do do	46	47	do do 49th M. 8s	99	do do 1st M. 10s	85		
do do do	46	47	do do 50th M. 8s	99	do do 2d M. 10s	75		
do do do	46	47	do do 51st M. 8s	99	N. J. Midland 1st 7s, gold, guar.	97 1/2		
do do do	46	47	do do 52nd M. 8s	99	do 2d 7s, gold	85		
do do do	46	47	do do 53rd M. 8s	99	N. Y. & Osw. Mid. 1st 7s, gold	83		
do do do	46	47	do do 54th M. 8s	99	do do 2d 7s, gold	83		
do do do	46	47	do do 55th M. 8s	99	New York & Boston 1st 7s, conv.	90		
do do do	46	47	do do 56th M. 8s	99	N. Haven, Middlet. & W. 7s	70		
do do do	46	47	do do 57th M. 8s	99	Newburg brch 7s, guar. Erie	65		
do do do	46	47	do do 58th M. 8s	99	Omaha & Southwestern R.R. 8s	83		
do do do	46	47	do do 59th M. 8s	99	Oregon & California 7s	60		
do do do	46	47	do do 60th M. 8s	99	Oswego & Home 7s, guar.	81		
do do do	46	47	do do 61st M. 8s	99	Peoria, Peoria & N. 1st m. 7s, gold	75 1/2		
do do do	46	47	do do 62nd M. 8s	99	Pitts. Clin. & St. L. 1st m. 7s	75 1/2		
do do do	46	47	do do 63rd M. 8s	99	Port Huron & I. M. 7s, gold, end.	87 1/2		
do do do	46	47	do do 64th M. 8s	99	do do 7s, gold	75		
do do do	46	47	do do 65th M. 8s	99	Peoria & Rock I. 7s, gold	33		
do do do	46	47	do do 66th M. 8s	99	Rock P. R. I. & St. L. 1st 7s, gold	33		
do do do	46	47	do do 67th M. 8s	99	Rome & Watonwan	90		
do do do	46	47	do do 68th M. 8s	99	Rond. & Osgood 8s	99		
do do do	46	47	do do 69th M. 8s	99	Rond. & Oswego 7s, gold	90		
do do do	46	47	do do 70th M. 8s	99	Siox City & Pacific 6s	75		
do do do	46	47	do do 71st M. 8s	99	Southern Pacific 6s, gold	75		
do do do	46	47	do do 72nd M. 8s	99	South Side (L. I.) 7s	85		
do do do	46	47	do do 73rd M. 8s	99	Staubenville & Indiana 6s	74		
do do do	46	47	do do 74th M. 8s	99	Southern Minn. construc. 7s	67 1/2		
do do do	46	47	do do 75th M. 8s	99	do do 7s	67 1/2		
do do do	46	47	do do 76th M. 8s	99	St. Jo. & C. Bl. 1st m. 10s	100		
do do do	46	47	do do 77th M. 8s	99	do do 3 p. c.	92		
do do do	46	47	do do 78th M. 8s	99	St. Jo. & Den. C. 8s, gold, W. D.	90		
do do do	46	47	do do 79th M. 8s	99	do do 8s, gold, W. D.	85		
do do do	46	47	do do 80th M. 8s	99	Sandusky, Man. & C. W. 7s	83		
do do do	46	47	do do 81st M. 8s	99	St. Louis, Vandalia & T. H. 1st	86		
do do do	46	47	do do 82nd M. 8s	99	do do 2d	86		
do do do	46	47	do do 83rd M. 8s	99	St. L. & So. eastern 1st 7s, gold	90		
do do do	46	47	do do 84th M. 8s	99	St. L. & St. Joseph, 1st 7s, gold	60		
do do do	46	47	do do 85th M. 8s	99	Southern Central of N. Y. 7s	83		
do do do	46	47	do do 86th M. 8s	99	Tech. & North 7s, gold	83		
do do do	46	47	do do 87th M. 8s	99	Union & Logansport 7s	90		
do do do	46	47	do do 88th M. 8s	99	Utah Central 6s, gold	75		
do do do	46	47	do do 89th M. 8s	99	Union Pac. 8s, branch, 8s, gold	88		
do do do	46	47	do do 90th M. 8s	99	Waukena Valley 1st 7s, gold	92 1/2		
do do do	46	47	do do 91st M. 8s	99	West Wisconsin 7s, gold	90		
do do do	46	47	do do 92nd M. 8s	99				
do do do	46	47	do do 93rd M. 8s	99				
do do do	46	47	do do 94th M. 8s	99				
do do do	46	47	do do 95th M. 8s	99				
do do do	46	47	do do 96th M. 8s	99				
do do do	46	47	do do 97th M. 8s	99				
do do do	46	47	do do 98th M. 8s	99				
do do do	46	47	do do 99th M. 8s	99				
do do do	46	47	do do 100th M. 8s	99				
do do do	46	47	do do 101st M. 8s	99				
do do do	46	47	do do 102nd M. 8s	99				
do do do	46	47	do do 103rd M. 8s	99				
do do do	46	47	do do 104th M. 8s	99				
do do do	46	47	do do 105th M. 8s	99				
do do do	46	47	do do 106th M. 8s	99				
do do do	46	47	do do 107th M. 8s	99				
do do do	46	47	do do 1					



## NEW YORK LOCAL SECURITIES.

## Bank Stock List.

COMPANIES.	CAPITAL.	DIVIDENDS.	PRICE.	Bld.	Askd
	Par Amount.	Periods.	1871 1872 Last Paid.		
Marked thus (*) are not National.					
America*	100 3,000,000	J. & J.	10 10 Jan., '73.5		
American	100 500,000	J. & J.	8 8 Jan., '73.4	107½	108½
American Exchange	100 5,000,000	M. & N.	8 8 Jan., '73.4		
Atlantic	100 250,000	J. & J.	8 8 Jan., '73.4	285	
Broadway	25 1,000,000	J. & J.	21 21 Jan., '73.12		
Bull's Head*	25 200,000	Q-J	30 30 Jan., '73.4		
Butchers & Drovers	25 800,000	J. & J.	10 10 Jan., '73.6	36	36
Central	100 300,000	J. & J.	12 12 Jan., '73.6		
Chatham	100 300,000	J. & J.	12 12 Jan., '73.10		
Chemical	25 400,000	J. & J.	10 10 Jan., '73.5		
Citizens*	100 1,000,000	M. & N.	20 20 Jan., '73.10	116½	118½
City*	100 1,000,000	J. & J.	9 9 Jan., '73.4		
Commerce	100 750,000	J. & J.	8 8 Jan., '73.4		
Commonwealth	100 2,000,000	J. & J.	10 10 Jan., '73.4		
Continental	100 1,000,000	J. & J.	10 10 Jan., '73.4		
Corn Exchange*	100 1,000,000	Q-J	16 16 Jan., '73.4		
Dry Goods*	100 1,000,000	J. & J.	6 6 Jan., '73.4		
East River	25 350,000	J. & J.	8 8 Jan., '73.4		
Eleventh Ward*	25 200,000	J. & J.	7 7 Jan., '73.4		
Fifth	100 150,000	Q-J	11 11 Jan., '73.4		
First	100 500,000	Q-J	20 20 Jan., '73.4	110½	111½
Fourth	100 500,000	M. & N.	10 10 Nov., '72.5		
Fulton	30 600,000	M. & N.	4 4 Jan., '73.4	101	
German American*	100 2,000,000	F. & A.	3 3 May 1, '73.10		
Germania*	100 200,000	M. & N.	20 20 Jan., '73.10		
Greenwich*	25 200,000	M. & N.	20 20 Jan., '73.10		
Grocers	40 300,000	J. & J.	10 10 Jan., '73.4	108½	
Hanover	100 1,000,000	J. & J.	8 8 Jan., '73.4		
Harlem*	100 1,500,000	J. & J.	6 12 Jan., '73.6	185	
Importers & Traders	100 1,500,000	J. & J.	8 8 Jan., '73.4		
Irving	50 500,000	J. & J.	8 8 Jan., '73.4		
Manufacturers & Build.	100 100,000	J. & J.	12 12 Jan., '73.6	151	157
Leather Manufacturers	100 600,000	F. & A.	10 10 Jan., '73.6	92	
Manuf. & Merchants*	50 2,000,000	J. & J.	8 8 Jan., '73.4		
Marine	100 400,000	J. & J.	12 12 Jan., '73.6		
Market	100 1,000,000	J. & J.	10 10 Jan., '73.5	138	140
Mechanics	25 2,000,000	M. & N.	9 9 May 1, '73.4	108	
Mech. Bkg Asso'n.	50 500,000	M. & N.	10 10 May 1, '73.5	132	
Mechanics & Traders	25 600,000	M. & N.	10 10 May 1, '73.4	118	116½
Mercantile	100 1,000,000	J. & J.	8 8 Jan., '73.3		
Merchants	50 800,000	J. & J.	8 8 Jan., '73.3		
Metropolitan*	100 500,000	J. & J.	10 10 Jan., '73.5	134	136
Murray Hill*	100 4,000,000	J. & J.	10 10 Jan., '73.5		
Mutual	25 200,000	A. & O.	Apr. 1, '72.4		
Nassau	100 1,000,000	M. & N.	7 6 Nov., '72.5	105	
National Callahan	100 1,500,000	M. & N.	8 8 Apr. 10, '73.4	119	
New York	100 8,000,000	J. & J.	10 10 Jan., '73.5	137	
New York County	100 200,000	J. & J.	15 15 Jan., '73.7		
N. Y. Nat. Exchange	100 500,000	J. & J.	7 7 Jan., '73.3	91	
N. Y. Gold Exchange*	100 500,000	J. & J.	5 5 Jan., '73.5	112	
Ninth	100 1,500,000	J. & J.	9 9 Jan., '73.5	101	104
Ninth Ward*	100 200,000	J. & J.	7 7 Jan., '73.3	102	
North America*	100 1,000,000	J. & J.	7 7 Jan., '73.3	102	
North River	100 400,000	J. & J.	7 7 Jan., '73.3	102	
Oriental*	25 300,000	J. & J.	12 12 Jan., '73.6	155	
Pacific	50 422,700	Q-F	16 16 May 1, '73.3		
Park	100 2,000,000	J. & J.	12 12 Jan., '73.6	148	
Peoples*	25 412,500	J. & J.	10 10 Jan., '73.5		
Phenix	20 1,800,000	J. & J.	7 7 Jan., '73.3	109	
Public	100 500,000	J. & J.	8 8 Jan., '73.3	109	
Security	100 500,000	J. & J.	7 7 Jan., '73.3	109	
St. Nicholas	100 1,000,000	F. & A.	10 9 Feb., '73.4	109	
Seventh Ward	100 500,000	J. & J.	7 7 Jan., '73.3	105	
Second	100 300,000	J. & J.	10 10 Jan., '73.5	152	
Shoe and Leather	100 1,000,000	J. & J.	12 12 Jan., '73.6		
Sixth	100 200,000	J. & J.	12 12 Jan., '73.5	110	113
State of New York	100 2,000,000	M. & N.	10 10 Jan., '73.4		
Tenth	100 1,000,000	J. & J.	8 8 Jan., '73.4		
Third	100 1,000,000	J. & J.	12 12 Jan., '73.6	154	
Tradersmen's	40 1,000,000	J. & J.	10 10 Nov., '72.5	133	
Union	50 1,500,000	M. & N.	10 10 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 Olla, 47 Exchange Place.]

Brooklyn Gas Light Co.	25 2,000,000	Q-F	20 20 Apr., '73.5	240	
Citizens Gas Co. (Bklyn.)	20 1,200,000	J. & J.	10 10 Jan., '73.5	210	
do certificates	20 300,000	A. & O.	7 7 Apr., '72.8	100	
Harlem	50 1,000,000	F. & A.	10 10 Apr., '73.5	150	
Jersey City & Hoboken	20 886,000	J. & J.	15 15 Jan., '72.7	150	
Manhattan	50 4,000,000	J. & J.	10 10 Feb., '73.5	217	
Metropolitan	100 2,800,000	J. & J.	10 10 Jan., '72.5	125	
do certificates	100 750,000	J. & J.	7 7 Various	35	
Mutual, N. Y.	100 500,000	J. & J.	7 7 Various	128	
Nassau, Brooklyn	25 500,000	M. & N.	7 7 Various	177	
New York	50 4,000,000	M. & N.	7 7 May, '73.	100	
People's (Brooklyn)	10 1,000,000	M. & S.	7 7 Feb., '73.4		
Westchester County	50 400,000	F. & A.	10 10 Jan., '73.5	100	
Williamsburg	50 1,000,000	J. & J.	10 10 Jan., '73.5	135	
do	1,000,000	J. & J.	10 10 Various		

Bleeker St. & Fulton Ferry—stock	100 900,000	J. & J.	7 7 Jan., '80	50	
1st mortgage	100 694,000	J. & J.	7 7 Jan., '80	65	67
Broadway & Seventh Ave—stock	100 2,100,000	J. & J.	7 7 Jan., '83	95	
1st mortgage	100 1,000,000	J. & J.	7 7 Jan., '83	97	
Brooklyn City—stock	100 2,000,000	Q-F	May '73	190	
1st mortgage	100 900,000	J. & J.	7 7 Jan., '72	97	
Broadway (Brooklyn)—stock	100 900,000	J. & J.	7 7 Dec., '72	100	120
Brooklyn & Hunter's Pt.—stock	100 80,000	J. & J.	7 7 Jan., '73		
1st bonds, 278,000	100 278,000	J. & J.	7 7 Jan., '73		
Atlantic Avenue, Brooklyn—stock	100 700,000	J. & J.	7 7 Jan., '73		
1st mortgage	50 115,000	A. & O.	1891		
2d do	50 100,000	A. & O.	1894		
3rd do	50 164,000	J. & J.	1895		
Central Pk. N. & E. River—stock	100 1,150,000	F. & A.	1882		
1st mortgage	100 550,000	M. & N.	1890		
2d do	100 600,000	M. & N.	1890		
Coney Island & Brooklyn—stock	100 214,000	J. & J.	7 7 Jan., '83	88	
Dry Dock, E. B. & Battery—stock	100 1,200,000	Q-F	Nov. '72	57	
1st mortgage	100 420,000	M. & S.	1874-76		
2d mortgage	100 800,000	J. & J.	1874-76	90	
Eighth Avenue—stock	100 1,000,000	J. & J.	7 7 Jan., '73	175	
1st mortgage	100 200,000	J. & J.	7 7 Jan., '73	100	
42d St. & Grand St. Ferry—stock	100 750,000	M. & N.	May '73	100	
1st mortgage	100 200,000	A. & O.	1873	95	
Grand Street & Newtown—stock	20 170,000	J. & J.	7 7 July '70		
Park Avenue—stock	100 254,000	M. & N.	1878		
1st mortgage	100 300,000	M. & N.	1878		
Ninth Avenue—stock	100 797,000	J. & J.	7 7 Jan., '73		
1st mortgage	100 157,000	J. & J.	7 7 Jan., '73		
Second Avenue—stock	50 800,000	J. & J.	7 7 May '73		
1st mortgage	100 350,000	F. & A.	1877	91	
2d mortgage	100 450,000	F. & A.	1878	91	
3d mortgage	100 800,000	M. & N.	1885	80	
Cons. Converter	100 315,000	M. & N.	1888	80	
Sixth Avenue—stock	100 750,000	M. & N.	Nov. '72	140	
1st mortgage	100 250,000	J. & J.	1890	100	
Third Avenue—stock	100 2,000,000	Q-F	May '73	165	
1st mortgage	100 2,000,000	J. & J.	1890	100	
Williamsburg & Flatbush—stock	100 125,000	M. & S.	1888-89		
1st mortgage	100 125,000	M. & S.	1888-89		

