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REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

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The Chronicle.

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CIAL AND FINANCIAL CHRONICLE and the RAILWAY MONITOR in Great Britain.

ANNUAL TABLES.

The yearly tables of prices usually published in the CHRONICLE on the first Saturday of January are necessarily postponed this week, and will be published at length in the next number of the paper, to be issued January 10.

THE DIVIDENDS AND THEIR LESSONS.

The debt statement just issued confirms the current reports of a further deficit. The addition made in Decem ber to the public debt is \$8,453,000, which makes the net increase during the last six months twelve millions. The green backs are now \$378,400,000, or eleven millions more than a month ago. The stimulating effects of these new emissions of currency are rapidly making themselves felt both at the Stock Exchange and in almost every depart

ment of financial activity. These movements are also aided by the large disbursements usual at this season.

There are some interesting questions now mooted in Wall street connected with the investment of the January dividends which are estimated at some sixty millions of dollars. It seems to be admitted that some of the usual outlets will now fail to be so attractive as formerly, and will take less money out of the market this year. The newer railroad bonds, which for several successive seasons have been commanding a greater share of this semi annual outflow of new capital, will this month divert a very small stream from the general current of investment, which will take its fertilizing way into other paths. What channel will it seek and where will it be absorbed? The course of the Stock Exchange shows that a part of this new capital is seeking to invest itself in government bonds, in city bonds, in railroad bonds and in good securities generally. But a large part must find its way into the currents of commerce and trade. The activity of business is generally exhibiting a responsive movement in anticipation of this influx of new capital, and the rapid improvement which is being developed on all sides, offers an illustration of the recuperative energies of our financial system, and of the slight and superficial character of the injuries inflicted upon it by the recent revulsion.

We referred some time ago to the effect of the panic on our banking system, and to the revolutions it would bring about so as to separate railroad financing from the proper business of banking, the former attracting a certain sort of capitalists who take risks for the sake of large profits, while the latter would deal with money strictly held on demand. An analogous change is about, we think, to take place among our business men. These men, as is well known, have been too apt to take part of their means and to put them into outsile speculations, trusting to their bank to help them by loans on collateral, or by discounts. Our citizens on going to France, Germany, or England, and conversing with the business men of those countries, are more astonished at no one thing, perhaps, than at the indisposition of these slow foreigners to take capital from their business to buy real estate, to build houses, to buy stocks, or for any other investment or speculation. These European merchants or manufacturers, however well-to-do, have a superstitious dislike to take money out of their business for any outside investments. Indeed, the credit of any dealer would probably suffer with his bankers if any such weakness were observed.

Now, all this precaution to the American mind seems absurd. Our business men as they accumulate capital have been so much in the habit of "salting it away" in govern ments, or houses, or bonds, or other investments, that it will be almost impossible to make them understand the un

doubted advantages of the European method. The late panic seems to have done this to some extent, and men who have been used to keep their working capital down by instalments appear to be taking a more prudential course, and keeping a larger proportion actively under command.

We think it extremely improbable that in this land of enterprise and highly organized credit, we shall ever be in much danger of erring by an excess of caution in imitating these European habits of treating capital. It is therefore needless to say that, carried to the excess in which it is indulged in Germany, France, or England, it would be impossible to our people, and unadapted to our country. Still, a middle course is better, avoiding equally the rashness of our financing, and the over costly caution of our Transatlantic cousins; and this middle course some of our merchants and business men may, we think, begin to adopt with advantage to themselves and to the community. If they will judiciously carry less sail and more ballast, the next panic will bring fewer shipwrecks among them.

Another suggestion regards the savings banks. Our New York savings banks hold 180 millions in this city, and 42 millions in Brooklyn, besides 82 millions outside of the two cities. These institutions will probably be called to pay out a larger amount of their deposits than usual. But from the buoyant condition of Wall Street, no serious trouble is anticipated with any of them. The interest payments of these institutions reach about nine millions. The aggregate deposits are reported as follows:

DEPOSITS OF THE SAVINGS BANKS IN THE STATE OF NEW YORK.

