

1857. It is their peculiar characteristic that they destroy and break down all the foundations of credit and confidence on which the activity of business and the recuperative energies of finance fundamentally depend. Hence the process of subsequent recovery is slow. Our present financial flurry has no symptoms of this malignant character in it. Two or three of our rich firms have gone beyond their depth in railroad building, it is true. But these energetic and over-sanguine men have given us railroads which are developing the wealth of the country. Whatever the value of those expensive railroads may be to the projectors who have borne the cost and toil of their construction, these great highways of commerce will be of great value to the districts they traverse, and are even already helping to develop the wealth, the population and the productive power of the whole country. Take, for example, one of these roads which has temporarily brought its financial agents into embarrassment. The *Bank Note Reporter*, a disinterested authority, shows that this road will be worth hundreds of millions to this country, if we take nothing into account but its development of our coal and iron interests. Our cotemporary adds:

Dear fuel and dear iron in England give America an opportunity we never yet have had. Cheap capital we have not; but the bounty of nature has so placed our ore beds and coal mines that they are easier got at, and more cheaply brought one to the other, than those of England. Now, why would it not be well to call the attention of these English workers in iron to the immense advantages of our natural resources in raw materials, with a view to a transfer of part of their capital to our more promising fields? Labor will be sure to follow capital. In New York State, Pennsylvania, Virginia, West Virginia, Kentucky, Missouri, Michigan and New Jersey are vast deposits of iron ores. In most of these States coal is also to be found near the ore. In Virginia and West Virginia, in particular, there is trustworthy evidence that there are on one flank of the Alleghenies deposits of iron ore rising into cliffs 75 feet high, easily loaded into cars; while on the other flank, in the Kanawha Valley, are the richest coal seams in the world, embracing varieties of fuel, one of which can be used in the furnace in its raw state, while the others are serviceable for steam generation, gas, and general purposes. These ore beds are now connected by the Chesapeake & Ohio Railroad, a line of low grades, and admirably fitted for a large mineral traffic, commanding as it does both Eastern and Western markets. A thousand furnaces might safely be erected along the westernmost 300 miles of this road without fear of successful competition by either foreign or domestic makers. Of the dozen now at work along the road nearly all are enlarging; three new ones are going up, and sites for others have been chosen. Over 70,000 acres of ore lands have changed hands within a few months, and of coal lands, further west, over 140,000 acres have changed owners; nearly a dozen new mines being started or contemplated in this coal field alone.

We need scarcely adduce any further evidence in refutation of the opinion that the present financial trouble is likely to be overwhelming or to spread general disaster throughout the country. Such statements are freely set afloat by the bears, but they are wholly groundless. The constitution of the patient is good, and convalescence will soon begin. There may be further failures. How many we cannot tell, any more than we can foresee precisely how far a conflagration will spread which is already got under control. We rest satisfied that it cannot spread beyond certain limits, and that is enough for us to know. Similarly with the panic now raging among us. We can see that there are bounds to its possible spread, and the evidence goes to show that if it have not already spent most of its force it is near that point, and if so the end will soon be full in view.

FINANCIAL REMEDIES AND PREVENTIVES.

We have received several communications urging as a remedy for the financial turmoil now culminating in Wall Street, that the Treasury should interfere, and by some act of the administrative government give relief to the overstrained mechanism of the money market. There are, however, two objections which meet these monetary doctors at the threshold. First, our government is founded on

popular principles. It is not fit to control trade or to manage the money market. It is too free and simple in its nature to adapt itself to the complex work attempted by the older governments of Europe, with their bureaucratic habits and centralized power. Secondly, there is the old adage that "an ounce of prevention is worth a pound of cure." If the government can consistently with our fundamental policy interpose at all in this country to control finance, it should be by favoring guarantees and safeguards for the stability of the monetary mechanism and the prevention of banking abuses beforehand rather than by directly aiding the banks in time of panic, or by using the money drawn from the pockets of 40 millions of people by taxation, for the relief of a comparatively small number of persons who may be at any time suffering from financial pressure.

Still, in spite of these objections, such propositions as we have referred to are continually put forth as each successive wave of monetary trouble rises and breaks over the Stock Exchange. Perhaps the most prominent remedy now urged is that the Secretary of the Treasury shall deposit in the National banks a part of his currency balance, which amounts to some 16 millions. This plan is attended with obvious difficulties, and is perhaps impracticable. Another plan is for the Treasury to loan several millions of dollars in currency or United States bonds as collateral. The loans are to be made on such bonds at 90 cents on the dollar, and the proposed rate of interest is to be two per cent higher than that borne by the collateral bonds. The advantage of the last proposition is stated to be that it would be both a preventive of stringency beforehand, and a remedial agency for relief after such a spasm occurs. The arguments in its favor are stated as follows by one of our oldest and most experienced bankers:

1. Let the Treasury set aside fifty millions of dollars, in currency, to be loaned on United States bonds, at ninety cents on the dollar, as collateral; at a rate of interest two per cent higher than the collateral bonds bear. This plan will afford money when it is needed by the people or banks, and the loans will be paid back as soon as too much for business purposes is afloat. The high rate of interest will make the loan department profitable to the Government, and will insure contraction of the loans in easy money times.

2. This plan will also enable those who carry Government bonds bearing the lowest rate of interest to borrow money when needed at a corresponding low rate; therefore the adoption of this scheme would greatly popularize the holding of Government bonds by the business community, and would facilitate the floating among our own people of a United States debenture, bearing a low rate of interest, with which the remains of our present six per cent debt could be retired.

3. If we would prevent the evil effects of tight money markets, it becomes necessary we should have some ready means of putting a larger volume of currency in circulation when the demands of trade need it; and this volume should be reduced during the dull seasons, when the banks are full of money and are lending it at nominal rates of interest. This constitutes elasticity of the currency, and until it is accomplished by wise legislation, the commerce of the country cannot be well balanced. We need a simple and effectual way of action on the part of our Government, which would overcome all the objections and place expansion and contraction of the currency entirely under the influence of the laws of demand and supply of trade.

A third suggestion for the prevention or relief of panics is that the system of free banking shall be allowed to be engrafted on our National Banking organism. Under free banking two things seem to be comprehended. First, the

relaxation of the rigid requirements as to reserves, and secondly, the extension of the limits of the note issues. Free banking is freely discussed just now, and there are not a few persons who believe in it.

We need not refer at this moment to the other numerous remedies which are so actively suggested. Most of them are open to the objections to which we have referred above. They all turn with more or less of absolute dependence towards the government, and their efficiency depends on the Treasury assuming a responsibility and a power which, under our system of polity, cannot safely be entrusted to any man however wise and free from corruption, or to any bureau or public office however efficient in its organization. As to the reserves of the banks it is generally admitted that the great defect of the free banking system is that it is a system of expansion, and that while inflating the banking fabric, and giving it unwieldiness by enlarging the issues of notes, it takes out the underpinning and weakens the foundation of the edifice by repealing the obligation to keep such ample reserves as are known by all experience to be the best checks and preventives of panics.

In view of these facts it is generally felt that the present is no time to talk of weakening the bank reserves, since their strength is being put to so crushing a strain, and is likely to be still more severely tested. Still less is this a time to encourage any permanent expansion. But as a temporary expedient it is urged that the Secretary of the Treasury might do well to place in the Associated Banks of New York a deposit of 5 or 10 millions of his idle currency balance, taking as security Government bonds. In regard to this proposition we concede that by constituting these banks depositaries of the Government, the Secretary might make such a disposition of the public money as is proposed, and might do it in strict accordance with the law. But such action, if it should become necessary as a temporary precaution, and for the sake of checking the spread of the existing trouble, must not be drawn into a precedent.

THE FAILURES IN WALL STREET.

The havoc which the last week has made in our financial circles suggests two or three important questions, which are easier to ask than to solve. The first is as to whether the worst of the danger is past. To this the answer is not so reassuring as might be wished. The financial hurricane still rages with unabated fury in Wall street, and for the last quarter of a century we have scarcely had a more disastrous storm. It was as sudden as it is violent. Few of us thought its approach so near. It is true that the threatening causes which have brought it on have long been gathering; and, as the CHRONICLE has often pointed out, a certain class of expansionists and inflating financiers were gradually accumulating here the explosive elements which might at any moment, on the application of the spark, precipitate a widespread conflagration. Like all such catastrophes, however, in other fields as well as in finance, the final outburst was sudden, and struck the public mind with the stunning force of surprise. The first announcement on Thursday that Jay Cooke & Co. had suspended was accordingly received with almost derisive incredulity on the part of the mercantile public. The sky grew still more dark, however, and suspense was at an end. Among the failures since announced that of Fisk & Hatch elicits the most general sympathy, which is all the more conspicuous as there is no doubt that the firm itself is rich and solvent as to its own proper obligations, and is only embarrassed by its fiscal agencies and by resulting complications, such as in a tight loan market, when money cannot be got at any price, compel them to ask an extension which will enable them, on

collateral of undoubted value, to tide over their difficulties.

As to the smaller firms that in considerable numbers have gone under this week, they are of no special public interest. Most of them have foundered in consequence of the depression of stocks, which, as will be seen from our report elsewhere, is more severe than during any single week since the great gold panic of Fisk & Gould.

With regard to the affairs of Jay Cooke & Co. there is more need for publicity. We give elsewhere all the information that is positively authentic and of essential importance. The origin of the trouble was the heavy advances made to the Northern Pacific Railroad. The money thus lent to this unproductive enterprise was largely obtained from deposits which the high reputation of the firm had attracted from banks and private individuals in almost every State of the Union. For some time past the depositors have been growing uneasy, and the aggregate deposits of all the Jay Cooke banks are said to have fallen from over four millions to less than three. The figures have not been positively announced as yet. Meanwhile the firm made gallant efforts to raise money and pay off its depositors, but at last their available securities, on which loans could be raised were all exhausted, and they were obliged to succumb. Unavailable securities they had in plenty, but nobody would lend in these times on bonds for which there is no market where cash at some quotation can at any moment be realized. Of such unavailable securities, of real estate, and of other property, Jay Cooke & Co. had ample amounts. But what the public sternly demanded was cash, and the tottering moribund firm had paid out all the cash they could raise. The consequence was the closing on Thursday of the three banking houses of Jay Cooke & Co. at Washington, Philadelphia, and New York, and also the First National banks of Washington and Philadelphia, which were almost wholly owned by Jay Cooke and his partners. The London firm of Jay Cooke, McCulloch & Co., we are assured, is so distinct from the suspended banks, and is in such a strong position as to be effectually secured from all untoward results from the recent disasters.

If, on the whole, we cannot say as yet that the worst of the panic is over, still on other points there is a more hopeful outlook. For example, our banks will probably discount less railroad and finance paper in future. It is highly probable that a large amount of money will be released for legitimate business which has been diverted from mercantile borrowers and diverted to railroad borrowers from the banks. If this should prove true, the money market during this fall will be more easy and less open to disturbance than for several years past.

Another point of anxiety in respect to these great failures connects itself with the country banks, large numbers of which were in the habit of keeping their accounts with Jay Cooke & Co., or in some of their failed banks. It is doubtful how many of the banks are thus implicated, but their number and the amount involved must fall below the exaggerated estimates which are currently reported. There are two reasons for this. First, the National Banking Law limits the amount of such balances to one-tenth of the amount of the capital stock of the bank. This will be seen from the following extract from the act:

SEC. 29. *And be it further enacted*, That the total liabilities to any association, of any person, or of any company, corporation, or firm, for money borrowed, including in the liabilities of a company or firm the liabilities of the several members thereof, shall at no time exceed one tenth part of the amount of the capital stock of such association actually paid in: *Provided*, That the discount of the *bona fide* bills of exchange drawn against actually existing values, and the discount of commercial or business

paper actually *owned* by the person or persons, corporation, or firm negotiating the same, shall not be considered as money borrowed.

By this provision of the law the deposits in question must have kept within narrow limits. But, moreover, the banks of the interior have been drawing down such deposits, both from the distrust to which we have referred, and also because of the reviving activity of business in the West. An equally satisfactory reply may be offered to the question whether our new railroad enterprises are likely to be stopped, and whether the progress of railroad building will receive a permanent check, from the untoward failures now developing.

From the universal testimony of past experience, as well as for reasons that we cannot now detail, it is certain that all such new enterprises will soon begin to attract capital if there be any amount of real vitality in them. There may be a temporary paralysis in some cases, but it will soon pass away. There will also be a more wholesome dread, a more conservative caution, on the part of bankers in making advances of other people's capital on new bonds. But making due allowances for the wholesome principles which will vitalize railroad finance, we may safely infer that as heretofore so in the future, good, sound railroad enterprises will not languish long among us except for some other reason than because capital cannot be had for their building and equipment.

HISTORY OF THE LAST COTTON CROP.

We gave our annual cotton crop statement for the year ending September 1 in our last number. Much interest always attaches to the history of the planting, growth, picking and marketing of any crop, inasmuch as the experience of one year goes far towards solving the problems of the succeeding one. For instance, during the twelve months which have just passed, several points may be considered to have been settled, and prominent among them are the facts:

First. That a large crop of cotton may be produced in this country in a season which has many drawbacks. The past year gave us apparently a very unfavorable time for planting with, in many sections, rain, caterpillars, and rust through the summer, and an early close of the picking season, and yet all know how favorable the result was. The remembrance of this experience is useful, as it will help to show the unreasonableness of, and therefore to prevent, violent fluctuations in price on slight changes in weather, &c.

Second. That estimating the yield of cotton now must be done on quite a different basis from what it was previous to the war, when plantations were large, and the extension of production was always within certain limits. At present all that is changed; for there are numberless small producers who come in to swell the total; and besides (which is of more importance), the area has been very largely extended. With regard to this latter point it is not an increase in acres which we now refer to, but a *widely extended* planting, so that continued bad weather, or caterpillars in the low-lands of one, two, or even three of the old cotton States, which may perhaps destroy two or three hundred thousand bales there, is more than made good by (1) the opening up of newer cotton States or (2) the extended cultivation of the uplands in the older sections. So that even when we hear of continued rain on the Atlantic coast, the conclusion need not necessarily be that we are to have a small crop; for on the other side of the mountains, or still further away beyond the Mississippi, a different climate may, in a great measure, make good the loss. Or if caterpillars infest and lay waste the low-lands, our estimate of the total result must even then be modified by the fact that in all

the Atlantic States, beginning with North Carolina, and in fact in nearly all the other States, there has been a decided increased use of the high lands for cotton culture, which in former years were not considered suitable for that purpose, but with the help of manure have now been found to be suitable; since, although by nature less productive, they are also less subject to the ills which the plant is heir to in lower and richer districts.

Third. That the size of the crop cannot be determined by the receipts at the ports during the early months. Circumstances may make them large or small when the total yield is just the opposite. Last crop was very early, and yet the movement was slow; this was caused by certain facts which we then referred to, and now refer to below. These or other circumstances may at another time produce a similar result. It is well for us to remember this, for much money was lost the past season by a persistent disbelief of the simplest, and as it would appear, the most patent truths.

With these preliminary suggestions, we give below a statement of the planting, growth, picking, and marketing of the last crop:

PLANTING.—With the exception of Texas and very limited districts elsewhere, the planting season, as stated above, was not favorable. First, there was excessive cold everywhere, with snow and sleet as late as the latter part of March, and after that excessive and cold rains up to about the middle of April, all of which retarded farm work. At that date a drought set in which lasted during the greater portion of May. Those who had their seed in a sufficient time before the rains ceased, to permit it to germinate, got an excellent stand during the warm, dry period succeeding; but about two-fifths, and in some sections three-fifths of the planting was done after the dry weather began, and this late planting came up slowly and unevenly on account of there not being sufficient moisture in the ground to sprout the seed. These remarks apply, with very limited exceptions, to the whole cotton belt outside of Texas. In Texas, although the Spring was cold, the planting season was generally favorable, and the stand obtained early and in every way satisfactory. The total acreage planted in all the States, as made up by our correspondents, and subsequently by the Agricultural Bureau, showed a slight increase over the large crop of 1870.

THE GROWING SEASON.—With this late and uneven start, estimates prevailing at this period of the result of the year's yield, were not favorable. But the latter part of May and early in June delightful showers visited the whole cotton region, so that cotton at once began to grow rapidly and with great strength. It would seem that the slow, early, development had served to give the plant a strength of root which, as soon as the conditions were favorable, permitted of a growth of the plant correspondingly strong and healthy. Up to the second week of July scarcely a complaint was heard from the South, the weather being all that could be desired; but for the second, third and fourth weeks of that month, reports were received of too much rain throughout the greater portion of Louisiana, Arkansas, Mississippi, Alabama and Tennessee, attended, during the week ending July 20th, with a great overflow of the Cahaba, Alabama, Bigbee, Warrior, Coosa and Tallapoosa Rivers. Notwithstanding these rains the average weather had been so extremely favorable and forcing that early in August many of our correspondents claimed that the plant was much stronger, larger and better fruited than the previous year, and the backwardness of the Spring had been more than made up. During the last half of August came the visitation of the caterpillars, which damaged the crop considerably in portions of Mississippi, a large part of Alabama and in about four counties in Southwestern Georgia; undoubtedly the freshet, and rust, and caterpillars shortened the crop in the sections tributary to Mobile considerably, and the rains and caterpillars did some harm in other sections, but not to the same extent. As a result, however, of the general character of the weather during the season, the crop matured early, and the early opening of the bolls was further hastened over a large district by the worm stripping the plants of their upper foliage and laying the bottom crop open to the full ripening power of the sun.

THE PICKING.—Full day's work at picking was reached two to three weeks earlier than usual everywhere except in the region about Memphis. Down to the middle of November there was no interruption to such large picking to the hand as is rarely seen

So good was the opportunity for saving the crop that planters were impelled to improve to the utmost. Letters from all quarters reported, during October, that hands could not be spared from the field for ginning the cotton and getting it to market to the usual extent, and that the whole crop would be picked before the end of November. Yet when that time arrived, the crop had not all been saved, and frosts and storms had come to interrupt the work. Late in December one of the most intelligent planters in Northern Mississippi said that the great storm of rain, sleet and snow caused the loss of at least one hundred thousand bales of cotton yet in the fields. This stormy season contrasted strongly with the two favored seasons 1869 and 1870. Yet in this season, beginning so early with heavy picking, there may have been more full day's work (say of 300 pounds to the hand) than in either of those seasons; for one day's picking in September and October after cotton is well opened and the weather is warm and genial, is worth more than three days after the middle of November, when the days are shortened at both ends, and when the hands are chilled by the frosts and dews of the morning and evening.

MOVEMENT TO THE PORTS.—The receipts of cotton at the ports in September and October were considerably in excess of the average of the last three years for the same months. This season the railroad facilities were larger, while those by river were much less. It cannot be supposed that the early picking had any influence on the comparative movement after October, for before the end of that month in every season cotton-picking reaches its maximum rate. Indeed it was said that the rapid opening of the crop, its superior condition, and the tempting opportunity of weather caused special devotion to picking, to the partial neglect of marketing. The tributary rivers remained unnavigable to January—later for so low a stage of water than had been known, except in one or two seasons, for forty years. The extension of railroads, especially in Arkansas and Texas, during the previous year had reached within hauling distance of many plantations, bringing away this season many thousands of bales from places hitherto dependant on river transportation. Yet there remained a large quantity of cotton, remote from railroads, dependant on river carriage. Just before the storms came to swell the rivers, the horse and mule disease suddenly interrupted land carriage from plantations and from railroad termini. Thus the same storms which made the rivers navigable also broke up the country roads, whereby the plantation hauling was again delayed. The movement at all the ports each week for several seasons and the total corrections and crop are as follows:

	1860-61.	1868-69.	1869-70.	1870-71.	1871-72.	1872-73.
	Week.	Month.	Week.	Month.	Week.	Month.
Sept. 8.....	46	16	14	13	10	13
" 15.....	56	20	27	18	13	30
" 22.....	77	30	49	39	21	52
" 29.....	84-261	55-101	59-149	56-126	34-78	64-159
Oct. 6.....	92	44	60	69	46	74
" 13.....	79	51	68	78	64	87
" 20.....	104	57	82	83	82	98
" 27.....	131-490	66-253	80-349	86-372	94-286	113-372
Nov. 3.....	144	74	95	107	97	120
" 10.....	148	73	94	132	105	133
" 17.....	125	73	82	122	101	110
" 24.....	119-536	78-298	86-357	119-460	105-408	118-481
Dec. 1.....	96	92	103	141	122	134
" 8.....	107	89	100	152	106	133
" 15.....	121	83	110	156	121	125
" 22.....	95	77	114	130	127	125
" 29.....	102-521	87-428	114-541	125-704	127-603	103-620
Jan. 5.....	111	75	98	140	111	105
" 12.....	150	78	88	133	95	133
" 19.....	184	82	99	147	119	136
" 26.....	186-631	86-321	104-389	151-571	121-446	135-509
Feb. 2.....	150	68	105	155	93	115
" 9.....	146	71	109	161	87	125
" 16.....	159	74	97	142	89	122
" 23.....	111-566	57-270	83-385	137-595	77-346	109-471
March 2.....	122	45	73	127	74	106
" 9.....	64	37	67	137	50	82
" 16.....	49	35	45	103	50	83
" 23.....	54	32	53	82	40	74
" 30.....	45-331	38-187	44-285	72-521	41-255	56-401
April 6.....	40	34	43	70	36	49
" 13.....	36	28	45	64	35	49
" 20.....	26	29	41	63	40	55
" 27.....	24-126	22-113	51-180	57-254	27-138	46-199
May 4.....	16	22	58	51	19	48
" 11.....	11	22	38	47	17	44
" 18.....	9	17	44	45	16	41
" 25.....	5-41	16-77	31-171	40-183	12-64	34-167
June 1.....	6	12	22	36	13	31
" 8.....	17	13	18	28	11	25
" 15.....	4	12	16	24	12	19
" 22.....	1	9	14	24	9	20
" 29.....	1-29	5-51	12-82	18-130	6-51	18-113
July 6.....	1	5	9	19	5	13
" 13.....	5	4	10	15	3	15
" 20.....	4	3	7	11	3	14
" 27.....	0-10	2-14	7-33	11-56	3-14	13-55
Aug. 3.....	0	2	6	11	2	13
" 10.....	1	2	6	9	1	11
" 17.....	..	1	5	8	3	11
" 24.....	..	3	6	8	3	11
" 31.....	..	1-9	2-25	7-43	6-15	9-55
Corrections*...	194	13	24	53	28	49
Total at ports...	3,656	2,100	2,911	4,032	2,732	3,651
Overland.....	..	259	154	229	122	141
Cons'm'd South	193	80	90	91	120	138
Total crop...	3,849	2,439	3,155	4,352	2,974	3,930

*Made up on count of stocks, &c.

The price of middling uplands in this market each day of the year, from Sept. 1, 1872, to Aug. 31, 1873, has been as below:

PRICE OF MIDDLING UPLANDS, 1872-73.

Day.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mch.	April.	May.	June.	July.	Aug.
1	S.	18 3/4	19 3/4	S.	H'd'y	21 3/4	20 3/4	20	19 3/4	S.	21	20 3/4
2	22 3/4	18 3/4	19 3/4	19 3/4	20 3/4	S.	S.	19 3/4	19 3/4	19 3/4	H'd'y	S.
3	22 3/4	19	S.	19 3/4	20 3/4	21 3/4	20 3/4	19 3/4	19 3/4	S.	19 3/4	H'd'y
4	22 3/4	19 3/4	19 3/4	19 3/4	20 3/4	21 3/4	20 3/4	19 3/4	19 3/4	S.	19 3/4	H'd'y
5	22 3/4	19 3/4	H'd'y	19 3/4	S.	21 3/4	20 3/4	19 3/4	19 3/4	S.	19 3/4	H'd'y
6	22 3/4	S.	19 3/4	19 3/4	20 3/4	21 3/4	20 3/4	19 3/4	19 3/4	19 3/4	21	20
7	22 3/4	19 3/4	19 3/4	19 3/4	20 3/4	21 3/4	20 3/4	19 3/4	19 3/4	19 3/4	21	20
8	S.	19 3/4	19 3/4	S.	20 3/4	21 3/4	20 3/4	19 3/4	19 3/4	S.	21	20
9	22	19 3/4	19 3/4	19 3/4	20 3/4	S.	S.	19 3/4	19 3/4	19 3/4	20 3/4	S.
10	21 3/4	19 3/4	S.	19 3/4	20 3/4	21 3/4	20 3/4	H'd'y	S.	19 3/4	20 3/4	20
11	21 3/4	19 3/4	19	19 3/4	20 3/4	21	20 3/4	H'd'y	S.	19 3/4	20 3/4	19 3/4
12	21 3/4	19 3/4	19	19 3/4	S.	20 3/4	20 3/4	S.	19 3/4	20 3/4	S.	19 3/4
13	21 3/4	S.	19 3/4	19 3/4	20 3/4	20 3/4	20 3/4	S.	19 3/4	20 3/4	20 3/4	19 3/4
14	21	19 3/4	19 3/4	19 3/4	20 3/4	21	19 3/4	19 3/4	19 3/4	S.	20 3/4	19 3/4
15	S.	19 3/4	19 3/4	S.	20 3/4	21	19 3/4	19 3/4	19 3/4	S.	20 3/4	19 3/4
16	20 3/4	19 3/4	19 3/4	20	20 3/4	S.	S.	19 3/4	19 3/4	20 3/4	20 3/4	19 3/4
17	20 3/4	19 3/4	S.	20 3/4	20 3/4	21	19 3/4	19 3/4	S.	21	21	19 3/4
18	20 3/4	19 3/4	19 3/4	20 3/4	20 3/4	21	19 3/4	19 3/4	S.	21	21	19 3/4
19	19 3/4	19 3/4	19 3/4	20 3/4	S.	20 3/4	19 3/4	19 3/4	19 3/4	21	21	19 3/4
20	19	S.	19 3/4	20 3/4	20 3/4	20 3/4	19 3/4	19 3/4	19 3/4	21	21	19 3/4
21	18 3/4	19 3/4	19 3/4	20 3/4	20 3/4	20 3/4	19 3/4	19 3/4	19 3/4	S.	21	20
22	S.	19 3/4	19 3/4	S.	20 3/4	H'd'y	19 3/4	19 3/4	19 3/4	S.	21	20
23	18 3/4	19 3/4	19 3/4	20 3/4	20 3/4	S.	S.	19 3/4	19 3/4	21	21	20
24	18 3/4	19 3/4	S.	20 3/4	20 3/4	20 3/4	19 3/4	19 3/4	S.	21	21	20
25	18 3/4	19 3/4	19 3/4	H'd'y	20 3/4	20 3/4	19 3/4	19 3/4	19 3/4	21	21	20
26	18 3/4	19 3/4	19 3/4	19 3/4	S.	20 3/4	19 3/4	19 3/4	19 3/4	21	21	20
27	18 3/4	S.	19 3/4	20 3/4	21	20 3/4	19 3/4	S.	19 3/4	21	S.	20
28	18 3/4	19 3/4	H'd'y	20 3/4	21 3/4	20 3/4	19 3/4	19 3/4	19 3/4	21	21	20 3/4
29	S.	20	19 3/4	S.	21 3/4	....	19 3/4	19 3/4	19 3/4	S.	21	20 3/4
30	18 3/4	20	19 3/4	20 3/4	21 3/4	....	S.	19 3/4	H'd'y	21	21	20 3/4
31	....	19 3/4	20 3/4	20 3/4	21 3/4	....	20	....	19 3/4	....	20 3/4	S.

CONGRESSIONAL LAND GRANTS.

(Made up from the Land Commissioner's Records to the close of '72.)

The following tables have been compiled from the last official report of the United States Land Office for the fiscal year ending June 30, 1872, with corrections and additions subsequently obtained to the close of the calendar year 1872; but it must be remembered that these figures do not cover the grants of swamp or other lands which have been made by some of the States to certain railroads within their borders. Opinions differ widely as to the policy of granting so much land to railroads; although the feeling against it has arisen more from the abuses of the land grant system by railroad speculators and contractors, than from any hostility to such a use of the Government territory, when applied in accordance with the spirit of the laws which authorized it.

Illinois—Area 35,462,400 acres.

Date of Laws.	Stat. uses.	Page.	Names of Companies.	Mile Limits.	Acres Certified.	Acres Granted.
Sept. 20, 1850..	9	466	Illinois Central.....	6 and 15	2,595,053	2,595,053
			Mobile and Chicago..			

Mississippi—Area 30,179,840 acres.

Sept. 20, 1850..	9	466	Mobile and Ohio Riv.	6 and 15	737,150	1,004,640
Aug. 11, 1856..	11	30	Vicksburg & M. (South'n)		198,028	404,800
			Gulf and Ship Island.		.....	652,800

Alabama—Area 32,462,080 acres.

Sept. 20, 1850..	9	466	Mobile and Ohio Riv.	6 and 15	419,528	230,400
May 17, 1856..	11	15	Alabama and Florida.	6 and 15	394,523	419,520
			Selma, Rome & Dalton	6 and 15	440,700	481,920
			Coosa and Tennessee.	6 and 15	67,185	132,480
June 3, 1856..	11	17	Mobile and Girard....	6 and 15	504,146	840,880
			Coosa & Chattanooga.	6 and 15	.....	150,000

June 3, 1856..	11	18	S. & N. Alabama.....	6 and 15	308,184	576,000
Mar. 3, 1857..	11	200				
Mar. 3, 1871..	16	580				
June 3, 1856..	11	7	Alabama & Chattan'ga	6 and 15	461,456	879,920
Apr. 10, 1869..	16	45				

Florida—Area 37,931,520 acres.

May 17, 1856..	11	15	Florida.....	6 and 15	281,984	442,512
			Alabama & Florida...	6 and 15	165,688	165,688
			Pensacola & Georgia.	6 and 15	1,275,213	1,568,730
			Fl. Atl. & Gulf Cen..	6 and 15	37,583	183,154

Louisiana—Area 26,461,440 acres.

June 3, 1856..	11	18	Vicksburg & Shreveport	6 and 15	353,212	610,880
			N.O., Opel'as & G.W.	6 and 15	719,194	937,840
Mar. 3, 1871..	16	573	N.O., Bat. R. & V'burg	10 and 20	.....	1,600,000

Arkansas—Area 33,406,729 acres.

Feb. 9, 1853..	10	155	Memphis & Little R'k	6 and 15	27,333	438,647
July 28, 1866..	14	338	do.	20	217	305,539
Feb. 9, 1853..	10	155	Cairo & Fulton.....	6 and 15	1,115,408	1,150,667
July 28, 1866..	14	338	do.	20	102,805	966,722
Feb. 9, 1853..	10	155	Little R'k & F. Smith	6 and 15	550,520	550,525
July 28, 1866..	14	338	do.	20	118,950	458,771
July 4, 1866..	11	83	Iron Mountain.....	10 and 20	.....	864,000

Missouri—Area 41,924,000 acres.

June 10, 1852..	10	8	Hannibal & St. Jos..	6 and 15	599,032	781,945
			Pacific & Southw'n Br	6 and 15	1,161,204	1,161,235
Feb. 9, 1853..	10	155	Cairo & Fulton.....	6 and 15	63,540	219,262
July 28, 1866..	14	338	do.	20	.....	182,718
July 4, 1866..	14	83	Iron Mountain.....	10 and 20	.....	1,400,000

Iowa—Area 35,511,360 acres.