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

## Insurance Stock List.

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

COMPANIES.	CAPITAL.		NET SURPLUS, JAN. 1, 1873.	DIVIDENDS.					PRICE.	
	Par	Amount.		1869	1870	1871	1872	Last Paid.	Bid.	Askd
Adriatic.	25	200,000	3,150	....	10	....	10	July, '72.5	.....	65
Asia.	100	200,000	16,557	....	....	....	5	July, '72	.....	
American.	50	400,000	88,323	17	15	17	14	Jan., '73.7	140	145
American Exch'e.	100	200,000	27,845	10	12	12	12	Jan., '73.5	109	133
Arctic	25	250,000	14,428	10	10	10	10	July, '72.5	65	....
Atlantic.	50	200,000	355,021	20	20	20	20	Dec., '72.10	185	....
Bowery & M'lt's	100	200,000	39,659	....	....	....	....	....	....	....
Broadway.	25	200,000	181,271	16	16	15	13	Feb., '73.10	160	....
Brooklyn.	17	153,000	200,888	20	20	20	20	Jan., '73.10	200	....
Citizens*.	20	800,000	41,699	20	33½	18	15½	Jan., '73.3½	100	150
City.	70	210,000	165,838	14	14	14	14	Jan., '73.5	108	....
Clinton.	100	250,000	30,713	10	10	10	10	July, '72.5	65	70
Columbia.	100	300,000	10,618	10	11	10	10	July, '72.5	78	....
Commerce.	50	200,000	10,618	10	10	10	11	July, '72.5	78	....
Continental.	100	1,000,000	68,159	16	18	20	8½	Jan., '73.3½	109	111
†Corn Exchange.	25	200,000	....	....	....	....	....	....	....	....
Eagle	40	300,000	327,958	20	20	20	20	Oct., '72.10	195	....
Empire City.	100	200,000	30,906	10	10	10	10	Jan., '73.5	95	100
Exchange.	50	200,000	51,251	....	4	....	....	Mch., '73.3	70	....
Farragut.	50	200,000	18,675	....	....	....	....	July, '72.8	90	....
Firemen's.	17	201,000	91,603	20	20	10	5	July, '72.5	100	115
Firemen's Fund.	10	150,000	24,456	....	....	....	....	Jan., '66.8	40	....
Firemen's Trust.	10	150,000	44,010	10	10	10	10	Jan., '73.5	100	110
Gebhard.	100	200,000	1,025	10	10	10	10	Aug., '72.5	80	....
German-American.	100	1,000,000	26,339	....	....	....	....	....	95	100
Germania.	50	500,000	68,561	10	10	10	10	Jan., '73.5	95	100
Globe.	50	200,000	58,294	10	11	11	12½	Jan., '73.5	101	....
Greenwich.	25	200,000	210,717	20	20	20	20	Apr., '72.10	200	....
Guardian.	100	200,000	5,800	5	10	10	10	July, '72.5	....	....
Hamilton.	25	150,000	91,589	10	18	15	17½	Jan., '73.10	140	145
Hanover.	50	250,000	3,073	10	10	8½	10	Jan., '73.5	95	100
Hoffman.	50	200,000	8,143	10	....	....	....	July, '72.5	70	80
Home.	100	2,500,000	377,067	10	10	10	5	July, '72.5	80	82½
Hope.	25	150,000	13,377	11	5	10	5	Jan., '72.5	....	....
Howard.	50	100,000	1,955	11	12	9½	....	Jan., '73.5	92½	96
Importers & Trad.	100	200,000	16,593	10	10	10	10	July, '72.5	90	....
International.	50	500,000	59,587	10	10	10	5	July, '71.5	....	....
Irving.	50	200,000	96,818	10	10	10	10	Jan., '73.5	118	....
Jefferson.	80	200,010	96,818	10	10	10	10	Mar., '73.5	118	....
Kings Co. (B'klyn)	20	150,000	83,139	10	10	10	10	Jan., '73.5	....	....
Knickerbocker.	40	280,000	92,483	20	15	20	15	Jan., '73.10	135	145
Lafayette (B'klyn)	50	150,000	80,532	5	5	....	....	Jan., '73.5	90	100
Lamar.	100	200,000	11,515	10	10	10	10	Jan., '73.5	90	....
Lenox.	25	150,000	30,692	10	10	10	10	Jan., '73.5	90	....
Longland (B'kly.)	70	150,000	135,727	14	14	14	15	Jac., '73.7	150	....
Lorillard.	25	300,000	11,373	....	....	....	....	....	....	100
Manuf & Bu'lders.	100	2,000,000	50,481	....	....	....	....	Jan., '73.5	100	....
Manhattan.	100	250,000	50,000	....	....	....	....	Jac., '73.5	90	....
Mech. & Trad'rs.	25	200,000	189,339	11	15	16	20	Jan., '73.5	170	170
Mechanics' (B'klyn)	50	200,000	41,565	10	10	10	10	Jan., '73.5	100	....
Mercantile.	50	200,000	17,027	10	11	5	5	July, '72.5	70	55
MERCHANTS.	50	200,000	24,592	20	20	20	20	July, '72.10	....	....
Metropolitan.	10	300,000	4,894	4	....	....	....	....	65	....
Montauk (B'klyn).	50	150,000	129,003	10	11	12	16	Jan., '73.10	155	....
Nassau (B'klyn).	50	200,000	175,540	20	20	20	20	Jan., '73.10	198	....
National.	37½	200,000	12,756	12	12	12	6	July, '72.5	....	....
N. Y. Equitable.	20	210,000	199,972	18	18	20	20	Jan., '73.10	170	175
New York Fire.	100	200,000	136,507	15	16	18	16	Feb., '73.8	140	....
N. Y. & Lonkers.	100	200,000	530	....	....	....	....	....	90	100
Niagara.	10	500,000	101,693	10	10	3½	....	Jan., '73.5	95	100
North River.	25	350,000	182,487	10	10	18	10	Mch., '73.5	110	112
Pacific.	25	200,000	215,368	16	16	23	20	Jan., '73.5	130	140
Park.	100	200,000	118,436	12	12	12	11	Jan., '73.8	130	140
People's.	20	150,000	168,139	11	12	12	18	Feb., '73.10	155	160
People's.	20	150,000	76,418	12	12	12	12	Jan., '73.6	....	116
Phenix (B'klyn)	50	1,000,000	49,838	10	11	12	10	Jan., '73.5	....	....
Relief.	50	200,000	137	10	12	11	10	July, '72.5	70	....
Republic.	100	900,000	13,772	10	10	10	....	Feb., '73.3	....	....
Rochelle.	100	200,000	215,500	10	10	9½	....	Feb., '73.3	....	75
Rugers.	25	200,000	118,586	15	18	16	20	Feb., '73.10	160	....
Safeguard.	100	200,000	....	....	....	....	....	....	90	....
St. Nicholas.	25	150,000	895	10	10	10	10	Jan., '73.5	85	90
Standard.	50	200,000	849	11	10	7	13½	July, '72.3½	....	100
Star.	100	200,000	532	5	10	10	10	July, '72.5	....	....
Star.	100	200,000	13,756	12	12	12	12	Feb., '73.5	....	....
Starling.	25	200,000	107,240	10	10	10	12	Jan., '73.6	110	115
Stuyvesant.	25	150,000	10,697	12	14	14	14	Jan., '73.5	101	....
Trustmen's.	25	250,000	187,013	14	14	14	14	Jan., '73.7	135	....
United States.	100	200,000	....	....	....	....	5	July, '72.5	....	....
†Washington.	100	200,000	....	....	....	....	....	Jan., '73.5	....	....
Williamsburg City.	50	250,000	24,311	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.

## RAILROAD BONDS—DEFAULTS IN INTEREST.

There have unfortunately been a few defaults in interest since the first of January, on some of the less prominent railroad bonds, which have generally been noticed briefly in this column at the time they occurred. Subscribers frequently write us for information in regard to these and similar financial matters, and request an answer in the next CHRONICLE; this it is often impracticable for us to give, and it is desirable that all who write for information should give their real name and address, not for publication, but to enable us to respond to their inquiries by letter, in case no reply is made in THE CHRONICLE.

As to the St. Joseph and Denver City 1st mortgage 8 per cent gold bonds, negotiated in New York within the past year or two, and upon which default was made in the payment of the February interest, there is no further information to be obtained at present than that which has been given in THE CHRONICLE. We have previously stated that negotiations were pending for the transfer of the management of the property to the hands of substantial parties, but that difficulties intervened to prevent the completion of the arrangement, and this, so far as we can ascertain, is the present situation of affairs. In this connection, we observe that the recent circular of a dealer in railroad bonds rather advises his customers to hold their bonds for the present.

As to the default made on the 1st instant on the 8 per cent gold bonds of the Mobile & Montgomery Railroad, the President issued a circular dated April 26, which may be presumed to contain the most complete information that bondholders can at present obtain. He says:

We should have provided for this interest from the earnings of the road had for the reduced rates on both freights and passengers since July 1st, 1872, forced upon the company by adverse State legislation, and which has operated greatly to the injury of our company. I am happy to say, however, that this act has been within the last ten days so amended as to authorize an increase of at least 25 per cent on present rates, and that this will, I am satisfied, so largely increase the income of the road as to put beyond all doubt the prompt payment of future interest.

It is also proper to say that to strengthen the road, in view of projected lines, which if carried out would be active competitors for the business which the road should legitimately control, I some time since opened negotiations for the lease of the road to most responsible parties, by the terms of which the interest due May 1st and all future interest should be fully provided for. The lease, however, could not be perfected without special act of the Legislature; and although a proper bill was introduced early in January, it only became a law on the 16th inst. I at once came to New York to conclude the negotiations, but in the short time intervening before the 1st of May it was found impracticable to consummate the lease, but I am assured it will be arranged within less than sixty days, and the interest now maturing and all future interest be thus amply provided for.

As to the Southern Minnesota Railroad, which was noticed in the CHRONICLE of Nov. 16 and 23, 1872, on pages 657 and 691, there is little to be added at present. The road is under foreclosure proceedings in the U. S. Courts, and in due process of time will be noticed for sale, in case no arrangements should be perfected to take the company out of litigation by negotiation, with substantial parties, of which some hope is now entertained. The receiver, Mr. McIlrath, is a man highly esteemed in the State, and will do whatever can be done to protect the property, though he has had to contend against one of the worst winters ever known at the West, which for a time cut off the earnings almost entirely. From all that can be ascertained it would appear to be ill advised for bondholders to dispose of their securities for what they can get just now.

The Fort Wayne, Muncie & Cinn. Railroad was unable to pay the interest on its bonds, and in September, 1872, the directors addressed to the bondholders a circular in which they stated:

"The Traffic Agreement attached to \$1,000,000 First Mortgage and \$500,000 of Second Mortgage Bonds, by which forty per cent of the gross earnings from interchange of business with the Fort Wayne, Jackson & Saginaw, Jackson, Lansing & Saginaw, Ionia & Lansing, and the Michigan Central Railroad Companies, is to be devoted to the purchase of the bonds having said agreement attached, has diverted business from this road when controlled by the roads mentioned, and where another route to Cincinnati, etc., could be found. This is a natural effect of such an agreement under existing circum-

stances. It is proposed that the holders of such bonds shall agree to cancel, in part or absolutely, this agreement, whenever suitable arrangements can be made with these connecting companies for the transaction of general business. A large proportion have already agreed to do so whenever the Executive Committee of the Directors shall decide it to be for the interest of the company. With this agreement cancelled, and the disturbance in the lumber trade caused by the Chicago fire quieted, it is believed that the volume of foreign freight coming to this road will steadily increase, and become a source of profit."

And further, that in order to keep the present company organization and give the managers a chance to place the road on a good basis:

"It will be necessary to fund the coupons for four years; and therefore recommend the conversion of these coupons into their equivalent in preferred stock, thus following the precedent of other roads, which in their infancy have been placed in a similar situation, and from like causes, and thereby protecting their securities, and so developing their business as to render them valuable and paying investments. The surrendered coupons shall, nevertheless, be held by the trustees, to be used, in case of necessity, for the protection and benefit of the original proprietors thereof or their assigns."

In the recent annual report for the year ending Dec. 31, 1872, the gross earnings are given at \$243,771; operating expenses (71.18 per cent) \$173,535; net receipts, \$70,236; out of which other expenses left \$14,313 cash balance. The President's report says of the plan above referred to, that a certain amount of bonds had been negotiated in Germany, and holders being unknown it has been difficult to communicate with them. Further means will be taken to place before these parties full information in regard to the improved condition of the property, &c. The American bondholders, so far as heard from, with inconsiderable exceptions, have approved and accepted the plan.

With this plan carried out, it is confidently anticipated, that, at the end of the four years, the road will be in a thoroughly good condition, making the bonds of the company a valuable, interest-paying, and safe security.

Other bonds upon which interest may be in default we shall notice hereafter.

**Tennessee State Finances.**—An important circular letter, issued by the Governor, contains the following:

"Orders have been given for the engraving of the new bonds, and the necessary books are in course of preparation. We will certainly commence funding and registering as early as the first day of July next, perhaps sooner. Notice of the exact date will be given in due time. As to what bonds will be rejected, it is proper to state that those known as the Mineral Home Railroad bonds, amounting to \$100,000, and numbered as follows, to wit: From No. 9,861 to 9,865, and from 9,896 to 9,980, all of said numbers included, all being green bonds, without letter denoting series, and those known as the bonds of the Insurance Company of the Valley of Virginia, amounting to \$20,000, and numbered as follows, to wit: from 6,001 to 6,017 including both numbers, also Nos. 6,140, 7,546, and 7,547, all of green issue—without letter denoting series—as well as the Tennessee Confederate war bonds, will be rejected. If there be any others that may not be registered or funded under the provisions of the funding act, their existence is not known at this department. And when it is considered that out of more than (\$13,000,000) thirteen millions retired since the early part of 1870, no such bond has been detected, the presumption is very strong that none such are in existence. The bonds and coupons presented will, however, be critically inspected, and if any are found to have been fraudulently issued, or not issued under laws existing at the time they were issued, they will be rejected.

"I see no necessity for an extra session of the General Assembly. I believe the assessment act now in force, will develop a largely increased amount of taxable property—ample under the present law, to meet the necessities of the State. Should I be mistaken in this, however, and should the assessment returns disclose the fact that the revenues will not be sufficient to meet the current wants of the State, after paying the interest as provided for in the funding act, the General Assembly will certainly be called together in ample time to meet the emergency. No means within the warrant of the Constitution and laws, that may be necessary to protect the pledged faith and credit of the State, will be neglected or omitted.

"The interest maturing July 1, 1874, can and will be met out of the revenues of 1873, even should there be no improvement in the assessment returns, as a very simple calculation (including the taxes on privileges) will readily show. And if any improvement in the revenue laws should appear necessary to meet the subsequent instalments of interest, it can and should be made in the assessments and levies of 1874. In any aspect of the case, therefore, there is no existing necessity for convening the General Assembly in extra session.

"JOHN C. BROWN, Governor."

## St. Paul &amp; Sioux City Railroad.—

(Returns for the Fiscal Year ended December 31, 1872.)

The Saint Paul and Sioux City Railroad, until October, 1872, had no through business. At that date the Sioux City & St. Paul Railroad, which connects with the St. P. & S. City RR. at St. James, was so far completed as to form a through line between St. Paul and Sioux City, 270 miles; connecting also at St. Paul with the Lake Superior & Mississippi Railroad 156 miles to Duluth, and at Sioux City with the Sioux City & Pacific Railroad and the Dakota Southern Railroad. The distance between Duluth and Sioux City is 426 miles. These roads are of course not operated at a profit, and it was not expected that they would be at this early period of their existence. Their existence promotes settlement and development, and with these accessories and the through business which will now come to them the prospect is rapidly improving of their becoming paying establishments. The year 1872 has been a very severe one, and for four months this railroad was snow-bound. The earnings, however, increased over those of 1871 by \$53,815. The road is also in an unfinished state and requires additional rolling stock, to provide for which and for the payment of the company's floating debt, and for other purposes, the directors have determined to create \$400,000 additional per-



ferred stock; to be known as "Fourth Series." This stock will bear a semi-annual interest of 5 per cent., payable Feb. 1 and Aug. 1 of each year, and be redeemable at par and interest at the pleasure of the company after Feb. 1, 1875. It is secured by a lien on 100,000 acres of land, and is only subordinate to the preferred and special stocks heretofore issued, and including the present issue, amounting to \$2,000,000. The company own a valuable land-grant from the State of Minnesota, amounting in all to 829,954 acres.

ROAD AND EQUIPMENT.

*Main Line*—St. Paul, Minn., to St. James, Minn., 121 miles—Gauge, 56½ inches. Rail on 116 miles 50, and on 5 miles 60 pounds.

*Equipment*—Locomotive engines, 13; passenger cars, 6; baggage, mail and express cars, 4; and freight cars, box, 133; platform, 53; and caboose, 8. Total revenue cars, 204. Also 1 wrecking car and 55 construction cars.

OPERATIONS AND FISCAL RESULTS.

*Mileage of Engines and Cars*—Engines hauling trains run, 344,883 miles, being 40,023 miles more than in 1871; cars run, 2,250,418 miles, being an increase over 1871 of 328,083 miles.

*Passenger Traffic*—Passengers carried, 75,461, or an increase over the number carried in 1871 of 902.

*Freight Traffic*—Tons of freight moved, 136,127; in 1871, 104,279, showing an increase of 31,848.

*Gross Earnings*—Passenger, \$114,720; freight, \$297,593; mail, \$8,346; express, \$3,415; and telegraph, \$324. Total .....

Belle Plaine Salt Company Stock, \$825; St. James' lots sold, \$2,625; Sioux City & St. Paul Land bonds, \$25,000; and balance, \$59,415. ....

Total receipts accounted for. .... \$512,263

*Operating Expenses*—(incl. \$14,823 loss on shops and material by fire)..... 324,730

*Net Earnings*—being receipts less expenses..... \$187,533

Dividends, \$144,889, and interest, \$33,164. .... \$178,053

Taxes, United States, \$2,070, and State, \$7,410. 9,480—\$187,533

FINANCIAL CONDITION AT CLOSE OF YEAR.

Capital stock, 24,000 shares at \$100..... \$2,400,000

Preferred stock (2d issue), 10 p. c. redeemable Jan. 1, 1873. .... \$556,900

Special stock, 10 p. c. redeemable Nov. 1, 1875. .... 429,000

Preferred stock, 8 p. c., redeemable January 1, 1891..... 424,200— 1,600,000

Special land stock..... 24,565

Bills payable, \$236,373, and profit and loss (balance), \$68,632..... 305,025

Station and current account..... 125,488

Land department..... 329,699

Total..... \$4,784,777

Road and equipment..... \$4,550,960

Materials, fuel, machinery and tools in shops..... 47,122

Capital stock, \$40,888; and pref. 8 p. c. stock, \$48,200..... 89,088

Real estate (for sale)..... 43,588

Bills receivable..... 1,519

Sioux City & St. Paul RR. stock, \$27,500; and land bonds, \$25,000... 52,500

Total..... \$4,784,777

LAND DEPARTMENT.