New York City Brooklyn City Outside of two cities		• • • • • • • • • • • • • • • • • • • •	82,502,000
		3	74
AGGREGATE DEPOS	ITS OF NE	W YORK CITY SAVINGS BAT	NKS.
Bowery s	\$27,898,000	Bleecker	\$19.870.000
Scaman's	11,167,000	Manhattan	8,601,000
Citizens'	8.059,000	Metropolitan	8 681 000
East River	6,37 . 000	Dry Dock	9.367,000
Emigrant.	11,370.000	Atlantic	2.203.000
German	9,315,060	Broadway	2.044.000
Greenwich	9,613,000	Franklin	1.616.000
Mer. Clerks'	3,461;000	German, Up-Town	1.323,000
New York,	3.185,000	Irving	3,072,000
Union Dime	10,258,000	mechanics' & Traders'	2,931,000
Excelsior	581,000	Six Penny	2,043,000
Harlem	839,000	Third Avenue	1 436 000
Mutual Benefit	577,000	Teutonia	1,576,000
N, Amsterdam	469,000	Abingdon	158,000
North River	808,000		140,000
Peoples'	294,000	Clinton	159,000
Security	718,000	Oriental.	2-4,000
West Side	301,000	Eleventh Ward	818,000
Total New York City		. 8	A440 000 000
Total New York City Surplus over deposits			\$169,886,000
Total, 1873			\$190 916 CO2
		OOKLYN CITY SAVINGS BAN	

Brooklyn	\$11,332,000	Williamsburg	\$10,100,00
Dimes	6,820,000	Kings County	2 332 00
Dimes, Williamsburg	1.407.000	Long Island	1 636 00
East Brooklyn	659,000	South Brooklyn	6.018.00
East New York	143,000	Mechanics'	33,000
Emigrant	180,000	Germania.	536 00
German	1.206.000	Park	161,00
Greenpoint	421,000		
Total in Brooklyn			\$42,984,00
Surplus ever Deposits			3.441.00
		96	-
Total, 1873		•••••••	\$46,425,000
			20,20,000

These institutions, as we said a short time ago, have been strengthening themselves in cash by realizing upon their assets, with a view to meet the probable demands of the new year. So well have they succeeded, that almost all traces of apprehension on their behalf have faded away from the horizon of Wall street. These are some of the points discussed in connection with our January interest payments, and, as will be seen, they are, in the main, favorable to the continuance of monetary ease and commercial activity through the coming season.

THE RESPONSIBILITY FOR ECONOMIC REFORM.

Among the fiscal troubles now prominently before the public mind, there are none inferior in importance to that of the deficit in the Treasury. There is a disposition to blame for this deficit the policy of the Administration.

The Secretary of the Treasury in particular is held chiefly responsible for the excess which the expenditures now show above the ordinary receipts. We do not wish to extenuate the administrative errors of Mr. Richardson; but among these blunders we certainly do not reckon the one in question. The whole blame rests with Congress. To say the contrary argues an ignorance of the working of the financial mechanism of our government. In France, in the German Empire, as in Great Britain, the Figure Minister has much more power than in this country, where it is a frequent boast that by our jealousy of concentrated power, we have reduced the Secretariate of the Treasury to "a mere head-clerkship." Mr. Richardson very properly observed when he was here the other day, that he is a mere administrative officer placed in the Treasury to execute the law, and that Congress holds the purse strings. In this point of view, there are few persons who will not confess that with his views of the law, the present Secretary has tried to do his duty faithfully in a very trying emergency such as scarcely any of his predecessors has ever been called to cope with. Anyhow it is futile to charge the whole blame of the existing deficit either on the Secretary of the Treasury or on the Executive.