May 15, 1856..	11	9	Burl'g'n and Mo. Riv.	6 and 15	292,085	948,644
June 2, 1864..	13	95	do. do.	20	95,816	101,110
May 15, 1856..	11	9	Chic. Rock Isl. & Pac.	6 and 15	482,254	1,144,905
June 2, 1864..	13	95	do. do.	20	159,893	116,277
May 15, 1856..	11	9	Cedar Rap. & Mo. Riv.	6 and 15	778,869	1,298,739
June 2, 1864..	13	95	do. do.	20	343,313	123,370
May 15, 1856..	11	9	Ia. Falls & Sioux City.	6 and 15	1,226,164	1,226,164
			McGregor & Mo. Riv.	10 and 20	133,274	1,536,000
May 12, 1864..	13	72	Sioux City & St. Paul.	10 and 20	191,464	250,000
July 2, 1864..	13	363	Sioux City & Pacific.	10 and 20	.....	580,000

Date of Laws.	Stat. Page.	Names of Companies.	Mile Limits.	Acres Certified.	Acres Granted.
March 3, 1865..13	521	Bay de Noquet & Marquette, 200 sections.	.....	52,437	128,000
June 3, 1856..11	21	Marqu. & Ontonagon.	20	127,070	243,200
March 3, 1865..13	521	do. do.	6 and 15	216,919	339,310
July 5, 1862..12	620	Chic. & Northwest...	6 and 15	110,701	375,680
March 3, 1865..13	521	do. do.	20	.....	183,800

Wisconsin—Area 34,511,360 acres.

June 3, 1856..11	21	West Wisconsin.....	6 and 15	438,247	999,983
May 5, 1864..13	66	do. do.	10 and 20	.....	.....
June 3, 1864..13	21	St. Croix & Lake Sup.	6 and 15	524,715	524,715
May 5, 1864..13	66	do. do.	10 and 20	.....	250,000
June 3, 1856..11	21	Branch to Bayfield...	6 and 15	313,741	318,738
May 5, 1864..13	66	do. do.	10 and 20	.....	215,000
June 3, 1856..11	21	Chic. & Northwest...	6 and 15	311,308	600,000
June 21, 1866..14	361	Wisconsin Central...	10 and 20	.....	750,000

Minnesota—Area 53,459,840 acres.

March 3, 1857..11	195	St. Paul & Pac.....	6 and 15	1,192,226	1,248,639
March 3, 1865..13	526	do. do.	10 and 20	.....	.....
March 3, 1857..11	195	do. do. branch.	6 and 15	539,208	1,475,000
March 3, 1865..13	526	do. do. do.	10 and 20	.....	.....
March 3, 1871..16	588	do. do. (St. Vincent extension).	.....	.....	2,000,000
March 3, 1857..11	195	Minnesota Central...	6 and 15	177,929	353,403
March 3, 1865..13	526	do. do.	10 and 20	.....	290,000
March 3, 1857..11	195	Winona & St. Peter..	6 and 15	342,756	725,000
March 3, 1865..13	526	do. do.	10 and 20	217,627	690,000
March 3, 1857..11	195	St. Paul & Sioux City.	6 and 15	834,195	860,000
March 12, 1864..13	74	do. do.	10 and 20	.....	150,000
May 5, 1864..13	64	Lake Sup. & Miss ..	10 and 20	393,324	841,454
July 13, 1866..14	93	do. do.	30	.....	.....
July 4, 1866..14	87	Hastings & Dakota...	10 and 20	.....	550,000
		Minnesota Southern..	10 and 20	194,121	735,000

Kansas—Area, 52,043,520 acres.

Mar. 3, 1863..12	772	Leavenw., L. & Gal..	10 and 20	163,189	800,000
July 1, 1861..13	339	Atch., Top. & S'n'a Fe.	10 and 20	.....	3,000,000
July 26, 1866..14	233	Mo., K. & T. (s. br. U.P.)	10 and 20	.....	500,000
July 23, 1866..14	210	Mo., K. & T. (s. br. U.P.)	10 and 20	508,342	1,520,000
July 25, 1866..14	235	St. Jo. & Denv. City..	10 and 20	.....	1,932,800
		Mo. R., Ft. Scott & G. (K. & N. Val.)	10 and 20	.....	2,350,000

California—Area, 120,947,840 acres.

July 25, 1866..14	239	Cen. Pac. (Oregon br.)	10 and 20	159,956	3,000,000
July 13, 1866..14	91	Placerville & Sac. Val.	10 and 20	.....	200,000
Mar. 2, 1867..14	543	St'kton & Cooperop'lis	10 and 20	.....	320,000

Oregon—Area, 60,975,360 acres.

July 25, 1866..14	239	Oregon & California..	10 and 20	221,896	3,500,000
May 4, 1870..16	94	Oregon Central.....	20 and 25	.....	1,200,000

Corporations

July 1, 1862..12	489	U.P. (Om. Nb. to Og. U)	10	654,419	12,000,000
July 2, 1864..13	356	U.P. (Om. Nb. to Og. U)	20	.....	.....
July 1, 1867..12	489	Cen. br. Union Pac....	10	227,942	215,166
July 2, 1864..13	356	Cen. br. Union Pac....	20	.....	.....
July 1, 1862..12	489	Kansas Pacific.....	10	.....	6,900,000
July 2, 1864..13	356	Kansas Pacific.....	20	.....	.....
May 3, 1869..15	324	Denver Pacific.....	10	.....	1,100,000
July 1, 1862..12	489	Central Pacific.....	10	.....	8,000,000
July 2, 1864..13	356	Central Pacific.....	20	304,386	.....
July 1, 1862..12	489	Western Pacific.....	10	300,066	1,100,000
	356	Western Pacific.....	20	.....	.....
July 2, 1864..13	364	Bur. & Mo. Riv. in Nb.	20 sec.	2,370,612	2,444,800
	363	Sioux City & Pacific..	10	23,744	60,000
	365	Northern Pacific.....	10	.....	.....
May 7, 1866..14	355	Nor. Pac. States.	20, 30, & 40	.....	47,000,000
July 1, 1863..15	355	Nor. Pac. Territories.	40, 50 & 60	.....	.....
July 27, 1869..14	292	At. & P. States.	20, 30, & 40	496,350	42,000,000
Apr. 20, 1871..13	19	Territories..	40 and 50	.....	.....
July 27, 1866..14	292	S. Pacific of Cal.....	20 and 30	.....	6,000,000
	513	Southern Pacific.....	20 and 30	.....	3,520,000
Mar. 3, 1871..16	573	Tex. Pac. California.	20 and 30	496,350	18,000,000
	559	N.O., B. R. & Vicks..	40 and 50	.....	4,000,000

RECAPITULATION.

States.	Certified.	Granted.	States.	Certified.	Granted.
Illinois.....	\$2,595,053	\$2,595,053	Iowa.....	\$3,511,149	\$7,207,838
Mississippi.....	503,980	2,062,240	Michigan.....	2,641,984	4,331,361
Alabama.....	2,595,322	3,729,720	Wisconsin.....	1,673,014	3,758,436
Florida.....	1,760,468	2,360,114	Minnesota.....	3,891,386	9,913,496
Louisiana.....	1,072,405	3,178,120	Kansas.....	676,531	9,870,000
Arkansas.....	1,896,219	4,894,871	California.....	159,956	3,520,000
Missouri.....	1,821,645	3,745,160	Oregon.....	221,896	4,700,000
Grants directly to companies.....	.....	4,879,871	.....	.....	151,439,966

Total of all grants in aid of railroad construction.. \$30,305,581 \$217,817,375

In addition to the above grants Congress has conceded to canals and wagon-roads the following amounts of lands, viz.:

States.	Canals.	Wagon Rds.	Total.
Indiana.....	1,439,379	.....	1,439,379
Ohio.....	1,100,361	.....	1,100,361
Illinois.....	290,915	.....	290,915
Wisconsin.....	325,431	250,000	575,431
Michigan.....	1,250,000	1,718,613	2,968,613
Oregon.....	.....	1,305,600	1,305,600

Total land grants to canals and wagon roads..... 4,405,986 3,274,213 7,680,199

Aggregate of land grants for commercial and military purposes. 225,527,574

The total area of the land, States and territories, is 1,465,468,800 acres. The total grants as above amount to 225,527,574 acres, or a little over 10 per cent of the total acreage, an area greater than that of France and Great Britain together. A large number of the grants, especially those to the Southern States, however, have been forfeited to the Government in consequence of the non-fulfilment of the terms in which made, or by legal limitations. But hitherto Congress has taken no general action in the premises, and an application has almost invariably extended the time for constructing the railroad in default.

CHANGES IN THE REDEEMING AGENTS OF NATIONAL BANKS.

The following are the changes in the Redeeming Agents of National Banks approved since the 11th 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—Delhi.....	The Delaware Nat'l Bank.	The Importers' and Traders' National Bank of New York, approved in place of the Central National Bank of New York.
Tennessee—Memphis.....	The State National Bank.	The Metropolitan National Bank of New York, and the Fourth National Bank of Cincinnati, approved.
Ohio—Alliance.....	The First National Bank.	The Ohio National Bank of Cleveland, approved as an additional redeeming agent.
Indiana—Plymouth.....	The First National Bank.	The American Exchange National Bank of New York, approved.

Latest Monetary and Commercial English News.

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

EXCHANGE AT LONDON—SEPTEMBER 5.			EXCHANGE ON LONDON.		
ON—	TIME.	RATE.	LATEST DATE.	TIME.	RATE.
Amsterdam...	short.	12 0½ @ 12 1½	Sept. 5.	short.	11 97
Antwerp.....	3 months.	25.70 @ 25.75	"	"	25 39
Hamburg.....	"	20.43 @ 20.52	"	3 mos.	20 06
Paris.....	"	25.75 @ 25.82½	"	short.	25 37
Paris.....	short.	25.37½ @ 25.47½	"	"	.....
Vienna.....	3 months.	11.40 @ 11.45	Sept. 5.	3 mos.	11 43
Berlin.....	"	6.24½ @ 6.25½	"	"	6 20½
Frankfort.....	"	119½ @ 119½	"	short.	113
St. Petersburg	"	31½ @ 31½	"	"	.....
Cadiz.....	"	48 @ 48½	"	"	.....
Lisbon.....	90 days.	52½ @ 53	"	"	.....
Milan.....	3 months.	29.42½ @ 29.47½	"	"	.....
Genoa.....	"	29.42½ @ 29.47½	"	"	.....
Naples.....	"	29.42½ @ 29.47½	"	"	.....
New York.....	"	.....	Sept. 5.	60 days.	108½
Rio de Janeiro	"	.....	Aug. 16.	90 days.	25½ @ 25½
Bahia.....	"	.....	July 28.	"	51½
Buenos Ayres.	"	.....	July 29.	"	48½
Valparaiso.....	"	.....	July 15.	"	44½
Pernambuco.....	"	.....	"	"	.....
Montevideo.....	"	.....	"	"	.....
Bombay.....	60 days.	1s. 10½ d.	Sept. 4.	6 mos.	1s. 10 3-16d.
Calcutta.....	"	1s. 10½ d.	Sept. 3.	"	1s. 10 11-16d.
Hong Kong.....	"	4s. 5d.	Aug. 31.	"	4s. 3½ @ 4s. 3½ d.
Shanghai.....	"	.....	Aug. 31.	"	5s. 10d.
Penang.....	"	.....	Aug. 20.	"	52
Singapore.....	60 days.	4s. 5d.	Aug. 20.	"	52
Alexandria.....	"	.....	Aug. 25.	3 mos.	97½

[From our own correspondent.]

LONDON, Saturday, Sept. 6, 1873.

The bank return published this week shows more remarkable changes, and though it indicates a rising money market the bank directors have refrained from advancing their terms. The minimum quotation is still, therefore 3 per cent. In the open market, however, very few bills are taken at that quotation, as the brokers, almost without exception, refuse business under 2½ per cent. Hence the largest proportion of the discount business is taken to the bank, so that in the space of two weeks the "other securities" have been augmented by nearly £4,000,000. A large portion of that amount reappears, however, under the head of "other deposits," the increase in that item being in the two weeks about £3,000,000. It is evident, therefore, that much of the demand has been of a precautionary character, and in anticipation of a rise in the price of money. That the tendency in the rates is to harden is very evident, and there can be little doubt of an advance in the bank minimum being long delayed. There is just now some demand for gold for Germany, but it is far from being of a pressing character, while the New York exchange comes at the low point of 107½, which has resulted in the transmission of the whole of the supply of American eagles held here to New York. That amount was valued at only £100,000, so that if the exchange keeps as it is, and further shipments of the precious metals become necessary, sovereigns or bar gold will have to be withdrawn from the bank. The American exchange naturally attracts considerable attention, and doubts are entertained as to whether the fall is due to speculation or to bona fide operations in connection with our purchases of cotton and breadstuffs. That we shall require a large quantity of the latter during the present season, and that we shall have to depend greatly upon the United States for them is very evident, while France being to a certain extent a rival in the purchase of wheat abroad, the prices we shall have to pay will be higher than if that country had been an exporter of cereal produce. This must obviously influence the exchanges, and many persons believe, therefore, that in consequence of the firmness of the English wheat trade and the necessity of large purchases being made abroad, the New York exchange has already been influenced.

There is an abundant supply of money here, but capitalists refuse to lend at 3 per cent, and, consequently, a large amount of money is practically annihilated. The object is, of course, to compel the Bank of England to raise its terms, so that the outer market can be able to underbid its formidable rival. The quotations are as follows:

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

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

	Per cent.
Joint stock banks.....	2 @
Discount houses at call.....	2 @
Discount houses with 7 days' notice.....	2½ @
Discount houses with 14 days' notice.....	2½ @

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

Bank rate.	Open market.	Bank rate.	Open market.
per cent.	per cent.	per cent.	per cent.
Paris.....	5 4½	Madrid, Cadiz and Barcelona.....	6 6
Amsterdam.....	5 4½	Lisbon and Oporto.....	7 7
Hamburg.....	4 4	St. Petersburg.....	6 6½
Berlin.....	4½ 3½	Brussels.....	4 3½
Frankfort.....	4 3½	Turin, Florence and Rome.....	6 5
Vienna and Trieste.....	5 4½		

The demand for gold for export has been sufficiently great to absorb our importations, which have, however, been only moderate. In the silver market the principal feature is a decline of ¼d. per ounce on the price of Mexican dollars. The following prices of bullion are from the circular of Messrs. Pixley, Abell, Langley & Blake:

	GOLD.	s.	d.	s.	d.
Bar Gold.....	per oz. standard, last price.	77	9	@	...
Bar Gold, fine.....	per oz. standard, do.	77	9	@	...
Bar Gold, Refinable.....	per oz. standard, do.	77	11	@	...
South American Doubloons.....	per oz.	73	9	@	74 0
United States Gold Coin.....	per oz. none here.	76	3	@	...

	SILVER.	s.	d.	s.	d.
Bar Silver, Fine.....	per oz. standard.	4	10 13-16	@	...
Bar Silver, containing 5 grs. Gold.....	per oz. standard, last price.	4	11 3-16	@	...
Fine Cake Silver.....	per oz.		no price		
Mexican Dollars.....	per oz., new	4 9½	old, 4 9½		
Five Franc Pieces.....	per oz., none here.		@		...

Apart from the American exchange the principal feature in the exchange market has been a demand for bills on Spain.

In the Stock Exchange business has been very quiet, and the uncertainty about money has caused a dull tone to prevail. United States Government stocks, however, have been firm. In Erie shares there have been numerous fluctuations, but they improved on the announcement of a dividend of 1 per cent. Atlantic & Great Western securities are firm, and the value of Illinois Central shares has improved. As the Stock Exchange is closed to-day, the latest prices are those of last night, which were as follows:

Consols.....	92½ @ 92½
United States 6 per cent 5-20 bonds, ex 4-6.....	95½ @ 93½
do drawn.....	91 @ 91½
do 1865 issue.....	95½ @ 95½
do 1867 issue.....	95½ @ 95½
do 5 per cent 10-40 bonds, ex 4-6.....	90½ @ 90½
do 5 per cent Funded Loan, 1871, ex 4-6.....	91 @ 91½
Atlantic and Gt West., 8 per cent. Debent's, Bischoffsheim's cts.....	54 @ 56
Ditto Consolidated Bonds, 7 per cent., Bischoffsheim's certificates.....	42 @ 43
Ditto 1st Mortgage, 7 per cent bonds.....	75½ @ 76½
Ditto 2d Mortgage, 7 per cent bonds.....	64½ @ 65½
Ditto 3d Mortgage.....	33½ @ 34
Erie Shares, ex 4-6.....	47½ @ 47½
Ditto 6 per cent. Convertible Bonds.....	97 @ 98
Ditto 7 per cent Consolidated Mortgage Bonds.....	95 @ 96
Illinois Central Shares, \$100 pd., ex 4-6.....	85 @ 86
Illinois and St. Louis Bridge, 1st mort.....	102 @ 104
Louisiana 6 per cent. Levee Bonds.....	42 @ 47
Massachusetts 5 per cent. sterling bds, 1900.....	93 @ 95
New Jersey United Canal and Rail bds.....	99½ @ 100½
Panama Gen. Mort. 7 per cent. bonds, 1897.....	97 @ 99
Pennsylvania Gen. Mort. 6 per cent. bds, 1910.....	97 @ 98
Virginia 6 per cent. bonds, ex 4-6.....	40 @ 42

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

	1869.	1870.	1871.	1872.	1873.
Circulation, including bank post bills.....	£ 23,918,225	£ 24,276,792	£ 25,631,434	£ 26,903,190	£ 26,778,545
Public deposits.....	4,569,973	6,110,544	5,421,935	7,896,805	6,275,541
Other deposits.....	17,552,943	19,315,454	21,202,265	19,333,700	21,315,520
Government securities.....	14,339,928	12,483,861	13,768,368	13,356,411	13,300,368
Other securities.....	14,334,091	19,442,033	16,860,392	20,930,994	20,356,169
Reserve of notes and coin.....	12,217,155	12,529,334	14,727,040	11,708,475	12,760,233
Coin and bullion in both departments.....	20,602,050	20,996,669	24,816,535	23,149,260	24,067,463
Bank rate.....	2½ p. c.	3½ p. c.	2 p. c.	3½ p. c.	3½ p. c.
Consols.....	92½ d.	91½ d.	93½ d.	92½ d.	92½ d.
Price of wheat.....	57s. 11d.	49s. 1d.	57s. 2d.	59s. 6d.	62s. 5d.
Mid. Upland cotton.....	13½ d.	9½ d.	9½ d.	10d.	8½ d.
No. 40 mule yarn fair 2d quality.....	1s. 4½ d.	1s. 2d.	1s. 2½ d.	1s. 2½ d.	1s. 1½ d.
Clearing House return.....	£ 111,000	£ 65,322,000	£ 115,536,000	£ 124,328,000	£ 123,481,000

The London, Asiatic and American Company, limited, as agents of the Pennsylvania Railroad Company, invite subscriptions to £2,000,000 in 6 per cent consolidated mortgage sinking fund bonds of that undertaking, being part of a total of £20,000,000 sterling, secured by a mortgage dated 1st July, 1873, which covers all the property of the company. The price of issue is 90, at which the return will be £6 13s. 4d. per cent. per annum.

The wheat trade has continued very firm, and in the value of foreign produce an advance of 1s. to 2s. per quarter has taken place. White wheats have been in especial request, and command the largest improvement. The weather during the week has been unsettled, and harvest work in the northern counties has been impeded in consequence. The produce sent to market is, owing to the same cause, in less satisfactory condition.

The following return shows the imports and exports of grain into and from the United Kingdom during the season which terminated on Saturday last:

	IMPORTS.	1872-73.	1871-72.	1870-71.	1869-70.
Wheat.....	cwt.	45,980,586	39,347,841	34,437,875	38,346,758
Barley.....		13,009,424	12,068,979	7,869,090	7,895,513
Oats.....		12,790,690	10,946,414	10,283,628	11,645,275
Peas.....		1,441,193	1,110,484	993,612	2,036,409
Beans.....		2,777,482	3,273,893	2,167,567	1,761,126
Indian Corn.....		21,636,130	22,733,081	16,156,889	18,095,362
Flour.....		6,547,942	3,350,633	4,338,489	5,906,124

	EXPORTS.	1872-73.	1871-72.	1870-71.	1869-70.
Wheat.....	cwt.	855,331	2,211,433	3,286,498	686,353
Barley.....		12,171	17,590	111,914	101,635
Oats.....		26,856	109,091	1,463,518	959,863
Peas.....		8,223	10,412	53,839	15,039
Beans.....		2,533	3,060	13,657	2,161
Indian Corn.....		55,177	30,342	79,771	16,540
Flour.....		44,386	85,161	1,353,074	178,895

The surtax on the importation of grain into France was rescinded from the first inst.

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.—This market closes slightly depressed, with American securities showing a decline of ¼@½ on last Friday's quotations. The bullion in the Bank of England has decreased £106,000 during the week.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Consols for money.....	92½	92½	92½	92½	92½	92½
“ account.....	92½	92½	92½	92½	92½	92½
U. S. 6s (5-20s, 1865, old).....	95½	95½	95½	95½	95½	95½
“ 1867.....	95½	95½	95½	95½	95½	95½
U. S. 10-40s.....	90½	90½	90½	91	91	90½
New 5s.....	91½	91½	91½	91½	91½	91

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

Frankfort.....	97	97½	97½	97
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Liverpool Cotton Market.—See special report of cotton.

Liverpool Breadstuffs Market.—This market closes at a decline of 1d. in spring wheat, and an advance of 2s. 9d. in corn.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Flour (Western).....	29 0	29 0	29 0	29 0	29 0	29 0
Wheat (Red W'n. spr).....	12 2	12 2	12 2	12 2	12 2	12 1
“ (Red Winter).....	12 6	12 6	12 6	12 6	12 6	12 6
“ (Cal. White club).....	13 3	13 3	13 3	13 3	13 4	13 3
Corn (West. m'd) ½ quarter.....	30 3	30 6	31 6	31 6	32 9	33 0
Barley (Canadian).....	3 6	3 6	3 6	3 6	3 6	3 6
Oats (Am. & Can.).....	3 4	3 4	3 4	3 4	3 4	3 4
Peas (Canadian).....	38 0	38 0	38 0	38 0	38 0	38 0

Liverpool Provisions Market.—Cheese has advanced 6d, and lard 1s.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Beef (mess) new ½ tce.....	85 0	85 0	85 0	85 0	85 0	85 0
Pork (Pr. mess) new ½ bbl.....	70 0	70 0	70 0	70 0	70 0	70 0
Bacon (Cum. cut) new ½ cwt.....	38 6	38 6	38 6	38 6	38 6	38
Lard (American).....	39 9	39 9	39 9	40 0	40 6	40
Cheese (Amer'n fine).....	60 0	60 0	60 0	60 0	60 6	60 6

Liverpool Produce Market.—Petroleum has advanced, while tallow and spirits turpentine have declined.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Rosin (com. N. C.).....	8 6	8 6	8 6	8 6	8 6	8 6
“ fine.....	16 0	16 0	16 0	16 0	16 0	16 0
Petroleum (refined).....	1 3	1 3	1 3	1 3½	1 3½	1 3½
“ (spirits).....	11	11	11	1 0	1 0	1 0
Tallow (American).....	40 6	40 6	40 6	40 6	40 3	40 3
Cloverseed (Am. red).....	42 0	42 0	42 0	42 0	42 0	42 0
Spirits turpentine.....	32 0	32 0	32 0	32 0	32 0	32 0

London Produce and Oil Markets.—Linseed oil is 3s. lower than last Friday.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Lins'd c'ke (obl).....	10 10 0	10 10 0	10 10 0	10 10 0	10 10 0	10 10 9
Linseed (Calcutta).....	63 6	63 6	63 6	63 6	63 6	63 6
Sugar (No. 12 D'ch std).....	29 0	29 0	29 0	29 0	29 0	29 0
on spot, ½ cwt.....	91 0	91 0	91 0	91 0	91 0	91 0
Sperm oil.....	34 0	34 0	34 0	34 0	34 0	34 0
Whale oil.....	32 6	32 6	32 6	32 3 0	32 3 0	32 3 0
Linseed oil.....	32 6	32 6	32 6	32 3 0	32 3 0	32 3 0

COMMERCIAL AND MISCELLANEOUS NEWS.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports this week show a decrease in both dry goods and general merchandise. The total imports amount to \$6,676,605 this week, against \$7,797,237 last week, and \$8,465,334 the previous week.

The exports are \$6,386,388 this week, against \$5,556,354 last week, and \$5,420,644 the previous week. The exports of cotton the past week were 5,139 bales, against 7,073 bales last week. The following are the imports at New York for week ending (for dry goods) Sept. 11, and for the week ending (for general merchandise) Sept. 12:

FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.				
	1870.	1871.	1872.	1873.
Dry goods.....	\$3,220,418	\$3,467,827	\$3,492,058	\$2,503,718
General merchandise...	3,133,581	4,098,262	4,594,236	4,172,887
Total for the week..	\$6,353,999	\$7,566,089	\$8,086,294	\$6,676,605
Previously reported....	211,465,481	274,279,354	316,529,866	290,145,661

Since Jan. 1.... \$217,819,481 \$281,845,943 \$324,616,160 \$296,822,266

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 Sept. 16:

EXPORTS FROM NEW YORK FOR THE WEEK.				
	1870.	1871.	1872.	1873.
For the week.....	\$3,137,927	\$4,228,364	\$5,283,123	\$6,386,388
Previously reported....	127,224,436	164,228,013	156,503,554	195,785,581

Since Jan. 1..... \$130,362,363 \$168,456,377 \$161,786,682 \$202,171,969

The following will show the exports of specie from the port of New York for the week ending Sept. 13, 1873, and since the beginning of the year, with a comparison for the corresponding date in previous years:

Sept. 9.—Str. Ariel, Port au Prince— American silver coin.....	\$3,000	Sept. 11.—Str. Tybee, Punta Plata— American silver coin.....	3,000
Sept. 9.—Schr. Louisa D., Maracaibo— American gold coin.....	20,000	Sept. 11.—Str. City of Merida, Havana— American silver coin.....	28,800
American silver coin.....	10,000	Sept. 13.—Str. Parthia, Liverpool— Silver bars.....	114,340
Foreign gold coin.....	12,620	Sept. 13.—Str. Mosel, London— Silver bars.....	13,349
Sept. 9.—Str. Java, Liverpool— Silver bars.....	115,719		
Sept. 10.—Str. Kronprinz Fr. Wilhelm, Southampton— Silver ingots.....	5,247		
Sept. 11.—Str. Frisia, Ham— Total for the week.....			\$510,963
Previously reported.....			40,730,429

Total since Jan. 1, 1873	\$41,241,392	Same time in	\$65,352,056
Same time in	\$57,252,820	1868	41,315,250
1872	54,817,902	1867	53,540,758
1871	47,419,404	1866	21,081,780
1870	25,274,067	1865	

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

Sept. 5.—Str. Tybee, St. Domingo— Silver.....	\$179	Sept. 12.—Str. City of Havana, Havana— Gold.....	\$1,000
Sept. 5.—Str. Ariel, Lagayra— Gold.....	300	Sept. 13.—Str. Claribel, Carthagen— Gold.....	3,800
Sept. 8.—Brig Centaur, Campeche— Silver.....	226	From Savanilla— Gold.....	13,156
Total for the week.....			\$18,661
Previously reported.....			3,058,749

Total since January 1, 1873.....	\$3,077,410	Same time in	\$9,884,124
Same time in	\$2,916,347	1869	5,748,917
1872	7,632,509	1868	
1871	7,900,432		
1870			

Atlanta & West Point Railroad.—

(Returns for the Fiscal Year Ended June 30, 1873.)

The Atlanta & West Point Railroad is the connecting link between the Georgia railroad diverging at Atlanta eastward to the seaboard at Charleston, &c., and at West Point west to the Mississippi at Vicksburg, and southwest to Mobile and New Orleans. It is hence a very important road; but of late years much of the traffic that must otherwise have come to it has been carried to new competing roads. The company, however, have for many years paid eight per cent cash dividends. In the year 1872-73 the dividends were paid in part by an issue of short bonds, the cash earned having been required for extraordinary work and improvements. A part of the road is not in very good condition, about one-half of the rails having been in use for twenty years, and the whole iron will have to be renewed within a short period. The stock of cars is also inadequate to meet the requirements of traffic in the busy (fall) season. To meet these demands the resources of the company must be largely drawn upon, probably in the shape of a further issue of bonds, or the realization of moneys from assets said to be unavailable at the present time. The natural increase of traffic consequent on improved connections will supply the means to pay interest on all the cash required for the purposes named, and leave a sum sufficient to continue the usual dividends. The officers of the road are men of experience, and will probably manage the road with economy in the future as in the past.

ROAD AND EQUIPMENT.

Main Line (owned).—West Point, Ga., to East Point, Ga. 81 miles.
Main Line (rented).—East Point, Ga., to Atlanta, Ga. 6 "

Total length between West Point and Atlanta..... 87 miles.
Side tracks, &c., 4 miles. Gauge 60 inches. Rail 56 pounds.

OPERATIONS AND FISCAL RESULTS.

Gross Earnings.—Passengers, \$142,069; freight, \$235,208; mail, \$10,781; express, \$8,657, and Government and miscellaneous, \$2,629. Total (\$4,590 p. m.).....\$399,344
Operating Expenses.—Ordinary, \$269,649, and extraordinary, \$29,534..... 299,183
Nett earnings.....\$100,161
Dividends, January and July, each 4 per cent (paid partly in

short bonds), including United States tax for January, 1872, \$99,840. Ordinary expenses include \$6,000 paid as rental for use of the Macon & Western Railroad between East Point and Atlanta, 6 miles:

COMPARATIVE STATEMENTS FOR FIVE YEARS.

Road and Equipment.					
	1868-69.	1869-70.	1870-71.	1871-72.	1872-73.
Miles operated.....	87	87	87	87	87
Locomotive engines...	14	16	19	19	19
Passenger train cars...	12	10	12	14	13
Freight, box & flat cars.	75	86	96	131	139
Stock and other cars...	20	19	23	23	26
Total of all cars.....	107	115	131	168	175

Operations and Fiscal Results.					
	1868-69.	1869-70.	1870-71.	1871-72.	1872-73.
Passengers carried....	50,252	62,375	61,715	55,589	62,987
Freight (tons) moved..	54,525	73,120	76,090	103,100	86,592
Cotton (bales) incl. in freight.....	28,943	54,009	67,478	39,103	84,171
Gross (Passenger.....	\$130,986	\$150,358	\$140,300	\$126,278	\$142,069
earn—Freight.....	203,232	296,700	295,112	265,331	235,208
ings—Other.....	28,488	19,898	18,303	21,499	22,067
Total gross earnings..	362,606	467,956	453,715	413,108	399,344
Operating expenses...	243,504	328,898	355,704	333,365	299,183
Nett revenue.....	119,102	139,458	98,011	79,743	100,161
Dividends.....	8 p. c.	8 p. c.	8 p. c.	8 p. c.	8 p. c.

Financial Condition at Close of Each Year.