Lands conveyed to company by State of Minnesota..... 829,954 acres.

Deeds given and contracts outstanding..... 121,518

Standing in name of company..... 706,436 "

Mortgaged to secure 2d series of preferred stock..... 117,639

Mortgaged to secure 3d series of preferred stock..... 146,982

Mortgaged to secure special stock..... 20,538

Mortgaged to secure special land stock..... 388,446

Unencumbered..... 34,631—706,636 "

*Sales*—Deeds and contracts issued on 121,578 acres—valued..... \$721,897

*Receipts*—Principal, \$377,965; advance interest, \$74,926; overdue interest, \$5,097; interest to secure rights of purchase, \$5,569; and deposits (partial payments), \$7,921—total, \$471,488, or less discounts, account of advanced payments, \$2,830..... \$468,658

*Contracts* (distributed as follows)—Second series of pref. stock, \$12,520; third series of pref. stock, \$35,903; special stock, \$17,262; special land stock, \$66,036; and unencumbered lands, \$212,310..... \$343,931

*Sales in 1872*—Total, 11,574 acres; purchase money, \$88,061; average price per acre, \$7 60.

DIRECTORS AND OFFICERS FOR 1872-73.

H. H. Sibley.....St. Paul, Minn. E. F. Drake.....St. Paul, Minn.  
R. Blakeley.....St. Paul, Minn. J. C. Brnhrank.....St. Paul, Minn.  
John S. Prince.....St. Paul, Minn. S. F. Hersey.....Bangor, Me.  
Geo. A. Hamilton.....St. Paul, Minn. Wm. P. Davidson.....St. Louis, Mo.  
A. H. Wilder.....St. Paul, Minn. J. W. Pence.....Minneapolis, Minn.  
John L. Merriam.....St. Paul, Minn. T. A. Harrison.....Minneapolis, Minn.  
C. H. Bigelow.....St. Paul, Minn. H. G. Harrison.....Minneapolis, Minn.  
Horace Thompson.....St. Paul, Minn.

*President*, E. F. Drake, St. Paul, Minn.; *Vice-President*, John L. Merriam, St. Paul, Minn.; *Treasurer*, Horace Thompson, St. Paul, Minn.; *Secretary*, George A. Hamilton, St. Paul, Minn.; *General Manager*, J. W. Bishop, St. Paul, Minn.; *Superintendent*, John F. Lincoln, St. Paul, Minn.; *Assistant Superintendent*, T. B. Burnett, Sioux City, Iowa; *General Freight and Ticket Agent*, J. C. Boyden, St. Paul, Minn.; *Chief Engineer*, Thomas P. Gere, St. Paul, Minn.; *Master of Machinery*, F. C. Butterfield, St. Paul, Minn.; *Secretary Land Dept.*, Edward Sawyer, St. Paul, Minn.

Sioux City & St. Paul Railroad.—

(Returns for the Fiscal Year ended December 31, 1872.)

The Sioux City & St. Paul Railroad is a continuation of the St. Paul & Sioux City Railroad from St. James (121 miles S. W. from St. Paul), Minn., to Sioux City, Iowa, a distance of about 149 miles. It was completed to La Mars, on the Iowa Falls &

Sioux City Railroad, in October last, and reached Sioux City over that road. About 26 miles from La Mars to Sioux City is yet under construction; but within the city the company have built several miles of railroad and terminal sidings for the present accommodation of their shops located therein. The road was opened by sections, and as it progressed was operated under the same management as the St. Paul & Sioux City Railroad, but at the expense of the S. C. & St. P. contractors. The two companies, indeed, are on friendly terms, and appreciate the necessity of their continued unity of purpose, nor is it improbable that a permanent consolidation may be effected at an early period. In the construction of the road the counties traversed by it have contributed liberally towards its cost, and the States of Minnesota and Iowa have severally granted to the company large bodies of land. Of the total length 66 miles are in Minnesota, and 82½ miles in Iowa.

ROAD AND EQUIPMENT.

*Main Line*—St. James, Minn., to Sioux City, Iowa..... 148½ miles. Completed—St. James, Minn., to La Mars, Iowa..... 122¾ miles. Sidings, &c., 6-60 miles; gauge, 56½ inches; rail, 50 pounds.

*Equipment*—Locomotive engines, 9; passenger cars, 6; baggage, mail and express cars, 3; and freight cars, box, 131; platform, 93; stock, 4, and caboose, 4. Total revenue cars, 241; also construction and other cars, 30.

OPERATIONS AND FISCAL RESULTS.

As the road during 1872 was run on account of the contractors, and chiefly used for carrying material and supplies, no accounts in relation to operations were kept by the company.

FINANCIAL CONDITION AT CLOSE OF YEAR.

Capital stock, 28,000 shares, at \$100..... \$2,800,000

Funded debt, \$1,740,000, viz.: Currency 8 per cent bonds..... 1,240,000

Gold 7 per cent bonds..... 500,000

Profit and loss..... 4,410

Current liabilities..... 268,125

Premium Account—Land bonds on hand..... 175,000

Bond account, \$13; Worthington lots sold, \$2,946..... 2,959

Total..... \$4,990,494

Railroad and equipment..... \$4,422,132

Fuel account (on hand)..... 10,138

Land bonds, \$175,000, and 8 per cent bonds, \$340,000 (on hand)..... 551,000

Due from Treasurer, \$2,172, and from Land Department, \$15,367..... 17,539

Worthington Hotel, \$7,132; town sites, \$16,595..... 23,727

Shop Engine—Cash advanced..... 1,958

Total..... \$4,990,494

LAND DEPARTMENT.

*Land Grants*—Conveyed by State of Minnesota..... 929,832-91 acres.

" " Certified by State of Iowa..... 216,059-75 "

" " Insuring in Iowa, but not yet certified..... 183,940-25 "

Total of all lands conveyed, certified and insuring..... 629,832-91 acres.

*Land Sales*—Total, 9,593-35 acres; value of sales, \$82,481 57; average price per acre, \$8 59; town lots, 266; value of sales, \$28,845.

*Statement of Accounts*—Liabilities, sales, interest, &c..... \$129,695

" " Resources—Contracts, buildings, &c..... \$47,030

" " Bonds on hand for cancellation..... 68,000

" " Expenses of Department..... 14,665—\$129,695

The details of accounts are given in the report, but are as yet of too insignificant a character to be transcribed into THE MONITOR.

*Land Bond Account*—Whole amount issued..... \$2,800,000

Accounted for as follows: Held by individuals, \$2,557,000; owned by company, \$175,000; and in hands of trustees for cancellation, \$68,000. Total..... \$2,800,000

DIRECTORS AND OFFICERS FOR 1872-73.

Adrian Iselin.....New York City. E. F. Drake.....St. Paul, Minn.  
George J. Seney.....New York City. A. H. Wilder.....St. Paul, Minn.  
Alex. H. Rice.....Boston, Mass. S. T. Davis.....Sioux City, Iowa.  
Geo. H. Mackay.....Boston, Mass. B. M. Goldschmidt.....Frankfort, Germany.  
H. Thompson.....St. Paul, Minn.

*President*, E. F. Drake, St. Paul, Minn.; *Vice-President*, A. H. Wilder, St. Paul, Minn.; *Treasurer*, Horace Thompson, St. Paul, Minn.; *Secretary*, S. T. Davis, Sioux City, Iowa; *Assistant Secretary*, George A. Hamilton, St. Paul, Minn.; *General Manager*, J. W. Bishop, St. Paul, Minn.; *Superintendent*, John F. Lincoln, St. Paul, Minn.; *Assistant Superintendent*, T. B. Burnett, Sioux City, Iowa; *General Freight and Ticket Agent*, J. C. Boyden, St. Paul, Minn.; *Chief Engineer*, Thomas P. Gere, St. Paul, Minn.; *Master of Machinery*, F. C. Butterfield, St. Paul, Minn.; *Secretary Land Department*, J. M. Berreau, St. Paul, Minn.

*GENERAL OFFICES*.....St. Paul, Ramsey Co., Minn.

*TRANSFER AGENCY*.....Metropolitan National Bank, New York City.

*The Hannibal & St. Joseph Preferred Stock*—No. 215. In the United States Supreme Court, Bailey vs. Hannibal & St. Joseph Railroad Company. Appeal from the Circuit Court for Missouri.—This was a bill brought by Bailey, as owner of certain preferred stock of the company, to enjoin it from paying a dividend on its common stock, unless he was allowed to share equally with the common stock, after being first paid a dividend of seven per cent on his preferred stock. This, he claimed, was the condition of a contract between him and the company, the consideration of which was assistance by him when the corporation was in an embarrassed condition. The court below decided that he was only entitled to share in any surplus beyond seven dollars per share, which may be divided upon both classes of stock within the year, and dismissed the bill. This court affirm that decree. Mr. Justice Clifford delivered the opinion.



**Report of the Grand Trunk Railway of Canada.**—The following is the chief part of the directors' report for the last half of 1872:

Dec. half of 1871.	Dec. half of 1872.
The gross receipts upon the whole undertaking, including the Buffalo and Champlain lines, have been.....	\$935,841
The ordinary working expenses (being at the rate of 64.95 per cent, against 59.70 of the corresponding half of last year).....	\$627,894
The renewals, etc., of the permanent way and works in the half year debited to revenue.....	165,899
	793,293
Leaving an available balance earned in the half year of....	\$222,617
Less amount of sundry expenditure as per revenue account.	43,540
	\$179,077
Deduct loss on American currency.....	18,183
	\$160,894
To this sum of.....	\$149,190
has to be added the balance carried from the net revenue account of last half year of.....	1,653
	\$150,843
Making a total balance of.....	17,890
From this, however, has to be deducted the amount of postal and military revenue due for the half-year to the postal bondholders of.....	
Leaving the balance of.....	\$132,953
Applicable for interest and other payments.....	132,643
Balance carried forward.....	\$911

Comparing this half year with the corresponding period of 1871, the gross receipts show an increase of £31,337, or 3.35 per cent. There was an increase in the passenger receipts of £29,953, or 9.19 per cent, and in the freight receipts of £1,349, or 0.22 per cent. The total number of passengers carried was 984,525 against 961,432, and the quantity of freight was 797,935 against 789,231 tons.

**The Canton Company and Union Railroad.**—At a stockholders' meeting of the Canton Company it was resolved that the Board of Directors of the Canton Company be directed to endorse the bonds of the Union Railroad Company of Baltimore to the amount of \$600,000 in gold, on the execution by said Union Railroad Company of a mortgage to the Canton Company. It was announced that the bonds had all been negotiated by Brown,

Shipley & Co., of London, through Messrs. Alexander Brown & Sons, of this city.

**Boston Water Power Company.**—The annual meeting of the stockholders of the Boston Water Power Company was held recently in Boston, Gen. J. S. Whitney in the chair. James P. Farley the Treasurer, submitted his annual report, which was accepted. From this it appears that the amount of cash on hand April 30, 1872, was \$5,212 07; loans on interest, \$314,574 20; balance of receivables, \$172,001 99; received from sewer assessments during the year, \$305 53; mortgage notes receivable, \$715,205 56; bills payable for money borrowed and notes given for filing, \$920,033 33. Disbursements for the year: For filing, to N. C. Munson, \$956,909 24; M. Hayes, \$5,000; salaries, \$9,000; legal expenses, \$4,262 00; taxes to State, \$14,118 80; interest and dividends, \$94,964 11; constructing Fairfield street sewer, \$13,549 99. The bills payable amount to \$700,000. The liabilities of the company amount to \$2,043,703 21; assets receivable, \$1,506,328 13; unfilled land, 2,456,173 square feet; filled land, 782,000 feet. The company has purchased during the year 226,924 square feet of upland flats, and also the lease of the Trustees of the Roxbury Grammar School, of land across West Chester Park. The company is under contract to fill Commonwealth avenue and Westchester Park to grade 18, and land on Newbury street to grade 12. Huntington avenue is nearly completed. Scrip of November 15, 1872, to the amount of \$515,000 is outstanding. The following gentlemen were chosen Directors for the ensuing year: John T. Clark, F. B. Wallace, M. T. Gardner, George Keyes, Edwin Tufts, S. W. Merrill, H. Edgerton. Edwin Tufts was chosen Clerk of the Corporation. Mr. M. T. Gardner offered the following motion, which was adopted: That the Directors shall be, and by this vote of the stockholders they are, authorized if in their judgment the interests of the company will be thereby promoted, to receive in part payment for the land of the company hereafter to be sold, the stock of the company, at such prices for the land and the stock as may be deemed for the interests of the stockholders. A portion of the land shall be sold in single lots when desired by any stock holders.

—It is stated that the £2,000,000 sterling mortgage of the New York Central & Hudson road was sold to the extent of three-fourths by the London bankers, who took it on commission. The price was £193 for the bond of £200 sterling, or \$1,000; and this is equal—taking gold at 117 and exchange as low as 108—to 107½ in currency. The balance was sold on private terms.

### MONTHLY EARNINGS OF PRINCIPAL RAILROADS.

Atlantic & G. W.	Atlantic & Pacific.	Bur. C. R. & Minn.	Central Pacific.	Chicago & Alton.	Chic. & N. Western.
1872.	1872.	1872.	1872.	1872.	1872.
(585 m.) (539 m.)	(333 m.) (338 m.)	(261 m.) (261 m.)	(1,050 m.) (1,166 m.)	(600 m.) (649 m.)	(— m.) (— m.)
\$372,845	\$374,718	\$65,319	\$592,223	\$371,706	\$714,859
324,210	69,811	69,844	571,938	332,902	714,132
372,397	92,331	69,245	875,762	373,217	816,594
393,234	87,513	61,581	949,598	379,879	900,376
435,544	82,395	66,632	1,322,775	409,454	1,074,779
435,591	92,087	74,242	1,222,140	419,197	1,070,460
417,903	83,306	73,834	1,175,295	483,352	1,029,968
472,110	107,790	93,420	1,288,297	559,882	1,194,700
505,069	107,236	113,831	1,332,220	497,361	1,303,504
547,923	116,208	126,068	1,375,425	510,756	1,433,918
471,774	109,633	98,592	1,299,990	431,315	1,097,887
404,900	91,915	81,622	1,007,125	352,604	859,780
5,181,912	601,344	995,865	12,900,126	5,156,326	12,272,092
..Year..	..Year..	..Year..	..Year..	..Year..	..Year..
Chic. Danv. & Vin.	Clav. Col. Cin. & I.	Erle.	Illino. Central.	Ind. Bl. & Western.	Kansas Pacific.
1872.	1872.	1872.	1872.	1872.	1872.
(132 m.) (132 m.)	(391 m.) (391 m.)	(956 m.) (971 m.)	(1109 m.) (1109 m.)	(212 m.) (212 m.)	(672 m.) (672 m.)
\$11,558	\$47,515	\$1,333,310	\$637,429	\$101,075	\$189,606
43,982	340,791	1,294,056	531,627	99,441	191,738
46,997	372,974	1,464,209	575,393	109,830	292,670
49,516	381,112	1,527,993	559,371	114,842	322,875
50,139	373,619	1,729,218	648,955	125,286	334,385
52,104	341,104	1,463,961	659,362	100,368	315,363
47,259	326,268	1,550,023	609,846	100,860	321,771
57,875	401,251	1,525,243	783,255	117,408	319,382
55,290	417,327	1,643,464	741,782	124,203	341,968
56,169	439,581	1,743,752	881,692	137,634	442,822
55,000	389,829	1,704,374	696,475	102,431	310,345
49,440	358,743	1,392,615	693,063	126,124	253,771
627,930	4,462,625	18,890,605	8,026,754	1,364,006	3,644,182
..Year..	..Year..	..Year..	..Year..	..Year..	..Year..
Lake Shore & M.S.	Marietta & Cin.	Michigan Cent.	Mil. & St. Paul.	Mo. Kan. & Tex.	Ohio & Miss.
1872.	1872.	1872.	1872.	1872.	1872.
(1,074 m.) (1,136 m.)	(284 m.) (284 m.)	(715 m.) (715 m.)	(1,018 m.) (934 m.)	(433 m.) (641 m.)	(393 m.) (393 m.)
\$1,339,339	\$1,412,368	\$505,586	\$460,985	\$31,229	\$273,024
1,294,710	1,549,285	484,022	857,565	91,188	235,980
1,498,408	1,735,736	558,533	426,192	95,853	238,832
1,528,250	1,694,543	607,678	474,188	117,542	273,930
1,479,945	158,718	698,641	580,432	150,574	272,310
1,323,476	154,587	505,314	594,769	143,455	219,911
1,225,708	149,550	505,808	483,349	180,588	222,682
1,459,360	162,521	580,908	565,728	171,945	315,699
1,685,691	191,841	667,819	811,961	205,588	317,410
1,764,789	206,977	786,333	950,945	227,413	384,193
1,558,424	207,911	618,024	702,838	230,440	326,667
1,483,480	204,196	578,733	513,787	200,023	260,404
17,591,829	2,029,927	6,994,124	6,987,771	1,895,858	3,575,149
..Year..	..Year..	..Year..	..Year..	..Year..	..Year..
St. L. & S. East.	St. L. & Iron Mt.	St. Louis, K.C. & N.	St. L. A. & T. H.	Tol. P. & W. & W.	Union Pacific.
1872.	1872.	1872.	1872.	1872.	1872.
(358 m.) (358 m.)	(212 m.) (212 m.)	(530 m.) (530 m.)	(337 m.) (337 m.)	(248 m.) (248 m.)	(1,038 m.) (1,038 m.)
\$36,940	\$173,707	\$228,890	\$166,073	\$144,209	\$273,986
37,514	156,299	211,057	140,552	169,454	534,715
41,467	182,07	260,194	165,392	177,515	565,861
39,211	178,665	230,109	154,841	102,191	741,802
33,875	187,625	227,640	147,510	117,904	890,442
43,461	180,788	216,354	149,832	91,522	835,459
42,268	181,243	207,854	130,145	90,070	743,383
96,842	194,155	233,551	167,496	127,852	789,563
100,272	194,000	235,159	177,085	114,488	863,751
118,058	213,325	296,502	201,648	115,140	980,706
98,717	203,731	267,685	178,169	103,110	915,727
72,309	205,698	241,985	102,613	90,856	757,850
765,855	2,251,242	2,856,920	1,888,922	1,270,216	8,892,605
..Year..	..Year..	..Year..	..Year..	..Year..	..Year..