For the last five years, and indeed ever since the close of the war, retrenchment economy and fiscal reform have been urged and adopted as the characteristic policy of two successive administrations. How far the economy of our national expenditure has been carried, and how much yet remains to be done, may be seen by the subjoined table of expenditures for the past fifteen years, to which we have prefixed the estimated figures for the present year:

TREASURY EXPENDITURES FOR THE FISGAL YEARS 1860 TO 1873. Fiscal year Interest on ending Net expenpublic June 30. War. Navy. debt. 1874*..... \$50,000,000 \$23,000,000 \$187,408,144 \$98,000,000 ₁873..... 180,483,636 46,323.138 23,526,256 104,750,688 1872 153,201,856 35,372,157 21,249,809 117,357,839 1871..... 157,583,827 35,799,991 19,431,027 125.576,565 164,421,507 57,655,675 21,780,229 129,235,498 1869..... 190,496,354 78,501,990 20,000,757 130,694,242 1868..... 25,775,502 229,915,038 123,246,648 140,424,015 1867..... 202,947,733 95,224,415 31,024,011 143,781,591 1866..... 283,154,676 385,954,731 133,067,624 43,285,662 1,030,690,400 1865..... 1,217,704,199 122,617,431 77,395,090 811,283,679 690,391,048 53,685,421 85,704,963 24,729,700 1863..... 694,004,575 603,314,411 63,261,235 .862..... 13,190,344 456,379,896 389,173,562 42,640,353 1861..... 62,616,055 23,001,530 12,337,156 4,034,157 60,056,751 16,472,202 3,144,120 11,514,649

* Estimates from Treasury Report, p. viii. Two movements may be distinctly traced in the chapter of financial history which this table spreads out before us. First we observe the amazing rapidity with which the expenditure grew with the stimulus of war; and secondly the difficulty of contracting expenditure when that stimulus was withdrawn. The annual disbursements of the Government enlarged from 60 millions before the war to seven times as much, or 456 millions, in 1862, and to twenty times as much, or 1,217 millions, in 1865. If it required but four years for the expenses of the Government to grow from 60 millions to 1,217 millions, some people might suppose that four years more, if the stimulus of war was removed, would bring down the expenses pretty nearly to their former level. But we do not find it so. The third column of the foregoing table shows that after eight years of retrenchment the yearly expenses had fallen but to 153 millions, and that since that time they have been steadily going up again. We need not wonder, then, at the excite ment which is pervading the public mind on the subject, nor at the feelings of resentment and humiliation with which the people see on the one hand a deficit in the Treasury, and on the other a resort to paper money issues for the purpose of filling that deficit and preventing the necessity of imposing new taxation. The blame, however, of the emergency, must be placed at last where it ultimately belongs, on the shoulders of Congress. For Congress, as Mr. Richardson properly says, is responsible for the giving up of the tea and coffee tax last year against the best advice, and against the warning, now too well fulfilled, that the 20 millions yielded by these taxes could not be spared except the appropriations were curtailed, which was not proportionately done.

In reply, however, it has been said that Congress in repealing the taxes in question followed the example of England, where there has just been a great outery for "a free breakfast table," in response to which the tea tax was taken off to the great contentment of the people. This answer is obviously absurd. If it means anything, it means that an outery in England is to control our policy, a proposition which we think few people are silly enough to repeat twice. The fact is that the loss of these 20 millions of tax revenues put money into the pockets of a few tea merchants and speculators, and our people complain that they buy their tea no cheaper than before.

But it is responded that really the repeal has not had time to work, and that when it has been longer in operation it will lower the retail prices, and make a proportionate saving to the community. Moreover, this tax, they say, is but one part of a system of reductions which are conceded on the whole to have been judicious. To the latter part of this proposition we are happy to yield our unqualified assent. The tax reforms of the last few years offer a model of fiscal legislation, as the Chronicle has often shown. But on this very account the tea and coffee tax repeal, even if it were not a job, was a blemish and an inexcusable fault. To give a general view of the direction which fiscal reform has taken we compile the following table of the revenue aggregates for the period covered by the statistics tabulated above:

NET REVENUE OF THE FISCAL YEARS 1860 TO 1874.