	1868-69.	1869-70.	1870-71.	1871-72.	1872-73.
Capital stock.....	\$1,232,200	\$1,232,200	\$1,232,200	\$1,232,200	\$1,232,200
Bonds of the company.	47,000	32,000	27,000	27,000	102,500
Profit and loss.....	31,470	46,381	82,600	77,787	53,865
Interest account.....		925			14,387
Dividends unpaid.....	2,100	1,520	698	49,500	8,837
Due to agts. and roads.	10,711	3,844	2,974	31,448	1,033
Road earnings for year.	362,606	467,956	453,715	413,108	399,344
Total.....	\$1,686,147	\$1,784,826	\$1,799,187	\$1,831,043	\$1,812,166
Road outfit & real estate	\$1,200,235	\$1,200,262	\$1,200,130	\$1,200,064	\$1,197,715
Bills receivable.....	21,357	26,327	20,697		148,619
Preferred stock, V. & M. R. R.					3,234
Dividends and U.S. tax.	103,764	103,764	101,170	100,917	99,840
Ala. & Fla. RR. for int.	26,586				
Supply fund.....	2,500	2,500	2,500		
Due by agts. and roads.	28,092	52,706	102,755	149,017	22,054
Interest account.....	487		1,653		
Cash.....	59,622	70,369	14,577	25,304	41,521
Miscellaneous.....				22,375	
Road expenses for year	243,504	328,898	355,705	333,365	299,183
Total.....	\$1,686,147	\$1,784,826	\$1,799,187	\$1,831,043	\$1,812,166

Memphis & Charleston.—At the recent stockholders' meeting, held at Huntsville, Ala., August 27, the following resolution was passed:

"Resolved, That the stockholders in the Memphis & Charleston Railroad Company have the fullest confidence in the high ability, integrity and good faith of the officers and directors of the Southern Railway Security Company, and discontinue articles which have appeared in the newspapers indicating that the stockholders in the Memphis & Charleston Railroad Company entertain a different spirit."

This resolution was passed with special reference to the reports recently in circulation that the stockholders were about to make an effort to break the lease on account of violation of its provisions and general mismanagement on the part of the lessees.

—The *Fayetteville Express* says: The question of extending the Winchester & Alabama railroad was definitely settled. It was ordered that bonds be issued to the amount of \$900,000, for the benefit of this road—one-third of which will be used in liquidating its indebtedness to the State of Tennessee, the remaining six hundred thousand to be applied to its extension from Rock Spring to Fern Switch, near Huntsville. This appropriation having been made, the work will be subjected to no further delay. The Memphis & Charleston Road, in order to provide for all of its liabilities, will issue bonds aggregating \$5,500,000, bearing the indorsement of the Southern Security Company, which amount includes the \$900,000 appropriated to our road.

Memphis & Little Rock.—Sam Tate, president of the company, has addressed a communication to the *Memphis Appeal*, in which the recent transactions of the company are reviewed. He says: "Mr. Greenlaw was the contractor to complete the road. He was to receive \$1,000,000 of the stock and \$750,000 of the first mortgage bonds on said branch for that work. The company guaranteed that the bonds should command 70 cents. Mr. Greenlaw repeatedly proposed to go on if the company would furnish the money on this guarantee of bonds. Not one of the bonds has ever been issued, and the stock issued was approved and a bond given, with ample security, to do the work to its full value. The contract was made in October, '70. In February, '71: I was, without solicitation, made president, and again in '72. No second mortgage bond was issued until it was found a necessity to raise the bed in the Mississippi bottom above overflow, requiring raising forty miles of road in a dense swamp from two to twelve feet; and for changing the gauge and furnishing an entire new equipment, requiring for the two about \$700,000. The contract was let to Mr. Greenlaw to raise the bed, and \$1,000,000 in second mortgage bonds issued, the company having no other means. Greenlaw again came forward with his boldness and pluck, when no one else would, and purchased \$700,000 of those bonds at 57½ cents, and pushed this work through, without which the road was worthless and the money already spent a loss.

St. Paul & Pacific Railroad—First Division—

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

The corporate name in the original charter, dated May 22, 1857, was the Minnesota & Pacific Railroad Company. This charter authorized and empowered the company to construct a railroad from Stillwater, by way of St. Paul and St. Anthony, to the town of Breckenridge, on the Sioux Wood River, and a branch road from St. Anthony, via Anoka, St. Cloud and Crow Wing, to St. Vincent, near the mouth of the Pembina River. In this charter the Legislature granted to the company all the lands granted by Congress (act of March 3, 1857) to the Territory of

Minnesota for the purpose of aiding in the construction of a railroad by the aforesaid routes.

In 1858 and 1859 the company graded between 62 and 63 miles of the road-bed, commencing at St. Paul and running up the branch line towards Crow Wing. The State thereupon delivered to the company \$600,000 of State railroad bonds, in pursuance to the amendment of the Constitution; and to secure the State a trust deed was executed upon the roads, franchises and grants of land. The company having failed to pay interest on the bonds, the State foreclosed the trust deed and became the purchaser of the property on June 23, 1860. On March 8, 1861, the charter and road were restored to the old company upon conditions, which, it appears, were not complied with; and again said company were dispossessed.

On March 10, 1862, the State granted all the rights &c., of the Minnesota & Pacific Railroad Company, acquired by the Governor by purchase to the St. Paul & Pacific Railroad Company.

In 1862 the road was constructed from St. Paul to St. Anthony, 10 miles. In 1864 the line was completed to Elk River, 39 miles; in 1866 to St. Cloud, 74 miles, and in 1867 to Sauk Rapids, 76 miles from St. Paul.

The main line was completed in 1867 to Wayzata, 25 miles; in 1868 to Howard Lake, 54 miles; in 1869 to Willmar, 104 miles; in 1870 to Benson, 134 miles, and in 1871 to Breckenridge, the western terminus, 207 miles from St. Anthony and 217 miles from St. Paul.

In pursuance of an act of the State Legislature, passed February 6, 1864, the company was divided into two companies—that portion of the road commencing at St. Paul and terminating at Breckenridge, and the branch line to Sauk Rapids, taking the name of the First Division of the St. Paul & Pacific Railroad Company, and the remaining portion (not then commenced), still holding the old name of the St. Paul & Pacific Railroad Company. In 1871 the last named company in which were invested all the franchises, grants, &c., from St. Cloud to St. Vincent and to Brainerd leased their property for 99 years to the First Division Company, by which construction was undertaken. At the close of 1872 the condition of the Brainerd & St. Vincent extensions was reported to be as follows: The Brainerd extension was all graded and 4 miles ironed. At Brainerd connection is made with the Northern Pacific Railroad between St. Cloud and Melrose 35 miles, the road had been in operation since November 18, 1872. From Glyndon, on the Northern Pacific Railroad north towards St. Vincent the road was opened about 94 miles, and from Glyndon south about 12 miles. In addition to the above there had been graded on the St. Vincent line about 92 miles.

To provide the means for the construction of these roads an issue of land-grant 7 per cent gold bonds was made to the extent of \$15,000,000, and handed over to a firm in Amsterdam, Holland, for negotiation and sale; and from this source ample funds were supplied until late in the fall of 1872. At that time, from some unexplained cause, the necessary supplies were stopped; and, of consequence, the progress of the works interrupted. Litigation ensued and the European bond holders brought suit against the company in the U. S. Circuit Court, and obtaining a decree against the company, John P. Farley of Dubuque, was appointed receiver, authorized to complete the roads. The decree also authorized the further issue of \$5,000,000. It is proposed now to resume operations, and complete both lines in time to save the land grant, which time is approaching to its termination. For further particulars see MONITOR for April, p. 135, and August, p. 266, and the present number the title "St. Paul & Pacific" in General Railroad News.

Under the act of Congress of March 3, 1857, and the act of the Legislature of May 22, 1857, this company receives six sections of land per mile; and under the act of Congress of March 3, 1865, this grant was increased to ten sections per mile. Under these grants the First Division Company receives about 1,817,600 acres. In addition to this, the company will be entitled to 2,435,200 acres when the road is constructed and equipped to Brainerd and St. Vincent. By an act of March 3, 1873, Congress extended the time for completing the road to December 3, 1873.

In 1870 the whole system of these roads was sold to the Northern Pacific Railroad Company. No transfer, however, has yet been made of the property. In the cause above recited the Northern Pacific Railroad Company were co-respondents.

ROAD AND EQUIPMENT.

Main Line.—St. Anthony, Minn., to Breckenridge, Minn. 207 miles.
Branch line.—St. Paul, Minn., to Sauk Rapids, Minn. 76 "

Total of all lines in operation in 1872..... 283 miles.
Sidings and other tracks in use..... 16 "

Total equivalent single track..... 299 miles.
Gauge, 4 feet 8½ inches. Rail, 56 pounds to yard.

During the latter part of 1872 the extensions operated were—
St. Cloud to Melrose, opened Nov. 18, 1872..... 35 miles.
Glyndon (N. Pac. RR.) to Crookston, opened Sept. 22, 1872..... 64 "
—including these, there were in operation at the close of the year 1872 two hundred and eighty-three miles.

Equipment—The company had on their several lines at the close of the year 1872 the following stock of engines and cars:

	Main.	Branch.	Ext'n's'ns.	Total.
Locomotive engines.....	17	6	7	30
Passenger cars.....	11	3	..	14
Baggage, mail and express cars.....	6	3	..	9
Freight cars of all kinds.....	13	50	..	368
Total revenue cars.....	25	56	..	391

Also, service cars 134, and snow-plows.

OPERATIONS AND FISCAL RESULTS.

	Main line.	Branch line.	Ext'n's'ns.	Total.
Passenger train mileage.....	169,262	74,708	2,508	246,478
Freight train mileage.....	146,947	66,659	2,414	216,011
Passengers carried.....	129,052	104,481	1,734	235,270
Passenger mileage.....	..	..	..	6,505,855
Freight (tons) carried.....	82,828	66,736	2,792	152,356
Freight mileage.....	7,738,191	3,294,603	109,934	11,142,72

Gross earnings.	Passenger.....	\$134,196	\$119,323	\$2,666	\$255,885
	Freight and express....	246,765	131,325	11,020	389,110
	Mails.....	10,240	5,850	..	16,090
	Rents from other roads	3,650	8,665	..	12,315
	Miscellaneous.....	5,329	3,838	33	9,160
Total gross earnings.....		400,140	269,001	13,419	682,560

Financial Condition at Close of Year.

	Main line.	Branch line.	Total.
Capital stock.....	\$500,000	\$1,468,600	\$1,968,600
Funded debt (details in C. & F. CHRONICLE, v. 17, p. 292).....	13,453,000	2,744,000	16,197,000
Floating debt.....	192,647	396,686	589,333
Total liabilities.....	\$14,145,647	\$4,609,286	\$18,754,933
Construction and equipment.....	\$11,236,908	\$3,951,745	\$15,188,653
Real estate.....	..	500,000	500,000
Cash and cash assets.....	108,186	121,336	229,522
Materials on hand.....	..	42,571	42,571
Machine shops.....	..	180,461	180,461
Bonds held by trustees.....	3,000,000	..	3,000,000
Total assets (exclusive of lands).....	\$14,345,094	\$4,793,113	\$19,141,207

The bonds based on the lands to enure to the extensions are not included in the above statement; nor do the expenditures on said extensions appear therein. The accounts simply apply to the main line and branch heretofore existing.

For the construction of the extension of the line from St. Cloud to St. Vincent, 320 miles, and the extension of the line from Sauk Rapids to Brainerd, 60½ miles, means are derived from a bond issued to the extent of \$15,000,000. These bonds are dated April 1, 1871, and bear interest at the rate of 7 per cent per annum. They are secured by a mortgage on the road, land, &c., of the company. Principal and interest payable in gold coin, the latter semi-annually, April and October, in London and Amsterdam.

The following tabulation shows the condition of the land grants to the main and branch lines severally:

	Main line.	Branch line.	Total.
Land grants (640 acres per mile).....	1,305,600	512,000	1,817,600
Number of acres sold.....	103,844	55,613	159,457
Number of acres yet unsold.....	1,201,756	456,387	1,658,143
Proceeds of sales.....	\$790,583	\$270,454	\$1,061,037
Average per acre.....	7	5	7
Used of proceeds to pay interest.....	159,578	78,694	238,272
Received for interest on credit sales.....	111,469	32,975	144,444
Bonds cancelled.....	47,000	500,000	103,000

Of the main line lands 5,596 acres have been laid out as town sites in 16,789 lots, of which 744 have been sold, realizing \$43,436, averaging \$58 38 per lot, or \$175 14 per acre.

DIRECTORS AND OFFICERS FOR 1872-73.

George L. Becker... St. Paul, Minn. | Wm. G. Moorehead... Philadelphia, Pa.
J. B. Campbell... St. Paul, Minn. | C. B. Wright... Philadelphia, Pa.
J. Gregory Smith... St. Albans, Vt. | Leon Willmar... London, Eng.
R. D. Rice... Augusta, Me.

President, George L. Becker; Secretary and Auditor, Samuel S. Breed; Treasurer and Land Commissioner, Herman Prott; Cashier, J. H. Randall; Engineer, Charles A. F. Morris; General Ticket Agent, J. H. Randall; General Freight Agent, J. W. Doran; Master of Transportation, G. W. Cushing; Superintendent, E. Q. Sewell; and Assistant Superintendent, J. B. Rice—all of the city of St. Paul, Minn.

GENERAL OFFICES..... St. Paul, Ramsay County, Minn.

—The following circular has just been issued by Messrs. Fisk & Hatch, addressed to their creditors: "We regret to be compelled to announce the suspension of our firm, occasioned by our inability to meet at once the heavy demands made upon us for Loans and Deposits, on account of the existing financial disturbances and the widespread distrust occasioned by the occurrences of the past few days.

"We shall prepare as soon as possible a full statement of our affairs, which will be submitted to our creditors without unnecessary delay.

"In the meantime we ask your kind forbearance, and express the hope that we may be able to make such an adjustment of our affairs that no ultimate loss will be sustained.

"Very respectfully yours, FISK & HATCH.

BANKING AND FINANCIAL.

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 interest allowed on all daily balances.

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The Bankers' Gazette.

DIVIDENDS.

The following Dividends have been declared during the past week:

COMPANY.	PER CENT.	WHEN P'ABLE.	BOOKS CLOSED.
Railroads.			
Philadelphia & Trenton (quar.)	2½	Oct. 10.	Sept. 18 to Oct. 1.
N. Y., Prov. & Boston (Stouington), quar.	2½	Oct. 1.	Sept. 19 to Oct. 1.
Second Avenue (quar.)	2½	Oct. 10.	Sept. 30 to Oct. 10.
United N. Jersey R.R. & Canal Co. (quar.)	\$2 50	Oct. 10.	Sept. 20 to Oct. 11.
Central Pacific	3	Sept. 20.	
Miscellaneous.			
United Petroleum Farmers' Association	2 cents.	on dem.	

FRIDAY, Sept. 19, 1873—6 P. M.

The Money Market and Financial Situation.—The disturbances of last week on the announcement of the failure of the New York Warehouse and Security Company, which were not regarded at the time as having any general significance, have this week been followed by one of the most serious financial crises ever known in our market. For the prime cause of these difficulties it is necessary to go back a few months and bring to mind the excessive tightness of our money market, which prevailed without interruption from September, 1872, to May, 1873, at times almost prohibiting the sale of new railroad bonds, and requiring the issue of large amounts of railroad paper for the prosecution of the several enterprises. Together with this, and partly connected with it, came the failures of quite a number of smaller railroad companies to pay their interest, causing a feeling of distrust and aversion towards new railroad bonds, which has been quite perceptible for some months past. Under these circumstances several of the banking houses negotiating large railroad loans, or intimately connected with the building of the roads, became heavily responsible to their respective companies by the endorsement of notes, or by borrowing largely on call loans secured by pledge of the railroad securities as collateral. In this delicate situation the equilibrium was liable to be violently disturbed, as subsequent events have most unfortunately proved.

The first shock came with the suspension on Saturday, 13th inst., of the well-known stockbrokerage house of Kenyon, Cox & Co., in which Daniel Drew is a general partner, the cause being that the firm were endorsers on about 1½ millions of Canada Southern Railway paper, a part of which fell due on the 15th, and they were either unable or unwilling to assume the sole responsibility of paying it. This suspension, although important in stock circles, was of far less general influence than that of Messrs. Jay Cooke & Co., which occurred on Thursday, and of Fisk & Hatch, which was announced on Friday morning, and followed by the failures of a number of smaller stock brokerage firms during the day. The immediate cause of Messrs. Jay Cooke & Co.'s suspension was the large advances made by the Philadelphia house to the Northern Pacific Railroad, which together with a heavy drain of late from their depositors, so reduced their cash resources that they were unable to continue. The excitement and general distrust which followed this suspension caused a general and rapid calling in of loans, and precipitated the misfortune of Messrs. Fisk & Hatch, and with the great fall in stocks produced the other disasters. It seems much more proper to refer to these disasters as temporary suspensions rather than failures, and there is scarcely a doubt that most of the firms will be able to settle their affairs and resume business in a short time, their resources and those of their individual partners being known in many cases to be very large.

The excitement in Wall street and vicinity was intense, and was heightened by a run on the Fourth National Bank and the Union Trust Company, the bank remaining open after its usual hours and meeting every demand, and the Trust Company paying depositors during the day, and being reported abundantly able to meet its liabilities, provided money could be obtained on first-class securities.

The bank officers have been in council, and will take measures to furnish every possible relief to the market, and it is expected that the Secretary of the Treasury will, if possible, use a part of his currency reserve to purchase 5-20 bonds, or will otherwise give assistance to the banks. At the close of business there was a more hopeful feeling and a belief on the part of many that the worst of the panic had been seen.

Money was generally obtainable on call during the early part of the week at 5@7 per cent, with exceptional irregularities on Tuesday and Wednesday, when the price was bid up temporarily to 1-16 per day. On Thursday confidence was lost, and money ranged from 7 per cent up to ½ of 1 per cent a day. To-day there was no quotable rate for money, loans having been made as high 1½ per cent per day, and in turning stocks much higher still.

From London the cable despatches on Thursday reported a decrease of £106,000 for the week in the bullion of the Bank of England, the discount rate being left without change at 3 per cent. To-day the latest despatch says at 4:50 P. M.: "The financial reports in the afternoon papers indicate an uneasy feeling occasioned by the news from New York. The close of the market, however, finds confidence partly restored" and at this hour London's financial condition is sound. There have been no

failures. Erie Railway shares, 44½; United States Five-Twenty bonds, 1865s, old, 95½; 1867s, 95½; new fives, 91."

The Bank of France shows a gain of 2,000,000 francs in specie.

The last weekly Clearing House statement of New York city banks, rendered Sept. 13, showed a further decrease of \$1,930,575 from the excess of reserves above the legal requirement, leaving a deficiency of \$1,515,725. The total liabilities stood at \$234,700,900, and the total reserves at \$57,159,500.

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

	Sept. 6.	Sept. 13.	Differences.	Sept. 14.	Sept. 16.
Loans and dis.	\$288,374,200	\$284,536,200	Dec. \$3,838,000	\$284,650,300	\$312,668,000
Specie	21,767,000	20,442,300	Dec. 1,324,700	13,787,200	10,223,400
Circulation	27,355,500	27,383,400	Inc. 27,900	27,626,400	30,129,700
Net deposits	212,772,700	207,317,500	Dec. 5,455,200	209,546,000	246,896,700
Legal tenders	33,679,900	33,717,200	Dec. 1,962,700	48,105,600	63,821,700

United States Bonds.—Business in governments has been checked by the general depression in securities, and wherever pressed for sale to obtain cash they have necessarily sold at lower prices. Governments are chiefly available in times of panic to use as collateral for loans, and their superiority then to all other securities is conspicuously shown. The depression of our bonds in London does not appear to have been very serious.

Closing prices daily have been as follows:

	Sept. 13.	Sept. 15.	Sept. 16.	Sept. 17.	Sept. 18.	Sept. 19.
5s, funded, 1881, ..coup. Int. period.	112½	112½	*112½	*111½	*111½	*110½
6s, 1881, ..reg. Quarterly.	*116½	*116½	*116½	*116½	*116½	*114½
6s, 1881, ..coup. Jan. & July.	*117½	*117½	*117½	*117½	*117½	*115½
6s, 5-20's, 1862, ..coup. May & Nov.	*113½	*113½	*113½	*113½	*113½	*112½
6s, 5-20's, 1864, ..coup. May & Nov.	*115½	*115½	*115½	*115½	*115½	*114½
6s, 5-20's, 1865, ..coup. May & Nov.	*115½	*115½	*115½	*115½	*115½	*115½
6s, 5-20's, 1865 new, ..coup. Jan. & July.	*115½	*115½	*115½	*115½	*115½	*114½
6s, 5-20's, 1867, ..coup. Jan. & July.	*116½	*116½	*116½	*116½	*116½	*116½
6s, 5-20's, 1868, ..coup. Jan. & July.	*116½	*116½	*116½	*116½	*116½	*114½
5s, 10-40's, ..reg. Mar. & Sept.	*112½	*113	*113	*112½	*111½	.....
5s, 10-40's, ..coup. Mar. & Sept.	*112½	*113	*113	*112½	*111½	*110½
6s, Currency, ..reg. Jan. & July.	*112½	*112½	*112½	*112½	*112½	*111½

* 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 Sept. 1, 1873, were as follows:

	Range since Jan. 1.	Amount Sept. 1.
	Lowest. Highest.	Registered. Coupon.
5s, funded 1881, ..coup.	111½ Sept. 17 116½ Apr. 25	\$141,816,800 \$89,387,500
6s, 1881, ..reg.	114½ Jan. 4 119 May 24	192,978,650
6s, 1881, ..coup.	114½ Jan. 3 123½ June 9	89,857,700
6s, 5-20's, 1862, ..coup.	112½ Jan. 3 118½ Apr. 28	23,201,000 187,367,050
6s, 5-20's, 1864, ..coup.	113½ Jan. 6 118½ Apr. 30	27,421,250 33,886,550
6s, 5-20's, 1865, ..coup.	113½ Jan. 2 120½ Apr. 29	34,946,700 119,141,750
6s, 5-20's, 1865 new, ..coup.	112½ Jan. 4 120½ June 13	58,471,650 148,388,400
6s, 5-20's, 1867, ..coup.	113½ Jan. 2 121½ May 28	90,535,150 224,477,550
6s, 5-20's, 1868, ..coup.	113½ Jan. 2 120½ June 10	14,059,000 21,276,250
5s, 10-40's, ..reg.	109½ Apr. 17 115½ July 14	140,387,600
5s, 10-40's, ..coup.	109½ Jan. 2 116½ Aug. 25	54,179,700
6s, Currency, ..reg.	111½ Sept. 19 116½ May 31	64,623,512

Closing prices of securities in London have been as follows:

	Sept. 5.	Sept. 12.	Sept. 19.	Since Jan. 1.
				Lowest. Highest.
U. S. 6s, 5-20's, 1865,	95½	95½	95½	91½ Apr. 18 95½ Sept. 17
U. S. 6s, 5-20's, 1867,	95½	95½	95½	92½ June 13 95½ Sept. 16
U. S. 5s, 10-40's,	90½	90½	90½	88½ May 20 92½ Jan. 31
New 5s,	91½	91½	91	86½ May 19 91½ Sept. 12

State and Railroad Bonds.—There were some transactions in Southern State bonds at fair prices early in the week, but latterly business has been paralyzed by the financial disasters, and the excitement in stocks, gold and money.

In railroad bonds there have been very few transactions since Wednesday, as bonds of the best class are unsalable at any price during such periods as the present. As to the bonds of new railroads, and particularly of those which are known or supposed to be in financial difficulty, there is, of course, no market whatever at present, nor will there be for some time to come. The holders of such bonds should keep them until the financial standing of the respective companies can be fully ascertained, and in a majority of cases the properties upon which they are secured will probably be found more than sufficient to pay both the principal and interest of the bonds, particularly where they are first mortgage bonds. There was never less reason to doubt the value of railroad property in the United States than at the present time—if the increase in traffic from year to year be taken as a standard of value—and without too much legislative interference as to rates of transportation, there is scarcely a doubt but that the business of the country is abundantly sufficient to furnish a paying business to every leading East and West road that has yet been completed. Among the influences which have helped to throw distrust on railroad securities in general, and played a part in bringing on the present panic is the so-called grangers' movement.

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

	Sept. 13.	Sept. 15.	Sept. 16.	Sept. 17.	Sept. 18.	Sept. 19.	Since Jan. 1.
							Lowest. Highest.
6s Tenn., old,	*81½	*81	*81½	*81	*81	.....	77½ Apr. 18 86 Mch. 19
6s Tenn., new,	*81½	*81	*80½	*81	*80½	.....	78½ Apr. 16 86 Mch. 17
6s N. Car., old,	*27	.....	*27	.....	.....	.....	26 June 18 34½ Jan. 30
6s N. Car., new,	*15½	*15½	*16	*15½	.....	.....	16 July 28 19 Jan. 4
6s Virg., old,	*42	*42	*42	*42	*42	.....	43½ June 6 49 Feb. 7
do consolid.	*51½	*51½	*51½	*51½	*51½	.....	51 Sept. 11 56½ Mch. 17
do deferred.	*11½	.....	*11½	.....	.....	.....	10½ June 26 15½ Jan. 2
6s S. C., J. & J.,	*14	*14	*14	*14	*14	.....	14 Sept. 5 23 Jan. 20
6s Missouri,	92	92	92½	91½	91½	85	85 S. pt. 19 97 June 22
Cent. Pac., gold,	99½	99½	99½	99½	99½	10	80 Sept. 19 104½ Feb. 11
Un. Pac., 1st,	79½	79½	79½	79½	79½	74½	73 Sept. 19 89 Feb. 11
do L'd Gr't	72½	.....	71	70½	70	*63	67½ June 2 80 Jan. 6
do Income,	*58½	*58	.....	57	56½	40	50 Sept. 19 82½ Jan. 6
Erie 1st M. 7s,	*103½	*103½	.....	*103½	.....	.....	101 Jan. 6 104½ Sept. 1
N. J. Cen. 1st 7s,	*104½	*104½	*104½	*104	*103	.....	102 Mch. 15 107½ July 1
Ft. Wayne 1st 7s,	*105½	*105½	*105½	*105	*105	100	102½ Jan. 6 109½ Apr. 1
Roca Isl'd 1st 7s,	*101½	*101½	*101½	*101	*101	.....	100 Jan. 6 106½ June

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

Railroad and Miscellaneous Stocks.—The stock market was first depressed on Saturday last by the failure of Kenyon, Cox & Co., but recovered partially on Monday and Tuesday, declining again on Wednesday when the Midland Railroad troubles became known. Yesterday and to-day (Friday) the market has been in a state of panic, prices declining immensely and fluctuating widely every moment. The lowest prices reached each day will be found in the list below. No stocks have been free from the general depression, though Erie, being so much dependent on the London market, has fluctuated less than most others. The closing prices of leading stocks were better than the lowest point reached, and were as follows: New York Central and Hudson Consolidated, 93½@94; Lake Shore, 86@86½; Rock Island, 91½@92; Wabash, 45@45½; Harlem, 106@107; Western Union Telegraph, 68½@69; Northwestern, 46@47; Milwaukee & St. Paul, 35@35½; Pacific Mail, 37½@37¾; Erie, 54½@54¾; Ohio & Mississippi, 30½@30¾; Union Pacific, 20½@20¾. The depression of the general market and the failure of many respectable houses has furnished a harvest, as usual, to some of the notorious bears of Broad street who thrive on the disasters which they have assisted to bring about.

The daily highest and lowest prices have been as follows:

	Saturday, Sept. 13.	Monday, Sept. 15.	Tuesday, Sept. 16.	Wednesday, Sept. 17.	Thursday, Sept. 18.	Friday, Sept. 19.
N.Y. Cen. & H.R.	103½	104	104½	104½	99½	104
Harlem	128½	128½	129	129	125	125
Erie	59	59½	59½	59½	57½	57½
do pref.	70	70	70	70	66	66
Lake Shore	90½	90½	91	91	86	86½
Wabash	54½	54½	54½	54½	49	49
Northwestern	58½	58½	58½	58½	50	50
do pref.	77	77	77	77	73	73
Rock Island	103	103	103½	103½	97½	97½
St. Paul	46	46	46	46	41	41
do pref.	63	63	63	63	61	61
At. & Pac. pref.	37½	37½	37½	37½	35	35
Ohio & Miss.	37½	37½	37½	37½	35	35
Central N.Y.	101½	101½	101½	101½	101	101
Bost. & H. Erie	2	2	2	2	2	2
Del. L. & W.	98½	98½	98½	98½	94	94
Han. & St. Jos.	33½	33½	33½	33½	31	31
do pref.	43	43	43	43	42	42
Union Pacific	23½	23½	23½	23½	21	21
Col. Chic. & I.C.	28	28	28	28	26	26
Panama	115½	115½	115½	115½	103	103
West. Un. Tel.	88½	88½	88½	88½	80	80
Quicksilver	40	40	40	40	30	30
do pref.	41	41	41	41	30	30
Pacific Mail	42½	42½	42½	42½	40	40
Adams Exp.	92	92	92	92	89	89
American Ex.	61	61	61	61	61	61
United States	66	66	66	66	65	65
Wells, Fargo & Co.	71½	71½	71½	71½	70	70
Canton	85	85	85	85	83	83
Cons. Coal	50	50	50	50	49	49
Maryland Coal	25	25	25	25	22	22

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

The entire range from Jan. 1, 1872, to this date has been as follows:

	Jan. 1 to date 1873.	Whole year 1872.
	Lowest. Highest.	Lowest. Highest.
N. Y. Cen. & Hud. R.	91 Sept. 19 106½ Feb. 4	89 Nov. 11 101½ Apr. 2
Harlem	99 Sept. 19 140 Apr. 1	107½ Feb. 12 130 Apr. 25
Erie	53 Sept. 19 69½ Feb. 4	39 Feb. 5 75½ May 20
do pref.	66 Sept. 18 82 Feb. 4	60 Mch. 2 87 May 20
Lake Shore	83 Sept. 19 91½ Feb. 1	83½ Nov. 11 9½ Mch. 30
Wabash	38½ Sept. 19 75½ Jan. 2	64 Nov. 11 80½ Apr. 4
Northwestern	40½ Sept. 19 85 Feb. 4	66½ Jan. 5 230 Nov. 23
do pref.	73 Sept. 18 91 Feb. 3	83½ Nov. 11 102 Nov. 25
Rock Is. and	83 Sept. 19 117½ Mch. 11	101 Nov. 11 118½ Apr. 2
St. Paul	30 Sept. 19 62½ Apr. 21	51 Nov. 11 64½ Apr. 1
do pref.	57½ Sept. 19 79½ Jan. 21	72½ Nov. 11 83 Jan. 20
Atlantic & Pacific pref.	18 July 1 38½ Jan. 29	40 Nov. 11 51½ Apr. 1
Ohio & Mississippi	26½ Sept. 19 49½ Jan. 2	40 Nov. 11 51½ Apr. 1
Central of New Jersey	95 Apr. 8 106½ June 7	98 Oct. 4 113½ Jan. 15
Boston, Hartf. & Erie	2 June 3 10½ Feb. 3	3½ Jan. 2 11½ May 18
Del. L. & W.	88 Sept. 18 106 June 7	91 Dec. 13 112½ Mch. 16
Hannibal & St. Jo.	19 Sept. 19 52½ Feb. 7	23 Nov. 11 59½ Jan. 17
do do pref.	33 Sept. 19 71½ Jan. 3	44 Sept. 18 71½ Jan. 19
Union Pacific	18 Sept. 19 39½ Jan. 4	28½ Jan. 5 42 Apr. 1
Col. Chic. & I. C.	19½ Sept. 19 43½ Feb. 11	19½ Jan. 5 42½ May 21
Panama	84 Sept. 19 130 Jan. 6	72 Jan. 2 148½ Oct. 26
West. Un. Telegraph	67 Sept. 19 94½ Feb. 6	67½ Sept. 18 82½ Dec. 23
Quicksilver	25 Sept. 18 46½ Jan. 2	25½ Jan. 13 49½ Dec. 6
do pref.	30 Sept. 18 57 Feb. 1	30 Jan. 13 59 Oct. 21
Pacific Mail	32½ Sept. 19 76½ Feb. 7	53½ Jan. 2 103½ Oct. 22
Adams Express	85½ Sept. 19 100½ Jan. 29	84½ Sept. 18 99½ May 20
American Express	61½ July 1 70½ Jan. 8	59 Jan. 6 80½ May 24
United States Express	58 Sept. 19 82 Jan. 6	60½ Jan. 11 88½ July 6
Wells, Fargo & Co.	70 Sept. 18 86 Jan. 29	56½ Jan. 4 95 May 21
Canton	70 Sept. 19 110 May 8	76 Jan. 6 107 Oct. 23
Consolidated Coal	42½ Sept. 19 53½ Apr. 23	.....
Maryland Coal	20 Jan. 13 28 Mch. 17	.....