## The Commercial Times.

## COMMERCIAL EPITOME.

FRIDAY NIGHT, May 9, 1873.

Trade in general merchandise has shown a fair degree of activity during the past week. The most conspicuous exception to this statement relates to grain, the prolonged delay in re-opening the Erie Canal keeping back the needed and customary supplies. In foreign merchandise there has been a fair distributing trade, but there is a want of speculative confidence and activity among business men, and it is difficult to stimulate purchases beyond immediate wants.

Freights have advanced for grain to Liverpool, with a fair business to other ports; a number of petroleum charters and a few with grain to Cork for orders. Yesterday Liverpool steamers engaged ten loads of grain for this month at 6@6½d. To-day room was scarce for grain to Liverpool, and a further advance demanded. To Cork for orders 7s. 3d. was quoted. There were four petroleum charters, including Cork, U. K., and Continent, at 6s. 6d.

Provisions have been quiet, with a pretty general decline. Pork sold yesterday at \$18 for new mess on the spot, for June and July; extra prime sold to a small extent at \$14 75. Lard has ruled lower, and has sold at 9½@9¾c for prime Western for this month's delivery, 9½c for June, and 9¾c for July. Bacon has been in moderate demand at lower figures, short clear selling at 9½@10c, and long clear Western at 9¾c for early delivery. Cuts meats have been generally quiet; dry salted shoulders, however, have been in moderate demand, with sales at 7c; some business has been reported in heavy pickled hams at 11½c. Beef has been in light demand, and has rather favored buyers. Beef hams have been in better demand, with business in Western at \$31 50. Butter has continued to decline, under increasing receipts of new. Cheese has been in pretty good demand for new for export and home use, with good to fine quality quoted 15@16c; the stock of old is quite moderate, and exporters have turned their attention to new. To-day pork was again lower, new mess closing at \$17 50 for May and June delivery. Bacon was quiet and weak. Lard was about steady on the spot; but ¼c for future, prime Western selling at 9½c for May, 9¾c for June, and 9¾c for July, closing with a good demand. A notable transaction was 400,000 lbs dry salted shoulders in bulk at Chicago, sold for June delivery there at 6½c, while the same sold here in boxes at 7c.

Tobacco has been less active for Kentucky, but the market closes with a fair demand and prices firm. The sales for the week have been 500 hhds, of which 400 hhds were for export. New crop is quoted at 7@8c for lugs, and 8½@14c for leaf. Seed leaf shows a little more doing, but the market on the whole remains quiet, with prices somewhat unsettled. Sales have been: Crop of 1870, 150 cases sundries, 9@10c; crop of 1871, 300 cases sundries, 15@60c; crop of 1872, 100 cases Pennsylvania, private terms, 54 cs. Ohio at 6c, 100 cases Wisconsin at 6@6½c. Spanish tobacco, at lower prices, has been fairly active; sales, 500 bales Havana, at 75@92½c.

Naval stores have been depressed by large supplies coming upon the market, strained rosin closing at \$3 15 and spirits turpentine at 50@50½c, after having been a little lower than these prices. Petroleum has been settling down; all the speculative influences which caused the late advance have been wanting, and closing prices are 20c. for refined in bbls, 9½c for crude in bulk; and 11@11½c for naphtha in shipping order. Fish oils have been fairly active. Sales embrace 300 bbls crude sperm, \$1 50; 300 bbls Southern whale, 63c, and of menhaden 500 bbls at 55c. Lard oil has also been more active, at 77c for Spring and 80c for Winter pressed. Tallow has been firmer, selling at 9½c. for prime city, closing strong. Whiskey has been variable, closing at 93@93½c, the supply having fallen off, and the production, from various causes, materially curtailed. Hides have been more steady at 25@25½c, gold, for dry Buenos Ayres. Leather in demand in excess of receipts, and 6,000 sides have been shipped to Europe. Wool has been more active for foreign, with sales of Cape at 33@35c, currency, duty paid, and 15c, gold, in bond, for export to Canada; domestic wools quiet. Fish quiet, and dry cod has declined under large arrivals. Fruits have been quiet. Metals have generally ruled quiet; Lake copper quoted 32½c, cash, and English has sold 30½@30¾c; spelter, 7½c, gold, for Silesian; lead, 6½c, gold, for ordinary foreign. Pig iron dull, No. 1 American sold at \$50, and Eglinton (Scotch) at \$49@49, Straits tin has sold at 32c, gold, and tin plates quoted \$11 75@12, gold, for charcoal.

## Exports of Leading Articles from New York.

The following table, compiled from Custom House returns, shows the exports of leading articles from the port of New York since January 1, 1873, to all the principal foreign countries, and also the totals for the last week, and since January 1. The last two lines show total values, including the value of all other articles besides those mentioned in the table.

ARTICLES.	Great Britain.	France.	Holland & Belg.	Germany.	Other N. Europe.	Spain.	Other S. Europe.	China & Japan.	Br. N. A. Colonies.	Cuba.	Havt.	Other W. Indies.	Mex.ico.	British Guiana.	Brazil.	Other S. American.	All oth. Ports.	Total week.	Total since January 1, 1873.	Same time 1872.
Breadstuffs—Flour, bbls.	105,777			43							40,513	118,353	45	19,393	33,411	25,533	4,709	29,245	393,014	397,900
Corn meal, bbls.	1,422,557										130	34,264						29,245	62,215	307,900
Wheat, bbls.			46,453	18,649						5,805								2,920	62,215	4,418,932
Rye, bbls.										76								172,706	1,482,322	2,225,909
Barley, bbls.																		8,857	15,649	36,614
Oats, bbls.																		1,191	10,691	13,668
Peas, bbls.																		189,002	3,979,510	4,706,780
Beans, bbls.																		1,853	24,799	80,419
Coal, tons.																		1,853	24,799	80,419
Coffee, bags.																		1,853	24,799	80,419
Cotton, bales.																		1,853	24,799	80,419
Drugs, pkgs.																		1,853	24,799	80,419
Naval St.—Sp. Turp. bbls.																		1,853	24,799	80,419
Rosin, bbls.																		1,853	24,799	80,419
Tar, bbls.																		1,853	24,799	80,419
Oil cake, bbls.																		1,853	24,799	80,419
Oil—Petroleum, galls.																		1,853	24,799	80,419
Whale, galls.																		1,853	24,799	80,419
Sperm, galls.																		1,853	24,799	80,419
Lard, galls.																		1,853	24,799	80,419
Provisions, Pork, bbls. & ts.																		1,853	24,799	80,419
Beef, bbls. & ts.																		1,853	24,799	80,419
Bacon, bbls. & ts.																		1,853	24,799	80,419
Butter, 100 lbs.																		1,853	24,799	80,419
Cheese, 100 lbs.																		1,853	24,799	80,419
Lard, 100 lbs.																		1,853	24,799	80,419
Rice, pkgs.																		1,853	24,799	80,419
Tallow, 100 lbs.																		1,853	24,799	80,419
Tobacco, leaf & cts.																		1,853	24,799	80,419
Wholesale cases, &c.																		1,853	24,799	80,419
Manufactured goods.																		1,853	24,799	80,419
Wholesale, 1873.																		1,853	24,799	80,419
Total values, 1873.																		1,853	24,799	80,419
Total values, 1872.																		1,853	24,799	80,419



## 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	0,141	5,233	4,431	Cutlery	2,387	2,941	2,839
Earthenware	29,993	17,075	19,390	Iron, &c. bars	252,290	210,161	195,766
Glass	229,575	201,311	187,707	Lead, pigs	156,477	139,743	191,573
Glassware	14,312	11,893	11,231	Spelter, lbs.	228,104	182,639	2,363,146
Glass plate	4,179	4,230	4,132	Steel	83,235	70,147	63,724
Buttons	2,318	2,340	2,314	tin, boxes	418,767	399,575	299,852
Coal, tons	10,356	19,877	17,359	tin slabs, lbs.	193,806	3,014,000	1,412,604
Cocoa, bags	15,152	9,973	8,999	Wine, &c.	11,554	11,663	45,036
Coffee, bags	463,411	559,366	373,699	Sugar, lbs.	196,302	150,783	149,530
Cotton, bales	3,381	2,168	1,051	Sugar, boxes & bags	507,940	623,305	594,055
Drugs, &c.				Tea	620,691	541,682	571,552
Bark, Peruvian	11,519	15,950	9,171	Tobacco	28,642	30,000	28,519
Blea powders	22,878	10,139	9,205	Waste	1,752	1,949	1,937
Brimstone, tons	8,335	7,131	7,777				
Cochineal	1,324	1,819	3,158				
Crown Vartar	1,219	561	1,235				
Gambier	2,192	29,718	549				
Gum, Arabic	1,496	2,036	1,400				
Indigo	2,001	8,435	8,574				
Madder	303	1,562	1,718				
Oils, essential	334	237	133				
Oil, Olive	12,816	17,371	11,368				
Opium	929	561	857				
Soda, bi-carb.	24,364	28,005	45,062				
Soda sal.	19,385	23,441	29,071				
Soda ash	23,079	16,133	14,818				
Flax	3,357	4,585	6,308				
Furs	2,823	2,754	2,101				
Quincy cloth	1,688	4,237	2,476				
Hair	1,436	2,802	2,170				
Hemp, bales	53,730	61,363	62,842				
Hides, &c.							
Hides	703	540	640				
Hides, dressed	5,201	8,920	8,899				
India rubber	24,438	19,974	17,831				
Ivory	661	2,271	1,483				
Jewelry, &c.							
Jewelry	1,414	1,438	2,314				
Watches	487	471	578				
Linseed	223,454	201,928	362,479				
Molasses	36,924	40,206	55,831				

## 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.	174	2,414	2,515	Pitch	...	...	...
Breadstuffs—				Oil cake, pkgs.	2,955	49,401	47,021
Flour, bush.	60,512	912,389	708,977	Oil, lard	55	792	2,709
Wheat, bus.	187,613	1,599,103	825,538	Peasants, bags	800	46,514	41,556
Corn	187,690	1,820,333	5,562,968	Provisions—			
Oats	239,371	2,636,313	1,745,533	Butter, pkgs.	17,449	194,342	169,678
Rye	...	2,221	2,755	Cheese	9,355	133,650	93,124
Barley, &c.	23,781	498,019	810,912	Cutmeals	9,043	896,271	196,717
Grass seed, bags	351	59,049	94,250	Eggs	18,037	179,537	173,421
Beans, bush.	753	12,123	19,432	Pork	8,093	74,874	89,699
Peas, bush.	730	16,131	65,204	Beef, pkgs.	569	14,167	12,965
C. meal, bush.	8,031	95,643	65,869	Lard, pkgs.	7,569	297,587	199,739
Cotton, bales	13,819	337,385	242,335	Lard, pkgs.	811	14,191	11,901
Hemp, bales	287	2,119	2,083	Rice, pkgs.	292	5,475	5,556
Hides, No.	10,670	312,705	297,338	Starch	9,165	114,455	92,491
Hides, bales	219	5,833	4,538	Stearine	816	7,612	10,603
Leather, hides	47,875	925,049	1,221,345	Sugar, bush.	...	...	...
Molasses, bush.	...	...	...	Sugar, bush.	...	...	...
Do.	...	...	...	Tallow, pkgs.	1,542	15,216	18,651
Naval Stores—				Tobacco, pkgs.	4,418	65,201	72,984
Cr. turp. bush.	...	...	...	Tobacco, hds.	2,047	28,552	15,810
Snifits turp.	716	18,635	17,593	Whiskey, bush.	8,250	85,722	72,983
Rosin	6,411	167,731	207,652	Wool, bales	1,002	25,969	14,284
Tar	1,502	20,219	18,376	Dressed hogs, No.	...	...	...

## COTTON.

FRIDAY, P. M., May 9, 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, May 9. It appears that the total receipts for the seven days have reached 43,770 bales against 48,046 bales last week, 46,373 bales the previous week and 55,830 bales three weeks since, making the total receipts since the first of September, 1872, 3,301,940 bales against 2,600,400 bales for the same period of 1871-72, showing an increase since September 1, 1872, of 701,480 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	16,041	5,977	10,390	23,708	5,263	3,861
Mobile	3,641	1,773	8,863	4,519	2,138	2,751
Charleston	...	...	...	...	...	...
Savannah	4,593	2,185	4,676	8,369	4,555	1,519
Texas	2,952	50	4,288	7,818	1,592	4,782
Tennessee, &c.	9,004	2,471	5,794	8,161	8,676	1,030
Florida	18	65	65	138	35	766
North Carolina	503	247	513	745	124	812
Virginia	4,119	2,099	2,937	1,859	2,801	776
Total this week	43,770	17,318	46,819	57,836	24,445	19,075
Total since Sept. 1	3,301,940	2,600,400	3,669,659	2,637,253	1,979,952	2,077,172

The exports for the week ending this evening reach a total of 57,058 bales, of which 47,821 were to Great Britain, 4,600 to France, and 4,637 to rest of the Continent, while the stocks as made up this evening, are now 384,613 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 May 9.	G. Brit.	France	Cont'n't		
New Orleans	8,525	4,398	3,030	16,013	13,773
Mobile	6,252	...	...	5,252	650
Charleston	...	...	...	...	20,662
Savannah	4,441	...	1,057	5,501	29,653
Texas	11,100	...	...	11,100	41,898
New York	15,453	202	500	16,160	83,041
Other ports	8,032	...	...	5,032	38,000
Total	47,821	4,600	4,637	57,058	174,300
Since Sept. 1	1,545,139	221,970	454,887	2,224,976	1,738,184

From the foregoing statement it will be seen that, compared

with the corresponding week of last season, there is an increase in the exports this week of 39,028 bales, while the stocks to-night are 141,537 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 May 2, 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	1125,537	912,020	672,847	169,390	223,634	910,851	167,701	145,399
Mobile	810,516	280,779	101,131	1,078	7,589	109,800	170,483	32,412
Charleston	289,932	255,364	163,180	12,521	22,595	158,933	185,492	22,274
Savannah	574,876	435,283	187,512	23,258	118,075	328,565	215,337	34,098
Texas	334,648	131,571	135,441	5,215	31,159	177,525	91,382	50,593
New York	111,468	98,630	369,157	3,741	39,145	407,338	11,859	83,181
Florida	11,879	17,464	...	...	...	...	...	...
No. Carolina	52,116	50,304	500	...	...	...	...	...
Virginia	267,904	257,093	4,920	...	...	...	...	...
Other ports	45,291	97,699	17,590	200	10,308	28,098	...	...
Total this year	3,253,170	...	1,496,196	220,870	490,774	2,167,840	1,248,381	412,098
Total last year	2,583,241	1,369,393	161,579	130,927	177,504	915,002	232,261	...