NET RI	EVENUE OF	THE FISCAL LEADS	2000	
*	Net		Internal Revenue	Gross Receipts.
	Receipts.	Customs.		Attoo.p.s.
1874* 30	05,700,000		108,000,000	
	22,177,673	188,089,522	113,729,314	548,669,221
	61,694,229	216,370,286	130,642,177	679,153,921
	74,431,404	206,270,408	143,098,153	652,092,468
	95,959,833	194,538,374	184,899,756	636,729,973
20.00	57,188,256	180,018,426	153,356,460	609.621,828
	76,434,453	164,464,549	191,087,589	1,030,749,516
	62,846.679	176,417,810	266,027,537	1,131,060,920
	19,949,561	179,046,651	309,226,813	1,270,884,173
	22,031,158	84,928,260	209,464,215	1,805,939,345
	43,412,971	102,316,152	109,741,134	1,393,461,017
	12,094,945	69,059,642	37,640,787	889,379,652
	51,919,261	49,056,397		581,680,121
	41,476,299	39,582,125		83,371,640
	56,054,599	53,187,511		76,941,407
* Estimated.			4	

The great principle underlying our tax-reforms is that of equalizing and of relieving pressure. The internal taxes imposed during the war were found to put so enormous and destructive a pressure on the industry of the country that they had the first claim to relief. Accordingly after the war, the pressure was gradually taken off. The aggregate was diminished from 309 millions in 1866 to 158 millions in 1869, and to 113 millions last year. At present the tobacco and liquor taxes raise nearly all the internal revenue that we have or can have from this source. If more is wanted it must be got from customs, and our people will not bear the reenactment of any new customs duties except the tea and coffee taxes which ought never to have been taken off. The decline in the aggregate of the customs duties has been very large, ranging from 519 millions in 1866 to 305 millions, the estimated yield of this year. On the whole, as all these changes which we have briefly passed in review are the work of Congress, it is clear that on Congress must chiefly rest the blame of the present embarrassment of the national finances, as well as the praise of the extraordinary success which preceded it in foregoing years,

THE BOSTON BOARD OF TRADE AGAINST INFLATION.

We are not disposed to accept without question the report which has been actively circulated that there is a general wish all over the country for an expansion of the currency. This opinion has been repeated so frequently of late that it is getting more influence than it is probably entitled to. The true way to correct the mistake is for the friends of sound currency in each of our large cities to get together and agitate against the further issue of paper money under any pretext whatever. Had this been done promptly when the 44 million reserve was first discovered and when the theory of its possible issue was received with such slow credence, we should never, in all probability, have heard any more about it. Not a single dollar would have been emitted, and the greenback circulation would have still been left at 356 millions, its legal aggregate.

The protest which the New York Chamber of Commerce lately offered to Congress against paper expansion and in favor of an early return to specie payments has been followed up by similar definite and useful action at Boston. The Board of Trade of that city a few days ago adopted unanimously a resolution and issued a report, which, among other reforms, recommend that all our national banks shall hold their reserves themselves, without the privilege now conceded by the law of depositing a part of the reserves with banks that pay interest for the use of the money. Secondly, it is proposed that each of the banks shall hold in coin one-fourth of its reserves after October 1, 1874, and one-half after October 1, 1875. A third point is that Mr. Sumner's compound interest note bill be made a law, with the single amendment that the banks may hold one-fourth part of their reserve, during a stipulated term, in compound interest notes.

Such are the chief currency reforms proposed by our Bos ton merchants, and it will be seen that their plan is in full harmony with the well-remembered protest of Boston against paper money in 1872 immediately after the last great fire in that city. Whoever else of our fellow-citizens may be weak enough, or ignorant enough, to favor so suicidal an act as the inflation of the currency, Boston, speaking through its Board of Trade, is positively against all such insane tampering with the currency. Not only does she oppose further issues, but she would withdraw and gradually redeem and cancel, by means of Mr. Sumner's compound-note machinery, all the outstanding greenbacks, so as to leave the field of the circulation open for the return of specie to the ordinary channels of currency. That done the circulatory medium of the country would consist wholly of gold and silver, with a sufficient and self-regulating addition of national bank notes convertible into coin on demand.