The latest railroad earnings reported are as follows:

	Latest earnings reported.	Jan. 1 to latest date
	1873. 1872.	1873. 1872.
Atlantic & Gt. West. 1st week of Sept.	\$133,477	\$122,907
Atlantic & Pacific 1st week of Sept.	26,541	25,025
Bur. C. Rap. & Minn. 1st week of Sept.	33,129	24,002
Central Pacific Month of Aug.	1,258,500	1,271,629
Chicago & Northw. Month of Aug.	1,284,094	1,196,700
Erie 1st week of Sept.	428,808	405,706
Illinois Central Month of Aug.	748,634	783,255
Indianap. Bl. & W. 1st week of Sept.	38,715	28,858
Kansas Pacific 1st week of Sept.	73,229	85,660
Lake Sh. & Mich. S. 2d week of Sept.	401,391	353,457
Marietta & Cin. Month of Aug.	173,469	162,521
Michigan Central 1st week of Sept.	151,955	147,956
Milwaukee & St. P. 2d week of Sept.	277,620	187,018
Mobile & Ohio Month of Aug.	202,605	200,756
Ohio & Mississippi Month of Aug.	301,998	294,243
Pacific of Missouri 1st week of Sept.	88,843	71,611
St. L. Kans. C. & N. Month of Aug.	251,313	227,522
St. Louis & Iron Mt. 4th week of Aug.	42,992	46,857
St. L. Alton & T. H. 1st week of Sept.	23,962	29,520
do branches 1st week of Sept.	12,178	7,719
St. L. & Southeast. 1st week of Sept.	31,034	22,083
Tol. Peor. & War. 2d week of Sept.	3,673	.....
Tol. Wab. & West. 1st week of Sept.	146,529	119,644

The Gold Market.—Gold was dull, and without any movement of interest previous to the embarrassment of Messrs. Jay Cooke & Co., but subsequently advanced on large purchases, which were made on the supposition that the firm was heavily

"short," and that gold would be purchased for their account. To-day the price continued to fluctuate very rapidly, and after opening at 112½, selling at 11 A. M. up to 113½, it declined in the afternoon to 111½, closing at 111½. On the Treasury sale of gold, Thursday, the total bids were \$2,317,000, but no awards were made. On gold loans the rates paid for carrying to-day were 1-32, 7, 6, 5, 7 per cent gold, and ½ per cent and flat for borrowing. Customs receipts of the week have been \$2,644,000.

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

	Open.	Low.	High.	Clos.	Total Clearings.	Gold.	Currency.
Saturday, Sept. 13.	111½	111½	112	111½	\$78,772,600	\$1,870,656	\$2,728,463
Monday, " 15	111½	111	111½	111½	51,205,000	1,752,200	2,015,239
Tuesday, " 16	111½	111	111½	111½	69,543,000	1,396,328	1,571,433
Wednesday, " 17	111½	111½	111½	111½	38,959,000	1,772,695	2,089,303
Thursday, " 18	111½	111½	112½	112½	35,678,000	1,371,304	1,541,070
Friday, " 19	112½	111½	113½	111½	122,791,000	1,546,700	1,856,717
Current week	111½	111	113½	111½	\$396,951,000	\$1,546,710	\$1,856,717
Previous week	114½	110½	114½	111½	920,800,000	2,272,433	2,559,738
Jan. 1, 1873, to date	112½	110½	119½	111½	.....	.....	.....

Foreign Exchange.—Exchange has been demoralized to-day by the condition of financial affairs, and scarcely any business was transacted. On Thursday prices were quoted as below. It has been asserted repeatedly that the London house of Jay Cooke, McCulloch & Co. would not be affected by the failure of the firm here, and that their affairs and capital are so entirely separate as to be left entirely untouched.

Nominal prices on Thursday were as follows:

	60 days.	3 days.
London prime bankers	108½@103½	109½@109½
Good bankers' do	108½@.....	109½@.....
commercial	107½@107½@.....
Paris (bankers)	5.25 @5.26½	5.20 @5.21½
Antwerp	5.21½@5.26½	5.20 @5.20½
Swiss	5.22½@5.23½	5.17½@5.18½
Amsterdam	40½@40½	40½@40½
Hamburg	95½@95½	96½@96½
Frankfort	41 @41½	41½@41½
Bremen	95½@95½	96½@96½
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.
	Gold. Currency.	Gold. Currency.	Gold. Currency.
Sept. 13.	\$334,000	\$339,811 16	\$224,744 60
" 15.	558,000	565,004 00	413,205 20
" 16.	611,000	728,900 45	350,201 84
" 17.	236,000	1,138,431 01	416,651 90
" 18.	539,000	558,495 62	672,710 36
" 19.	226,000	287,741 11	244,613 86
Total	\$2,644,000	.....	.....
Balance, Sept. 12.	\$52,743,431 07	\$31,407,915 32	.....
Balance, Sept. 19.	\$52,391,767 21	\$29,315,714 78	.....

Total \$2,644,000

Balance, Sept. 12... \$52,743,431 07 \$31,407,915 32

Balance, Sept. 19... \$52,391,767 21 \$29,315,714 78

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on Sept. 13, 1873:

	AVERAGE AMOUNT OF					Circulation.
BANKS.	Capital.	Loans and Discounts.	Specie.	Legal Tenders.	Net Deposits.	
New York.....	\$2,000,000	\$12,053,300	\$2,191,000	\$1,062,300	\$11,083,000	\$827,600
Manhattan Co.....	2,050,000	5,849,400	435,700	3,500	3,357,500	9,700
Merchants'.....	2,000,000	8,065,500	538,300	1,021,000	5,495,900	87,900
Mechanics'.....	2,000,000	5,827,000	278,800	(66,800)	3,408,200	512,100
Union.....	1,500,000	4,817,300	302,800	552,200	2,811,600	486,600
America.....	3,000,000	7,931,000	1,485,000	92,000	5,516,000	1,200
Phoenix.....	1,000,000	4,067,100	50,200	243,200	2,784,100	508,600
City.....	1,000,000	4,383,300	711,100	244,000	3,211,000	.....
Tradesmen's.....	1,000,000	3,113,800	48,000	555,000	1,174,400	743,000
Fulton.....	600,000	1,834,000	191,800	256,000	1,375,600	.....
Chemical.....	300,000	6,920,200	2,000	788,200	4,599,600	.....
Merchants' Exch'ge.....	1,230,000	5,223,600	4,900	502,000	2,423,000	448,600
Gallatin, National.....	1,500,000	3,731,200	45,900	429,800	1,994,800	441,500
Butchers' & Drovers'.....	800,000	2,650,000	27,000	429,000	1,861,000	2,000
Mechanics & Traders.....	600,000	1,856,100	18,500	410,900	1,211,500	195,700
Greenwich.....	200,000	1,091,000	.....	229,300	1,021,800	2,700
Leather Manuf.....	600,000	2,871,000	210,500	475,800	2,305,200	268,000
Seventh Ward.....	500,000	1,212,500	92,100	20,300	811,700	161,700
State of N. York.....	2,000,000	5,043,500	306,800	53,700	2,977,300	537,200
American Exch'ge.....	5,000,000	10,399,200	636,200	8,600	5,990,100	940,000
Commerce.....	10,000,000	20,000,700	713,100	2,483,100	7,233,000	3,159,200
Broadway.....	1,000,000	4,843,100	94,000	422,700	2,829,100	960,000
Mercantile.....	1,000,000	4,316,500	233,100	7,900	8,861,000	479,300
Pacific.....	422,700	2,097,000	11,900	225,100	1,576,100	.....
Republic.....	2,000,000	5,017,300	821,800	121,000	2,869,000	845,000
Chatham.....	450,000	2,978,800	197,200	325,000	2,069,000	128,500
People's.....	412,500	1,582,800	6,500	1,000	1,651,000	5,600
North America.....	1,000,000	3,532,700	233,300	301,300	3,004,000	.....
Hanover.....	1,000,000	3,523,600	296,600	330,600	2,757,700	295,400
Irving.....	500,000	2,406,000	50,400	516,000	2,258,000	174,600
Metropolitan.....	4,000,000	10,716,100	1,180,100	329,700	5,251,600	1,173,400
Citizens.....	400,000	1,492,500	30,600	384,700	1,335,500	132,500
Nassau.....	1,000,000	2,162,500	47,300	170,700	1,865,500	3,900
Market.....	1,000,000	2,948,600	141,900	544,300	1,790,500	348,100
St. Nicholas.....	1,000,000	2,379,100	75,000	359,500	994,900	757,100
Shoe and Leather.....	1,000,000	3,590,500	252,500	460,000	2,878,600	773,500
Corn Exchange.....	1,000,000	2,954,100	61,100	279,000	1,448,200	5,000
Continental.....	2,000,000	2,658,200	113,800	1,000	1,165,600	579,600
Commonwealth.....	750,000	1,919,500	15,800	476,600	1,692,500	230,400
Oriental.....	800,000	1,431,200	5,900	159,100	1,000,000	4,100
Marine.....	400,000	2,180,100	197,200	416,600	1,875,000	360,000
Importers' & Trad'rs	1,500,000	13,92,600	409,700	2,545,500	13,101,700	489,300
Park.....	2,000,000	17,725,900	1,563,800	2,000,000	18,775,700	590,000
Mech. Bank'g Asso.....	500,000	1,411,000	249,500	175,500	1,260,400	850,000
Grocers'.....	800,000	788,400	4,600	168,700	638,400	.....
North River.....	400,000	1,116,600	22,200	127,400	919,000	.....
East River.....	350,000	1,189,700	5,000	223,900	690,500	224,500
Manufact'rs' & Mer.....	500,000	1,099,200	2,000	169,800	833,400	.....
Fourth National.....	5,000,000	23,597,600	2,154,300	2,582,900	18,876,800	2,918,500
Central National.....	3,000,000	9,900,000	81,000	2,805,000	7,332,000	1,444,000
Second National.....	3,000,000	1,567,000	.....	1,576,600	1,246,700	270,000
Fifth National.....	1,500,000	7,084,400	504,700	1,254,200	6,783,000	609,000
First National.....	500,000	4,888,200	562,000	100,600	5,331,900	815,700
Third National.....	1,000,000	6,624,200	2,900	1,604,400	6,016,200	78,700
N.Y. National Exch.....	500,000	1,230,400	11,300	245,000	777,900	265,800
Tenth National.....	1,000,000	1,759,900	369,100	138,200	759,400	179,700
Bowery National.....	250,000	1,135,000	4,000	516,000	1,137,000	225,000
New York Co. Nat.....	200,000	1,000,300	.....	253,700	805,300	180,000
German American.....	2,000,000	5,597,000	435,300	367,000	4,992,000	.....
Dry Goods.....	1,000,000	2,515,000	29,500	125,400	1,870,600	.....

Loans.....Dec. \$3,588,000	Net Deposits.....Dec. \$5,455,200
Specie.....Dec. 1,324,700	Circulation.....Inc. 27,900
Legal Tenders.....Dec. 1,962,700	

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

	Loans.	Specie.	Legal Tenders.	Deposits.	Circulation.	Aggregate Clearings.
June 23.....	281,506,600	27,651,590	49,113,000	224,040,800	27,311,400	438,988,720
July 5.....	286,915,800	33,551,400	48,168,000	232,369,400	27,276,200	478,571,883
July 12.....	288,114,500	34,658,000	48,339,900	235,916,900	27,291,800	462,657,503
July 19.....	289,878,100	32,273,600	48,872,500	240,206,400	27,281,500	527,666,743
July 26.....	239,389,100	31,249,300	49,957,000	239,118,300	27,225,100	517,225,952
Aug. 2.....	239,986,200	30,272,200	50,038,500	238,840,900	27,188,700	465,712,378
Aug. 9.....	290,753,100	29,820,000	49,002,300	237,123,100	27,223,500	420,959,756
Aug. 16.....	292,614,000	27,644,100	47,510,100	234,557,300	27,222,700	431,024,238
Aug. 23.....	289,931,800	25,141,300	45,532,400	227,691,300	27,214,400	419,501,641
Aug. 30.....	288,893,100	21,295,200	44,729,300	230,390,300	27,281,900	417,399,918
Sept. 6.....	283,374,200	21,767,000	38,679,900	212,772,700	27,355,500	553,727,902
Sept. 13.....	234,536,200	20,442,300	36,117,200	207,317,500	27,383,400	548,295,978

Boston Banks.—Below we give a statement of the Boston National Banks, as returned to the Clearing House on Monday, Sept. 15, 1873:

Banks.	Capital	Loans.	Specie.	L. T. Notes.	Deposits.	Circulation.
Atlantic.....	\$750,000	\$1,576,700	\$18,200	\$126,100	\$56,100	\$441,900
Atlas.....	1,500,000	3,077,900	2,200	256,100	1,062,200	764,300
Blackstone.....	1,500,000	8,818,800	20,800	283,500	1,791,200	791,300
Boston.....	1,000,000	2,289,500	12,500	138,100	753,500	575,600
Boylston.....	600,000	1,604,400	.....	97,000	685,900	451,700
Broadway.....	200,000	510,300	.....	51,700	286,900	173,500
Columbian.....	1,000,000	2,451,300	20,600	169,600	683,000	791,800
Continental.....	1,000,000	2,106,900	8,900	27,900	586,600	553,900
Elliott.....	1,000,000	2,859,700	17,000	99,900	965,400	754,700
Everett.....	200,000	665,600	10,000	58,800	484,600	117,100
Faneuil Hall.....	1,000,000	2,690,700	27,200	272,000	1,656,500	509,500
Freeman's.....	300,000	1,742,600	4,000	127,000	560,000	350,000
Globe.....	1,000,000	2,417,200	.....	262,700	1,201,000	350,900
Hamilton.....	750,000	1,526,500	600	46,300	528,300	240,600
Howard.....	1,000,000	2,299,900	29,000	169,000	770,100	444,100
Market.....	800,000	1,918,400	30,200	87,700	674,300	353,700
Massachusetts.....	800,000	1,948,200	61,300	76,600	839,300	416,000
Maverick.....	400,000	1,233,000	5,600	130,900	749,900	243,300
Merchants.....	3,000,000	6,921,100	116,900	474,900	2,253,700	1,561,200
Mount Vernon.....	200,000	620,900	.....	64,800	325,500	174,700
New England.....	1,000,000	2,459,400	21,100	164,400	802,800	722,200
North.....	1,000,000	3,184,500	39,600	195,700	1,551,300	793,200
Old Boston.....	900,000	2,137,500	123,500	365,600	1,207,700	347,200
Shawmut.....	1,000,000	2,441,000	8,800	218,800	821,300	591,200
Snoe & Leather.....	1,000,000	3,048,200	.....	165,800	1,410,600	531,000
State.....	2,000,000	3,556,300	14,300	169,700	834,100	974,100
Suffolk.....	1,500,000	3,242,100	19,200	215,700	609,900	751,700
Traders.....	600,000	1,526,300	40,900	146,000	913,800	171,000
Tremont.....	2,000,000	3,121,800	33,700	177,800	847,100	664,100
Washington.....	750,000	1,895,800	18,100	126,000	551,900	574,400
First.....	1,000,000	4,048,600	4,900	309,500	1,269,300	699,700
Second (Granite).....	1,600,000	5,333,300	170,300	395,700	2,317,900	759,900
Third.....	300,000	1,517,600	53,100	87,800	1,201,500	172,100
Bank of Commerce.....	2,000,000	5,044,400	200	496,600	2,012,200	773,300
Bank of N. America.....	1,000,000	1,824,900	4,500	204,900	475,500	575,300
B'k of Redemption.....	1,000,000	5,487,700	37,500	458,300	1,335,200	786,600
Bank of Republic.....	1,500,000	3,062,100	.....	190,000	811,700	793,000
City.....	1,000,000	1,787,600	5,500	96,800	475,800	416,200
Eagle.....	1,000,000	2,013,600	14,300	113,900	799,600	925,900
Exchange.....	1,000,000	4,247,900	145,700	314,300	1,654,300	793,000
Hide & Leather.....	1,500,000	3,472,700	22,200	165,300	958,600	762,700
Revere.....	2,000,000	4,422,200	2,500	431,600	1,517,900	745,300
Security.....	200,000	609,700	100	193,100	787,700	180,000
Union.....	1,000,000	2,515,300	17,100	172,300	978,200	541,800
Webster.....	1,500,000	2,457,500	400	144,500	700,500	490,600
Commonwealth.....	500,000	2,602,500	18,000	316,000	1,649,800	300,000
Central.....	500,000	511,100	900	33,100	298,700	150,000
Manufacturers.....	500,000	725,300	4,200	23,900	266,300	61,400

Total.....\$49,350,000 \$123,523,900 \$1,233,500 \$9,016,300 \$45,928,300 \$25,611,500
The total amount "due to other Banks," as per statement of Sept. 15, is \$1,909,400.

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

Loans.....Decrease. \$514,200	Deposits.....Decrease. \$2,241,000
Specie.....Increase. 2,322,000	Circulation.....Increase. 67,000
Legal Tenders.....Decrease. 1,053,000	

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

Date.	Loans.	Specie.	Legal Tender.	Deposits.	Circulation.
June 15.....	119,231,900	978,500	10,929,900	50,356,300	25,491,400
June 23.....	120,163,900	1,156,600	11,183,000	49,164,100	25,556,100
June 30.....	121,306,700	939,700	11,738,000	50,106,800	25,770,300
July 7.....	122,947,000	1,935,400	11,257,600	51,234,600	25,487,700
July 14.....	124,173,700	2,422,500	11,271,900	51,099,900	25,921,100
July 21.....	124,088,800	2,277,600	11,145,500	50,174,500	25,577,200
July 28.....	123,610,900	1,833,000	11,035,900	50,189,800	25,538,100
Aug. 4.....	123,617,400	1,526,100	10,255,600	50,372,300	25,550,000
Aug. 11.....	123,441,700	1,312,400	10,783,100	48,953,100	25,451,000
Aug. 18.....	123,976,500	1,159,300	10,530,600	48,429,500	25,457,400
Aug. 25.....	123,200,800	1,042,800	10,671,900	48,202,400	25,451,400
Sept. 1.....	123,117,600	1,121,500	10,733,200	48,712,500	25,400,000
Sept. 8.....	124,067,000	1,066,300	10,011,300	48,169,300	25,544,500
Sept. 15.....	123,523,900	1,235,500	9,016,300	45,928,300	25,611,500

Philadelphia Banks.—The following is the average condition of the Philadelphia National Banks for the week ending Monday, Sept. 15, 1873:

Banks.	Capital.	Loans.	Specie.	L. Tender.	Deposits.	Circulation.
Philadelphia.....	\$1,500,000	\$5,705,000	\$55,000	\$1,595,000	\$4,137,000	\$1,000,000
North America.....	1,000,000	4,937,600	.....	866,000	2,540,000	798,500
Farmers and Mech.....	2,000,000	6,132,000	49,800	1,293,800	4,919,700	1,000,000
Commercial.....	810,000	2,371,000	3,000	539,000	1,432,500	632,000
Mechanics.....	800,000	2,165,000	1,866	358,000	1,470,000	460,000
Bank N. Liberties.....	500,000	2,718,000	.....	400,000	1,943,000	415,000
Southwark.....	250,000	1,410,000	3,400	429,000	1,282,000	208,700
Kensington.....	250,000	1,142,227	.....	258,333	866,549	224,651
Penn.....	500,000	1,250,965	7,000	304,000	892,655	175,200
Western.....	400,000	1,640,756	6,970	440,241	1,638,502	213,935
Manufacturers.....	1,000,000	2,141,000	.....	268,000	1,036,791	538,149
Bank of Commerce.....	250,000	831,464	296	197,359	556,096	199,995
Girard.....	1,000,000	3,830,000	16,000	719,000	2,779,000	598,000
Tradesmen's.....	200,000	1,571,000	12,000	318,000	1,179,000	174,000
Consolidation.....	300,000	1,244,376	.....	218,152	895,609	270,000
City.....	400,000	1,443,561	.....	306,691	866,091	355,869
Commonwealth.....	300,000	764,106	16,611	110,534	445,533	219,410
Corn Exchange.....	500,000	2,630,000	33,000	513,000	2,493,000	450,000
Union.....	500,000	1,803,900	9,000	381,000	1,566,300	341,000
First.....	1,000,000	4,001,000	56,000	962,000	3,263,000	793,000
Third.....	300,000	1,077,516	.....	407,000	1,156,238	262,305
Sixth.....	150,000	609,000	.....	141,600	496,000	135,000
Seventh.....	250,000	651,000	2,000	164,000	485,000	219,350
Eighth.....	275,000	1,047,300	.....	199,000	778,300	227,170
Central.....	750,000	4,044,000	.....	997,000	3,467,000	560,000
Bank of Republic.....	1,000,000	2,105,000	.....	454,000	995,000	800,000
Security.....	250,000	636,000	.....	135,000	491,000	180,000

Total.....\$16,435,000 \$59,097,671 \$271,973 \$13,179,110 \$44,363,277 \$11,476,794

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

Loans.....Inc. \$753,450	Deposits.....Dec. \$333,860
Specie.....Inc. 66,193	Circulation.....Inc. 53,874
Legal Tender Notes.....Dec. 429,373	

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

Date.	Loans.	Specie.	Legal Tender.	Deposits.	Circulation.
July 14.....	60,532,96	30,072	14,359,493	43,443,147	11,416,782
July 21.....	60,382,903	320,805	14,849,232	43,449,572	11,453,345
July 28.....	59,996,743	321,695	15,051,022	44,911,798	11,411,977
Aug. 4.....	59,923,183	356,531	15,277,709	48,255,437	11,444,760
Aug. 11.....	59,787,511	306,251	14,576,957	46,993,521	11,416,481
Aug. 18.....	59,535,280	236,302	14,084,674	46,785,217	11,436,478
Aug. 25.....	59,714,370	210,215	13,291,000	45,395,053	11,403,874
Sept. 1.....	59,817,093	203,581	13,548,119	45,089,892	11,454,630
Sept. 8.....	53,254,221	205,780	13,608,988	44,697,137	11,440,920
Sept. 15.....	59,007,671	271,973	13,179,110	43,663,277	11,476,749

QUOTATIONS IN BOSTON, PHILADELPHIA, BALTIMORE, &c.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
BOSTON.					
Maine 6s.....	.....	.....	Pennsylvania, gen. m. conv. 1910	.....	91%
New Hampshire, 6s.....	98	.....	do do reg.....	.....	86%
Vermont 6s.....	.....	.....	Perkiomen 1st m. 6s, '97.....	.....	80%
Massachusetts 6s, Currency.....	.....	.....	Phila. & Erie 1st m. 6s, '81.....	90	81
do 6s Gold, 1876.....	112	.....	do do 2d m. 7s, '88.....	.....	85%
do 5s, Gold.....	.....	.....	Philadelphia & Reading 6s, '80	.....	105
Boston 6s.....	99 1/2	.....	do do 7s, '93.....	.....	79
do 5s, gold.....	100	.....	do do g. m. 7s, c. 1911	101 1/2	.....
Chicago Sewerage 7s.....	99 1/2	99 1/2	do do reg.....	.....	.....

QUOTATIONS OF STOCKS AND BONDS IN NEW YORK.

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

SECURITIES.		Bid.	Ask.	SECURITIES.		Bid.	Ask.	SECURITIES.		Bid.	Ask.	SECURITIES.		Bid.	Ask.
U. S. Bonds. (Quoted previously.)				State Bonds.				SECURITIES.				SECURITIES.			
Tennessee 6s, old.				Virginia 6s, old.				Bur. & Mo. River 4th S., do 8s.				Tol., Wab. & W. mort. gld. 7s.			
do do new.				do do consol. bonds.				do do 5th S., do 8s.				L. Ont. Shore RR. 1st m. gld 7s.			
do do deferred do.				Georgia 6s.				do do 6th S., do 8s.				Texas & Pacific 6s, g.			
do do do.				do do 7s, new bonds.				do do Creston Branch.				North Pac. 1st m. gld 7s-10s.			
do do do.				do do 7s, endorsed.				do do Chariton Branch.				Spring. & Ill. S. E. RR. 1st m. gld 7s.			
do do do.				do do 7s, Gold.				Burl. & M. (in Neb.) 1st conv.				St. Louis & S. E. RR. con. m.			
do do do.				do do do.				California & Oregon 6s, gld.				South Side of L. I. 1st m. ex.			
do do do.				do do do.				California Pac. R.R. 7s, gld.				Bur. C. R. & Mo. (M. div.) g. 7s.			
do do do.				do do do.				do do 6s, 2d M., gld.				Portland & Og. (Vt. div.) 6s g.			
do do do.				do do do.				Canada Southern 1st 7s, gld.				Southern Securities.			
do do do.				do do do.				Central Pac. 7s, gld, conv.				CITIES.			
do do do.				do do do.				Central of Iowa, 1st M, 7s gld.				Atlanta, Ga., 7s.			
do do do.				do do do.				do do 2d M, 7s, gld.				do do 8s.			
do do do.				do do do.				do do do.				Augusta, Ga., 7s, bonds.			
do do do.				do do do.				do do do.				Charleston stock 6s.			
do do do.				do do do.				do do do.				Charleston, S. C., 7s, F. L. bds.			
do do do.				do do do.				do do do.				Columbia, S. C., 6s.			
do do do.				do do do.				do do do.				Columbus, Ga., 7s, bonds.			
do do do.				do do do.				do do do.				Lynchburg 6s.			
do do do.				do do do.				do do do.				Macon 7s, bonds.			
do do do.				do do do.				do do do.				Memphis old bonds, 6s.			
do do do.				do do do.				do do do.				do new bonds, 6s.			
do do do.				do do do.				do do do.				do end, M. & C. R. R.			
do do do.				do do do.				do do do.				Mobile 5s.			
do do do.				do do do.				do do do.				do do 8s.			
do do do.				do do do.				do do do.				Montgomery 8s.			
do do do.				do do do.				do do do.				Nashville 6s, old.			
do do do.				do do do.				do do do.				do do new.			
do do do.				do do do.				do do do.				New Orleans 5s.			
do do do.				do do do.				do do do.				do do consol. 6s.			
do do do.				do do do.				do do do.				do do bonds, 7s.			
do do do.				do do do.				do do do.				do do 10s.			
do do do.				do do do.				do do do.				do do to railroads, 6s.			
do do do.				do do do.				do do do.				Norfolk 6s.			
do do do.				do do do.				do do do.				Petersburg 6s.			
do do do.				do do do.				do do do.				Richmond 6s.			
do do do.				do do do.				do do do.				Savannah 7s, old.			
do do do.				do do do.				do do do.				do do new.			
do do do.				do do do.				do do do.				Wilmington, N. C., 6s, gold.			
do do do.				do do do.				do do do.				do do 8s gold.			
do do do.				do do do.				do do do.				RAILROADS.			
do do do.				do do do.				do do do.				Ala. & Chatt., 1st M. 8s, end.			
do do do.				do do do.				do do do.				Ala. & Tenn. R. 1st M. 7s.			
do do do.				do do do.				do do do.				do do 2d M, 7s.			
do do do.				do do do.				do do do.				Atlantic & Gulf consol.			
do do do.				do do do.				do do do.				do do end, Savannah.			
do do do.				do do do.				do do do.				do do stock.			
do do do.				do do do.				do do do.				do do to guaran.			
do do do.				do do do.				do do do.				Central Georgia, 1st M. 7s.			
do do do.				do do do.				do do do.				do do consol. M. 7s.			
do do do.				do do do.				do do do.				do do stock.			
do do do.				do do do.				do do do.				Charlotte Col. & A., 1st m, 7s.			
do do do.				do do do.				do do do.				do do stock.			
do do do.				do do do.				do do do.				Charleston & Savannah 6s, end.			
do do do.				do do do.				do do do.				Savannah & Chatt., 1st m, 7s.			
do do do.				do do do.				do do do.				Cheraw and Darlington 7s.			
do do do.				do do do.				do do do.				East Tenn. & Ga. 6s, end.			
do do do.				do do do.				do do do.				East Tenn. & Va. 6s, end, Tenn.			
do do do.				do do do.				do do do.				E. Tenn., Va. & Ga., 1st M, 7s.			
do do do.				do do do.				do do do.				do do stock.			

NEW YORK LOCAL SECURITIES.

Bank Stock List.