The market for spot cotton the past week has been dull and depressed until to-day, when, with stronger accounts from Liverpool, there was more doing and a firmer feeling. Quotations were reduced  $\frac{1}{4}$  c. on Monday, and have been since without recovery. Buyers have appeared to hold off, very little being taken either for home use or for export. It may be noted, however, that while spot quotations were only  $\frac{1}{4}$  c. below those of two weeks ago, futures had declined before the recovery of to-day  $\frac{1}{4}$  c. for the later months. In fact the market for futures was quite broken down, but there was sufficient interest to prevent a panic. The influences tending to depress prices were dull accounts from Liverpool, slow sale of cotton goods, the more favorable weather for the growing crop, and better accounts of its progress, together with large receipts at our ports and very large shipments from India. These facts all tended to depress the market. The lowest point for futures was reached at the close of Wednesday's business. Yesterday there was some recovery, but with much less activity. Today, with Liverpool a shade firmer, there was at the opening a smart advance, June selling at 18 $\frac{1}{4}$ ; later there was a reaction, but towards the close the market again improved, closing at an advance of 3-16 $\frac{1}{4}$  c. The prices for futures last reported were (basis low middling) 18 $\frac{1}{4}$  c. for May, 18 1-16 c. for June, 18 1-16 c. for July, 18 $\frac{1}{4}$  c. for August, 17 $\frac{1}{4}$  c. for October, and 17 1-16 c. for November. The total sales of this description for the week are 125,100 bales, including — free on board. For immediate delivery the total sales foot up this week 4,918 bales, including 2,526 for export, 2,003 for consumption, 389 for speculation, and — in transit. Of the above 282 bales were to arrive. The following are the closing quotations:

	Upland and Florida.	Mobile.	New Orleans.	Texas
Ordinary	11 $\frac{1}{2}$ c.	14 $\frac{1}{2}$ c.	14 $\frac{1}{2}$ c.	14 $\frac{1}{2}$ c.
Good Ordinary	15 $\frac{1}{2}$ c.	16 $\frac{1}{2}$ c.	16 $\frac{1}{2}$ c.	16 $\frac{1}{2}$ c.
Strict Good Ordinary	17 $\frac{1}{2}$ c.	17 $\frac{1}{2}$ c.	17 $\frac{1}{2}$ c.	17 $\frac{1}{2}$ c.
Low Middling	18 $\frac{1}{2}$ c.	18 $\frac{1}{2}$ c.	18 $\frac{1}{2}$ c.	18 $\frac{1}{2}$ c.
Middling	19 $\frac{1}{2}$ c.	19 $\frac{1}{2}$ c.	19 $\frac{1}{2}$ c.	19 $\frac{1}{2}$ c.
Good Middling	21 $\frac{1}{2}$ c.	21 $\frac{1}{2}$ c.	21 $\frac{1}{2}$ c.	21 $\frac{1}{2}$ c.

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

	SALES.				PRIORS.			
	Exp't.	Con-sump.	Specu-l'n	Transit.	Total.	Ord'y.	Good Ord'y.	Low Mid-dling.
Saturday	414	540	2	...	576	15	16 $\frac{1}{2}$	18 $\frac{1}{2}$
Monday	457	896	81	...	834	14 $\frac{1}{2}$	16 $\frac{1}{2}$	18 $\frac{1}{2}$
Tuesday	40	307	289	...	636	14 $\frac{1}{2}$	16 $\frac{1}{2}$	18 $\frac{1}{2}$
Wednesday	518	425	3	...	946	14 $\frac{1}{2}$	16 $\frac{1}{2}$	18 $\frac{1}{2}$
Thursday	386	246	12	...	644	14 $\frac{1}{2}$	16 $\frac{1}{2}$	18 $\frac{1}{2}$
Friday	715	459	52	...	1,234	14 $\frac{1}{2}$	16 $\frac{1}{2}$	18 $\frac{1}{2}$
Total	2,518	2,003	389	...	4,918	...	...	...

For forward delivery the sales (including — free on board), have reached during the week 125,100 bales (all low middling or on the basis of low middling), and the following is a statement of the sales and prices:

	For May.	For June.	For August.	bales.	cts.
bales.	...	...	...	...	...
1,100	18 5-16	18 1-16	18 1-16	...	...
400	18 1-16	18 25-32	18 1-16	...	...
3,300	18 7-16	18 1-16	18 1-16	...	...
3,300	18 1-16	18 1-16	18 1-16	...	...
200	18 1-16	18 1-16	18 1-16	...	...
400	18 1-16	18 1-16	18 1-16	...	...
1,100	18 1-16	18 1-16	18 1-16	...	...
10,900 total May.	11,700	18 1-16	18 1-16	...	...
For June.	...	...	...	...	...
600	18 5-16	18 1-16	18 1-16	...	...
200	18 1-16	18 1-16	18 1-16	...	...
4,300	18 1-16	18 1-16	18 1-16	...	...
900	18 1-16	18 1-16	18 1-16	...	...
13,200	18 1-16	18 1-16	18 1-16	...	...
1,300	18 1-16	18 1-16	18 1-16	...	...
5,300	18 1-16	18 1-16	18 1-16	...	...
3,300	18 1-16	18 1-16	18 1-16	...	...
1,600	18 1-16	18 1-16	18 1-16	...	...
2,700	18 1-16	18 1-16	18 1-16	...	...
700	18 1-16	18 1-16	18 1-16	...	...
51,300 total July.	...	...	...	...	...

The following exchanges have been made during the week 1-16c. paid to exchange 200 June for July. 1-16c. " " 1,000 May for June. 1-16



**WEATHER REPORTS BY TELEGRAPH.**—The rain which we referred to last week appears to have continued in most of the Cotton States during a large part of the present week. It was needed, and has been therefore beneficial, as the ground was very dry, and, except in the Western States, planting is nearly completed. As to the Western States, plantation work is more backward, and accounts less encouraging. At New Orleans they have had an unusually severe storm, it being rainy more than half the week, with thunder-storms. Our telegram from Mobile reports two days' rain and an unusually severe storm, but does not state that any damage resulted; to-day it is cloudy. It has rained on three days at Selma, the weather being warm, sultry and wet. At Montgomery there were two days' rain the earlier part of the week, but since then it has been pleasant. Our Macon dispatch says that it has rained there more than half the week. At Columbus it has only rained on one day, and our correspondents add that much of the seed planted has failed to come up. It has rained on four days at Charleston, but the latter part of the week has been clear and pleasant. At Memphis and Nashville it has rained on two days. Our correspondent at Memphis states that they have obtained a poor stand, and are replanting largely; and our Nashville telegram says that the weather is so unfavorable in that vicinity that much of the seed planted has failed to come up. The thermometer at Memphis has averaged 61, Savannah 70, Mobile 70, Macon 68, Columbus 70, and Montgomery 72.

**OUR FIGURES OF VISIBLE SUPPLY.**—We are now making arrangements by which we shall be able very soon to furnish our readers each week with the most complete figures of visible supply of cotton ever published. The stock at every continental port will be stated separately and the proportion of the total which is American; also the amount afloat from every producing country will be given (each description by itself)—East Indian, American, and all others. Our table will thus show at a glance not only the actual total visible supply in bales, but the total of each description of cotton, and finally the total in pounds. The corresponding figures for the two previous years we also expect to furnish.

**BOMBAY SHIPMENTS.**—According to our cable dispatch received to-day, there have been 54,000 bales shipped from Bombay to Great Britain the past week and 6,000 bales to the continent, while the receipts at Bombay, during the same time have been 61,000 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, May 8:

	Shipments this week to—			Shipments since Jan. 1 to—			Week's receipts.
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.	
1873...	54,000	6,000	60,000	400,000	117,000	517,000	61,000
1872...	17,000	4,000	21,000	404,000	178,000	582,000	36,000
1871...	38,000	13,000	51,000	297,000	187,000	484,000	65,000

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 39,000 bales, and that the total movement since Jan. 1 shows a *decrease* in shipments of 65,000 bales compared with the corresponding period of 1872.

**GUNNY BAGS, CLOTH, &C.**—Cloths have been very quiet the past week; the only sale reported is 350 rolls at 13c. cash. Holders are firm, and await consumptive demand. Butts are in moderate demand: the only sales of the week are at 2c. cash to 2 1-16@2 1-8c. time—say about 1,000 bales in all. Jute—1,000 bales sold on private terms.

**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 (May 9) of each of the two past seasons:

	1873.	1872.
Stock in Liverpool.....	bales. 781,000	912,000
Stock in London.....	169,000	220,000
Stock in Havre.....	147,000	197,000
Stock in Marseilles.....	15,250	15,000
Stock in Bremen.....	55,000	19,500
Stock in Amsterdam.....	82,000	75,000
Stock in Antwerp.....	31,000	31,000
Stock in Hamburg.....	38,000	16,000
Stock in Barcelona.....	71,000	69,000
Stock in Trieste.....	19,000	15,000
Afloat for Great Britain (American).....	200,000	147,000
Afloat for Havre (American and Brazil)...	35,000	22,500
Afloat for Bremen (American).....	16,250	11,500
Afloat for Amsterdam (American).....	5,000	4,900
Total Indian cotton afloat for Europe.....	420,000	449,000
Stock in United States ports.....	384,613	243,076
Stock in inland towns.....	78,455	38,124
Exports from United States this week...	57,058	17,430
Total.....	2,604,626	2,503,030

These figures indicate an *increase* in cotton in sight to-night of 101,596 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 May 9, 1873.			Week ending May 10, '72.		
	Receipts.	Shipments.	Stock.	Receipts.	Shipments.	Stock.
Augusta.....	1,073	1,955	10,732	442	437	7,195
Columbus.....	221	187	7,249	193	280	3,641
Macon.....	127	545	6,879	127	677	2,106
Montgomery...	118	593	5,102	179	612	1,793
Selma.....	229	1,313	1,923	134	235	1,197
Memphis.....	6,357	5,741	35,735	2,820	3,946	16,878
Nashville.....	1,416	1,410	10,915	548	57	5,324
	9,541	11,744	78,455	4,443	6,244	38,124

The above totals show that the interior stocks have *decreased* during the week 2,203 bales, and are to-night 40,331 bales *more* than at the same period last year. The receipts have been 5,098 bales *more* than the same week last year.

The exports of cotton this week from New York show a decrease since last week, the total reaching 16,160 bales, against 19,622 bales last week. Below we give our usual 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.
	April 16.	April 23.	April 30.	May 7.		
Liverpool.....	11,444	11,055	16,807	15,358	384,385	304,189
Other British Ports.....	....	....	....	100	530	2,789
<b>Total to Gt. Britain</b> .....	<b>11,444</b>	<b>11,055</b>	<b>16,807</b>	<b>15,458</b>	<b>384,915</b>	<b>306,978</b>
Havre.....	....	1,200	297	202	3,943	881
Other French ports.....	....	....	....	....	....	119
<b>Total French</b> .....	<b>....</b>	<b>1,200</b>	<b>297</b>	<b>202</b>	<b>3,943</b>	<b>1,000</b>
Bremen and Hanover.....	....	....	30	....	17,182	5,380
Hamburg.....	....	....	....	....	4,643	349
Other ports.....	700	1,903	2,458	500	6,074	1,133
<b>Total to N. Europe.</b> .....	<b>700</b>	<b>1,903</b>	<b>2,518</b>	<b>500</b>	<b>27,904</b>	<b>6,862</b>
Spain, Oporto & Gibraltar &c	....	....	....	....	....	....
All others.....	....	....	....	....	2,741	1,196
<b>Total Spain, &amp;c.</b> .....	<b>....</b>	<b>....</b>	<b>....</b>	<b>....</b>	<b>2,741</b>	<b>1,196</b>
<b>Grand Total</b> .....	<b>12,144</b>	<b>14,153</b>	<b>19,622</b>	<b>16,160</b>	<b>419,503</b>	<b>316,03</b>

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

REC'D'S 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..	1,642	88,271	2,482	46,805	....	2,881	....	1,528
Texas.....	893	48,181	....	14,454	....	985	....	....
Savannah.....	1,174	141,417	577	37,841	230	14,731	1,187	9,467
Mobile.....	....	1,494	....	11,583	....	....	....	....
Florida.....	....	1,494	....	....	....	....	....	....
S'th Carolina.	1,213	193,720	....	13,277	....	874	122	9,386
N'th Carolina.	253	26,724	....	132	227	9,828	309	19,102
Virginia.....	2,403	190,795	3,040	74,708	....	....	590	38,587
North'n Ports	12	6,694	1,961	74,738	....	....	....	1,097
Tennessee, &c	7,075	116,044	1,009	20,202	401	15,187	519	11,818
Foreign.....	....	5,823	....	88	....	105	....	....
<b>Total this year</b> .....	<b>14,165</b>	<b>765,163</b>	<b>9,072</b>	<b>293,838</b>	<b>858</b>	<b>44,091</b>	<b>2,727</b>	<b>90,985</b>
<b>Total last year.</b> .....	<b>9,540</b>	<b>631,355</b>	<b>6,907</b>	<b>239,663</b>	<b>1,083</b>	<b>58,541</b>	<b>1,922</b>	<b>96,441</b>

**SHIPPING NEWS.**—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 56,693 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:

		Total bales.
NEW YORK—	To Liverpool, per steamers City of Paris, 762....	Scotia, 1,021....
	Gassendi, 696....	Celtic, 1,221....
	City of New York, 1,419	Greece, 2,927 and 145 Sea Island....
	Bernard, 438....	Wisconsin, 3,654....
	per ships Strathearn, 1,364....	Atmosphere, 1,711.....
	To Glasgow, per steamer Ismailia, 100....	100
	To Havre, per steamer Pereire, 202....	202
	To Cronstadt per steamer Australia, 500....	500
NEW ORLEANS—	To Liverpool, per steamers Memphis, 2,557....	Oberon, 2,805....
	per ships John Gladstone, 3,209....	Anna Camp, 3,739....
	Brookville, 2,732....	per barks Peregrine, 3,800....
	Pekin, 45....	18,837
	To Havre per ship Freeman Clark, 4,174....	4,174
	To Bremen, per steamer Strassburg, 2,050....	per bark Weiser, 1,264....
	To Cronstadt, per ship E. C. Seranton, 3,787....	per bark Polykarp, 1,205....
		4,992
SAVANNAH—	To Gothenburg and Christiana, per bark Hope, 2,062....	2,062
TEXAS—	To Liverpool, per ship Rennon, 3,416....	3,416
	To Cork, for orders, per brig Bore, 661....	661
BALTIMORE—	To Liverpool, per steamer Hibernian, 600....	per bark Crimera, 850....
		1,450
	To Bremen, per steamer Baltimore, 544....	544
BOSTON—	To Liverpool, per steamers Palestine, 186....	Palmyra, 615....
	Olympus, 20....	Mississippi, 212....
		1,038
Total.....		56,693



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

	Liver- pool.	Glas- gow.	Bro. Havre.	Cron- men.	Gothen- burg.	Total.
New York.....	15,358	190	202	500	.....	16,160
New Orleans.....	18,887	.....	4,174	8,314	4,992	31,867
Savannah.....	.....	.....	.....	.....	2,062	2,062
Texas.....	8,416	661	.....	.....	.....	4,077
Baltimore.....	1,450	.....	.....	544	.....	1,991
Boston.....	1,033	.....	.....	.....	.....	1,033
Total.....	40,141	661	100	4,376	3,853	56,093

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

STEAMSHIP MINNESOTA (Br), from New Orleans for Liverpool, was detained on the bar at the South West Pass May 4, and would have to lighten before she could cross the bar.

GETTYSBURG, from New Orleans for Havre, which put into Key West March 3, after being aground on Florida Reef, and cleared April 21 for destination, contracted a bottomry bond for about \$25,000 at 15 per cent to cover expenses.

AQUEDITA (Fr), from New Orleans for Barcelona, before reported as having put into Atro with cargo damaged and would have to discharge, arrived there April 22, leaking badly.

**GOLD, EXCHANGE AND FREIGHTS.**—Gold has fluctuated the past week between 116½ and 117½, and the close was 117½. Foreign Exchange market is firm. The following were the last quotations: London bankers', long, 108½@108¾; short, 109½@109¾, and Commercial, 107½@108½. Freights closed at ½d. @ 7-16d. by steam and 5-16½ @ ¾d. by sail to Liverpool, 1c. gold by steam and 1c. by sail to Havre, and ¾d. by steam to Hamburg.

**BY TELEGRAPH FROM LIVERPOOL.**—

LIVERPOOL, May 9—5 P. M.—The market opened steady and closed a shade easier to-day, with sales footing up 12,000 bales, including 2,000 bales for export and speculation. The sales of the week have been 68,000 bales, of which 5,000 bales were taken for export and 3,000 bales on speculation. The stock in port is 780,000 bales, of which 371,000 bales are American. The stock of cotton at sea, bound to this port, is 588,000 bales of which 300,000 bales are American.

	April 18.	April 25.	May 2.	May 9.
Total sales.....	53,000	63,000	69,000	68,000
Sales for export.....	6,000	7,000	7,000	5,000
Sales on speculation.....	2,000	4,000	6,000	3,000
Total stock.....	694,000	692,000	741,000	790,000
Stock of American.....	322,000	313,000	842,000	371,000
Total afloat.....	525,000	541,000	577,000	588,000
American afloat.....	208,000	226,000	228,000	200,000

The following table will show the daily closing prices of cotton for the week, Sat. Mon. Tues. Wed. Thurs. Fri.

Price Mid. Up'ds. 9 @ 9½ 9 @ 9½ 8½ @ 9 8½ @ 9 8½ @ 9 8½ @ 9  
" Orleans 9½ @ 9½ 9½ @ 9½ 9½ @ 9½ 9½ @ 9½ 9½ @ 9½ 9½ @ 9½

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

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

	—Ord. & Mid—	—Fair &—	—Good &—	—Same date 1872—
	15 17	21 24	32 42	21 30 44
Sea Island.....	15 17	21 24	32 42	21 30 44
Florida.....	15 17	21 24	32 42	21 30 44
Ord. G.Ord. L.Mid. Mid. G.Mid. Mid. F.Mid. O.Mid. M.F.				
Upland.....	7½ 8½	8½ 9½	9½ 10	11½ 11½
Mobile.....	7½ 8½	8½ 9½	9½ 10½	11½ 11½
N.O. & Tex 7½ 8½	8½ 9½	9½ 10	10½ 11½	11½ 12½

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

	1870.	1871.	1872.	1873.		1870.	1871.	1872.	1873.
Midland d. d.	23	24	18		Midland d. d.	11½	7	.....	.....
Sea Island.....	23	24	18		Pernambuco.....	11½	6½	8½	7½
Upland.....	7½	11½	9½		Egyptian.....	9½	6½	8½	7½
Mobile.....	11½	7½-16	11-16	9½	Broach.....	8½	6½	6½	3½
Orleans.....	11-16	7½	11½	9½	Dholerab.....	8½	9½	6½	4½

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

	—Taken on spec. to this date—	—Actual exp. from Liv. & other ports to date—	—Actual exp't from U.K. in 1872.
	1873. bales.	1873. bales.	1872. bales.
American.....	40,590	126,670	52,910
Brazilian.....	1,450	57,830	300
Egyptian.....	4,130	27,090	3,700
W. Indian.....	520	2,960	1,010
E. Indian.....	21,100	159,910	24,680
Total.....	70,790	374,460	82,630

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

	SALES, ETC., OF ALL DESCRIPTIONS.	Total this year.	Same period 1872.	Average weekly sales 1872.
	Trade. Ex- port. Specula- tion.	Total.	Total.	Total.
American.....	32,900	2,190	3,370	88,460
Brazilian.....	5,440	220	.....	5,660
Egyptian.....	5,590	110	30	5,520
Smirna & Greek.....	1,180	550	.....	210
West Indian, &c.....	.....	.....	1,730	7,780
East Indian.....	13,590	4,100	540	18,230
Total.....	58,700	7,170	3,910	69,810

	Imports.	Stocks.	Same date 1872.	Dec. 31, 1872.
	This week. To this date.	Total. To this date.	Total. To this date.	Total. To this date.
American.....	26,585	841,819	714,852	1,402,134
Brazilian.....	.....	119,967	296,705	47,000
Egyptian.....	2,876	136,214	138,932	287,042
Smirna & Greek.....	684	10,896	8,977	17,147
W. Indian.....	4,416	26,091	31,111	140,393
East Indian.....	29,592	181,666	244,289	857,942
Total.....	61,553	1,319,683	1,434,966	3,414,313

Of the present stock of cotton in Liverpool 45 per cent is American, against nearly 40 per cent. last year. Of Indian cotton the proportion is 33 per cent, against 30 per cent.

LONDON, April 26.—The market has been quiet, throughout the week, and prices are rather in favor of buyers. Annexed are the particulars of imports, deliveries and stocks:

	1871.	1872.	1873.
	bales.	bales.	bales.
Imports, Jan. 1 to April 21.....	88,219	189,761	64,344
Deliveries, April 21.....	63,722	132,695	122,147
Stocks, April 21.....	92,350	217,450	170,127

ALEXANDRIA, April 23.—Market dull and irregular. Business difficult, because of quality. Middling (cost and freight) per lb. 8½d; middling fair, 9½d; fair, 10d; fully fair, 10½d; good fair, 10½d; fully good fair, 11½@12½; good (scarce) 12½d. White descriptions—good fair (cost and freight) per lb. 10½d; fully good fair, 11d. Forward delivery—November, 10½d, free on board, sellers. Receipts for the week, 8,000 cantars; same week last year, 7,000 cantars. Shipments for the week, 2,500 bales. Exchange, three months' date, 97½. Freight, 20s.

The following is a statement of the receipts and exports of cotton from Alexandria to 12th April:

	Cantars.
Receipts from October 1.....	2,152,554
in same time in 1872.....	1,902,564
" " " " 1871.....	1,755,005
Shipments to Liverpool from October 1.....	217,967
in same time in 1872.....	237,983
" " " " 1871.....	195,378
to France and Spain.....	35,290
" " " " 1872.....	20,030
" " " " 1871.....	8,848
to Austria, Italy and Russia.....	42,267
to Austria and Italy, 1872.....	38,551
" " " " 1871.....	45,935
Total shipments to all parts.....	325,524
" " " " 1872.....	296,564
" " " " 1871.....	250,161
Stock about.....	150,000

## BREADSTUFFS.

FRIDAY P. M., May 2, 1873.

The flour market has shown rather more steadiness, especially in the lower grades. They have been scarce and in demand, not only for the British Provinces, but for the South. Low extras have also been in demand for Great Britain, and the market was cleared of them at \$6 70@6 90. At the close, receipts having been small, very few are to be had under \$7. Good medium grades from Winter wheats have also been scarce and have brought a little more money, but the better grades from Spring wheat have been plenty and dull. Choice family flours are also scarce, but not in much demand. To-day, with a severe storm prevailing, there was not much doing, but prices were very firmly maintained.

Wheat has been variable. The stock is much reduced, and the receipts by rail have been quite moderate, while the demand has somewhat improved. Prices have consequently recovered the decline which took place early in the week. Yesterday there was a pretty large business done for export at \$1 55@1 58 for No. 3 Spring; \$1 64 for No. 2 Chicago, afloat; \$1 68 for No. 2 Milwaukee in store, and \$1 72½ for No. 1 Spring in store. Winter wheats have been very scarce, and have brought extreme prices for small lots. For arrival, No. 2 Milwaukee has sold at \$1 67 to arrive by rail, \$1 65 for the last half of May, and \$1 60 for the first half of June. Yesterday it was offered for all June at \$1 60, without bids reported. The condition of the Erie Canal is reported to be such that no supplies can be expected through that channel till June. To-day there was a stronger feeling, and prime No. 2 Spring brought \$1 68, to arrive by rail, but the demand was not active.

Indian corn has declined. An advance of a halfpenny in ocean freights, and a pressure to sell, caused prices to give way. The late business in old mixed has been at 66½@67c in store, and in new at 67½@68c afloat; yellow quiet, but rather more doing in white at 73c for Western and 78c for Southern. To-day, neither offerings nor demand was large; prime new mixed sold at 68c afloat; do. yellow 69c, and 67c was bid for old mixed in store, with 67½c asked.

Rye has advanced, and Western sold at 97c, and State at \$1; now held higher. Barley has been closing out at 85@88c for prime Western, and \$1 18 for prime Canada West. Oats have fluctuated widely, declining on Tuesday to 49c for new mixed, and 51c for do. white, followed by an advance of 2c, part of which was subsequently lost. Large supplies are coming forward. To day, new Western mixed were saleable at 50@50½c.

The following are closing quotations:

	FLOUR.	GRAIN.
Superfine State and West- ern.....	\$ 96 @ 6 30	Wheat—No. 2 spring, bush. \$1 64 @ 1 71
Extra State, &c.....	7 10 @ 7 35	No. 1 spring..... 1 75 @ 1 78
Western Spring Wheat extras.....	6 90 @ 7 25	Red Western..... 1 75 @ 1 90
do double extras.....	7 75 @ 9 00	Amber do..... 1 95 @ 2 05
do winter wheat extras and double extras.....	7 75 @ 11 25	White..... 1 95 @ 2 20
City shipping extras.....	7 40 @ 7 75	Corn—Western mixed..... 67 @ 69½
		White Western..... 72 @ 74
		Yellow Western..... 69 @ 70
		Southern, white..... 78 @ 80



FLOUR.		GRAIN.	
City trade and family brands.....	9 00@10 75	Rye—State and Canada.....	1 00@ 1 03
Southern bakers' and family brands.....	9 00@11 50	Western.....	97@ 1 00
Southern shipp'g extra.....	7 75@ 8 75	Oats—New Black.....	49@ 50
Corn meal—Western, &c.....	5 40@ 6 00	Chicago mixed.....	50@ 51
Rye meal—Western, &c.....	3 20@ 3 40	White Western, &c.....	50@ 56
Corn meal—Bwline, &c.....	3 50@ 3 70	Barley—Western.....	50@ 90
		Canada West.....	1 12@ 1 18
		Peas—Canada.....	1 20@ 1 50

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

	RECEIPTS AT NEW YORK.				EXPORTS FROM NEW YORK.			
	1873.		Same		1873.		1872.	
	For the week.	Since Jan. 1.	time Jan. 1.	1872.	For the week.	Since Jan. 1.	For the week.	Since Jan. 1.
Flour, bbls.	60,513	912,389	708,977	29,246	593,014	23,981	307,900	61,901
C. meal."	8,034	93,645	65,659	2,920	62,215	3,399	61,001	
Wheat, bus.	157,643	1,590,103	928,299	172,706	1,482,326	171,762	2,418,953	
Corn, "	187,690	1,820,333	5,563,959	189,879	8,979,393	852,300	1,820,000	
Eye, "		3,333	165	8,357			225,000	
Barley, &c.,	23,781	493,018	840,912		32,614	9,900	9,200	
Oats, "	230,871	2,656,248	1,748,535	1,191	10,691	950	13,658	

The following tables show the Grain in sight and the movement of Breadstuffs to the latest mail dates :

RECEIPTS AT LAKE AND RIVER PORTS FOR THE WEEK ENDING  
MAY 3, AND FROM AUG. 1 TO MAY 3.

	Flour, bbls. (196 lbs.)	Wheat bush. (60 lbs.)	Corn, bush. (56 lbs.)	Oats, bush. (32 lbs.)	Barley, bush. (48 lbs.)	Rye, bush. (56 lbs.)
Chicago.....	46,688	113,910	497,480	269,320	14,700	8,530
Milwaukee.....	23,711	234,485	5,100	19,406	5,042	5,647
Toledo.....	6,532	68,326	254,825	2,935	2,855	.....
Detroit.....	10,649	48,022	27,507	37,975	2,321	.....
Cleveland.....	3,785	19,250	11,800	48,009	2,480	.....
St. Louis.....	21,299	71,024	178,345	145,651	9,250	3,497
Duluth.....	.....	.....	.....	.....	.....	.....
Total.....	117,664	555,017	974,487	529,334	36,563	17,688
Previous week.....	119,606	314,872	854,747	456,348	80,486	11,419
Correspond'g week, '72.....	92,832	220,570	413,458	311,776	33,859	21,023
"    '71.....	99,048	569,343	640,613	250,195	21,739	15,768
"    '70.....	107,512	744,111	915,604	231,506	34,156	27,683
"    '69.....	115,874	605,073	559,131	376,681	11,167	13,011
"    '68.....	86,065	593,052	631,367	364,820	4,934	9,673
Total Aug. 1 to date.....	4,241,947	88,491,913	43,238,976	18,705,987	8,865,393	1,520,441
Same time 1871-72.....	4,026,713	83,289,725	43,117,834	19,920,493	6,066,623	2,430,897
Same time 1870-71.....	4,485,641	85,446,853	24,382,264	15,044,178	5,116,385	1,353,966
Same time 1869-70.....	4,727,905	88,135,519	20,546,044	12,039,827	3,186,801	1,293,268

SHIPMENTS of Flour and Grain from the ports of Chicago, Milwaukee, Toledo, Detroit, Cleveland, St. Louis, and Duluth, for the week ending May 3, 1873, and from January 1 to May 3:

	Floor, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Week ending—						
May 3, 1873.....	103,714	1,027,419	1,198,586	233,431	64,235	4,513
April 26, 1873.....	103,714	425,532	425,532	233,431	42,904	4,344
Corresp'g week 1872	82,512	232,676	3,066,716	237,485	23,877	2,186
Corresp'g week 1871.	96,542	935,878	1,271,776	229,084	17,605	21,067
Corresp'g week 1870*	113,211	617,949	499,554	231,885	19,193	20,156
Corresp'g week 1869*	106,225	511,857	697,746	817,356	8,885	22,627
Total Jan. 1 to date.....	1,827,052	4,022,232	7,332,055	5,679,680	1,343,865	129,470
Same time 1872.....	1,170,270	1,599,401	11,239,868	2,607,253	800,597	294,310
Same time 1871.....	1,162,301	6,218,457	9,964,665	1,039,430	320,038	126,938
Same time 1870*.....	1,165,496	5,187,305	3,268,112	1,051,526	241,135	126,787

\* St. Louia not included.

RECEIPTS OF FLOUR AND GRAIN AT SEABOARD PORTS FOR THE  
WEEK ENDING MAY 3, AND FROM JAN. 1 TO MAY 3.

At	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	67,185	150,440	125,200	207,591	14,620	...
Boston.....	27,764	6,720	68,276	63,094	4,864	186,000
Portland.....	8,540	...	7,600	7,800	600	...
Montreal.....	29,300	5,250	...	...	...	...
Philadelphia.....	17,967	37,703	79,700	20,298	21,000	...
Baltimore.....	15,085	17,330	206,000	17,200	...	...
New Orleans.....	5,636	...	72,469	5,638	...	...
<b>Total.....</b>	<b>171,477</b>	<b>217,440</b>	<b>558,245</b>	<b>321,556</b>	<b>41,084</b>	<b>186,000</b>
Previous week.....	188,068	203,370	629,739	389,189	13,110	1,689,000
Week, April 19, '73.....	200,119	204,698	735,452	409,026	54,164	527,000
Week, April 22, '73.....	180,819	200,130	825,415	428,545	58,962	1,655,000
Week April 5, '73.....	178,875	105,845	658,397	315,888	33,823	1,050,000
Corresponding week '72.....	156,657	85,553	794,452	315,793	13,895	5,300,000
Total Jan. 1 to date.....	2,719,449	2,909,383	9,028,818	6,280,241	958,579	32,680,000
Do. same time 1872.....	3,812,196	1,862,516	14,314,141	4,585,813	940,734	60,940,000
Do. same time 1871.....	2,329,829	3,961,140	7,909,298	2,755,799	418,017	50,330,000

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. May 3, 1873:

	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.
In store at New York	218,293	585,233	272,666	40,764
In store at Albany	19,400	15,000	90,000	60,000
In store at Buffalo	13,888	1,652	16,049	8,384
In store at Chicago	1,703,432	5,833,782	1,596,343	273,398
In store at Milwaukee	1,831,000	41,000	283,000	35,000
In store at Duluth	95,772			
In store at Toledo	414,018	830,591	170,823	2,003
In store at Detroit	159,225	41,194	61,783	14,478
In store at Oswego*	250,000	40,000	25,000	160,000
In store at St. Louis	305,699	470,824	119,712	9,659
In store at Boston	5,796	99,465	193,987	13,841
In store at Toronto	347,888	500	10,577	6,298
In store at Montreal	127,804	344,155	51,973	5,040
In store at Philadelphia*	160,000	185,000	45,000	10,000
In store at Baltimore*	50,000	177,021	45,000	
Lake Shipments	730,115	1,855,466	18,788	28,073
Rail shipments for week	277,204	843,130	455,136	36,263
Amount on New York canals	52,120	164,457	85,900	78,138

Total	6,821,054	11,090,870	3,540,907	730,338
Total income & in transit	Apr. 26, '73	6,723,690	3,455,975	627,500
"	Apr. 12, '73	7,043,705	3,701,345	550,491
"	Apr. 12, '73	7,400,001	3,779,700	638,800
"	Apr. 5, '73	7,508,473	3,950,196	901,873
"	Mar. 29, '73	7,526,623	4,035,700	1,070,915
"	Dec. 31, '72	6,248,272	3,414,084	2,863,855
"	May 4, '72	6,892,895	3,906,571	993,050

\* Estimated.

\* Some irregularly caused by shipments in excess of clearances from lake ports.

## GROCERIES.

FRIDAY EVENING, May 9, 1878.

The general tone of the groceries market during the past week has been steady, and business has been fair in a jobbing way. The transactions from first hands have not been on a very liberal scale in most lines, but enough business has been done to sustain prices with a fair degree of steadiness. Coffee has remained steady at previous quotations, closing quiet with stocks still well under control. Sugar has been in moderate demand and prices advanced early in the week fully  $\frac{3}{4}$ ¢. on the raw grades. Molasses has sold well in the grocery grades and there is a better feeling in refining qualities. The line trade in teas has been moderately active and the market closes steady at about previous rates.

TEA.

The principal feature of the market during the current week has been the large sales of tea at auction. These offerings comprised sound goods, and were made without reserve. The attendance of buyers was extremely good, as the conditions upon which the goods were offered insured their sale at the prices established by the buyers. The bidding in most instances was sufficiently spirited to indicate a lack of goods in the hands of distributors, and the prices realized upon Greens and Japans were about on a level with the ruling quotations on the street previous to the sale. Quotations are, therefore, unchanged, although still somewhat nominal. Oolonga are dull, and continue weak, the market being further depressed by considerable additions to the stock. The arrivals for the week have included some 1,600,000 lbs of Blacks and about 600,000 lbs of Japans. One small failure was announced early in the week, but this has produced no effect upon the market, and now that stocks are becoming concentrated in strong hands, the undertone of the market is rather more favorable, though with the heavy stocks now in the market, it must be a long time before prices can become very buoyant. There has been a fair line business, but the auction sales have been so liberal that buyers have supplied their wants without recourse to purchases through private channels. Sales are reported of 2,100 half chests Greens, 1,750 do. Japans and 800 Oolongs.