COMPANIES.	CAPITAL.	DIVIDENDS.	PRICE.
	Par	Amount.	Bid. Askd
Marked thus (*) are not National.			
America*	100	3,000,000	J. & J. 10 10 July 1, '73. 5 140
American	100	500,000	J. & J. 8 8 Jan. '73. 4 105
American Exchange	100	500,000	M. & N. 8 8 Jan. '73. 4 105
Atlantic	75	300,000	J. & J. 8 8 Jan. '73. 4 105
Bowery	100	250,000	J. & J. 24 24 July, '68. 15 30
Broadway	25	1,000,000	J. & J. 24 24 July 1, '73. 12 80
Bull's Head*	25	200,000	Q-J. 20 20 Jan. '73. 4 89
Butchers & Drovers	25	800,000	J. & J. 10 10 July 1, '73. 5 21
Central	100	3,000,000	J. & J. 8 8 July 1, '73. 4 89
Chatham	25	450,000	J. & J. 12 12 July 1, '73. 6 89
Chemical	100	300,000	ev. 2 mos 36 36 July 1, '73. 15 89
Citizens*	25	400,000	J. & J. 10 10 July 1, '73. 5 89
City	100	1,000,000	M. & N. 20 20 May, '73. 10 114
Commerce	100	1,000,000	J. & J. 9 8 July 1, '73. 3 85
Commonwealth	100	750,000	J. & J. 6 7 Jan. '73. 3 85
Continental	100	2,000,000	J. & J. 8 7 Aug. '73. 5 85
Corn Exchange*	100	1,000,000	F. & A. 10 10 Jan. '73. 4 85
Currency	100	1,000,000	Q-J. 16 16 Jan. '73. 4 85
Dry Goods*	100	1,000,000	J. & J. 6 6 July 10, '73. 3 85
East River	25	350,000	J. & J. 8 8 July 1, '73. 4 85
Eleventh Ward*	25	200,000	J. & J. 7 7 July 3, '73. 3 85
Fifth	100	750,000	Q-J. 10 14 July, '73. 3 85
First	100	500,000	J. & J. 20 20 July, '73. 5 85
Fourth	100	500,000	J. & J. 8 8 July 1, '73. 5 85
Fulton	30	600,000	M. & N. 10 10 May 1, '73. 5 155
German American*	100	2,000,000	F. & A. 4 8 Aug. '73. 4 85
Germania*	100	200,000	M. & N. 7 7 May 1, '73. 5 85
Greech*	25	200,000	M. & N. 20 20 May 1, '73. 10 85
Grocers	40	300,000	J. & J. 10 10 July 1, '73. 5 85
Hanover	100	1,000,000	J. & J. 8 8 Jan. '73. 4 85
Harlem*	100	500,000	F. & A. 4 4 Mech. '73. 4 85
Importers & Traders	100	1,500,000	J. & J. 6 12 July 1, '73. 7 200
Irving	50	500,000	J. & J. 8 8 July 1, '73. 4 85
Manufacturers & Build.	100	1,000,000	J. & J. 10 10 July 10, '73. 5 85
Leather Manufact.	100	600,000	J. & J. 12 12 July 1, '73. 6 85
Manhattan*	100	2,500,000	F. & A. 10 10 Aug. 10, '73. 5 155
Manuf. & Merchants*	100	500,000	J. & J. 8 8 Jan. '73. 4 85
Marine	100	400,000	J. & J. 12 12 July 1, '73. 6 85
Market	100	1,000,000	J. & J. 10 10 July 1, '73. 5 125
Mechanics	25	2,000,000	J. & J. 10 10 July 1, '73. 5 132
Mech. Bkg. Ass'n.	50	500,000	M. & N. 9 8 May 1, '73. 4 100
Mechanics & Traders	25	600,000	M. & N. 10 10 May 1, '73. 5 138
Mercantile	100	1,000,000	M. & N. 10 10 May 1, '73. 5 119
Merchants	50	3,000,000	J. & J. 8 8 July 1, '73. 4 89
Merchants' Ex.	50	1,235,000	J. & J. 8 6 July 1, '73. 3 89
Metropolis	100	500,000	J. & J. 10 10 July 7, '73. 5 130
Metropolitan	100	4,000,000	J. & J. 10 10 Apr. 1, '72. 4 120
Murray Hill*	100	23,000	A. & O. 8 8 May, '73. 4 120
Nassau*	100	1,000,000	M. & N. 8 8 Apr. 10, '73. 4 120
National Gallatin	50	1,500,000	A. & O. 8 8 July 1, '73. 5 132
New York	100	3,000,000	J. & J. 10 10 July, '73. 5 200
New York County	100	200,000	J. & J. 16 15 July, '73. 3 90
N. Y. Nat. Exchange	100	500,000	J. & J. 7 7 May, '73. 5 103
N. Y. Gold Exchange	100	500,000	J. & J. 9 9 July 1, '73. 4 103
Ninth	100	1,500,000	J. & J. 9 9 Jan. '73. 3 103
Ninth Ward*	100	200,000	J. & J. 7 7 July 1, '73. 4 103
North America*	100	1,000,000	J. & J. 7 7 July 1, '73. 3 103
North River*	100	400,000	J. & J. 12 12 July 1, '73. 6 146
Oriental*	25	300,000	J. & J. 12 12 Aug. 1, '73. 3 146
Pacific	50	422,700	Q-F. 16 16 Aug. 1, '73. 3 146
Park	100	2,000,000	J. & J. 12 12 July 1, '73. 6 146
Peoples*	25	4,125,000	J. & J. 10 10 July 1, '73. 5 146
Phenix	20	1,800,000	J. & J. 7 7 July 1, '73. 3 146
Republic	100	2,000,000	F. & A. 8 8 Feb. '73. 4 146
Security*	100	500,000	J. & J. 10 10 July, '73. 4 106
St. Nicholas	100	1,000,000	F. & A. 10 10 Aug. '73. 4 106
Seventh Ward	100	500,000	J. & J. 7 7 July, '73. 3 106
Second	100	300,000	J. & J. 10 10 July 1, '73. 5 106
Shoe and Leather	100	1,000,000	J. & J. 12 12 June, '73. 6 106
Sixth	100	200,000	J. & J. 10 10 July, '73. 5 106
State of New York	100	2,000,000	M. & N. 8 8 May, '73. 4 112
Tenth	100	1,000,000	J. & J. 10 10 July, '73. 4 112
Third	100	1,000,000	J. & J. 8 8 July 1, '73. 4 112
Tradesmen's	40	1,000,000	J. & J. 12 12 July 1, '73. 6 112
Union	50	1,500,000	M. & N. 10 10 May, '73. 6 112
West Side*	100	2,000,000	J. & J. 4 4 July 1, '73. 4 112

Gas and City R.R. Stocks and Bonds.

[Quotations by Charles Otis, 47 Exchange Place.]

Brooklyn Gas Light Co.	25	2,000,000	Q-F. 20 20 July 15, '73. 5 225
Citizens' Gas Co. (Bklyn.)	20	1,200,000	J. & J. 10 10 July 15, '73. 5 190
do certificates	20	800,000	A. & O. 7 7 Apr. '73. 2 110
Harlem	50	1,000,000	F. & A. 10 10 Apr. '73. 5 140
Jersey City & Hoboken	20	386,000	J. & J. 15 15 Jan. '73. 7 150
Manhattan	50	4,000,000	J. & J. 10 10 Feb. '73. 5 215
Metropolitan	100	2,800,000	J. & J. 10 10 Jan. '73. 5 215
do certificates	100	750,000	J. & J. 7 7 Various.
Mutual, N. Y.	100	5,000,000	J. & J. 7 7 Various.
Nassau, Brooklyn	25	1,000,000	M. & N. 7 7 Various.
do scrip	25	500,000	M. & N. 7 7 Various.
do New York	50	4,000,000	M. & N. 7 7 May, '73. 152
People's (Brooklyn)	10	1,000,000	M. & S. 7 7 July 15, '73. 4 152
do do bonds	10	300,000	F. & A. 7 7 July 15, '73. 4 152
Westchester County	50	400,000	J. & J. 10 10 Jan. '73. 5 100
Williamsburg	50	1,000,000	J. & J. 10 10 Jan. '73. 5 150
do scrip	50	1,000,000	J. & J. 7 7 Various.
Bleecker St. & Fulton Ferry—stock	100	900,000	J. & J. 1880 10 65
1st mortgage	100	64,000	J. & J. 1880 10 65
Broadway & Seventh Ave—stock	100	2,100,000	J. & J. 1884 90 94
1st mortgage	100	1,600,000	J. & J. 1884 90 94
Brooklyn City—stock	100	2,000,000	Q-F. 1872 190 120
1st mortgage	100	300,000	J. & J. 1872 190 120
Broadway (Brooklyn)—stock	100	200,000	J. & J. 1872 190 120
Brooklyn & Hunter's Pt.—stock	100	278,000	J. & J. 1872 190 120
1st mortgage bonds	100	278,000	J. & J. 1872 190 120
Atlantic Avenue, Brooklyn—stock	100	700,000	A. & O. 1881 190 120
1st mortgage	100	115,000	A. & O. 1881 190 120
2d do	100	100,000	A. & O. 1884 190 120
3rd do	100	164,000	J. & J. 1885 190 120
Central Pt. N. & E. River—stock	100	1,161,000	F. & A. 1882 190 120
1st mortgage	100	550,000	M. & N. 1890 190 120
2d do	100	600,000	M. & N. 1890 190 120
Coney Island & Brooklyn—stock	100	500,000	J. & J. 1882 190 120
1st mortgage	100	214,000	J. & J. 1882 190 120
Dry Dock, E. B. & Battery—stock	100	1,200,000	Q-F. 1874-76 90 95
1st mortgage	100	420,000	M. & S. 1874-76 90 95
2d mortgage	100	30,000	M. & S. 1874-76 90 95
Eighth Avenue—stock	100	1,000,000	J. & J. 1873 190 120
1st mortgage	100	203,000	J. & J. 1873 190 120
82d St. & Grand St Ferry—stock	100	750,000	M. & N. 1873 190 120
1st mortgage	100	200,000	A. & O. 1873 190 120
Grand Street & Newtown—stock	100	254,000	M. & N. 1878 190 120
1st mortgage	100	300,000	M. & N. 1878 190 120
Ninth Avenue—stock	100	797,000	J. & J. 1873 190 120
1st mortgage	100	167,000	J. & J. 1873 190 120
Second Avenue—stock	100	800,000	J. & J. 1873 190 120
1st mortgage	100	350,000	J. & J. 1873 190 120
2d mortgage	100	200,000	F. & A. 1876 190 120
3d mortgage	100	150,000	A. & O. 1885 190 120
Cons. Conveyable	100	315,000	M. & N. 1885 190 120
Sixth Avenue—stock	100	750,000	M. & N. 1885 190 120
1st mortgage	100	250,000	J. & J. 1890 190 120
Third Avenue—stock	100	2,000,000	Q-F. 1873 190 120
1st mortgage	100	2,000,000	J. & J. 1890 190 120
Williamsburg & Flatbush—stock	100	800,000	M. & S. 1873 190 120
1st mortgage	100	125,000	M. & S. 1873 190 120

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

Insurance Stock List.

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

COMPANIES.	CAPITAL.		NET SUR. PLUS, JAN. 1, 1873.*	DIVIDENDS.					PRICE.	
	Par	Amount.		1869	1870	1871	1872	Last Paid.	Bid.	Askd
Adriatic.....	25	200,000	3,150	.....	10	.....	10	July, '73. 3 1/2	50	55
Aetna.....	100	200,000	-16,557	.....	.....	.....	5	July, '72. ....	.....	85
American.....	50	400,000	88,323	17	13	17	14	July, '73. 7	115	150
American Exch'e.	100	200,000	27,845	10	12	12	6	July, '73. 5	100	133
Arctic.....	25	250,000	.....	10	10	10	10	July, '73. 5	65	70
Atlantic.....	50	200,000	14,423	.....	.....	.....	.....	July, '73. 5	.....	.....
Bowery.....	25	300,000	255,421	20	20	20	20	June, '73. 10	185	.....
Brewers & M'lt's	190	200 0 0	39,659	.....	.....	.....	.....	.....	.....	.....
Broadway.....	25	200,000	134,271	16	16	15	13	Aug., '73. 10	160	.....
Brooklyn.....	17	153,000	200,088	20	20	20	20	July, '73. 10	200	.....
Citizens'.....	20	300,000	-41,589	20	33 1/2	13	15 1/2	July, '73. 3 1/2	110	.....
City.....	70	210,000	165,898	14 1/2	14 1/2	14 1/2	30	Aug., '73. 7	140	.....
Clinton.....	100	250,000	5,163	13	14	14	17	July, '73. 5	105	.....
Columbia.....	70	300,000	-30,712	10	10	10	10	July, '72. 5	62 1/2	70
Commerce Fire..	100	200,000	.....	10	11	10	10	July, '73. 5	85	.....
Commercial.....	50	200,000	-10,613	10	10	10	11	July, '73. 5	85	.....
Continental.....	100	1,000,000	53,159	16	18	20	8 1/2	July, '73. 5	103	103
Corn Exchange...	25	200,000	.....	.....	.....	.....	.....	.....	.....	.....
Eagle.....	40	300,000	327,948	20	20	20	20	Apr., '73. 10	200	205
Empire City.....	100	200,000	30,906	10	10	10	10	July, '73. 5	100	103
Exchange.....	30	200,000	51,251	.....	4	.....	.....	Aug., '73. 5	65	.....
Farragut.....	50	200,000	-13,675	.....	.....	.....	.....	July, '73. 1	.....	.....
Firemen's.....	17	204,000	31,600	20	20	10	5	July, '73. 5	.....	80
Firemen's Fund..	10	150,000	-24,456	.....	.....	.....	.....	Jan., '66. 3	45	.....
Firemen's Trust..	10	150,000	44,010	10	10	10	10	July, '73. 5	100	110
Gebhard.....	100	200,000	-1,025	10	10	10	10	Aug., '73. 5	.....	85
German-American	100	1,000,000	26,798	.....	.....	.....	.....	.....	.....	90
Germania.....	50	500,000	63,561	10	10	10	10	July, '73. 5	90	100
Globe.....	50	200,000	53,391	10	11	11	12 1/2	July, '73. 7	101	.....
Greenwich.....	25	200,000	210,717	20	20	20	24	Aug., '73. 14	200	.....
Guardian.....	100	200,000	6,800	5	10	10	8 1/2	July, '72. 5	.....	.....
Hamilton.....	25	150,000	91,559	10	16	15	17 1/2	July, '73. 10	140	145
Hanover.....	50	250,000	3,073	10	10	8 1/2	10	July, '73. 5	90	90 1/2
Hoffman.....	50	200,000	-8,143	.....	.....	.....	.....	July, '72. 5	70	.....
Home.....	100	2,500,000	-377,067	10	10	10	5	July, '72. 5	80	80
Hope.....	25	150,000	-13,377	.....	5	10	5	Jan., '72. 5	.....	.....
Howard.....	50	500,000	-1,955	11	12	9 1/2	.....	July, '73. 4	90	94
Importers & Trad..	100	200,000	16,593	10	10	10	10	July, '75. 5	85	90
Irving.....	50	200,000	-59,857	.....	.....	.....	.....	.....	.....	.....
Jefferson.....	30	200,010	98,818	10	10	10	10	Mar., '73. 5	120	.....
Kings Co. (B'klyn)	20	150,000	85,139	10	10	10	10	July, '73. 5	.....	.....
Knickerbocker...	40	280,000	99,483	10	20	15	20	July, '73. 10	135	.....
Lafayette (B'klyn)	50	150,000	30,532	5	5	.....	10	July, '73. 5	90	100
Lamar.....	100	200,000	-11,545	.....	.....	.....	.....	.....	79	80
Lenox.....	25	150,000	30,692	10	10	10	10	July, '73. 5	90	95
Long Island (B'kly.)	50	200,000	135,727	14	14	14	15	July, '73. 7	150	.....
Lorillard.....	25	300,000	11,379	.....	.....	.....	.....	July, '73. 5	.....	87 1/2
Manuf. & Builders'	100	2,000	50,481	.....	.....	.....	.....	July, '73. 5	100	.....
Manhattan.....	100	250,000	50,000	.....	.....	.....	.....	July, '73. 5	90	95
Mech. & Trad'rs.	25	200,000	186,329	15	16	18	20	July, '73. 10	150	.....
Mechanics' (B'klyn)	50	150,000	46,591	5 1/2	10	10	10	July, '73. 5	100	.....
Mercantile.....	50	200,000	-17,027	10	10	11	5	July, '73. 5	70	70
Merchants'.....	50	200,000	21,692	20	20	20	20	July, '73. 7	125	128
Metropolitan...	70	300,000	4,884	4	.....	.....	.....	July, '73. 4	65	.....
Montauk (B'klyn.)	50	150,000	123,030	10	11	12	16	July, '73. 19	145	.....
Nassau (B'klyn)...	50	200,000	175,510	20	20	25	25	July, '73. 10	195	.....
National.....	37 1/2	200,000	9,746	12	12	12	6	July, '72. 5	.....	.....
N. Y. Equitable..	35	210,000	199,972	18	18	20	20	July, '73. 10	170	.....
New York Fire...	100	200,000	136,370	15	16	16	16	Aug., '73. 10	140	145
N. Y. & Yonkers..	100	200,000	530	.....	.....	.....	.....	.....	90	90
Niagara.....	70	500,000	131,693	10	10	3 1/2	.....	July, '73. 5	90	5
North River.....	25	350,000	102,437	10	10	18	10	Mch., '73. 5	107	112
Pacific.....	25	200,000	215,368	16	16	23	20	July, '73. 10	185	190
Park.....	100	200,000	113,477	10	10	11	14	July, '73. 8	130	140
Peter Cooper.....	20	150,000	163,139	11	12	12	16	Aug., '73. 10	155	160
People's.....	20	150,000	76,413	12	12	12	12	July, '73. 6	.....	118
Phenix (B'klyn) ..	50	1,000,000	43,813	10	11	12	10	July, '73. 5	.....	.....
Relief.....	50	200,000	-187	10	12	11	10	July, '73. 5	75	85
Republic.....	100	300,000	13,772	10	10	10	.....	July, '73. 6	.....	70
Resolute.....	100	200,000	-25,221	10	10	8 1/2	.....	July, '71. 3 1/2	.....	.....
Rutgers'.....	25	200,000	143,866	15	16	16	20	Aug., '73. 10	150	.....
Safeguard.....	100	200,000	.....	.....	.....	.....	.....	July, '73. 5	.....	.....
St. Nicholas.....	25	150,000	-895	10	10	10	10	July, '73. 5	90	95
Standard.....	50	200,000	849	11	10	7	13 1/2	July, '73. 6	.....	.....
Star.....	100	200,000	-532	5	10	10	10	July, '73. 5	.....	95
Sterling.....	100	200,000	19,568	10	10	10	10	Feb., '73. 5	.....	.....
Stuyvesant.....	25	200,000	107,240	10	10	12	12	July, '73. 7	110	115
Tradesmen's.....	25	150,000	30,697	12	14	14	14	July, '73. 5	100	.....
United States...	25	250,000	187,019	14	14	14	14	July, '73. 1	140	.....
Washington.....	100	200,000	.....	.....	.....	5	.....	July, '72. 5	.....	.....
Williamsburg City.	50	250,000	24,311	10	10	10	10	July, '73. 5	115	.....

Investments

AND

STATE, CITY AND CORPORATION FINANCES.

RAILROAD BONDS AND FINANCIAL EMBARRASMENTS.

The present crisis has been far more severe upon the holders of railroad bonds than any previous financial difficulty which has ever occurred in this country. In fact, it will be remembered as the "Railroad Bond panic." The bankers engaged in negotiating several of the largest and apparently the most substantial loans in the market have been obliged to suspend payment, and as a natural consequence the numerous holders of these railroad securities throughout the country will be greatly alarmed for the safety of their respective investments. A word of careful advice to those of our readers who hold such bonds may not be out of place. It must be remembered that these bonds are not speculative investments, but that they are all secured upon real estate property of great value, and generally worth more, at a fair, deliberate valuation, than the face of the first mortgage bonds. Therefore the worst possible course for bondholders to take is to try hastily to sell their bonds. There is no quotation for such bonds at a period like the present, and the only thing to do is to keep them safely locked up till the excitement is all passed.

The first railroad which was talked about was the Missouri, Kansas & Texas, of which it was said that a considerable amount of its bonds were held as collateral by the New York Warehouse & Security Company, which suspended last week on the failure of Messrs. Francis Skiddy and Sheppard Gandy. We are unable to learn that any of the direct liabilities of the railroad have been protested, and as to interest on its mortgage bonds, which are mostly held abroad, we presume it will be promptly met. The road has been successfully completed through to a connection with Galveston, and is earning at the rate of about \$4,000,000 a year.

The Canada Southern Railway, whose paper was protested on account of the financial difficulties of a highly respectable firm of brokers—Messrs. Kenyon, Cox & Co., in which firm Mr. Daniel Drew is a general partner—and who were endorsers on the notes, has been looked upon from its beginning as one of the most promising enterprises ever undertaken. The protest of this paper was generally regarded as being entirely unnecessary, so far as the road is concerned, as its directors embrace a number of the most prominent and wealthiest railroad men, and its liabilities will probably be met in a short time. Much of the construction "paper" is held or endorsed by Daniel Drew, John F. Tracy, Kenyon Cox, Milton Cortright, and other well known capitalists, who are also directors of the company. The bonds of the company are secured on a completed road between Buffalo and Detroit and Toledo, which will now be open for traffic within a month, and at the rate they are issued (about \$30,000 per mile) will in all probability be worth par in the end, if they are held for a while till the road can be put in paying operation.

The Northern Pacific Railroad, whose bonds are widely held throughout the country, loses nothing by the failure of Messrs. Jay Cooke & Co., and has no large amount of floating liabilities outstanding. The company is considerably indebted to Messrs. Jay Cooke & Co. for advances of money. The road is completed from Lake Superior to the upper Missouri River, about 450 miles, and on the Pacific Division, nearly 100 miles from Colombia, to Puget Sound, and both of these divisions can be worked with a considerable traffic without the completion of the road across the continent. Then as to the land grant, which has been regarded from the beginning as the great security of the Northern Pacific bonds, the company has already earned about 10,000,000 acres which do not lapse by non-completion of the balance of the road. The total amount of bonds outstanding is about \$25,000,000 of 7-30 first mortgage gold bonds. The next interest falls due in January, when in all probability it will be promptly met, and the principal of these bonds ought to be abundantly secured by the lands, a great portion of which are unquestionably of the best quality.

The Chesapeake & Ohio Railroad bondholders, from all the best accounts obtainable, have a magnificent railroad property as the basis of their security, and one which has cost a far greater average per mile than the total of the first and second mortgages. Messrs. Fisk & Hatch, the financial agents, are known as among the most careful and honorable of all the houses which negotiate loans in this market, and their temporary suspension was only

caused by the general spread of distrust, and the calling in of loans on railroad bonds, which came so rapidly and so universally after the failure of Jay Cooke & Co., that it was impossible to provide for it. The Chesapeake & Ohio road has just been completed, is already doing a handsome business, and no holder of either the first or second mortgages would do otherwise than sacrifice his property by attempting to sell the bonds for some time to come. The Central Pacific Railroad has just declared a dividend of 3 per cent out of earnings, on its stock of \$55,000,000.

The New York & Oswego Midland Railroad is noticed below—the first mortgage bonds of this company are about \$8,000,000, and the second mortgage \$4,000,000, secured on a line of road which has cost nearly twice the total amount of the bonds.

It is a singular fact, and at the same time a most promising one, that all the railroads named above (except the Northern Pacific) have recently been completed to through connections, and that they all have the prospect of doing a prosperous business in the immediate future. As to the Northern Pacific, its earnings on the completed sections, together with its enormous land grant, promise to furnish security enough for the bonds outstanding, provided holders exercise a little patience.

Atlantic & Pacific and the Pacific of Missouri.—The suit brought against the Atlantic & Pacific Railroad Company lately before Mr. Justice Daniels in the Supreme Court Chambers, on a motion to continue a temporary injunction against the payment of a rent agreed to be paid to the Pacific RR. Company of Missouri was decided on this motion for the defendant simply because other corporations whose interests were involved were not made parties to this action. But on the main ground of the action decision was given for the plaintiffs, and after reviewing the terms of the act of incorporation of the Atlantic & Pacific Railroad Company, under which its officers claimed the right to take the leases of the other roads mentioned. Judge Daniels remarks in his opinions as follows:

"These provisions were broad enough to permit the Atlantic & Pacific Railroad Company to receive a lease of that part of the Pacific Railroad of Missouri extending from Franklin to St. Louis. And if nothing more than that had been done, the defendant's stockholders would have no just grounds of complaint, and no cause would exist for an injunction. But the purchase which was made was not confined within those limits. For in addition to the rights and interests of that company, including the privilege of extending the line to St. Louis, a lease of the Pacific Railroad of Missouri was taken for that part of the road proceeding westward from Franklin through Jefferson City, together with leases of the five other railroads previously mentioned, in no way even incidental to the interest which could lawfully be made the subject of the purchase."

Baltimore & Potomac.—The annual meeting of stockholders was held lately in Baltimore. The President's report says: At the last annual meeting the road from Baltimore to Washington, having been completed and opened on the second day of July, 1872, had been in successful operation two months. On the first day of January of the present year, the main stem from Bowie to Pope's Creek, on the Potomac river, was opened for travel. On the 29th day of June, 1873, our passenger trains, which had previously been compelled to stop beyond the city limits, commenced to run regularly through the tunnel to the depot on Calvert street. The tunnel, which far exceeds in its extent and cost any yet completed in this country, has been found to be perfect in its construction, and to give admirable satisfaction to passengers. The double track through it has been laid and ballasted.

The completion of the tunnel now brings all our mileage into operation, and we believe that the next twelve months will demonstrate the value of the road in its handsome earnings.

After the reading of the report of the President the following board of directors was elected: B. F. Newcomer, George Small, George B. Roberts, J. N. Du Barry, Col. Samuel Cox, Dr. Eli J. Henkle, and William T. Walters. This board re-elected Hon. Oden Bowie, president; J. N. Du Barry, vice-president and general manager; S. Little, secretary and auditor; and J. S. Leib, treasurer.

Central Pacific.—The new track at Oakland, Cal., is now completed and is used by passenger trains. A new ferryboat for the ferry from Oakland to San Francisco is to be built. The company has recently adopted a new tariff on through freights eastward from San Francisco. To Chicago and St. Louis the rates are \$6 per 100 pounds for first class, \$5 for second class, \$4 for third class, and \$3 for fourth class. There are also four special classes, the rates for which are: Class A, \$2 50 per hundred pounds; class B, \$2 25; class C, \$2; class D, \$1 75.

The directors of the Central Pacific Railroad Company of California have declared a dividend of 3 per cent on its capital stock, being its first dividend. It is payable on the 20th inst. on presentation of dividend warrant No. 1. Eastern stockholders can receive their dividend at the office of the company, No. 9 Nassau street, New York. The capital of the company is \$54,000,000.

Illinois Central.—The remaining lands belonging to this company will probably all be disposed of in a body next November. A contract has been entered into between the company and A. J. Galloway & Co., Chicago real estate agents, for the sale of all the lands remaining unsold south of the St. Louis, Alton & Terre Haute Railroad, amounting to about 320,000 acres. These lands are all covered with forest trees and lie from seven to fifteen miles from the road. The contract price is \$3 50 cash per acre, and the purchasers, it is understood, are going to sell the lands to European settlers. This sale, if it is consummated, will in-

clude all lands heretofore sold, but the purchasers of which have been delinquent in payment, as well as all lands remaining unsold when the contract shall go into effect. North of the St. Louis, Alton & Terre Haute road there remains only about 15,000 acres unsold, which the company will readily dispose of in the usual manner, except such lands as are of no use whatever.

Kansas City, St. Joseph & Council Bluffs.—The Chicago *Railway Review* has the following friendly remarks in regard to the affairs of this company: "We have been at the pains to ascertain the precise condition of the Kansas City, St. Joseph & Council Bluffs Road, necessitating the brief postponement of the payment of the September interest, and the precise nature and object of the proposition made to the holders of the notes and bonds of the company. In one word, the purpose and motive of the company is this: instead of pressing its bonds upon the market at a losing rate to raise money to pay liabilities between now and January next—which are much larger than usual on account of the great additions to equipment and construction account this year—the Directors have thought it for the true interests of the holders of the company's securities to help the road in the mode proposed. This is certainly better than that the company sacrifice its securities in the present depressed condition of the Western market."

"The condition of the company, and the course decided upon by the Directors, are as follows: The company's liabilities of all kinds maturing before January 1, 1874, amount to \$556,717 02. The assets available to meet these amount to \$304,111 90 (including cash and money due, \$101,111 00; Kansas City Depot ground bonds, \$33,000, and estimated net receipts from business, \$170,000—leaving a deficiency January 1, of \$252,605 12.) This would, ordinarily, be a very small floating debt for such a road to carry, or to meet from the sale of the company's securities; and, rather than dispose of these latter at a great loss, the Directors simply ask the noteholders to give the company an extension of six months on all obligations maturing before January 1, 1874; and that the bondholders will not present for payment, but retain possession, as a lien upon the road, of all coupons maturing between now and January 1, payment of said coupons to be made as soon as the finances of the company will justify it, and due notice to be given of the same. This course will leave the company with a surplus on hand January 1, 1874."

Michigan Lake Shore Railroad.—A Grand Rapids telegram of the 10th to the Chicago *Tribune* says:

A contest for jurisdiction is likely to arise between the United States District Court of the Western District of Michigan and the Circuit Court of Allegan County, upon the following state of things: Four weeks since a suit of foreclosure was commenced in the Allegan Circuit Court, Judge Stone against the Michigan Lake Shore Railway Company, by James B. Colgate, of Trainer, of Colgate & Co., New York, through his attorney, E. S. Eggleston, of Grand Rapids. Colgate also applied for the appointment of a receiver to manage said railroad in protection of the interests of mortgage creditors. Colgate claims that he holds \$40,000 mortgage bonds, interest unpaid. Accordingly, Thomas D. Messler, president of said company, was appointed receiver, and the road turned over, by order of the Circuit Court of Allegan County, to his management. Six hours before this proceeding was finished, a Cleveland party named Wade, claiming to represent \$100,000 of bonds of the Michigan Lake Shore Company, applied to the United States Court, Judge Withey, for foreclosure, and asking that a receiver be appointed. Citation was issued for the company to show cause on October 6 why a receiver should not be appointed. Subsequently, Colgate's party and Messler were cited to appear at Allegan and show cause why Messler should not be discharged from the receivership, because of priority of same proceeding in the United States Court of this district. The question was argued before the Circuit Judges, Stone and Turner, on the 8th and 9th instant. The court took time for decision, probably two or three weeks. This is undoubtedly a contest for control of the traffic of the Michigan Lake Shore Railroad, which is stocked by the Grand Rapids and Indiana or Continental Improvement Company. It has no rolling stock of its own, but connects with the Grand Rapids and Indiana at Monticeth. Hence the Pennsylvania Central interest. Without the Michigan Lake Shore Railroad, neither the Pennsylvania nor Erie can control traffic on the east shore of Lake Michigan.

New Orleans, Mobile & Texas.—The State of Louisiana has brought suit to recover \$750,000 in State bonds issued to this company, and also \$120,000 interest already paid on those bonds. In consideration of the receipt of these bonds the company bound itself to complete a road from New Orleans to the Sabine River in three years, and to Houston, Texas, in six months thereafter. The time has passed and the road is not constructed, and suit is brought to secure the State and prevent the lapsing of its lien on the road. Reports have stated that a compromise has been effected, and that a new board of directors would be elected, in which Governor Sprague, of Rhode Island, and Messrs. Bushnell and White will represent the first mortgage bondholders.

New York and Oswego Midland Railroad.—This railroad company became embarrassed in May last on account of the exceedingly tight money market, and after a short time was placed under the management of a new board of directors as follows: George Opdyke, DeWitt C. Littlejohn, John R. Clarke, Barthold Schlesinger, E. A. Wicks, Conrad N. Jordan, Charles L. Perkins, Henry Wheelan, H. E. Bartlett, Josiah Macy, Jr., J. W. Merchant, and Henry R. Low. Mr. Opdyke was elected President, and \$4,000,000 was subscribed by a syndicate to complete a branch of the road to Buffalo. Full accounts of the various negotiations, and of the subsequent opening of the road to Oswego have been published in THE CHRONICLE, and it is unnecessary to repeat them.

This week some of the company's paper has gone to protest, and Mr. Opdyke states in regard to its financial difficulties that it was true that \$4,000,000 of the bonds had been subscribed for, but all the subscriptions had not been paid, nor had the bonds been sold at par. There was still about 40 per cent due.

Thursday morning, on application of creditors of the company, Judge Blatchford, in the United States Circuit Court, appointed Abram S. Hewitt as receiver of the company's effects, the receiver and Peter Cooper each giving \$100,000 security for the faithful performance of the duties of the receiver. Mr. Hewitt is a prominent wealthy man, highly honorable, and no better selection could have been made.

A full exhibit of the company's present financial status will be given as soon as obtainable.

New York, Providence & Boston Railroad.—The stockholders are officially notified that the remaining eighty per cent on the new stock subscribed for by them will be due and payable on Oct. 1, next, and they are further notified that the unsubscribed for stock, under the circular issued May 17, will be sold on Wednesday, Sept. 24, at 12:30 P. M., at public auction, by Messrs. A. H. Muller & Co., at the Exchange Salesroom, No. 111 Broadway, in this city.

Pennsylvania Railroad.—The Pennsylvania Railroad Company received a cable dispatch from London last week that the applications for the loan of two millions of pounds sterling (£2,000,000) under the new consolidated mortgage of the company (for \$100,000,000 in all) dated July 1, 1873, were very largely in excess of the amount offered. The bonds are issued in sums of £200 each, and were brought out on the market by the London, Asiatic & American Company, the financial agents of the Pennsylvania Railroad Company, at 90 per centum, or £180 per bond, equivalent at the present rate of exchange to 96 per centum currency here.

Pennsylvania Railroad Leases.—

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

In the following list of railroads leased by the Pennsylvania Railroad Company, are included only those operated in connection with the main line, and the operating accounts of which are merged in those of said Company. The Philadelphia & Erie Railroad, though leased, is operated as a separate line, as also are the railroads of the United Railroad and Canal Companies of New Jersey. The length and cost of each separate lease is stated in the annexed table:

Railroads.	—Miles of Tracks—			Cost of Railroads.	Divs. in 1872.
	1st.	2d.	Tot.		
1. Bald Eagle Valley.....	53.7	5.5	59.2	\$1,050,000	3½-3¾
2. Bedford & Bridgeport.....	39.3	1.3	40.6	984,353	...
3. Connecting.....	6.8	6.8	13.6	2,278,300	3-3½
4. Danville, Hazleton & Wilkesbarre	45.0	2.5	47.5	1,102,600	...
5. East Brandywine & Waynesburg.	7.5	0.4	7.9	309,558	...
6. Ebensburg & Cresson.....	11.0	0.5	11.5	122,000	...
7. Frankford & Holmesburg.....	4.2	0.7	4.9	159,427	...
8. Harrisburg & Lancaster.....	36.0	18.0	54.0	1,882,550	3½-3¾
9. Lewisburg, Centre & Spruce Crk.	10.7	0.8	11.5	812,067	...
10. Mifflin & Centre County.....	12.5	4.9	17.4	264,247	...
11. Newry Branch.....	6.1	0.1	6.2	22,657	...
12. Philadelphia & Trenton.....	26.6	26.4	53.0	1,534,479	2½qr'y
13. Sunbury & Lewistown.....	43.5	1.5	45.0	1,900,000	...
14. Tyrone & Clearfield.....	50.8	6.0	56.8	842,360	...
15. Western Pennsylvania.....	84.7	2.3	87.0	3,846,004	...

Aggregate of all leases.....436.6 53.5 51.2 538.3 \$17,106,602

The Pennsylvania Company own, in several instances, the whole, and always a majority of the capital stock of their leases. Also a large amount of their bonds, and floating debts, the latter being chiefly for advances. In all instances the lessees pay the interest on all bonds and debt, and dividends on the stocks so far as stated in the above tabulation.

Poughkeepsie Railroad Bridge.—At the election in Poughkeepsie, Sept. 5, the following directors and officers were elected: J. E. Thomson, Philadelphia; Thos. A. Scott, Philadelphia; A. L. Dennis, Newark; Hon. H. G. Eastman, Poughkeepsie; Andrew Carnegie, New York; Charles G. Franklyn, David Saloman, New York; A. J. Cassatt, Philadelphia; Geo. P. Pelton; P. P. Dickinson; Strickland Kneass, Philadelphia; Gardiner F. McCandless, New York, and Geo. Innis. The following officers were elected: President, A. L. Dennis; Vice-President, H. G. Eastman; Treasurer, G. F. McCandless; Secretary, Charles B. Thurston; Assistant Secretary and Attorney, Robert F. Wilkinson.

The work of boring for a foundation for the piers for the bridge is being pushed forward with all dispatch.

South Side Railroad of L. I.—The new Board of Directors of this company was given in the CHRONICLE last week. The *N. Y. Tribune* says: "During the past day or two rumors in regard to the South Side Railroad Company of L. I. have been in circulation. It has been stated that through the mismanagement of those who have been in charge until recently, debts have been incurred by which the company has been seriously embarrassed, while the coupon interest, now about due, will aggravate the trouble. A *Tribune* reporter called yesterday upon the officers of the company and solicited information. Although the exact condition of affairs was not made known, real embarrassment was in part denied."

President George Carman stated that everything concerning the road was working as favorably as could be anticipated. As to the credit of the Company, an acknowledgment was shown of an order for several hundred tons of railroad iron, in which it was expressly stipulated that cash payment was not to be made. Such, he said, was the feeling among the majority of their creditors. A note of \$12,000 had been protested last week, but this was allowed by the Company for a specific purpose, and funds to meet it were not wanting. The coupon interest was all paid up to date, and the amount required to meet that due on

Nov. 1 was already in the bank. In regard to the Shipherd directory, Mr. Carman declined to say anything, nor could he make any statement concerning the affairs of the road, as the financial transactions between the two managements had not yet been concluded, but probably would be in a few days, when the exact state of things would be known. That the floating debt had been greatly increased during the Shepherd management, he could not deny, but he excused himself from expressing any opinion in regard to their work."

Union Pacific and Credit Mobilier.—The New York *Tribune* correspondent writes from Hartford, Sept. 17, as follows: "The suit against the Union Pacific Railroad, which was adjourned Tuesday on account of the illness of Mr. Curtis, will without doubt be actually commenced Thursday morning. The issue involved at this time is simply this: Is the special act which was passed allowing the suit to be brought before a circuit court constitutional? Attorney-General Williams and the Hon. Aaron F. Perry will appear for the Government, while the defendants will be represented by the Hon. Benjamin R. Curtis, the Hon. William M. Evarts, and the Hon. Sidney Bartlett. Judge Woodruff is unavoidably absent, so that the point will be argued before Justice Hunt and Judge Shipman of the District Court. If the plea in demurrer is sustained, the suit will be taken from this Court and brought before the Supreme Court at Washington. The opinion seems to be very strong here that the plea will be sustained, although Mr. Perry will doubtless make a strong fight. The bill in equity is brought before the Circuit Court of Connecticut by the United States of America, in the name of George H. Williams, their attorney, against the Union Pacific Railroad Company and others. Numerous corporations, and some 200 individuals, are named as defendants. Aaron F. Perry, Thomas A. Jenckes, and J. Hubley Ashton are solicitors and counsel for the United States. The last section (48) of the bill in equity is a prayer for a preliminary injunction restraining the defendants from doing the acts before complained of until the hearing of this cause and the further orders of the Court. The United States are the complainants, for they are the party defrauded. To strengthen the company is to strengthen the first mortgages held by the United States on the company's road and franchises. And the suit, though nominally against the Union Pacific Railroad Company, is really for their benefit, and only against the individuals who compose the company, and who

through breach of trust have helped themselves too freely to the enormous funds held by the company." It is difficult, therefore, to see how *bona fide* purchasers of Union Pacific Railroad securities will be injured by this action, whatever may be the eventual decision.

Washington, Baltimore & Pittsburg.—The Baltimore *Sun* says: The troubles which have beset this road, formerly known as the Pittsburg & Connellsville Railroad, in which the city has over a million interest, appear not yet to have ended. The company has been compelled to announce to the city its inability to meet the accruing interest on its \$5,000,000 second mortgage bonds, which were issued with the view of funding the floating debt and completing and equipping the road. The local trade of the road, especially in the coal and coke region, has and will doubtless continue to grow rapidly, and when certain connections shall be effected, some of which are now in progress of construction, these, with the trade between Pittsburg itself and Baltimore and Washington, it is hoped, will afford a remunerative traffic, justifying the expenditure of capital which the construction of the road has involved.

Erie Railway Earnings.—In the report of earnings of the Erie Railway for the eight months, ended August 31, 1873, published on page 343 of CHRONICLE of Sept. 13, the figures for the present year were given at \$11,635,961, when they should have been \$12,635,961, there was a figure 1 in the second place instead of a 2, which led in the deductions to an apparent decrease, when there was in fact an increase. This error, although wholly inexcusable, as all errors are in statistical matters, was so palpable that it could hardly mislead any regular reader of THE CHRONICLE, and as it would be corrected in our standing tables of earnings would hardly require this special notice, unless it had been brought to public attention by comments in one or two of the leading New York papers. THE CHRONICLE has been publishing railroad earnings for the past eight years, and its statements, we believe, taken as a whole, are more correct than any others published. The New York Dailies have frequently quoted earnings from THE CHRONICLE, duly crediting them in a friendly and courteous spirit, and in this connection we would simply ask them to give as much publicity to the CHRONICLE's correct statements of earnings for the next eleven months of the year, as they have done to this exceptional statement, which contained the error above referred to.

MONTHLY EARNINGS OF PRINCIPAL RAILROADS.

Atlantic & G. W.		Atlantic & Pacifc.		Bur. C. R. & Minn.		Central Pacific—		Chicago & Alton.		Chic. & N. western	
1872.	1873.	1872.	1873.	1872.	1873.	1872.	1873.	1872.	1873.	1872.	1873.
(585 m.)	(531 m.)	(328 m.)	(328 m.)	(261 m.)	(261 m.)	(1,050 m.)	(1,222 m.)	(600 m.)	(649 m.)	(— m.)	(— m.)
\$351,342	\$374,718	\$0,594	\$36,854	\$65,319	\$61,363	\$592,223	\$852,860	\$371,708	\$352,538	\$774,856	\$752,468
331,210	324,210	69,844	87,619	69,441	73,346	571,836	694,015	332,902	402,477	714,122	765,250
372,397	420,250	92,881	122,348	69,345	85,561	875,762	974,460	373,217	424,614	846,394	967,258
374,273	434,845	87,543	105,352	64,581	77,387	949,598	1,132,920	379,879	412,218	900,376	990,816
441,877	423,524	82,385	112,275	66,632	82,682	1,380,922	1,356,378	409,254	426,316	1,074,779	1,237,083
423,983	423,514	98,067	93,800	74,242	96,696	1,138,272	1,313,790	419,197	482,205	1,070,460	1,292,143
431,761	424,396	85,306	116,231	73,834	88,637	1,272,510	1,211,765	488,352	.....	1,029,958	1,240,987
465,995	477,252	107,790	126,435	93,420	108,100	1,271,628	1,258,500	559,882	.....	1,196,700	1,284,094
632,538	.....	107,236	.....	113,834	.....	1,251,688	.....	497,261	.....	1,303,304	.....
547,928	.....	116,206	.....	126,968	.....	1,255,567	.....	540,756	.....	1,433,948	.....
471,774	.....	100,633	.....	98,592	.....	1,299,990	.....	431,315	.....	1,067,387	.....
404,900	.....	91,945	.....	84,622	.....	1,007,125	.....	352,604	.....	859,780	.....
5,131,912	.....	601,344	.....	995,865	.....	12,900,126	.....	5,156,326	.....	12,272,545	.....
.. Year ..		.. Year ..		.. Year ..		.. Year ..		.. Year ..		.. Year ..	
.. Year ..		.. Year ..		.. Year ..		.. Year ..		.. Year ..		.. Year ..	
Chic. Danv. & Vin.		Clev. Col. Cin. & I.		Erie		Illino's Cent'l.		Ind. Bl. & West'n.		Kans. Pac'c.	
1872.	1873.	1872.	1873.	1872.	1873.	1872.	1873.	1872.	1873.	1872.	1873.
(132 m.)	(132 m.)	(391 m.)	(391 m.)	(955 m.)	(971 m.)	(1109 m.)	(1109 m.)	(212 m.)	(212 m.)	(672 m.)	(672 m.)
\$11,558	\$47,515	\$320,022	\$353,612	\$1,333,310	\$1,316,831	\$637,429	\$580,499	\$101,075	\$100,327	\$189,606	\$150,567
43,952	49,107	310,791	408,849	1,294,056	1,329,422	531,627	562,949	99,441	90,441	191,738	194,786
46,997	49,773	372,974	465,517	1,464,209	1,515,382	575,393	651,952	109,830	112,569	300,783	300,719
49,516	.....	381,112	432,928	1,527,993	1,541,958	559,871	544,035	114,842	124,045	322,875	359,298
50,139	.....	373,619	394,485	1,767,936	1,754,821	648,955	687,630	125,286	133,758	341,843	332,763
52,104	.....	341,104	340,675	1,463,961	1,717,593	659,362	724,983	100,868	126,178	315,363	312,614
47,259	.....	326,268	351,576	1,518,911	1,685,384	609,846	672,917	100,860	121,276	341,774	323,231
57,375	65,608	401,251	426,283	1,653,292	1,774,570	783,255	748,634	117,408	156,973	349,382	328,188
55,290	.....	417,327	.....	1,643,464	.....	744,782	.....	121,203	.....	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	.....	223,241	.....
627,930	.....	4,462,625	.....	18,390,605	.....	8,026,754	.....	1,364,006	.....	3,651,645	.....
.. Year ..		.. Year ..		.. Year ..		.. Year ..		.. Year ..		.. Year ..	
.. Year ..		.. Year ..		.. Year ..		.. Year ..		.. Year ..		.. Year ..	
Marietta & Cin.		Michigan Cent.		Mil. & St. Paul.		Mo. Kan. & Texas.		Mobile & Ohio.		Ohio & Miss.	
1872.	1873.	1872.	1873.	1872.	1873.	1872.	1873.	1872.	1873.	1872.	1873.
(284 m.)	(284 m.)	(715 m.)	(788 m.)	(1,018 m.)	(1,310 m.)	(433 m.)	(642 m.)	(393 m.)	(393 m.)	(471 m.)	(471 m.)
\$152,578	\$170,023	\$505,586	\$475,897	\$460,985	\$334,715	\$81,299	\$207,874	\$320,669	\$312,848	\$273,024	\$277,776
142,407	162,585	484,022	542,008	387,565	423,716	91,138	224,393	255,471	265,623	246,805	237,778
150,784	180,167	558,533	690,017	426,223	555,005	95,853	256,719	245,360	260,127	238,852	232,849
145,853	190,562	607,678	675,840	474,188	563,236	117,542	261,774	178,154	227,225	273,920	333,236
158,718	185,693	593,641	679,333	580,432	805,799	150,673	251,355	180,127	184,037	272,340	310,785
154,587	185,933	505,314	603,955	594,769	829,210	143,455	253,862	151,445	148,641	249,911	282,302
141,550	181,868	505,808	581,168	488,349	834,349	180,480	302,881	158,526	149,093	252,682	255,424
162,521	173,469	580,908	576,790	565,728	767,800	171,945	329,000	200,757	202,605	301,998	294,243
191,841	.....	667,849	.....	811,961	.....	206,299	.....	250,856	.....	356,232	.....
208,977	.....	786,333	.....	950,945	.....	227,443	.....	306,248	.....	445,187	.....
207,911	.....	616,024	.....	702,838	.....	230,518	.....	344,335	.....	.....	.....
204,196	.....	576,783	.....	513,787	.....	200,224	.....	360,056	.....	294,150	.....
2,029,927	.....	6,994,124	.....	6,957,771	.....	1,896,869	.....	2,952,004	.....	.....	.....
.. Year ..		.. Year ..		.. Year ..		.. Year ..		.. Year ..		.. Year ..	
.. 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. & Wars'w.		Toledo, Wab. & W.		Union Pacific.	
1872.	1873.	1872.	1873.	1872.	1873.	1872.	1873.	1872.	1873.	1872.	1873.
(358 m.)	(358 m.)	(212 m.)	(212 m.)	(530 m.)	(530 m.)	(337 m.)	(337 m.)	(248 m.)	(248 m.)	(1038 m.)	(1,038 m.)
\$36,840	\$83,126	\$173,707	\$116,160	\$228,830	\$183,275	\$166,078	\$144,209	\$108,188	\$79,591	\$433,780	\$370,290
37,514	101,825	156,292	163,254	211,057	220,618	140,552	169,454	100,439	.....	405,110	405,110
41,467	.....	182,055	229,260	260,194	229,924	165,392	177,515	105,456	.....	460,646	471,301
39,241	110,710	178,665	208,140	230,109	231,886	154,641	170,218	102,191	.....	447,313	446,527
33,875	119,753	187,225	230,300	227,640	219,051	147,540	170,218	117,904	.....	510,792	470,598
43,461	119,019	180,786	195,480	216,354	199,958	149,832	165,260	94,522	114,601	462,868	541,192
42,258	99,524	181,243	178,867	207,854	201,769	130,145	151,532	90,070	103,038	432,056	483,399
96,842	113,162	194,155	201,190	233,551	251,313	167,496	181,863	127,852	130,292	614,175	642,209
100,272	.....	194,000	.....	235,159	.....	177,085	.....	114,488	.....	565,811	.....
118,058	.....	213,325	.....	296,502	.....	201,648	.....	115,140	.....	621,351	.....
98,717	.....	203,731	.....	267,685	.....	178,169	.....	103,110	.....	489,341	.....
72,309	.....	205,698	.....	241,955	.....	102,613	.....	90,856	.....	492,235	.....
765,855	.....	2,251,242	.....	2,856,920	.....	1,888,922	.....	1,270,216	.....	5,968,347	.....
.. Year ..		.. Year ..		.. Year ..		.. Year ..		.. Year ..		.. Year ..	
.. Year ..		.. Year ..		.. Year ..		.. Year ..		.. Year ..		.. Year ..	

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Sept. 19, 1873.

A semi-panic in railway securities, and the suspension of several leading private bankers, with the monetary difficulties which naturally follow such occurrences, have been felt somewhat in mercantile circles; but to such a limited extent that the soundness of the business community has been demonstrated rather than impaired. The markets for merchandise for a long time have been singularly free from speculative influences, and there is none of that inflation of values which gives such a turn as affairs have taken in Wall street, an influence for evil among commission merchants and dealers. The crops of most of the great staples of the country are now being marketed freely; a stringent money market may slightly weaken prices, and check the needed accumulation of stocks of grain at this market, previous to the suspension of inland navigation, but is not likely to produce any serious result.

The pork market has been very firm, and there has been an advance to \$17 87½ for new mess for this month; there has however, been but little disposition to respond to the views of holders, and only a small business has been done. Lard has been in good demand for export, and this, with a disposition to "cover" on contracts for future months, has swelled the business to considerable proportions, the activity being mainly for this and next month; there has also been some business for January delivery prime Western steam has sold for this month and October at 8½c, kettle rendered at 9 1-16c. on the spot and 9c. for October. There have also been sales of prime Western steam at 8½c. for November, December, and January. Bacon has been in fair demand on the spot, and with light stocks prices have been firmer, and sales of long clear have been made at 8½@8¾c.; for future delivery the market has been steady; a moderate business in short clear has been reported at 8½ for December and January; there have been reports of a still larger business, both here and at the West. Other cut meats have met with a moderate local demand at easier prices for pickled meats, which have been in good supply; sales of bulk meats have been made at 11½c. for pickled hams, 3c. for shoulders, 14@14½c. for smoked hams, and 9c. for smoked shoulders. Beef has been less active. Butter has been in good demand for prime grades, and these have ruled firm. Cheese has been in moderate demand and steady, with 13½c. the extreme for fancy State factory. To day pork was quiet at \$17 75 for new mess. Lard was less active, and lower; prime Western sold at 8½c. for September, and 8 11-16c. for October. Bacon was quiet; long clear sold at 8½@9c. on the spot. Other cut meats were quiet. Butter was in better demand, and prices were firmer. Cheese was in fair demand.

Freights have been fairly active, with some advance in rates. The Liverpool steamers have obtained 13@13½d. for corn and wheat, and 65s. for cheese. A large number of vessels have been chartered to load grain to Cork, for orders, at 10s. 3d. for vessels in port and near at hand, and 10s. for those farther off. Petroleum charters have included vessels to Liverpool, at 8s.@8s. 3d., and crude petroleum, to French ports, 8s. 1½d.@8s. 3d. To-day, the engagements embraced 115,000 bush. wheat to Liverpool, by steam, at 13½@13½d.

Petroleum has been irregular, and so closes; refined in bbls. 18c. on the spot, but lower for future or Philadelphia delivery. Crude, in bulk, 6@6½c. Naval stores have latterly been depressed, closing at \$3 05 for strained rosin, and 41@41½c. for spirits turpentine. Whiskey advanced to 99c., but declined to day to 97c. Seeds have ruled a shade firmer, but quiet. Wool has been moderately active, but closes dull under the disturbance of credits. Tallow has been fairly active at 8½c. for prime. Oils have been in fair demand at very full prices.

Of metals we note especially a movement in ingot copper, mainly Lake, at 26½c., cash, and 27c. for future delivery. Lead a little depressed, and spelter dull. Block tin in limited demand, and plates only moderately active. American pig iron lower and unsettled, but Scotch scarce and firm.

Tobacco has been only moderately active. Of Kentucky leaf the sales for the week have been only 400 hhds., of which 250 hhds. for export and 150 hhds. for consumption; prices remaining without quotable change; lugs, 7@8½c., and leaf, 8½@15c. Seed leaf has also been rather quiet, and prices are unsettled; the new crop has undoubtedly been injured to some extent by frost, and holders are disposed to be firm, but the demand has been limited. Sales have been: Crop of 1870, 100 cases sundries, 7½@8c.; crop of 1871, 200 cases sundries, 10@55c.; crop of 1872, 300 cases Connecticut and Massachusetts, at 5@9c. for fillers, and 10@20c. for seconds; 100 cases Pennsylvania on private terms; 600 cases Wisconsin, 6½@13½c., and 200 do. Ohio on private terms. Spanish tobacco has continued in fair request, with sales of 500 bales Havana at 80@95c., and 213 do. Yara on private terms.

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.	Germany.	Other Europe.	Spain.	Other N. Europe.	China & Japan.	Australia.	Br. N. A. Colonies.	Cuba.	Haiti.	Other W. Indies.	Mexico.	British Guiana.	Brazil.	Other S. American.	All other Ports.	Total this week.	Total since January 1, 1873.	Same time 1872.
Breadstuffs—Flour, bbls.	363,778	20	30,116	3,251	1,250	30	1,000	1,250	1,250	1,250	1,250	1,250	1,250	1,250	1,250	1,250	1,250	1,250	1,250	1,250	1,250
Corn meal, bbls.	200	8	1,360,549	232,635	51,065	...	1,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Wheat, bush.	10,742,099	...	205,137	432,049	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rye, bush.	200	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Barley, bush.	33,950	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Oats, bush.	9,375,528	...	...	469,452	49,215	...	1,978	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Corn, bush.	34,125	...	56,536	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Peas, bush.	...	...	...	18	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Candles, tns.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Coal, tns.	2,976	...	3,227	14,098	1,552	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Coffee, bags.	371,398	4,823	1,388	2,133	203	...	2,591	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cotton, bales.	2,088	49	16	232	247	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Drugs, pkgs.	7,375	...	...	3,170	1,219	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hops, bales.	2,649	...	350	73,008	36,974	...	42,965	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Navalst.—Sp. Turp. bbls.	119,449	516	25,822	...	36,974	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rosin, bbls.	15,039	...	...	...	100	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tar, bbls.	836,371	...	...	76	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Oil cake, 100 lbs.	13,055,022	10,532,666	6,120,550	13,277,329	13,729,931	4,407,548	23,292,975	1,818,629	1,397,020	50,140	1,251,158	60,292	686,958	323,654	64,049	1,444,915	1,634,157	3,377,922	3,779,965	96,528,864	57,721,894
Oils—Petroleum, galls.	13,055,022	10,532,666	6,120,550	13,277,329	13,729,931	4,407,548	23,292,975	1,818,629	1,397,020	50,140	1,251,158	60,292	686,958	323,654	64,049	1,444,915	1,634,157	3,377,922	3,779,965	96,528,864	57,721,894
Whale, galls.	368,736	...	...	47	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sperm, galls.	131,113	...	...	8,634	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Lard, galls.	46,126	...	...	2,227	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Provisions, Pork, bbls. & tcs.	44,367	...	...	6,812	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Beef, bbls. & tcs.	1,303,413	...	...	426,685	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bacon, 100 lbs.	6,181	...	...	80,051	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Butter, 100 lbs.	622,205	...	...	237,837	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cheese, 100 lbs.	312,807	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Lard, 100 lbs.	196,045	...	...	32,974	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rice, pkgs.	27,160	...	...	14,313	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tallow, 100 lbs.	2,677	...	...	9,174	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tobacco, leaf &c., hhds.	2,677	...	...	76,115	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
" manufactured, cases, &c.	3,371,436	...	...	25,207	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Whalebone, cases, &c.	50,583	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total Values, 1873...	83,787,864	8,719,729	8,654,080	20,379,049	1,897,920	6,965,261	1,103,184	1,477,627	2,833,875	120,708	6,656,742	2,622,824	5,680,366	1,392,552	678,952	2,442,461	2,301,199	1,938,250	6,386,388	203,171,957	161,785,692
Total Values, 1872...	83,787,864	8,719,729	8,654,080	20,379,049	1,897,920	6,965,261	1,103,184	1,477,627	2,833,875	120,708	6,656,742	2,622,824	5,680,366	1,392,552	678,952	2,442,461	2,301,199	1,938,250	6,386,388	203,171,957	161,785,692

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	11,832	13,429	12,054	Cutlery.....	5,182	5,898	5,256
Earthenware.....	37,753	43,052	46,988	Hardware.....	2,475	4,811	4,124
Glass.....	381,055	497,231	399,186	Iron, R.R. bars..	475,290	753,794	812,239
Glassware.....	29,691	31,141	32,235	Lead, pigs.....	220,553	245,076	419,156
Glass plate.....	3,324	8,333	8,563	Spelter, lbs.....	4855,169	8,763,860	6,163,463
Buttons.....	4,290	4,079	4,939	Steel.....	160,947	161,276	163,813
Coal, tons.....	92,159	60,975	93,813	Tin, boxes.....	133,867	756,486	763,291
Cocoa, bags.....	25,479	25,935	18,051	Tin slabs, lbs..	57-2,505	5,335,651	1,061,509
Coffee, bags.....	834,915	1,354,312	800,357	Rags.....	93,456	167,754	104,594
Cotton, bales.....	10,965	1,431	3,576	Sugar, hhds., tcs.	463,113	386,819	374,738
Drugs, &c.—				& bbls.....			
Bark, Peruvian..	25,834	27,732	19,475	Sugar, boxes & bags..	866,760	925,052	819,703
Blea powders.....	21,196	21,591	20,555	Tea.....	790,612	581,469	826,736
Brimstone, tons..	21,376	17,036	38,932	Tobacco.....	52,312	46,984	38,580
Cochineal.....	5,860	3,550	5,421	Waste.....	8,398	4,306	3,208
Cream Tartar.....	1,161	1,672	2,093	Wines, &c.—			
Gambier.....	6,900	32,225	6,554	Champagne, bks.	118,699	130,595	127,006
Gum, Arabic.....	3,482	3,760	3,480	Wines.....	131,052	153,090	146,503
Indigo.....	3,229	5,511	5,376	Wool, bales.....	86,103	80,584	56,507
Madder.....	627	3,858	1,951	Articles reported by value—			
O. essential.....	491	510	424	Cigars.....	1629,140	1,464,268	1,355,547
Oil, Olive.....	34,679	38,670	33,130	Corks.....	110,066	80,253	68,072
Opium.....	316	1,035	1,035	Fancy goods.....	1090,943	1,206,791	956,981
Soda bi-carb.....	50,603	71,167	57,305	Fish.....	216,001	251,424	222,963
Soda sal.....	46,929	58,413	42,736	Fruits, &c.—			
Soda ash.....	41,580	36,774	33,630	Lemons.....	707,952	526,841	631,522
Flax.....	6,021	10,866	9,337	Oranges.....	1165,952	1,314,770	1,128,191
Furs.....	4,991	5,603	5,474	Nuts.....	724,709	658,940	929,523
Gunny cloth.....	3,426	14,238	2,515	Raisins.....	695,807	822,108	565,190
Hair.....	3,163	5,662	5,219	Hides undressed.	3,558,572	8,634,195	8,554,665
Hemp, bales.....	94,047	124,724	57,295	Rice.....	631,262	667,114	675,932
Hides, &c.—				Spices, &c.—			
Bristles.....	1,377	1,364	1,607	Cassia.....	239,283	311,340	378,255
Hides, dressed..	8,516	15,961	14,455	Ginger.....	72,573	30,724	69,132
India rubber.....	39,386	55,013	20,577	Pepper.....	99,743	423,511	121,775
Ivory.....	2,140	3,753	5,679	Saltpetre.....	255,449	140,880	162,240
Jewelry, &c.—				Woods—			
Jewelry.....	2,699	8,014	3,894	Cork.....	361,206	281,552	135,707
Watches.....	768	938	1,111	Fustic.....	71,930	83,601	34,682
Linseed.....	455,750	497,623	620,112	Logwood.....	235,269	324,513	228,783
Molasses.....	92,792	111,018	131,960	Mahogany.....	97,700	115,199	89,335

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.	144	5,073	5,293	Pitch.....	71	1,817	1,741
Breads...bbls.	82,610	2,234,363	1,792,064	Oil cake, pkgs.	3,296	135,105	115,951
Flour...bbls.	1,297,944	15,222,131	6,615,291	Oil, lard.....	1,637	4,531	4,531
Wheat...bbls.	913,536	16,671,951	29,311,963	Peanuts, bags..	1,020	52,421	66,861
Corn.....	227,853	8,181,887	9,376,563	Provisions—			
Oats.....	11,101	678,912	376,013	Butter, pkgs...	20,782	601,578	427,164
Rye.....	4,194	303,948	1,721,359	Cheese.....	65,735	1,391,241	1,178,536
Barley, &c.....	2,998	70,112	98,221	Cutmeats.....	2,597	412,394	255,841
Grass seed, bbls.	715	27,703	24,698	Eggs.....	6,632	358,615	313,975
Beans, bbls.....	101,523	163,801	153,418	Pork.....	1,463	17,910	110,999
Peas, bush.....	3,620	172,197	153,418	Beef, pkgs.....	35	18,159	15,034
C. meat, bbls...	5,957	632,576	401,553	Lard, pkgs.....	5,315	306,794	273,562
Cotton, bales...	136	4,659	401,553	Lard, kgs.....	293	19,836	15,776
Hemp, bales.....	9,975	461,043	520,607	Rice, pkgs.....	126	8,638	8,443
Hops, bales.....	337	7,402	9,003	Starch.....	10,269	235,455	233,296
Leather, sides...	56,852	1,913,197	2,438,425	Searine.....	126	11,918	17,619
Molasses, hds..	171	681	4,355	Sugar, bbls.....	1,118	758	758
Do., bbls.....	23,065	31,283	171	Sugar, hhds.....	681	4,355	4,355
Naval Stores—				Tallow, pkgs...	1,092	36,544	30,079
Cr. turp bbls...	7,555	6,815	4,336	Tobacco, pkgs...	4,336	128,763	158,504
Spirits turp....	3,438	56,898	55,015	Tobacco, hds...	1,383	96,537	55,922
Rosin.....	21,332	417,441	460,776	Whiskey, bbls...	4,479	130,133	139,135
Tar.....	925	31,465	24,784	Wool, bales.....	2,014	74,377	53,559
				Dressed hogs, No.	93,812	80,218	80,218

COTTON.