Imports at this port the past week have included 160,472 lbs Black and 25,807 do. Green per "Sir William Wallace" from Hong Kong; 696,378 lbs. Black, per "Annie Gray," from Foochow; 917,429 do. do., per "Her Majesty," from Hong Kong, and 615,746 lbs. Japan, per "Cleta," from Yokohama. The indirect importations have included 850 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.	9,414,955	11,232,922	7,851,402	28,509,279
Atlantic ports, 1872.....	9,101,252	12,282,175	8,791,719	29,175,146

The indirect receipts at New York, principally overland receipts from San Francisco, have been 44,077 pkgs. since January 1, against 62,081 last year.

Imports at San Francisco from Jan. 1 to April 16, were 164,115 lbs. of China 1,015,630 lbs. of Japan and 200 lbs. of Java tea.

## COFFEE.

There is a continued fair inquiry for jobbing lots of all grades, and the market generally is fairly steady. The news from Rio has been of a fairly favorable character, although the heavy sales upon American account make the outlook for our market less buoyant. Prices have advanced to 9½500 in Rio, but this is partly offset by a decline in exchange. There can be no weakening in prices here so long as the stock is as well under control as it is at present, and the close of the week finds the market strong at an advance on the better grades. The trade in India coffees is fair, but the sales of pale goods are restricted by the illiberal offerings. Buyers do not take the darker coffees willingly, but are forced to by the scarcity of the pale goods. There has been a small arrival of Maracaibo, but the samples are green and the cargo is not very desirable. The bulk of it has been sold, however, at 19c. The jobbing sales of other India grades foot up a fair aggregate, and the market closes strong, with no important changes in the quotable rates. The sales include 12,576 mats Java, ex "Netherland and Orange;" 2,000 do., ex "Queen of the Sea;" 2,100 bags Maracaibo, ex "Storm Petrel," at 19c.; 1,000 bags Java, 465 Costa Rica, 200 Lagnayra, 250 Porto Rico in lots to consumption, 700 St. Domingo shipped to Hamburg from first hands; 4,600 bags Santos, ex "Bernard;" 200 bags Santos and 1,300 bags Rio, ex "Ontario;" 500 do. ex "Flamsted;" 4,547 do. ex "Morro Castle;" 1,000 do. ex "South America;" all here. At the outports we hear of sales of 460 Rio at Galveston; 684 do. ex "Prestissimo," at Baltimore, to arrive, at 18½c.; 3,300 do. ex "Christina," at Baltimore, at 18½c. and 3,150 do., the balance ex "Lupwing," and 5,000 do. ex "J. F. Puat," at New Orleans.

Imports the past week have included 4,000 bags Rio, per "Tallman," 3,200 do. do. per "Lord Baltimore," 4,000 do. do. per "Foreningen;" 2,546 do. Maracaibo per "Storm Petrel;" 1,359 do. Lagnayra per "A. B. Patterson;" 800 do. St. Domingo per "Isaac Oliver," and 3,032 do. sundries.

The stock of Rio May 8, and the imports since Jan. 1, 1873, are as follows:

	New York.	Philadelphia.	Baltimore.	New Orleans.	Mobila.	Galveston.	Total.
In Bags.	68,879	16,168	4,005	2,900	4,000	95,650	
Stock.	164,757	42,665	11,952	15,749		235,192	
Same date 1872.	222,216	3,000	128,022	89,613	21,609	18,992	482,859
Imports.	220,512	4,042	180,519	59,587	29,817	8,212	452,665
In 1872.							
Of other sorts the stock at New York, May 8, and the imports at the several ports since January 1, 1873, were as follows:							
	New York.	Boeton.	Philadl.	Balt.	N. Orie's.		
In bags.	stock.	import.	import.	import.	import.		
Java and Singapore.	72,150	*46,933	*30,065				
Ceylon.	4,549	5,851		443			
Maracaibo.	446	13,380					
Laguayra.	14,311	47,448		12,913			
St. Domingo.		25,077	816				
Other.	9,802	28,282	612	912	446		
Total.	31,352	166,971	81,488	18,078	446		211,977
Same time, 1872.	46,405	211,036	9,458	10,957	7,097	2,639	241,333

\* includes mats. &c., reduced to bags † Also 10,627 mats.

**SUGAR.**

Just subsequent to our last review the market advanced  $\frac{1}{8}\%$  on the strength of a more active business, and at the improvement a fair trade has continued throughout the week. The transactions have not been on a very liberal scale, though there is, perhaps, more than the usual business under weigh. Later in the week the demand has become somewhat slack, in consequence of buyers having supplied themselves pretty well with stock for immediate use. The arrivals during the week have run rather large, and this has a momentary tendency to check operations, although the supply is still well under control. The basis of quotations at present is  $7\frac{1}{2}\text{ @ }8\frac{1}{2}\%$ , for fair to good refining Cuba.



while Centrifugals are held at 8½@9½c. A comparison of prices with those of last year is interesting. At that time fair to good was quoted at 8½@8½c., and Centrifugals were held at 9½@10½c., while gold was \$1 14. Refining sugars have been steady this week, but close somewhat heavier with a quiet business. The closing rates will be found in our list. The sales of raws since our last report include 7,579 hhds. Cane at 7@8½c.; 1,219 hhds. and 3,514 boxes Centrifugal, at 8½@9½c.; 896 boxes Havana, 7½@8c.; 1,115 hhds. Porto Rico, 8@8½c.; 235 hhds. Trinidad, 7½c.; 525 Melado, 5½c.; 370 hhds. Demerara, 7½c.; 137 Clarified do., 9½@10½c.; 129 Martinique, 7½c.

Imports at New York and stock in first hands May 8, were as follows:

	Cuba, bxs.	Cuba, *hhds.	P. Rico, *hhds.	Other, *hhds.	Brazil, bags.	Manilla, bags.	Melado, hhds.
Imports this week	4,617	14,919	1,785	260	3,600	17,912	3,394
since Jan. 1, 1873	133,692	125,212	12,793	17,888	148,209	292,870	29,606
same time '72	158,339	111,433	10,244	22,121	66,379	508,640	10,017
Stock in first hands	24,619	56,312	6,312	204,439	4,631		
same time 1872	50,145	67,766	6,766	8,385	1,497		
" 1871	60,951	41,389	41,389	173,718	6,568		

#### MOLASSES.

The inquiry for refining grades of Cuba molasses is said to be a little more active toward the close of the week, but there is still a very limited sale for these descriptions as the wants of refiners are far from becoming pressing. Some stock has changed hands, and the feeling at the close, with sugar somewhat higher, is more hopeful. The stock of Cuba, all grades, amounts to 3,023 hhds., and prices remain steady at our last quotations, the stock being held by strong parties. The supply of grocery qualities is greatly diminished, and we now have but 115 hhds. Porto Rico, and 149 hhds. English Islands in first hands. The new crops come in slowly from all sources, and with a fair outlet prices are fully maintained. The supply of domestic has run down to 2,500 hhds., and the demand continues fair, while holders are very firm at 70@80c. for the higher grades, the full range being 55@80c. Syrups continue in limited request and are strong at previous quotations. We note sales during the week of 352 hhds. and 47 cts. boiling molasses at 31c.; 75 hhds. Porto Rico, in lots, within the range, and 200 hhds. New Orleans, at 73@80c.

The receipts at New York, and stock in first hands May 8, were as follows:

	Cuba, *hhds.	P. Rico, *hhds.	Demerara, *hhds.	Other, *hhds.	N. O., bbls.
Imports this week	4,571	279	1,437	91	23,981
since Jan. 1, 1873	86,385	5,283	14,379	1,270	23,981
same time 1872	81,475	6,836	816	2,744	25,183
Stock in first hands	8,623	115	149	2,500	
same time '72	2,917	1,296	515	850	
" same time '71	5,208	593	184	3,800	

#### 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:

	Boxes.	Sugar, *Hhds.	Bags.	Molasses, *Hhds.
New York	1873. 1872. 1873. 1872.	1873. 1872.	1873. 1872.	1873. 1872.
Boston	133,692 156,339 185,479 253,315	440,579 560,019	41,325 41,572	18,327 18,327
Philadelphia	2,153 5,231 13,383 19,514	745,109 899,237	18,293 18,293	25,900 25,900
Baltimore	10,397 8,673 13,440 12,375	45,122 2,441	2,561 2,561	1,497 1,497
New Orleans	25,596 26,596 41,482 41,599	9,430 21,100	3,407 3,407	5,138 5,138
Total	188,719 217,177 285,077 231,367	1,219,035 1,432,117	99,852 101,921	

\* Including tierces and barrels reduced to hhds

† Includes baskets, &c., reduced.

#### WHOLESALE PRICES CURRENT.

##### Tea.

Hyson, Common to fair....	30 @ 45	Hyson 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 Hyson, Com. to fair.	35 @ 45	Uncl. Japan, Com. to fair.	30 @ 40
do Super. to fine.	42 @ 50	do Sup. to fine.	50 @ 60
do Ex. fine to finest.	75 @ 80	do Ex. f. to finest.	65 @ 70
Gunpowder Com. to fair....	45 @ 55	Oolong, Common to fair....	25 @ 30
do Sup. to fine.	65 @ 80	do Superior to fine....	40 @ 50
do Ex. fine to finest.	90 @ 120	do Ex. fine to finest....	65 @ 70
Imperial, Com. to fair....	35 @ 50	Sooc. & Cong., Com. to fair.	22 @ 32
do Sup. to fine.	55 @ 70	do Sup. to fine.	40 @ 55
do Extra fine to finest.	75 @ 95	do Ex. f. to finest.	60 @ 75

##### Coffee.

Rio Prime.....	gold. 19 @ 19½	Native Ceylon.....	gold. 15 @ 19
do good.....	gold. 18 @ 18½	Maracabo.....	gold. 18 @ 19
do fair.....	gold. 18 @ 18½	Laguaira.....	gold. 18 @ 19½
do ordinary.....	gold. 17 @ 17½	St. Domingo.....	gold. 15 @ 16
Java, mats and bags.....	gold. 20 @ 21½	Jamaica.....	gold. 17 @ 18
Java mats, brown.....	gold. 21 @ 22½	Mocha.....	gold. 17 @ 18

##### Sugar.

Cuba, Inf. to com. refining....	7 @ 7½	Havana, Box, white.....	9½ @ 10½
do fair to good refining....	7½ @ 8	Porto Rico, refining grades....	7 @ 8½
do prime.....	8 @ 8½	do grocery grades....	8½ @ 9½
do fair to good grocery....	8½ @ 9	Brazil, bags.....	6 @ 8
do pr. to choice grocery....	9 @ 9½	Manilla, bags.....	7 @ 7½
do centrifugal, hhds. & bxs.	8½ @ 9½	White Sugar, A.....	10½ @ 10½
do Melado.....	6½ @ 7½	do do Extra C.....	10½ @ 10½
do molasses.....	6½ @ 7½	Yellow sugar.....	8½ @ 10
Hay's, Box, D. S. No. 7 to 8.	7 @ 7½	Crushed.....	11½ @ 11½
do do do 10 to 12.	8 @ 8½	Powdered.....	11½ @ 11½
do do do 13 to 15.	8½ @ 9	Granulated.....	11½ @ 11½
do do do 16 to 18.	9½ @ 10		
do do do 19 to 20.	10½ @ 10½		

##### Molasses.

New Orleans new.....	\$ gall. 55 @ 60	Cuba Clayed.....	29 @ 32
Porto Rico.....	35 @ 60	Cuba centrifugal.....	13 @ 22
Cuba Muscovado.....	30 @ 33	English Islands.....	25 @ 50

##### Rice.

Bangoon dress d. gold in bond 3½ @ 3	Carolina.....	8 @ 9
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##### Fruits and Nuts.

Raisins, Seecress, new ½ frall.	4 25 @ 4 35	African Peanuts.....	12½ @ 12½
do Layer, 1872, ½ box.	2 20 @ 2 25	Filberts, Sicily.....	12½ @ 12½
do Sultan, ½ box.	12½ @ 13	do Barcelona.....	12½ @ 12½
do Valencia, ½ box.	7 @ 7½	Walnuts, Bordeaux.....	11½ @ 12
do Loose Muscatels.....	2 40 @ 2 60	Macaroni, Italian.....	11½ @ 12
Carrots, new, ½ box.	7 @ 8	Apples, dried.....	5 @ 6
Citron, Leghorn (new).....	57 @ 57½	do sliced.....	7 @ 7½
Prunes, French.....	12 @ 17	do Western.....	5 @ 6
Prunes, Torkish, old.....	12 @ 17	do Southern, quarters	8½ @ 8½
do new.....	7½ @ 8	do sliced, fancy.....	5 @ 7
Dates.....	7 @ 8	Peaches, pared.....	10 @ 15
Fig, Smyrna.....	7 @ 8	do unpared, live.....	3½ @ 4
Canton Ginger, case.....	7 50 @ 8	Blackberries.....	6 @ 6½
Almonds, Languedoc.....	21½ @ 23	Cherries, pitted.....	15 @ 17
do Tarragona.....	19½ @ 19½	Pecan Nuts.....	15 @ 17
do Ivica.....	18½ @ 18½	Hickory Nuts.....	15 @ 17
do Sicily, soft shell.....	25 @ 31	Chestnuts.....	15 @ 17
do Shelled, Sicily.....	25 @ 31	Peanuts, white, do incy ol 1 10	10 @ 15
do paper shell.....	25 @ 31	do do new.....	11 20 @ 15
Sardines.....	29½ @ 30	do Will. & d to best do.	75 @ 65
Sardines, ½ qt. box.....	18½ @ 19½		
Brazil Nuts new.....	6½ @ 7		

#### Spices.

Cassia, in cases.....	gold 26 @ 26½	Pepper, in bond.....	(gold) 19 @ 20
Cassia, in mats.....	do 26 @ 26½	do Sumatra & Singapore	11½ @ 11½
Ginger, Race and Af (gold)	10½ @ 11½	Pimento, Jamaica.....	(gold) 7½ @ 7½
Mace.....	do 17 @ 20	do in bond.....	do 26 @ 26
Nutmegs, casks.....	95 @ 95	Cloves.....	do 14½ @ 14½
do case Penang.....	95 @ 95	do in bond.....	do 14½ @ 14½
		Clove stems.....	do 14½ @ 14½

#### THE DRY GOODS TRADE.

FRIDAY, P. M., May 9, 1873.

Trade has continued moderate during the past week, but has not shown any material improvement from our last report, and the result is something of a disappointment to holders. Retailers are buying sparingly, the season being too late to warrant very heavy purchases on their part now. The distribution of cotton goods has received a temporary check in the break in prices upon some of the leading lines which has led buyers to look for a still more unsettled condition of affairs, and gave them less confidence in the stability of prices. As soon as they become convinced that there is to be no further decline there will, in all probability, be a reaction in trade, and sales will be made upon a more liberal scale. Still an active business cannot be expected from this time forward, and the season will have to be entered as a disappointment. Our dealers report more freedom in the collections from the interior, which is regarded as a very favorable feature, and has been of considerable benefit to the trade. Now that money has relaxed it is hoped that the trade have bridged over their severest strain, and that there will be no serious failures. One small jobbing house is reported as suspending during the past week, but this has had no effect upon the general tone of the markets.

DOMESTIC COTTON GOODS.—There has been a general break in the market for staple cottons during the week, and at the close the feeling is very much unsettled, although prices are becoming better established on the reduced basis. Brown sheetings and shirtings have been reduced ½@1c per yard, and on wide goods 2c per yard. At the decline sales have been fair, and some of the lighter weights of goods have sold with more freedom. The best brands of fine bleached shirtings have been pretty steadily held, as the stock is very light, but even these are somewhat irregular with jobbers. The medium and lower qualities are in improved request since the reduction, and are held steadier. Cotton drills have been quiet, and the accumulation of stock has led to a slight decline in values. The call for export is very light. Sales of colored cottons are on a limited scale, but the stock remains light, and prices are maintained with a good degree of firmness. A reduction has taken place upon corset jeans and eatens, which remain quiet. Prints have been in fair jobbing request, but are not meeting very active sale at the close of the week, and the sales from first hands are light in the aggregate. Prices have declined ½c. on nearly all standard makes, and at the reduction goods are moving off of jobbers stands with a little more freedom. Gingham is quoted lower by some of the jobbing houses. Other cotton goods are quiet and unchanged.

DOMESTIC WOOLEN GOODS.—The market for all classes of woollens has been extremely dull during the past week, and fails to show any more encouraging signs than have been reported for some weeks back. There seems to be no bottom to the market for the heavier descriptions of woollens, and the sales making are at a very irregular range of values. The raw material continues soft, and the market is quiet, though there has been a little more call toward the close of the week for foreign grades. The demand for Spring woollens is nearly over, and there is but little call as yet for Fall weights, clothiers showing less than the usual disposition to purchase in view of the unsatisfactory results of their trade during the two past seasons. Worsted dress fabrics are selling well and stocks are light, while prices are fully maintained.

FOREIGN GOODS.—With the imports still running down, the position of the market is becoming rather more favorable for importers, although there is still a lack of activity in the trade, and the sales effected indicate a soft tone. Importers are ready to close out their stocks at whatever prices they can realize, on lines adapted exclusively to the Spring trade, and are free sellers of staples, although these goods pay a very small margin upon the cost of importation. The auction houses are well filled with all classes of goods, but the sales are not at very satisfactory prices. Prices are irregular and nominal on all lines, and with the unfavorable weather prevailing at the close, sales are light and unsatisfactory.