FRIDAY, P. M., Sept. 19, 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, Sept. 19. It appears that the total receipts for the seven days have reached 23,673 bales against 13,005 bales last week, 8,856 bales the previous week and 8,237 bales three weeks since, making the total receipts since the first of September, 1873, 44,093 bales against 97,593 bales for the same period of 1872, showing a decrease since September 1, 1873, of 53,505 bales. The details of the receipts for this week (as per telegraph) and for the corresponding weeks of the five previous years are as follows:

Received this week at—	1873.	1872.	1871.	1870.	1869.	1868.
New Orleans.....bales.	4,794	13,263	3,653	3,710	6,619	9,892
Mobile.....	1,791	8,752	1,692	1,407	3,452	5,186
Charleston.....	4,531	10,923	2,961	4,116	4,812	3,833
Savannah.....	7,327	12,348	9,336	6,215	8,751	4,022
Texas.....	1,153	4,171	3,867	626	1,896	1,313
Tennessee, &c.....	2,353	632	1,975	401	63	223
Florida.....	19	75	24	12	7	...
North Carolina.....	329	1,241	393	436	604	31
Virginia.....	1,865	4,319	3,289	297	535	81
Total this week.....	23,673	51,269	20,606	17,950	26,799	19,386
Total since Sept. 1.....	44,093	97,593	42,464	85,952	43,121	34,497

The exports for the week ending this evening reach a total of 6,582 bales, of which 6,582 were to Great Britain, none to France, and none to rest of the Continent, while the stocks as made up this evening, are now 67,042 bales. Below are the exports and stocks for the week, and also for the corresponding week of last season:

Week ending Sept. 19.	Exported to—			Total this week.	Same w'k 1872.	Stock.	
	G. Brit.	France	Cont'n't			1873.	1872.
New Orleans.....	1,119	...	...	1,119	3,751	7,429	26,111
Mobile.....	...	...	...	...	...	5,526	4,310
Charleston.....	...	...	...	...	...	3,229	10,104
Savannah.....	...	...	...	...	...	5,517	9,651
Texas.....	...	...	...	...	...	721	12,890
New York.....	5,139	...	...	5,139	6,632	24,641	18,364
Other ports.....	314	...	...	321	...	15,000	12,000
Total.....	6,582	...	...	6,582	11,105	67,042	93,920
Since Sept. 1.....	20,061	...	...	20,061	24,455	...	...

From the foregoing statement it will be seen that, compared with the corresponding week of last season, there is a decrease in the exports this week of 4,523 bales, while the stocks to-night are 26,878 bales less than they were at this time a year ago. The following is our usual table showing the movement of cotton at all the ports from Sept. 1 to Sept. 12, the latest mail dates.

PORTS.	RECEIPTS SINCE SEPT. 1.		EXPORTED SINCE SEPT. 1 TO—				Coast-wise Ports.	Stock.
	1873.	1872.	Great Britain.	France.	Other For'gn.	Total.		
New Orleans.....	3,069	12,003	...	...	...	...	3,611	7,490
Mobile.....	1,656	2,330	...	...	...	...	1,812	5,586
Charleston.....	2,428	7,471	1,122	...	...	1,122	3,145	2,209
Savannah.....	3,860	11,965	...	...	...	...	2,381	2,883
Texas.....	1,833	9,647	...	...	...	...	1,601	6,100
New York.....	2,924	737	11,710	2	...	11,712	...	27,843
Florida.....	4	40	...	...	...	...	4	...
No. Carolina.....	219	368	...	...	...	...	822	211
Virginia.....	4,030	1,584	...	...	...	...	4,861	1,109
Other ports.....	397	179	647	...	...	647	...	14,000
Total this year.....	20,420	...	13,479	2	...	13,481	17,697	67,375
Total last year.....	...	46,329	13,270	73	2	13,850	84,785	68,639

The market the past week for cotton on the spot has been in a transition state as between old and new cottons, and quotations from day to day afford very little indication of actual prices. It has been noted all the week in the official circular of our Cotton Exchange that there have been small offerings of new cotton on the wharf and to arrive at fully one half cent concession in price. New cottons are of better grade, and hence on Saturday, while ordinary was advanced $\frac{1}{4}$ c., low middlings and grades above were reduced $\frac{1}{4}$ c. Monday there was a further reduction for all grades above ordinary, and 18 $\frac{1}{4}$ c. was named as an approximate price for new low middling uplands, though the official quotation was 19 $\frac{1}{4}$ c. Yesterday new cottons were reported at $\frac{1}{4}$ c. concession, and to-day quotations were revised as below, to conform to the offerings of new cottons, old cottons of the better grades being only slightly lower than yesterday. The demand during the week has been mainly for consumption, the export movement being small and speculation dormant. For future delivery there was on Monday a slight improvement in prices, with a good degree of activity. But the tendency since has been downwards. There has been very little indication of any attempt to corner the market for September, and the decline for that month is more marked than for the later months. Still they are all lower. Yesterday some depression was caused for the early months by the panic in Wall street, and to-day this feeling was increased, 17 15-16 c. being touched about noon for September and 17 $\frac{1}{4}$ c. for October. The prices for futures last reported were: For September, 18 1-32 c.; October, 17 $\frac{1}{4}$ c.; November, 17 $\frac{1}{4}$ c.; December, 17 $\frac{1}{4}$ c.; January, 17 $\frac{1}{4}$ c. The total sales of this description for the week are 71,950 bales, including — free on board. For immediate delivery the total sales foot up this week 8,893 bales, including 1,823 for export, 7,037 for consumption, 33 for speculation, and — in transit. Of the above 390 bales were to arrive. The following are the closing quotations:

	Upland and Florida.	Mobile.	New Orleans.	Texas
Ordinary.....per lb.	15 $\frac{1}{4}$ @...	15 $\frac{1}{4}$ @...	15 $\frac{1}{4}$ @...	15 $\frac{1}{4}$ @...
Good Ordinary.....	17 $\frac{1}{4}$ @...	17 $\frac{1}{4}$ @...	17 $\frac{1}{4}$ @...	17 $\frac{1}{4}$ @...
Strict Good Ordinary.....	17 $\frac{1}{4}$ @...	17 $\frac{1}{4}$ @...	18 @...	18 @...
Low Middling.....	18 $\frac{1}{4}$ @...	18 $\frac{1}{4}$ @...	19 @...	19 @...
Middling.....	18 $\frac{1}{4}$ @...	18 $\frac{1}{4}$ @...	19 $\frac{1}{4}$ @...	19 $\frac{1}{4}$ @...
Good Middling.....	19 $\frac{1}{4}$ @...	19 $\frac{1}{4}$ @...	20 $\frac{1}{4}$ @...	20 $\frac{1}{4}$ @...

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

	SALES.					PRICES.			
	Exp't.	Con- sump.	Spec- ula'n	Trans- it.	Total	Ord'ry.	Good Ord'ry.	Low Mid'l'g.	Mid- dling
Saturday.....	85	880	....	....	965	15½	17½	19½	20½
Monday.....	602	877	....	....	1,779	15½	17½	19½	20½
Tuesday.....	26	1,930	8	....	2,189	15½	17½	19½	20½
Wednesday.....	222	1,791	30	....	2,043	15½	17½	19½	20½
Thursday.....	358	472	....	....	830	15½	17½	19½	20½
Friday.....	....	1,087	....	....	1,087	15½	17½	18½	18½
Total.....	1,523	7,037	33	....	8,893	....	....	....	....

For forward delivery the sales (including — free on board) have reached during the week 71,950 bales (all low middling or on the basis of low middling), and the following is a statement of the sales and prices:

For September.		For October.		bales.		cts.		bales.		cts.	
bales.	cts.	bales.	cts.	bales.	cts.	bales.	cts.	bales.	cts.	bales.	cts.
200 s.n.....	17 15-16	1,100.....	17 15-16	300.....	17 15-16	10.....	17 11-16	200.....	17 15-16	10.....	17 11-16
700.....	17 15-16	600.....	17 15-16	1,400.....	17 15-16	300.....	17 15-16	100.....	17 15-16	100.....	17 15-16
1,400.....	17 31-32	800.....	17 9-16	100.....	17 21-22	100.....	17 9-32	100.....	17 9-32	100.....	17 9-32
2,400.....	18 1-18	800.....	17 19-32	300.....	17 11-16	100.....	17 15-16	100.....	17 15-16	100.....	17 15-16
700.....	18 1-32	2,800.....	17 17 1/2	100.....	17 15-16	100.....	17 15-16	100.....	17 15-16	100.....	17 15-16
1,100.....	18 1-16	800.....	17 21-32	100.....	17 15-16	100.....	17 15-16	100.....	17 15-16	100.....	17 15-16
800.....	18 3-32	2,700.....	17 11-16	100.....	17 15-16	100.....	17 15-16	100.....	17 15-16	100.....	17 15-16
2,200.....	18 1/2	900.....	17 23-32	100.....	17 15-16	100.....	17 15-16	100.....	17 15-16	100.....	17 15-16
1,000.....	18 3-16	5,500.....	17 1/2	100.....	17 15-16	100.....	17 15-16	100.....	17 15-16	100.....	17 15-16
3,800.....	18 1/2	400.....	17 25-32	100.....	17 15-16	100.....	17 15-16	100.....	17 15-16	100.....	17 15-16
9,500.....	18 9-32	1,100.....	17 18 1/2	100.....	17 15-16	100.....	17 15-16	100.....	17 15-16	100.....	17 15-16
2,500.....	18 15-16	400.....	17 27-32	100.....	17 15-16	100.....	17 15-16	100.....	17 15-16	100.....	17 15-16
1,400.....	18 11-32	3,400.....	17 17 1/2	100.....	17 15-16	100.....	17 15-16	100.....	17 15-16	100.....	17 15-16
1,400.....	18 1/2	1,600.....	17 29-32	100.....	17 15-16	100.....	17 15-16	100.....	17 15-16	100.....	17 15-16
1,800.....	18 13-32	800.....	17 15-16	100.....	17 15-16	100.....	17 15-16	100.....	17 15-16	100.....	17 15-16
1,000.....	18 7-16	300.....	17 31-32	100.....	17 15-16	100.....	17 15-16	100.....	17 15-16	100.....	17 15-16
300.....	18 15-32	1,700.....	18 1/2	100.....	17 15-16	100.....	17 15-16	100.....	17 15-16	100.....	17 15-16
3,400.....	18 1/2	800.....	18 1-32	100.....	17 15-16	100.....	17 15-16	100.....	17 15-16	100.....	17 15-16
200.....	18 17-32	25,100 total Oct.		100.....	17 15-16	100.....	17 15-16	100.....	17 15-16	100.....	17 15-16
2,300.....	18 9-16			100.....	17 15-16	100.....	17 15-16	100.....	17 15-16	100.....	17 15-16
200.....	18 19-32			100.....	17 15-16	100.....	17 15-16	100.....	17 15-16	100.....	17 15-16
500.....	18 1/2			100.....	17 15-16	100.....	17 15-16	100.....	17 15-16	100.....	17 15-16
33,800 total Sept.				100.....	17 15-16	100.....	17 15-16	100.....	17 15-16	100.....	17 15-16

	Fri.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
On spot.....	19%	19%	19%	19%	19%	19%	18 1/2%
September.....	18 1/2%	18 1/2%	18 1/2%	18 1/2%	18 1/2%	18 1/2%	18 1/2%
October.....	18 1/2%	18 1/2%	18 1/2%	18 1/2%	18 1/2%	18 1/2%	18 1/2%
November.....	18 1/2%	18 1/2%	18 1/2%	18 1/2%	18 1/2%	18 1/2%	18 1/2%
December.....	18 1/2%	18 1/2%	18 1/2%	18 1/2%	18 1/2%	18 1/2%	18 1/2%
January.....	18 1/2%	18 1/2%	18 1/2%	18 1/2%	18 1/2%	18 1/2%	18 1/2%
February.....	18 1/2%	18 1/2%	18 1/2%	18 1/2%	18 1/2%	18 1/2%	18 1/2%
March.....	18 1/2%	18 1/2%	18 1/2%	18 1/2%	18 1/2%	18 1/2%	18 1/2%
Sales (bales).....	8,900	9,000	13,250	13,600	10,500	5,400	11,300

* New cotton.

WEATHER REPORTS BY TELEGRAPH.—The weather has, as a general thing, been favorable for picking purposes the past week, and satisfactory progress has been made in the development and ingathering of the crop. Consequently, there is less complaint and a more hopeful feeling. Our Vicksburg correspondent states that it has been warm and dry there all the week, and cotton is opening very rapidly; he also states that the reports of caterpillars have become quite general, but we do not see how they can do much harm under the present condition of the plant and the weather in that district. At Nashville it was cold and dry the first half of the week, and warm and dry the last half; to-day there are strong indications of a wet, cool time. It has also been cold and dry all the week at Memphis, with a slight frost one night; the rust and blight in the uplands, reported last week, are stated to be confirmed; picking is progressing finely. At New Orleans there has been one day showery; excellent progress is being made in picking. It has rained on three days at Mobile, but as the week closes there has been a favorable change; crop accounts are more satisfactory, and less complaint is heard. At Selma it has rained only on one day. At Montgomery it has rained on two days, with remainder of the week pleasant. There has also been rain on two days at Columbus, and on one day at Macon. At Savannah it has been warm, sultry and wet during the week; a heavy storm to-day; good progress in gathering in the crop is being made. They had clear weather the early part of the week at Charleston, but the latter part has been rainy; it rained yesterday, and is raining again to-day. The thermometer during the week has averaged 69 at Memphis; Columbus, 75; Macon, 76; Savannah, 76; Mobile, 74; Selma, 78; and Montgomery, 79.

HISTORY OF COTTON DURING 1872-73.—In our editorial columns will be found a review of the planting, growth, picking, and marketing of the last crop, together with the prices of middling each day during the year ending August 31.

BOMBAY SHIPMENTS.—According to our cable dispatch received to-day, there have been 4,000 bales shipped from Bombay to Great Britain the past week and 1,000 bales to the continent, while the receipts at Bombay, during the same time have been 3,000 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, Sept. 18:

	Shipments this week to—			Shipments since Jan. 1 to—			Week's receipts.
	Great Britain	Continent	Total	Great Britain	Continent	Total	
1873....	4,000	1,000	5,000	676,000	196,000	872,000	3,000
1872....	.....	.....	.....	630,000	241,000	871,000	1,000
1871....	4,000	.....	4,000	679,000	314,000	993,000	3,000

From the foregoing it would appear that compared with last year there is an *increase* of 5,000 bales this year in the week's shipments from Bombay to Europe, and that the total movement since Jan. 1 shows an *increase* in shipments of 1,000 bales compared with the corresponding period of 1872.

GUNNY BAGS, BAGGING, ETC.—Cloth retains its firmness, and full prices are realized. The demand is fair, and a very good business is being done on Southern orders. The Boston market is also reported firm, but sales are limited; transactions during the past week comprise 400 to 500 rolls here and in Boston, at prices varying between 13 1/2c. and 14c; holders are firm at the close at 13 1/2c. India bales are quoted at 10c., currency, with sales in lots of about 250 rolls at this figure; Borneo at 13 1/2c., and Gouripore at 14c. For gunny bags there is not much inquiry; buyers seem disposed to hold off for the present; they are quoted, however, steady at 13 1/2c. for light and heavy. Jute butts are moderately active and prices rule firm; we note sales of about 4,000 bales during the past week at 15-16@2c., cash and time; the market closes steady at the latter figure.

VISIBLE SUPPLY OF COTTON AS MADE UP BY CABLE AND TELEGRAPH.—Below we give our table of visible supply, as made up by cable and telegraph to night. The continental stocks and afloat are the figures of last Saturday, but the totals for Great Britain are this week's returns, and consequently brought down to Thursday evening; hence to make the totals the complete figures for to night (Sept. 19), we add the item of exports from the United States, including in it the exports of Friday only for Great Britain, but for the Continent the exports of the entire week.

	1873.	1872.	1871.
Stock at Liverpool.....	707,000	799,000	467,000
Stock at London.....	214,500	228,000	96,501
Total Great Britain stock	921,500	1,027,000	563,501
Stock at Havre.....	113,250	235,000	64,000
Stock at Marseilles.....	12,000	19,000	20,000
Stock at Barcelona.....	37,000	56,000	70,000
Stock at Hamburg.....	32,000	16,000	16,000
Stock at Bremen.....	42,500	39,000	41,000
Stock at Amsterdam.....	97,000	85,000	46,000
Stock at Rotterdam.....	28,250	9,000	10,000
Stock at Antwerp.....	26,000	40,000	26,000
Stock at other continental ports.....	65,000	65,000	58,000
Total continental stocks.....	453,000	561,000	345,000
Total European stocks.....	1,374,500	1,591,000	908,501

	1873.	1872.	1871.
India cotton afloat for Europe.....	278,000	283,000	681,000
American cotton afloat for Europe.....	39,000	22,000	133,000
Egypt, Brazils, &c., afloat for Europe.....	65,000	50,000	56,000
Stock in United States ports.....	67,042	93,920	88,384
Stock in United States interior ports.....	13,538	12,155	12,304
United States exports this week.....	2,000	4,000	1,000

Total visible supply..... 1,839,080 2,056,075 1,889,189

Of the above, the totals of American and other descriptions are as follows:

American—			
Liverpool stock.....	233,000	157,000	207,000
Continental stocks.....	184,000	112,000	165,000
American afloat to Europe.....	39,000	22,000	133,000
United States stock.....	67,042	93,920	88,384
United States interior stocks.....	13,538	12,155	12,304
United States exports this week.....	2,000	4,000	1,000

Total American..... bales. 538,580 401,075 606,688

East India, Brazil, &c.—			
Liverpool stock.....	474,000	642,000	260,000
London stock.....	214,500	228,000	96,501
Continental stocks.....	269,000	452,000	180,009
India afloat for Europe.....	278,000	233,000	681,000
Egypt, Brazil, &c., afloat	65,000	50,000	65,000

Total East India, &c.....	1,300,500	1,655,000	1,282,501
Total American.....	538,580	401,075	606,688

Total visible supply..... bales. 1,839,080 2,056,075 1,889,180

Price Middling Uplands, Liverpool..... 9d. 9 1/2d. 9 3/4@9 1/2d.

These figures indicate a *decrease* in the cotton in sight to night of 216,995 bales as compared with the same date of 1872 and a *decrease* of 50,109 bales as compared with the corresponding date of 1871.

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 Sept. 19, 1873—			—Week ending Sept. 20, '72—		
	Receipts.	Shipments.	Stock.	Receipts.	Shipments.	Stock.
Augusta.....	2,432	2,072	1,142	4,458	4,060	2,593
Columbus.....	1,136	503	1,907	1,629	130	1,105
Macon.....	1,237	736	1,995	1,871	1,572	1,261
Montgomery....	950	552	1,707	3,852	2,567	2,584
Selma.....	1,846	799	1,385	1,704	1,241	1,309
Memphis....	2,754	1,765	3,812	2,640	1,536	3,077
Nashville.....	638	403	1,590	471	459	226
	10,993	6,829	13,538	16,625	11,565	12,155

The above totals show that the interior stocks have *increased* during the week 4,164 bales, and are to-night 1,383 bales *more* than at the same period last year. The receipts have been 5,632 bales *less* than the same week last year.

The receipts at Vicksburg the past week have been 973 bales, the exports 967 bales, and the stock on hand to-day is 15 bales.

The exports of cotton this week from New York show a decrease as compared with last week, the total reaching 5,139 bales, against 7,073 bales last week. Below we give our usual table showing the exports of cotton from New York, and their

Exports of Cotton (bales) from New York since Sept. 1, 1873

EXPORTED TO	WEEK ENDING				Total to date.	Same time prev. year.
	Aug. 27.	Aug. 30.	Sept. 10.	Sept. 17.		
Liverpool.....	9,739	3,603	7,071	5,139	16,849	11,908
Other British Ports.....	.....	.....	.....	.....	.....	.....
Total to Gt. Britain	9,739	3,603	7,071	5,139	16,849	11,908
Havre.....	.....	.....	2	.....	2	78
Other French ports.....	.....	.....	.....	.....	.....	.....
Total French.....	.....	.....	2	.....	2	78
Bremen and Hanover.....	.....	.....	.....	.....	.....	.....
Hamburg.....	.....	.....	.....	.....	.....	.....
Other ports.....	.....	.....	.....	.....	.....	.....
Total to N. Europe......	.....	.....	.....	.....	.....	.....
Spain, Oporto & Gibraltar &c.....	.....	.....	.....	.....	.....	.....
All others.....	.....	.....	.....	.....	.....	.....
Total Spain, &c......	.....	.....	.....	.....	.....	.....
Grand Total	9,739	3,603	7,073	5,139	16,851	11,986

The following are the receipts of cotton at New York, Boston, Philadelphia and Baltimore for the last week, and since September 1, 1873:

RECEIPTS FROM—	NEW YORK.		BOSTON.		PHILADELPHIA		BALTIMORE.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
New Orleans..	2,778	4,984	.....	.....	.....	249	.....	.....
Texas.....	123	2,126	.....	.....	.....	.....	.....	.....
Savannah.....	3,451	5,364	71	71	233	233	30	30
Mobile.....	.....	.....	.....	.....	.....	.....	.....	.....
Florida.....	.....	.....	.....	.....	.....	.....	.....	.....
S'th Carolina..	2,207	4,200	467	467	.....	.....	.....	236
N'th Carolina..	8	114	.....	.....	42	158	59	68
Virginia.....	416	1,878	408	1,243	.....	.....	255	556
North'n Ports	.....	.....	2,027	3,241	.....	.....	.....	.....
Tennessee, &c	1,347	4,271	364	495	142	268	.....	140
Foreign.....	30	30	.....	.....	.....	.....	.....	.....
Total this year	10,360	22,967	3,266	5,517	417	908	344	1,030
Total last year.	13,252	27,480	996	4,076	344	924	422	653

night of this week :		Total bales.
NEW YORK—To Liverpool, per steamers City of Paris, 213	... Baltic, 76	
... Italy, 884	... Parthia, 23	... Manhattan, 2,794
... per ships Harvest Queen, 141	... Atmosphere, 150	... Rozelle, 454
CHARLESTON—To Liverpool, per bark Beltiste, 1,118	Upland and 4 Sea	5,139
Island		1,122
PHILADELPHIA—To Liverpool, per steamer Kenilworth, 324		324

	Liverpool.	Total.
New York.....	5,139	5,139
Charleston.....	1,122	1,122
Philadelphia.....	324	324

CROP REPORTS OF THE MOBILE AND CHARLESTON COTTON EXCHANGES.—The Mobile Cotton Exchange have just issued their September report of the condition of the crop. We take from it the following with regard to Alabama and Mississippi:

The crop is about two weeks later than last year on an average for the twenty-one counties. Picking commenced the last week in August, and the yield variously estimated from one-third less to the indefinite figure of more than last year. In ten counties that gave estimates of reduction in yield the average is 22 per cent.

The bottom crop is generally fair to good on both growths, only a few exceptions in the late cotton. The middle crop is reported short, and very little top crop expected. The crop is from two to three weeks later than last year. Picking commenced about 1st inst. The yield is estimated to be the same as last year in three counties, and 25 per cent less on an average in the remaining nine.

Upon a general comparison, the entire acreage of the State will exceed that of last season 3 per cent, while the yield per acre will fall below it 14 per cent.

In wheat there was a further decline early in the week, when No. 2 Chicago and Milwaukee sold at \$1 51@1 53 on the spot, and \$1 47@1 49 for future delivery, but these prices led to a

greatly increased demand during Tuesday and Wednesday, when No. 2 Chicago sold at \$1 53@1 54, and No. 2 Milwaukee, \$1 56@1 57 on the spot, with No. 1 Spring \$1 60. Winter wheats have remained comparatively steady at \$1 67@1 70 for red and amber Ohio. White wheats have remained dull. For future delivery there has been less doing, and prices have been irregular. Receipts at the Western markets last week were again nearly 4,000,000 bushels. To-day there was a decline of 3@4c. in Spring wheat, with more activity for export at the decline. No. 2 Spring on the spot sold at \$1 49@1 50 for Chicago and \$1 51@1 53 for Milwaukee, with red and amber Winter \$1 66@1 68, but business checked for future delivery.

Indian corn having advanced to 68@69c. for prime mixed became dull, and there has latterly been some weakness. However, the supply coming forward is but moderate, and although the attention of shippers has been largely attracted to wheat, the decline has been but trifling. The crop is undoubtedly not so large as last year, and it is yet to be determined whether it will be gathered in as good order. An advance in ocean freights has in some degree contributed to the recent depression. Receipts at the West show some falling off. To day there was a dull market, and prices were easier, closing at 67c. for prime sail mixed.

Rye has been dull, unsettled, and drooping. Canada peas also dull and nearly nominal at 97½c. in bond in bulk. Barley still without quotable prices. Oats have been scarce, and the probability of a small supply for some weeks to come, has caused an active speculation, upon which prices have advanced 4@5c. per bush. To-day the advance was well maintained.

The following are closing quotations:

FLOUR.			GRAIN.		
No. 2.....	50 bbl.	\$4 25@ 5 00	Wheat--No.3 spring, bush.	\$1 40@ 1 45	
Superfine State and West- ern.....			No. 2 spring.....	1 48@ 1 53	
Extra State, &c.....	5 60@ 6 15		No. 1 spring.....	1 57@ 1 60	
Western Spring Wheat extras.....	6 85@ 7 25		Red Western.....	1 65@ 1 67	
do double extras.....	6 70@ 7 15		Amber do.....	1 68@ 1 70	
do winter wheat extras and double extras.....	7 50@ 8 75		White.....	1 70@ 1 90	
City shipping extras.....	7 25@10 25		Corn--Western mixed.....	64@ 68	
City trade and family brands.....	7 15@ 7 40		White Western.....	68@ 70	
Southern bakers' and fa- mily brands.....	8 50@10 00		Yellow Western.....	68½@ 69	
Southern shipp'g extras..	9 00@10 25		Southern, white.....	.....
Rye flour, superfine.....	7 50@ 8 50		Rye--State and Canada... 94@ 95		
Corn meal--Western, &c..	5 2@ 5 70		Western.....	90@ 94	
Corn meal--Br'wine, &c..	3 15@ 3 50		Oats--Black.....	.....
	3 85@ 4 00		Chicago mixed.....	51@ 53	
			White Western, &c.....	54@ 55	
			Barley--Western.....	.....
			Canada West.....	.....
			Peas--Canada.....	95@ 1 30	

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

RECEIPTS AT NEW YORK.				EXPORTS FROM NEW YORK.			
For the week.	Since Jan. 1.	Same time Jan. 1, 1872.	Same	For the week.	Since Jan. 1.	Same time Jan. 1, 1872.	Same
Flour, bbls.	82,640	2,214,363	1,792,064	57,824	1,023,853	28,136	725,691
C. meal, "	3,620	172,197	138,458	3,344	135,438	4,478	136,332
Wheat, bus.	1,297,984	15,222,436	6,645,291	556,682	12,733,402	575,458	7,118,309
Corn, "	913,506	16,671,957	29,311,963	864,168	10,692,091	873,744	18,812,040
Rye, "	11,101	678,912	376,013	87,322	638,416	8,296	670,608
Barley, &c..	4,194	808,948	1,721,859	.....	40,040	.....	22,659
Oats.....	227,859	8,183,537	9,376,563	613	27,067	600	27,424

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 SEPT. 13, AND FROM AUG. 1 TO SEPT. 13.

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
	(196 lbs.)	(60 lbs.)	(56 lbs.)	(32 lbs.)	(48 lbs.)	(56 lbs.)
Chicago.....	42,475	1,512,080	1,359,865	364,504	232,097	56,925
Milwaukee.....	20,596	1,520,941	14,690	27,950	25,660	11,760
Toledo.....	23,795	358,830	277,600	130,111	1,166	1,050
Detroit.....	8,485	129,294	23,535	12,568	6,152	.....
Cleveland.....	5,200	59,300	26,450	20,700	1,600	350
St. Louis.....	27,188	245,026	71,202	87,166	42,779	13,232
Duluth.....	8,500	165,789	.....	.....	.....	.....
Total.....	136,179	8,991,260	1,773,342	642,999	319,454	83,318
Previous week.....	120,314	3,955,929	2,070,105	675,468	226,225	90,114
Corresp'g week, '72.	112,568	1,582,180	1,927,180	637,961	361,298	58,341
" " '71.	131,103	2,258,254	1,068,251	1,142,930	432,703	163,426
" " '70.	133,251	1,002,829	432,239	421,687	429,747	45,910
" " '69.	123,051	1,813,462	1,357,854	541,225	100,311	77,799
" " '68.	178,511	1,972,493	680,125	831,314	176,994	99,137
Total Aug. 1 to date...	664,550	15,201,322	13,709,976	4,400,269	748,232	400,299
Same time 1872-73.....	558,066	9,209,436	14,316,702	4,011,348	998,353	277,790
Same time 1871-72.....	937,137	12,097,860	9,779,092	7,836,637	1,651,114	908,416
Same time 1870-71.....	817,359	9,379,713	4,242,778	5,634,865	1,536,850	389,721

* Estimated.

SHIPMENTS of Flour and Grain from the ports of Chicago, Milwaukee, Toledo, Detroit, Cleveland, St. Louis and Duluth, for the week ending Sept. 13, 1873, and from January 1 to Sept. 13:

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Week ending--						
Sept. 13, 1873.....	166,316	4,334,426	1,174,175	377,760	106,962	88,879
Sept 6, 1873.....	129,585	3,135,343	677,652	404,727	50,843	32,378
Corresp'g week 1872	111,048	1,488,671	2,564,432	731,830	284,606	28,748
Corresp'g week 1871.	110,490	1,374,333	949,896	648,382	270,470	84,405
Corresp'g week 1870.	164,527	797,955	607,569	476,659	307,759	35,292
Corresp'g week 1869.	51,131	821,884	953,666	402,143	8,614	15,305
Total Jan. 1 to date.	4,230,573	34,033,597	25,244,244	15,748,780	1,791,709	935,820
Same time 1872.....	2,723,016	14,781,635	51,459,502	13,239,664	1,509,488	796,992
Same time 1871.....	2,922,358	24,236,460	39,184,924	10,652,833	1,387,036	927,170
Same time 1870.....	2,691,522	24,288,283	15,777,783	7,912,480	1,400,694	1,153,090

RECEIPTS OF FLOUR AND GRAIN AT SEABOARD PORTS FOR THE WEEK ENDING SEPT. 13, AND FROM JAN. 1 TO SEPT. 13.

At	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	74,831	816,727	994,839	256,833	500	25,476
Boston.....	47,002	70,339	106,858	87,604	6,300	400
Portland.....	6,560	2,500	18,600	5,850	500	1,000
Montreal.....	23,068	448,959	284,622	.....	.....	.....
Philadelphia.....	16,159	202,000	109,600	67,900	2,000	3,750
Baltimore.....	27,035	87,174	161,600	34,000	.....	.....
New Orleans.....	19,832	.....	8,708	12,655	.....	.....
Total.....	204,528	1,627,698	1,684,827	458,842	9,300	30,626
Previous week.....	198,332	1,062,690	2,815,690	421,490	4,090	60,121
Aug. 30, '73.....	186,802	708,350	1,658,073	322,583	5,250	40,900
Aug. 23, '73.....	184,729	784,932	2,081,333	442,685	7,099	11,688
Aug. 16, '73.....	162,320	804,473	1,248,371	201,345	4,200	3,410
Aug. 9, '73.....	142,752	1,556,316	1,584,086	329,270	3,600	15,950
Sept. 14, '72.....	189,038	980,644	2,139,010	486,147	18,700	2,075
Total Jan. 1 to date.	6,091,033	23,771,541	35,809,614	16,153,148	1,236,648	776,511
Do. same time 1872.....	5,012,848	10,213,141	53,696,256	15,856,877	1,364,252	453,412
Do same time 1871.....	5,980,771	23,897,103	30,768,141	12,268,073	453,386	504,368

* Estimated.