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



Brown Sheetings and Shirtings.		Width.	Price.
Agawam F.....	36	10	10
Albion A.....	36	10	10
Adriatic.....	36	13	10
Atlantic A.....	37	13	10
do D.....	37	12	10
do H.....	37	13	10
Appleton A.....	36	13	10
do N.....	30	11	10
Augusta.....	30	12	10
Bedford R.....	30	9	10
Boott FF.....	36	14	10
do S.....	40	12	10
do W.....	48	16	10
Conestoga D.....	28	11	10
Cabot A.....	36	13	10
Dwight X.....	30	10	10
do Y.....	30	11	10
do Z.....	36	12	10
Indian Head.....	7-8	12	10
do.....	43	20	10
Ind'n Orchard A.....	36	14	10
do BB.....	33	11	10
do C.....	36	12	10
do W.....	30	10	10
Laconia B.....	37	13	10
do E.....	36	12	10
do O.....	39	13	10
Lawrence A.....	36	11	10
do D.....	36	13	10
do J.....	40	15	10
do LL.....	36	11	10
do XX.....	36	15	10
do Y.....	36	12	10
Nashua fine E.....	40	15	10
do O.....	33	12	10
do R.....	36	13	10
do W.....	48	20	10
Pepperell.....	7-4	25	10
do.....	8-4	27	10
do.....	9-4	30	10
do.....	10-4	35	10
do.....	11-4	40	10
do.....	12-4	45	10
Ulca.....	36	16	10
do.....	48	25	10
do.....	58	30	10
do fine Non.....	40	20	10

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

The importations of dry goods at this port for the week ending May 8, 1873, and the corresponding weeks of 1872 and 1871 have been as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING MAY 8, 1873.							
	—1871—		—1872—		—1873—		
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	
Manufactures of wool....	905	\$247,318	766	\$283,091	419	\$183,617	
do cotton.....	1,167	304,163	1,549	475,053	1,009	289,727	
do silk.....	554	450,989	493	410,329	243	151,187	
do flax.....	922	197,221	1,283	307,776	683	179,200	
Miscellaneous dry goods.....	3,457	192,573	369	152,857	2,150	100,347	
Total.....	7,005	\$1,482,164	4,460	\$1,629,106	4,504	\$904,078	
WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET DURING THE SAME PERIOD.							
Manufactures of wool....	431	\$153,515	507	\$219,760	603	\$209,004	
do cotton.....	220	54,967	297	81,821	627	184,550	
do silk.....	89	129,785	133	157,213	290	180,629	
do flax.....	296	75,503	265	62,681	539	129,037	
Miscellaneous dry goods.....	715	9,160	2,081	52,792	4,270	58,367	
Total.....	1,751	\$422,950	2,388	\$574,254	6,139	\$762,167	
Add entered for consumpt'n	7,005	1,482,164	4,460	1,629,106	4,504	904,078	
Total thrown upon m'k't.	8,756	\$1,905,114	7,718	\$2,203,360	10,643	\$1,666,245	
ENTERED FOR WAREHOUSING DURING SAME PERIOD.							
Manufactures of wool....	299	\$132,548	487	\$198,476	284	\$122,108	
do cotton.....	158	48,311	345	104,624	278	106,521	
do silk.....	52	42,381	94	102,722	58	41,867	
do flax.....	171	44,988	626	139,245	345	87,644	
Miscellaneous dry goods.....	1,946	85,450	81	22,832	71	24,636	
Total.....	2,526	\$313,678	1,633	\$567,899	1,036	\$382,676	
Add entered for consumpt'n	7,005	1,482,164	4,460	1,629,106	4,504	904,078	
Total entered at the port.	9,531	\$1,795,842	6,033	\$2,197,005	5,540	\$1,285,754	

### GENERAL PRICES CURRENT.

ASHES—Pot, salt sort #10.....	8 00
BREADSTUFFS—See special report.	
BUILDING MATERIALS.	
Bricks—Common, hard.....	7 00 @ 11 00
Protona.....	12 00 @ 16 00
Philadelphia Fronts.....	40 00 @ 45 00
Cement—Rosendale, # bbl.....	2 10
Lime—Rock'd, # bbl.....	1 60
Rockland, lump.....	2 00
Lumber—Southern pine.....	28 30 @ 40 00
White pine box boards.....	31 00 @ 33 00
Clear pine mer. bx b'ds.....	31 00 @ 34 00
Clear pine.....	49 00 @ 79 00
Spruce boards & planks.....	80 00 @ 82 00
Hemlock boards & planks.....	27 00 @ 34 00
Nails—10d, # bbl.....	5 00 @ 5 25
6d, # bbl.....	6 50 @ 7 25
2d and 1d fine.....	7 25 @ 7 50
Cut spikes, all sizes.....	5 25 @ 5 50
Paints—Lead, white, Am.....	12 00 @ 11 00
Lead, wh. Amer. dry, No. 1.....	11 00 @ 12 00
Zinc, wh. No. 1, in oil.....	11 00 @ 12 00
Parla wh., Eng # 100 lbs.....	2 25 @ 2 50
SUTTER AND CHEESE.	
Butter (new).....	31 00 @ 33 00
State, #1 & 1/2, # bbl.....	32 00 @ 33 00
do Welsh do.....	32 00 @ 33 00
Western dairy, packed.....	28 00 @ 30 00
do store, packed.....	20 00 @ 22 00
Cheese (new)—State factory.....	7 00 @ 7 10
do State dairy.....	11 00 @ 12 00
COAL.	
Auction sale of Scranton, April 30.....	4 27 1/2
5,000 tons lump.....	4 27 1/2
10,000 tons steamboat.....	4 27 1/2
17,000 tons grate.....	4 47 1/2 @ 4 50
13,000 tons egg.....	4 60 @ 4 70
25,000 tons stove.....	5 07 1/2 @ 5 10
13,000 tons chestnut.....	4 35 @ 4 32 1/2
Liverpool gas cannel.....	16 00 @ 18 00
Liverpool house cannel.....	20 00
COFFEE—See special report.	
COPPER—Bolts.....	45
Shoeing, new.....	43
Braziers (over 18 oz.).....	43
American ingot.....	33 @ 33 1/2
COTTON—See special report.	
DRUGS & DYES—Alum.....	3 1/2 @ 8 1/2
Argols, crude.....	16 @ 22
Argols, refined.....	29 @ 31
Argols, powdered.....	3 @ 3 1/2
Bicarb. soda, N. Castle.....	6
Bicarb. potash, S. Tech.....	19 1/2 @ 20
Bleaching powder.....	2 1/2 @ 3
Brimstone, cru. # ton.....	34 00
Brimstone, Am. roll # bbl.....	3 @ 3 1/2
Lampbor, crude, # bbl.....	24
Chlorine potash.....	4 35 @ 4 32 1/2
Canatic soda.....	6 1/2 @ 5 1/2
Doehineal, Hondur.....	60 @ 67
Doehineal, Mexican.....	54 1/2 @ 56 1/2
Cream tartar, prime.....	34 1/2 @ 35
Cubebs, East India.....	8 @ 8 1/2
Cuteb.....	8 @ 8 1/2
Gambier.....	5 @ 5 1/2
Ginseng, Western.....	1 00 @ 1 05
Ginseng, Southern.....	1 10 @ 1 15
Jalap.....	40 @ 40 1/2
Lac dye, good & fine.....	20 @ 30 1/2
Licorice paste, Calabria.....	35 @ 41
Licorice paste, Sicily.....	25 @ 26
Madder, Dutch, gold.....	8 @ 8 1/2
Madder, Fr. E. & F.....	8 @ 8 1/2
Nat'l, blue Aleppo.....	20 @ 21 1/2
Oil vitriol (68 degs).....	2 1/2 @ 2 1/2
Opium, Turk, in bond, gold.....	5 37 1/2 @ 5 37 1/2
Prussiate potash, yel.....	39 1/2 @ 40 1/2
Quinine.....	1 01 @ 1 03
Quinine, per oz.....	2 50 @ 2 50
Sal soda, Newcastle, gold.....	1 10 @ 1 10
Shell Lac, 2d and 1st Eng.....	45 @ 50
Soda ash.....	2 1/2 @ 3 1/2
Sugar lead, white.....	15 @ 16
Vitriol, blue.....	1 1/2 @ 1 1/2
FISH—Dry cod.....	6 1/2 @ 7 1/2
Mackerel, No. 1, shore.....	22 1/2 @ 25 00
Mackerel, No. 1, Halifax.....	18 50 @ 22 00
Mackerel, No. 1, Bay.....	17 00 @ 22 00
Mackerel, No. 2, Mass shore.....	16 00 @ 16 50
Mackerel, No. 2, Bay.....	15 00 @ 16 00
FLAX—North River.....	15 @ 18
FRUITS—See groceries.	
GUNNIES—See report under Cotton.	
GUNPOWDER.	
Shipping # 25 # keg.....	4 25 @ 4 25
Mln. & Blasting.....	8 75 @ 8 75
HAY—North R. ship's # 100.....	95 @ 100
HEMP—Am. dressed, # ton.....	175 00 @ 225 00
American undressed.....	120 00 @ 125 00
Russia, clean.....	210 00 @ 215 00
Manila, current.....	10 1/2 @ 10 1/2
Jute.....	2 1/2 @ 2 1/2
HIDES.	
Dry—Buenos Ayres.....	25 @ 25 1/2
Montevideo.....	25 @ 25 1/2
Corrientes.....	25 @ 25 1/2
Rio Grande.....	25 @ 25 1/2
Orinoco.....	25 @ 25 1/2
California.....	25 @ 25 1/2
Maracalbo.....	16 @ 17 1/2
Bahia.....	16 @ 17 1/2
Dry Salt—Maracalbo, gold.....	14 @ 14 1/2
Chilimbo.....	17 @ 17 1/2
Perambuco.....	17 @ 17 1/2
Matamoros.....	17 @ 17 1/2
Bahia.....	13 @ 13 1/2
Wet Salted.	
Buenos Ayres.....	14 @ 14 1/2
Rio Grande.....	14 @ 14 1/2
California.....	12 @ 12 1/2
Texas.....	12 @ 12 1/2
East India Stock.	
Calcutta city st. # bbl.....	16 @ 17
Calcutta, dead green.....	13 @ 13 1/2
Calcutta, buffalo # bbl.....	18 @ 14
HOPS—Crop of 1872.....	75 @ 80
Crop of 1871.....	60 @ 60
Crop of 1870.....	10 @ 15
IRON—Pig, Am., No. 1.....	40 00 @ 40 00
Pig, American, No. 2.....	47 00 @ 48 00
Pig, American, Forge.....	47 00 @ 48 00
Pig, Scotch.....	49 00 @ 62 00
Bar refined Eng. & Amer.....	100 @ 100

Bar. Swedes.....	150 00 @ 160 00
Scroll.....	120 00 @ 130 00
Hoop.....	125 00 @ 172 50
Sheet, Rus. as to assord. g.....	16 @ 17
Sheet, sing. d. & t. com.....	6 1/2 @ 7 1/2
Rails, Eng. # ton.....	10 00 @ 11 00
Rails Am. at works in Pa.....	80 00 @ 82 50
LEAD.	
Spanish, ordy # 100 b. gold.....	6 75 @ 6 75
German.....	6 75 @ 6 75
English.....	6 75 @ 6 75
Bar.....	6 75 @ 6 75
Pipe and sheet.....	10 @ 10 50
LEATHER.	
Oak, slaughter.....	32 @ 45
" crop.....	89 @ 42
" rough slaughter.....	32 @ 36
Hemlock, B. A.....	28 1/2 @ 31
" California.....	27 @ 28 1/2
" Orinoco, &c.....	28 @ 28 1/2
" rough.....	33 @ 35
MOLASSES—See special report.	
NAVAL STORES.	
Tar, Washington.....	8 50 @ 9 75
Tar, Wilmington.....	8 75 @ 9 00
Pitch, city.....	8 50 @ 8 50
Spiritine, # gal.....	10 00 @ 12 1/2
Rosin, strained, # bbl.....	3 1/2 @ 4 00
" No. 1.....	3 1/2 @ 3 50
" No. 2.....	3 1/2 @ 3 50
" pale.....	4 1/2 @ 4 50
" extra pale.....	5 25 @ 5 75
OAKUM.....	8 @ 10 1/2
OUT. CAKE.	
City thin, obl. in bbls. # ton.....	41 00 @ 41 00
West, thin obl. (dom.).....	41 00 @ 41 00
OILS—Olive, in casks # gal.....	1 15 @ 1 25
Lined, crushers prices.....	
" gallon, in casks.....	1 00 @ 1 00
Cotton Seed Crude S.....	43 1/2 @ 44 1/2
" refined, standard white.....	45 @ 46 1/2
Whale, bleached winter.....	73 @ 75
Whale, crude Northern.....	65 @ 68
Sperm, crude.....	1 1/2 @ 1 15
Sperm, bleached.....	1 72 @ 1 75
Lard oil, prime winter.....	75 @ 78
PETROLEUM.	
Crude, ordy gravity, in.....	9 1/2 @ 9 1/2
bulk, per gallon.....	14 @ 14 1/2
Crude in bbls.....	14 @ 14 1/2
Refined, standard white.....	20 @ 20
Naphtha, re-refined, 68-73 grav.....	10 1/2 @ 11 1/2
RE-FINISHED.	
Pork mess # bbl (new).....	18 00 @ 18 00
Pork, extra prime.....	14 50 @ 14 75
Pork, prime mess city.....	17 75 @ 18 50
Beef, plain mess.....	4 00 @ 7 00
Beef, extra mess new.....	12 00 @ 13 00
Beef mess, new.....	11 1/2 @ 12 1/2
Hams, pickled.....	9 1/2 @ 9 50
RICE—See groceries report.	
SALT.	
Turkey Islands.....	35 @ 40
Cadiz.....	35 @ 40
Liv'n'l, various sorts.....	1 60 @ 3 50
SALT PETRE.	
Refined, pure.....	13 1/2 @ 13 1/2
Crude.....	1 1/2 @ 1 1/2
Nitrate soda.....	8 1/2 @ 8 1/2
SEED—Clover.....	8 1/2 @ 8 1/2
Timothy.....	4 50 @ 4 60
Hemp, for cord.....	2 00 @ 2 12 1/2
Flaxseed, Amer'n, # bbl.....	2 25 @ 2 40
Lined, Cal., # 56 b. gld.....	2 @ 2 70
SILK—Taslee, No. 3 chop.....	6 50 @ 9 00
Taslee, re-refined.....	7 75 @ 8 25
Taslee, Nos. 1 & 2.....	7 75 @ 8 25
Canton, re-refined No. 1.....	6 25 @ 6 30
SPELTAR.	
Plates, for n. # 100 b. gold.....	7 75 @ 7 75
Plates domestic.....	9 @ 9 1/2
SPICES—See groceries report.	
SPIRITS.	
Brandy, # gal b'ds.....	65 @ 65 00
Rum—Jama, 4th proof.....	3 75 @ 5 00
St. Croix, 8d proof.....	5 @ 5 10
Gin, different brands.....	2 75 @ 3 35
Domestic liquors—Cash.	
Alcohol (88 per ct) C. & W. 1.....	5 @ 7 1/2
Whiskey.....	91 @ 91 1/2
STEEL.	
English, cast, 2d & 1st qu.....	18 1/2 @ 23
English, spring, 2d & 1st qu.....	9 1/2 @ 10 1/2
English, blister, 2d & 1st qu.....	14 @ 15 1/2
American blister.....	11 1/2 @ 11 1/2
American cast, Tool.....	11 @ 11
American cast spring.....	11 @ 11
American machinery.....	11 1/2 @ 12
American German spring.....	9 @ 9
SUGAR—See special report.	
TALLOW—American #.....	8 1/2 @ 8 1/2
TEAS—See special report.	
TIN—Banca.....	37 1/2 @ 37 1/2
Strait.....	32 @ 32 1/2
English.....	32 @ 32 1/2
Plates, I. C. Char. # b.....	11 75 @ 12 00
Plates, char, Terme.....	10 25 @ 11 00
TOBACCO.	
Kentucky luge, heavy.....	7 1/2 @ 8 1/2
" leaf.....	9 @ 15
Seed leaf, Cogn., wrappers.....	45 @ 55
" fillers.....	10 @ 15
Pennsylvania wrappers.....	22 @ 22
Havana, com. to fine.....	7 1/2 @ 10 1/2
Manufact'd, in bond, dark wrk.....	20 @ 25
" bright work.....	20 @ 25
WOOL.	
American, Saxony Fleeces.....	48 @ 65
American, Full Blood Merino.....	43 @ 64
American, Combing.....	53 @ 63
Extra, Pulled.....	88 @ 94
No. 1, Pulled.....	28 @ 38
California Spring Clip.....	26 @ 32
Fine, unwashed.....	26 @ 31
Medium.....	26 @ 31
Common, unwashed.....	21 @ 25
South Am. Merino unwashed.....	28 @ 30
Cape Good Hope, unwashed.....	22 @ 26
Texas, fine.....	27 @ 32
Texas, medium.....	27 @ 32
Unwashed.....	20 @ 24
SMYRNE—See special report.	
ZINC—Sheet.....	10 1/2 @ 11 1/2
FREIGHTS—See special report.	