THE VISIBLE SUPPLY OF GRAIN, including the stocks in granary at the principal points of accumulation at lake and seaboard ports, in transit on the lakes, the New York canals, and by rail, was Sept. 13, 1873:

	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.
In store at New York.....	29,223	2,283,784	533,572	6,021
In store at Albany.....	17,800	41,000	215,000	19,700
In store at Buffalo.....	110,170	396,165	45,971	.....
In store at Chicago.....	1,167,334	5,144,653	864,189	306,898
In store at Milwaukee.....	500,000	55,000	75,000	65,000
In store at Duluth.....	14,050	.....	.....	.....
In store at Toledo.....	239,007	585,629	96,454	2,189
In store at Detroit.....	167,944	91,501	13,743	4,293
In store at Oswego.....	110,000	70,000	40,000	15,000
In store at St. Louis.....	130,776	277,762	56,097	23,237
In store at Boston.....	36,845	150,450	83,497	527
In store at Toronto.....	3,762	150	5,692	5,071
In store at Montreal.....	119,807	531,706	16,759	2,042
In store at Philadelphia.....	180,000	190,000	75,000	.....
In store at Baltimore.....	75,000	422,000	25,000	.....
Lake Shipments.....	3,742,243	962,541	14,426	18,511
Rail shipments for week.....	592,183	211,634	863,334	88,451
Amount on New York canals.....	2,092,000	1,017,000	30,708	.....
Total.....	8,358,144	12,430,985	2,551,442	476,940
Total in store & in transit Sept. 6, '73.	7,930,822	13,264,348	2,898,892	355,236
" " Aug. 30, '73.	6,349,363	12,041,492	3,168,962	267,339
" " Aug. 23, '73.	4,381,857	9,841,354	2,987,114	144,138
" " Aug. 16, '73.	2,979,694	10,114,896	2,927,277	119,360
" " Sept. 14, '72.	4,562,603	15,119,793	5,293,696	828,069

* Estimated.

GROCERIES.

FRIDAY EVENING, Sept. 19, 1873.

The markets have been fairly active this week, with prices generally very strong, and an advance on coffees, both Brazil and India grades. Tea has also been very firm, with an upward tendency, and prices have improved somewhat in several instances. Sugar has sold freely in the refining grades, but is without change to note. Molasses has been fairly active, but refiners have found difficulty in obtaining supplies, owing to the bare condition of the market.

TEA.

There has been a good invoice demand during the week, running principally upon old Japans, which have taken an upward turn, and close about 3c. per lb. above last quotations. The new crop of Japans have attracted some attention, but meet a less active sale than the old. In Greens there has been a steady business, with full prices ruling, and the market generally buoyant. Oolong have sold freely, and are firm at about last quotations. The position of the market is generally favorable for a steady maintenance of values, and a full range of quotations is steadily adhered to. The line business continues good with no especially new or notable features. The sales of invoices for the week have been 7,500 half chests Japans, chiefly old crop; 2,000 do. Congou, 7,200 do. Green, 2,750 do. Oolong.

No direct imports the past week.

The following table shows the direct imports of Tea into the Atlantic Ports from January 1 to date, in 1873 and 1872, and the stock in New York Sept. 1, 1873:

	Black.	Green.	Japan.	Total.
January 1 to date, 1873... lbs.	13,265,199	13,437,639	9,312,920	36,015,758
Same time in 1872.....	13,874,046	14,227,659	8,340,458	36,442,163
Stock in N. Y. Sept. 1, 1873...	7,219,097	3,272,804	1,234,128	11,726,029

Imports at San Francisco from Jan. 1 to Sept. 1, were 477,339 lbs. of China and 1,836,625 lbs. of Japan tea.

COFFEE.

There have been larger receipts during the past week, the arrivals of Brazil grades footing up nearly 15,000 bags. The sales from this stock have been liberal, and transactions are reported to the extent of upwards of 10,000 bags at very full prices. Rio reports are very strong, and have helped to force our market up a fraction, which is fully maintained at the close. The India grades are in very light stock, the total count amounting to but 16,363 mats Java, 47 bags Mexican, and 1,665 bags Savanilla. An advance has been established on all grades, and the market closes very strong at our revised quotations. The current demand is fair, but the interior trade is already pretty well supplied, and is likely to hold off from active purchases for a while to prevent prices from running up too high. The sales include 500 bags Rio, ex "West-phalia," 4,200 do., ex "Ernst & Benno," 4,000 do., ex "Susan B. Thurlo," 1,500 ex "Alice Burnycat," 2,500 mats Java, 417 bags Ceylon, 560 do. St. Domingo, 114 do. Savanilla, 42 do. Mexican.

Imports of Rio have included 4,200 bags per "Ernst and Benno," 4,000 per "Susan B. Thurlo," 3,313 per "Migunticook," 2,068 per "Thuringia" via Hamburg, and 4,572 bags Santos per "Beta."

The stock of Rio Sept. 18, and the imports since Jan. 1, 1873, reported by Messrs. Wm. Scott & Sons, were as follows:

Bags.	New York.	Phila.	Balti.	Mo.	New Orleans.	Galves.	Total.
Stock, Sept. 18, 1873.	11,994	10,860	7,400	1,000	31,254		
Same date 1872.	71,009	22,187	23,311	3,961	122,968		
Impts since Jan. 1, '73	442,585	3,000	254,867	25,112	109,114	24,392	867,094
Same time 1872.	395,233	4,042	223,743	40,217	75,512	8,212	751,959

* Including at Boston 7,824 bags.

The stock of other sorts of coffee at New York, Sept. 18, were as follows:

	Java & Singa.	Cey.	Mara.	La.	Other	Total.
	Gov. Bgs.	Mats.	Bags.	Bags.	Bags.	Bags.
Stock Sept. 18, 1873.	16,363				1,712	1,712
Same time 1872.	6,687	149,140	7,601	21,032	6,628	54,081

SUGAR.

There has been a steady demand for refined sugars during the past week, at prices paying a fair profit, and the result has been an active demand from refiners for raw grades. Liberal transactions have been effected both in boxes and hhds., and the full range of prices has been obtained, though we do not alter quotations from our last report. A very firm tone prevails at the close, and the tendency of the entire market is in favor of the sellers. Grocery qualities are strong, with a fair inquiry, but no important feature has been developed in this connection during the past week. Refined sugars are active and strong at better figures than we last quoted. The sales of raws have been 4,717 hhds. Cuba, 7% @ \$5-16c.; 1,200 hhds. molasses, 7% @ c.; 1,100 hhds. Centrifugal, 9% @ \$5-16c.; 6,493 boxes do., 8% @ \$5-16c.; 216 boxes St. Croix.

The stock of sugar reported by Messrs. Wait, Creighton & Morrison, Sept. 18, and the imports at leading ports, from Jan. 1 to Sept. 1, were as follows:

	Hhds.	Boxes.	Bags, &c.	Melado.
Stock in New York, Sept. 18, 1873.	85,414	50,846	302,395	4,493
“ “ same date 1872.	62,008	85,775	79,220	4,007
“ “ “ 1871.	61,170	87,880	341,686	7,262
“ “ “ 1870.	72,033	103,405	500,727	923
Imports at New York, Jan. 1 to Sept. 1, 1873	398,698	241,726	551,292	.....
“ “ “ 1872	331,730	300,132	574,232	.....
“ Boston, “ “	1873	52,339	6,894	953,606
“ “ “ 1872	68,573	24,969	691,187	.....
“ Philadelphia, “ “	1873	56,202	18,254	58,724
“ “ “ 1872	34,081	22,012	6,656	.....
“ Baltimore, “ “	1873	100,028	40,725	22,450
“ “ “ 1872	92,919	42,064	33,060	.....

MOLASSES.

Refiners are still buyers of about all the stock suited to their wants that is offering, and considerable sales of these grades have been effected. The entire receipts have been taken up, and the market is bare of stock at the close. The count gives 326 hhds. Cuba, of all grades, but a small proportion of which is adapted to refining. The difficulty in obtaining supplies has, it is said, induced many refiners to close their works, and unless stocks become more liberal at an early day there will be a cessation of refining operations for a few weeks. There has been a moderate call for trade qualities, and the foreign grades are strong. The supply is not excessive, but is sufficient to meet the current running wants. There have been some small arrivals of domestic, and in the absence of a spirited inquiry holders are disposed to accept a shade easier figures for the higher grades. The sales of all grades have been 250 hhds. Porto Rico, in lots to the trade, at full figures; 150 do. domestic in lots at \$5@95c.

The stock of molasses at New York, Sept. 18, and total imports from Jan. 1 to Sept. 1, were as follows:

	Cuba.	P. Rico.	English	Total	N. O.
	hhd.	hhd.	hhd.	hhd.	bbls.
Stock, Sept. 18, 1873.	326	933	164	1,423	200
“ same date 1872.	1,320	4,697	933	6,950	.....

The total imports at New York from Jan. 1 to Sept. 1, 1873, were 90,290 hhds. against 105,241 hhds. in the same time 1872.

WHOLESALE PRICES CURRENT.

Tea.

Hyson, Common to fair.	40 @ 42	Hyson Sk. & Tw. C. to fair.	18 @ 22
do Superior to fine.	45 @ 50	do do Sup. to fine.	25 @ 28
do Ex. fine to finest.	60 @ 85	do do Ex. f. to finest.	30 @ 35
Young Hyson, Com. to fair.	27 @ 38	Uncol. Japan, Com. to fair.	30 @ 45
do Super. to fine.	45 @ 65	do Sup. to fine.	50 @ 60
do Ex. fine to finest.	85 @ 120	do Ex. f. to finest.	65 @ 100
Gunpowder Com. to fair.	45 @ 50	Oolong, Common to fair.	25 @ 32
do Sup. to fine.	55 @ 70	do Superior to fine.	35 @ 65
do Ex. fine to finest.	85 @ 120	do Ex. f. to finest.	70 @ 120
Imperial, Com. to fair.	30 @ 40	Souc. & Cong., Com. to fair.	22 @ 30
do Sup. to fine.	50 @ 60	do Sup. to fine.	49 @ 55
do Extra fine to finest.	65 @ 85	do Ex. f. to finest.	55 @ 90

Coffee.

Rio Prime	gold. 22 1/2 @ 23	Native Ceylon	gold. 22 @ 23
do good.	gold. 22 1/2 @ 23 1/2	Maracalbo	gold. 22 @ 23
do fair.	gold. 21 1/2 @ 22	Laguayra	gold. 22 @ 23
do ordinary.	gold. 21 @ 21 1/2	St. Domingo	gold. 20 @ 20 1/2
Java, bags.	gold. 21 1/2 @ 22 1/2	Jamaica	gold. 21 @ 22
Java mats.	gold. 25 @ 26	Mocha	gold. @

Sugar.

Cuba, Inf. to com. refining.	7 @ 7 1/2	Havana, Box, white.	10 @ 11
do fair to good refining.	8 @ 8 1/2	Porto Rico, refining grades.	7 1/2 @ 8 1/2
do prime.	9 1/2 @ 10	do grocery grades.	8 1/2 @ 9 1/2
do fair to good grocery.	8 1/2 @ 9 1/2	Brazil, bags.	7 @ 8 1/2
do pr. to choice grocery.	8 1/2 @ 9	Manila, bags.	7 1/2 @ 8 1/2
do centrifugal, hhds. & bxs.	9 1/2 @ 9 3/4	White Sugars, A.	11 1/2 @ 12 1/2
do Melado.	4 @ 6 1/2	do do B.	10 1/2 @ 11 1/2
do molasses.	7 @ 7 1/2	do do extra C.	10 1/2 @ 11 1/2
Hav'a, Box, D. S. Nos. 7 to 9.	7 1/2 @ 8	Yellow sugars.	9 @ 10
do do do 10 to 12.	8 1/2 @ 8 3/4	Crushed.	11 1/2 @ 12 1/2
do do do 13 to 15.	9 @ 9 1/2	Powdered.	11 1/2 @ 12 1/2
do do do 16 to 18.	9 1/2 @ 10 1/2	Granulated.	11 1/2 @ 12 1/2
do do do 19 to 20.	10 1/2 @ 11 1/2		

Molasses.

New Orleans new.	55 @ 58	Cuba Clayed.	23 @ 25
Porto Rico.	30 @ 36	Cuba centrifugal.	18 @ 22
Cuba Muscovado.	24 @ 40	English Islands.	26 @ 30

Spices.

Cassia, in cases.	gold @ lb. 25 @ 25 1/2	Pepper, in bond.	(gold) @
Cassia, in mats.	do 25 @ 25 1/2	do Sumatra & Singapore	22 1/2 @ 23
Gliger, Race and Af (gold)	10 1/2 @ 12	Pimento, Jamaica.	(gold) 11 1/2 @ 12 1/2
Mace	do 1 @ 1 30	do in bond.	do 6 @ 6 1/2
Nutmegs, casks.	1 00 @ 1 02 1/2	Cloves.	do 31 @ 32
do case Penang.	1 00 @ 1 02	do in bond.	do 31 @ 32
		Clove steinn	do 12 @ 13

Rice.

Bangoon dressed, gold in bond 2 1/2 @ 3	Carolina.	8 1/2 @ 9 1/2
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Fruits and Nuts.

Raisins, Seedless, nw # frall.	5 00 @	African Peanuts. @
do Layer, new, # box.	2 75 @ 2 80	Filberts, Sicily. @ 14 1/2
do Sultanah, # b.	13 @ 15	do Barcelona	..... @ 12
do Valencia, # b.	..... @ 10	Walnuts Bordeaux	8 @ 10
do Loose Muscatels.	3 25 @ 3 50	Macaroni, Italian.	10 @ 10
Currents, new.	..... @ 6	DOMESTIC DRIED FRUITS.	
Citron, Leghorn (new).	38 1/2 @ 40	Apples, State.	..... @ 9 1/2
Prunes, French	..... @ 13	do sliced.	9 @ 9 1/2
Prunes, Turkish	..... @ 13	do Western.	7 @ 7 1/2
Dates	7 @ 7 1/2	do Southern, quarters	5 @ 9
Figs, Smyrna	9 @ 15	do sliced.	8 1/2 @ 9 1/2
Canton Ginger, case.	7 50 @	do sliced, fancy @
Almonds, Languedoc.	21 1/2 @ 22	Peaches, pared new.	17 @ 19
do Tarragona.	21 @ 21 1/2	do unpared, qrs & hve	5 1/2 @ 9 1/2
do Ivica.	..... @ 21	Blackberries.	13 @ 14
do Sicily, soft shell.	..... @ 36	Cherries, pitted	23 @ 30
do Shelled, Sicily.	33 @ 36	Pecan Nuts. @
do paper shell	..... @ 25	Hickory Nuts.	..... @ bush.
Sardines, # ht. box, gold.	24 1/2 @ 25	Chestnuts. @
Sardines, # qr box, gold.	14 @ 15	Peanuts, Va, g'd to incy old	..... @ 25
Brazil Nuts, new	6 @ 6 1/2	do Will. g'd to beal do.	..... @ 2 25

THE DRY GOODS TRADE.

FRIDAY, P. M., Sept. 19, 1873.

The jobbing department of the market was very active during the past week, and the city was well filled with buyers from all sections of the interior. The nearby trade are coming in in larger numbers now, and their purchases during the week have been marked by a fair degree of liberality. Selections are made chiefly with a regard for the current trade, and there is no disposition apparent to invest in very large lots. The trade from first hands has been rather less active in the way of fresh orders, but nearly all of the commission houses handling prominent lines of goods have been busily employed in filling previously accepted contracts. This keeps stocks down to a very low point, and maintains quotations with a good degree of firmness on all staple brands. Some of the irregular marks of cotton goods have been pressed upon the market by agents, and there is less buoyancy in prices on these qualities in consequence. Few alterations in values have occurred in any line. The financial disturbances do not appear to have had any important effect upon the drygoods market, and payments continue to be made with a fair degree of promptness.

DOMESTIC COTTON GOODS.—The sales of staple fabrics have been liberal in a jobbing way and stocks continue to be well cleared up in first hands, with many large contracts yet to fill. The sales of brown sheetings and shirtings were liberal in all of the standard and fine makes, but light weight goods were rather slow of sale, and with some increase in stocks the market has softened a shade. Utica wide goods have been advanced 2 1/2 c. per yard, while some of the cheaper grades of yard wide sheetings have been reduced 1/4 c., and close quiet and barely steady. Bleached goods sell freely, and some of the wide makes are higher, while low grades are not easy of sale and lack buoyancy. Canton flannels continue to sell freely at full prices, with a scarcity of the best makes. Drills are quiet and unchanged. Colored cottons sell fairly, but exhibit no essential changes. Prints continue to sell freely, and the market is strong at previous prices.

DOMESTIC WOOLEN GOODS.—There has been a good demand for all descriptions of clothing wools from first hands, and liberal sales of the finer qualities have been effected in a jobbing way. Prices on all of the leading makes of fine wools have been fully maintained, and in some instances show an improvement over previous quotations. The lower grades of goods require some pressure to sell, and are a shade easier in tone. Stocks are not excessively large, and the market is in a generally satisfactory condition. Flannels continue to sell freely, and are rather tending upward on all of the finer qualities, which have been sold close to the production. Other woolen fabrics are quiet and unchanged.

FOREIGN GOODS.—The movement of imported goods becomes more important day by day, and a fair degree of activity is noticeable in all departments, while dress fabrics are unmistakably quick. Plain materials in quiet, sombre colors of cloth shades and gray textures are most in favor. Satines, Lyons' poplins and epinglines, which had such a run last season, are less active, the prevailing taste being for soft materials without lustre, as nearly all the fashionable diagonal and camels' hair cloths are. There is a fair demand for ladies' cloths, and the heavier makes of twilled mixed alpacas, similar to those used for men's wear in the summer. Black mohairs and alpacas are selling freely, and are very firm in price. French merinos have not yet become active, and buyers are very critical in their selection of colors. Black dress silks of the best makes are moving much more freely, and are firm in price, but there is little or no improvement in colored dress silks, which are very quiet.

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.
Adriatic..... 36	12½
Agawam F.... 36	10
Albion A.... 36	9½
Atlantic A.... 37	13
do D.... 37	11½
do H.... 37	12½
Appleton A. 36	13
do N.... 30	11
Augusta.... 36	11½
Bedford R.... 30	8½
Boott FF.... 36	13
do S.... 40	12½
do W.... 48	16½
Conestogo D. 28	9½
Cabot A.... 36	12
Dwight X.... 30	9
do Y.... 33	10
do Z.... 36	11
Indian Head. 7-8	11½
do..... 48	19
Ind'n Orchard A..... 36	13½
do BB.... 33	11
do C.... 36	11½
do W.... 30	10
Laconia B.... 37	12½
do E.... 36	11
do O.... 39	12½
Lawrence A. 36	11½
do D.... 36	13
do J.... 36	14½
do LL.... 36	11
do S.... 36	10
do Y.... 36	12
Nashua E.... 40	14½
do O.... 33	12
do R.... 36	12½
do W.... 48	13
Pepperell.... 7-4	27½
do..... 8-4	30
do..... 9-4	32½
do..... 10-4	37½
do..... 11-4	42½
do..... 12-4	47½
Utica.... 36	16½
do..... 48	27½
do..... 58	32½
do Non.... 40	19

Bl'ched Sheetings and Shirtings.

Amoskeag A.36	15½
do..... 42	17
do..... 46	18½
Androscoggin L.... 36	16
Arkwright 36	17
Auburn.... 36	15½
Bartletts.... 31	12
do..... 33	13½
do..... 36	14½
Bay Mills.... 36	17
Bates.... 45	19
do XX.... 36	16½
Ballou & Son 36	13
Blackstone AA.... 36	14½
Boott B.... 36	14½
do C.... 33	12½
do R.... 28	9
do W.... 42	17
Emwood.... 36	19
Fruit of the Loom.... 36	16½
Gr't Falls A 32	13
do M 33	11½
do Q 36	15½
do S 31	10½
Lonsdale.... 36	16
do Cambric 36	22½
N. Y. Mills 36	19
Pepperell.... 6-4	25
do..... 7-4	30
do..... 8-4	33½
do..... 9-4	37½
do..... 10-4	42½
do..... 11-4	47½
Pequot.... 5-4	21

Width.	Price.
Utica..... 35	16½
do Nonp 36	18
do ex hvy 36	19
do..... 5-4	21½
do..... 8-4	42½
do..... 9-4	45
do..... 10-4	50
Wamsutta. 9-8	23
do OHH.... 33	19
do OXX.... 36	19
do..... 5-4	25

Brown Drills.

Appleton..... 13½
Augusta..... 12½
Laconia..... 13½
Lyman H.... 14
Pepperell.... 13½-14
Stark A.... 13

Prints.

American..... 11
Amoskeag.... 9½
Bristol Pinks.... 11½
Cochecho L.... 11½
Garner & Co.... 10½
Gloucester.... 11
do mourning.... 10½
Hamilton.... 11
Hartel fancies.... 11
Manchester.... 11
Merrimac D fey.... 11
do W pk and pur.... 13
do Shirtings.... 10½
Pacific Mills.... 11
Richmond's.... 11
Simpson mourning.... 10½
do white grades.... 10½
Sprague's fan.... 11

Domestic Ginghams.

Amoskeag.... 14
Bates.... 14
Caledonia.... 12½
Glasgow.... 12½
Gloucester.... 12
Hartford.... 12½
Jefferson.... 9½
Lancaster.... 14
Namasket.... 13½
Peabody.... 12
Renfrew.... 14
Union.... 12½
White Manuf'g Co. 13½
Woodbrook.... 9½

Tickings.

Amosk'g ACA.... 29
do A.... 23
do B.... 20
do C.... 18
do D.... 16
Cordis AAA.... 32
do No. 2.... 23
do No. 3.... 20
do No. 4.... 18
do No. 5.... 16
do No. 6.... 14
do No. 7.... 13
Easton.... 12-14
Hamilton reg.... 20
do D.... 16
Lewiston A.... 36
Minnehaha.... 27½
Omega C.... 16

Checks.

Caledonia No. 8.... 16
do 9.... 18
do 10.... 20
do 50.... 22
do 80.... 24
do 90.... 25
Park, No. 60.... 15
do 70.... 16½
do 80.... 18
do 90.... 20
do 100.... 22

Denims.

Amoskeag.... 25
do B.... 19
Boston.... 12
Beaver Cr. AA 22
Chester D'k B 14
Columb'n h'vy blue.... 24
Haymaker.... 14½
Oak Grove.... 15
Otis AXA.... 23
do BB.... 21
Warren AXA.... 23
York.... 25

Corset Jeans.

Amoskeag.... 12½
Androscog'n sat 14½
Canoe River.... 10
Hallowell Imp 12½
Ind. Orch. Imp 11½
Laconia.... 12½
Naumkeag sat. 14½
Pequot.... 13½
Suffolk.... 12½

Glazed Cambrics.

Arcadia.... 7½
Garner.... 7
Pequot.... 7½
Portland.... 7½
Red Cross.... 7½
Smithfield.... 7½
High colors 1c. higher.

Spool Cotton.

Brooks, per doz. 200 yds. 75
J. & P. Coat's 72
Clark, John, Jr. & Co. 72
Clark's, Geo. A. 72
Williamatic, 2 cord 50
do 6 cord. 72
Samosset.... 40
Green & Daniels 42½
Orr & McNaught 50
Holyoke.... 35
Sterling.... 72

Bags.

American.... 32 50
Amoskeag.... 32 50
Great Falls A. 32 50
Ludlow AA.... 33 50
Lewiston.... 34 00
Ontario A.... 37 50
Powhattan A. 33 50
do B.... 40 00
Stark A.... 37 50
do C 3 bush 51 50

Cotton Duck.

Sail duck, 22in. 30-38
W'db'ry. 9 to 5 40-46
Fl'twing 4 to 1 30-38
Druid 40-46
Light duck—
Bear duck (8 oz.) 22½
do heavy (9 oz.) 26
Mont. Ravens 29in 24
do 40in. 34

Carpets.

Velvet, J. Crossley & Son's best.... 2 65
do do A No 1. 2 55
Tap Brussels. Crossley & Son's 1 50-1 40
Eng. Brussels. 2 20-2 30
Hartford Carpet Co. Extra 3 ply. 1 42½
Imperial 3-ply. 1 35
Superfine.... 1 10
Med. super.... 95
Body Brus 5 fra. 2 00
do 4 do 1 90
do 3 do 1 80
Bigelow Brus 5-fr. 2 09
do 4-fr. 1 90

GENERAL PRICES CURRENT.

ASHES—Pot. 1st sort \$100 M @ 8 25

BREADSTUFFS—See special report.

BUILDING MATERIALS.

Bricks—Com. hard.... M	4 50@ 9 00
Crotons....	14 00@17 00
Philadelphia fronts....	28 00@30 00
Cement—Rosendale #bbl....	1 15
Lime—Rockl'd, com. # bbl....	1 10
Rockland, lump....	1 15
Lumber—Southern pine....	26 30@38 00
White pine box boards....	25 00@30 00
White pine mer. bx b'ds....	28 00@31 00
Clear pine....	65 00@75 00
Spruce boards & planks....	24 00@26 00
H-mlock b'ds & plank....	13 00@20 00
Nails—10d. @ 60d. com # kg....	4 50@ 4 75
Clinch. 2 to 3 in. & over....	6 25@ 6 75
2d and 3d fine....	7 00
Cut spikes, all sizes....	5 00
Paints—Lead, white, Am-erican, pure, in oil....	12
Lead, wh., Amer. dry....	10½@ 10½
Zinc, wh., dry, No. 1....	8½
Zinc, wh., No. 1, in oil....	11
Paris wh., Eng # 100 lbs. 2 25	@ 2 50

BUTTER AND CHEESE.

Butter—	
State, p's & t's, g'd to fine 34	@ 36
do Welsh do do 30	@ 31
Western dairy, packed....	28 @ 30
do store, packed....	15 @ 17
Cheese—State fct'y....	8½@ 13½
do State dairy, com to fine 7	@ 11½

COAL.

Auction sale of Scranton, Aug. 27:	
10,000 tons steamboat....	@ 4 87½
25,000 tons grate....	5 00 @ 5 05
7,000 tons egg....	5 37½ @ 5 40
35,000 tons stove....	@ 5 45
13,000 tons chestnut....	4 75 @ 4 77½
Liverpool gas cannel....	16 00 @ 18 00
Liverpool house cannel....	@ 22 00

COFFEE—See special report.

COPPER—Bolts....	@ 40
Sheathing, new (over 12 oz.)....	@ 38
Braziers' (over 16 oz.)....	@ 40
American ingot....	26½@

COTTON—See special report.

DRUGS & DYES—Alum.....	3½@	3½
Argols, crude.....gold	16 @	22
Argols, refined.....“	25 @	30½
Arsenic, powdered.....	5 @	“
Bi carb. soda, Newc. g'd.....	@	6
Bi chro. potash, S'tch.....	@	13
Bleaching powder.....“	2 37½@	2 75
Brimstone, cru. # ton.....	34 00 @	35 00
Brimstone, Am. roll # M.....	2½@	3
Camphor, crude.....gold	@	“
Castor oil, E. I. in bd.....	70 @	75
Chlorate potash.....“	86 @	86½
Caustic soda.....“	6½@	6½
Cochineal, Hondur.. “	55 @	63
Cochineal, Mexican.. “	54½@	56½
Cream tartar, prime “	35 @	35½
Cubebs, East India. “	6 @	“
Cutch.....“	4½@	4½
Gambier. # M.....“	6 @	“
Ginseng, Western.....“	@	“
Ginseng, Southern.....	1 25 @	1 27
Jalap.....	40 @	“
Lac dye, good & fine gold	20 @	30½
Licorice paste, Calabria.	33 @	41
Licorice paste, Sicily....	25 @	28
Madder, Dutch.....gold	7 @	10
Madder, Fr. E. X. F. F.....	5½@	6
Nutg's, blue Aleppo “	17 @	17½
Oil vitriol (66 degs)....	2½@	3½
Opium, Turk. in bond, g'd	6 25 @	“
Prussiate potash, yel'w....	39 @	40½
Quicksilver.....gold.	1 10 @	1 12
Quinine.....per oz.	2 65 @	2 67½
Rhubarb, China.....# M	35 @	1 00
Sal soda, Newcastle, g'd	1 95 @	2 00
Shell Lac, 2d & 1st Eng....	57 @	64
Soda ash.....gold	2 62½@	3 00
Sugar lead, white.....	16 @	“
Vitriol, blue, common..	11½@	12

FISH—Dry cod.... # cwt. 5 25@ 6 50

Mackerel, No.1, Mass. shore	23 00@28 00
Mackerel, No. 1, Halifax ..	18 00@20 00
Mackerel, No. 1, Bay.	16 00@17 00
Mackerel, No.2, Mass. shore	14 00@15 00
Mackerel, No. 2, Bay.....	13 00@14 00

FLAX—North River.... # M 16@ 19**FRUITS—See groceries.****GUNNIES—See report under Cotton.****GUNPOWDER—**

Shipping # 25 M keg....	@ 4 25
Min. & Blasting....	@ 5 75

HAY—North R. ship'g, # 100 M 95@ 1 00**HEMP—Am. dressed, # ton. 150 30@225 00**

American undressed....	115 30@120 00
Russia, clean.... gold.	220 90@230 00
Manila, current.... # M	10½@ 10½
Sisal....	8½@ 8½
Jute....	2½@ 4½

HIDES—

Dry—Buenos Ayres.... # M gld	26½@ 27
Montevideo....	@ 27
Corrientes....	@ 25½
Rio Grande....	@ 26
Orinoco....	@ 26
California....	25 @ 25½
Maracaibo....	19 @ 20
Bahia....	18 @ 19
Dry Salt—Maracaibo, gold....	@ 17½
Chili....	@ 19
Pernambuco....	@ 17
Matamoras....	19 @ 19½
Bahia....	@ 15
Wet Salted—	
Buenos Ayres.... # M gold.	13½@ 14
Pava....	10 @ 11
California....	@ 12
Texas.... cur.	12½@ 15
East India Stock—	
Calcut. slaugh. # M gold	17 @ 19½
Calcutta, dead green....	@ 13½
Calcutta, buffalo, # M....	13 @ 13½

HOPS—Crop of 1873.... # M 40 @ 45

Crop of 1872....	35 @ 45
Crop of 1871....	@
Crop of 1870....	12 @ 20

IRON—Pig, Am., No. 1, # ton 43 00@44 00

Pig, American, No. 2....	35 00@38 00
Pig, American, No. 3....	31 00@33 00
Pig, Scotch....	46 30@52 00
Bar refined Eng. & Amer....	@

STORE PRICES

Bar, Swedes....	175 00@
Scroll....	102 50@135 00
Hoop....	120 00@160 00
Sheet, Rus., as to assor. g'd 18	@ 18½
Sheet, sing. d. & t., com....	5½@
Rails, Eng. # ton.... (gold)	65 00@69 00
Rails, Am., at works in Pa....	@ 75 00

LEAD—

German.....	6 87½@7 00
English.....	6 87½@7 00
Bar.....	@9 25
Pipe and sheet.....	@10 50

LEATHER—

Oak, slaughter....	31 @ 45
do crop....	38 @ 42
do rough slaughter....	32 @ 36
Hemlock, B. A....	27½@ 30
do California....	26 @ 28
do Orinoco, &c....	25 @ 27½
do rough....	33 @ 36

MOLASSES—See special report.**NAVAL STORES—**

Tar, Washington....	4 00 @ 4 12½
Tar, Wilmington....	4 12½@4 25
Pitch, city....	3 37½@3 50
Spirits turpentine, # gal....	42 @
Rosin, com. strain'd, # bbl 3 20	@ 3 55
do No. 1....	3 50 @ 3 75
do No. 2....	3 15 @ 3 40
do pale....	4 00 @ 4 25
extra pale....	4 50 @ 5 00

OAKUM.... # M 8 @ 10½**OIL CAKE—**

City thin, obl. in bbls. # tn. g'd....	@
West. thin obl'g. (dom.) cur. 39 00@	@