Finally the resolution pledges the Boston Board of Trade by its delegates to urge the National Board of Trade to unite in earnest representations to Congress against the issue of any more irredeemable paper money whatsoever, and in favor of "such simple legislative measures as shall gradually improve the currency, prepare the way for a return to specie payments, and the restoration of a true standard of value; yet doing no violence, injuring no legitimate and prudent business, nor disturbing the relations of debtor and creditor." The Boston resolution binds the delegates of that city to urge this matter at the annual meeting of the National Board at Baltimore, and the action of that influential body at its adjourned session on the second Tuesday of January will be looked for with great interest all over the country.

There are subordinate points worthy of notice in this conservative movement on the part of the Boston Board of Trade. The first is its practical, straight-forward character.

It lays down a method of return to specie payments, but without exclusively insisting on or urging this method, it contents itself with simply recommending it, and then turns the whole force of its protest against any increase whatever of the greenback issues. This moderation was statesmanlike and wise. There are thousands of our financial men who do not think that the Boston plan prescribes the best possible machinery for contracting the currency, but they willingly accept the other part of it. earnestly oppose inflation, and will resist as mischievous in the extreme all further issues of greenbacks for any purpose or under any excuse. It was important to secure the cooperation of such men; and to this end it was necessary that the whole strength should be concentrated on the single point of inflation. Perhaps for the same reason it may be found needful to vote on contraction separately from inflation at Baltimore. Whatever the National Board of Trade may do about contraction and its methods, we trust that the vote in favor of stopping inflation will be decisive.

We have no space to detail the admirable arguments set forth in the report before us, which was prepared, we believe, by Mr. B. F. Nourse, and, with some minor exceptions, will command the hearty assent of a large part of our most thoughtful men. These arguments are partly founded on the Act of Congress of March 18, 1869, which pledges the faith of the United States to make provision at the earliest practical period for the redemption of the green-backs in coin.

On this law the report rests its chief appeal to Congress. First the inference is drawn that in spirit and letter, this act of 1869 demands that Congress as soon as possible shall make provision for specie payments, and meanwhile that they shall do nothing and allow nothing which is incompatible with such provision. As a ship traversing the ocean is controlled every time she tacks with the supreme purpose of nearing port, so is it to be with our ship of state. Our financial barque is to be headed towards the haven of resumption, and nothing is to be done, no change in her course is to be allowed, which does not tend directly towards port. Now the youngest tyro in financial navigation knows whither legal tender issues tend. Ten thousand disasters blotting every page of financial history show that paper money leads directly away from specie payment, and therefore have been forbidden by the statute of 1869.

On this law, then, the argument is built up that Congress ought not only to begin to make provision for specie payments, but that such provision is obviously prohibitive of the emission of greenbacks. This argument is both clear and convincing. The statute of 1869 taken in connection with the laws authorizing greenback issues during the war, establishes three propositions which we trust the Baltimore meeting will discuss next Tuesday week. First, that greenbacks being a forced loan coerced from the people under the war powers of the Constitution, cannot be issued or sanctioned by Congress during a state of peace. Secondly, that since the war closed no new issues can be authorized. Thirdly, that if such issues be made they are without law, contrary to the Constitution, and in especial violation of the above-cited pledge in the law of 1869 which requires specie payments to be approached, and therefore forbids implicitly new greenback emissions, because by them we leave the specie basis farther and farther behind us with each successive issue.

RAILROAD REFORMS FOR THE NEW YEAR.

If our railroad companies will apply to themselves the adage that "the new year brings new life," there are three reforms which, with others, they must lose no time in

adopting as a vital part of their permanent policy. We may sum up these improvements in the words prudence, economy, and honesty.

By advocating prudence we by no means wish to check enterprise. On the contrary, we mean to give it a healthy stimulus and to preserve it from dangerous excess. A glance at any good railroad map shows with what imprudence a number of our lines have been projected. Some are local lines, others lead into a wilderness, others again are through lines or necessary feeders of trunk roads, and consequently command from the start a fair and increasing traffic. In the early days of railroading, when the principles of development were imperfectly comprehended, such haphazard irregularity and want of system might be excused. During the first twenty years of railroad construction in this country, from 1830 to 1850, a vast amount of new road was projected and built which could not possibly pay. It was equally guilty of excess and of defect. Some roads were rival lines, draining the same belt of country, while more promising regions not far distant were shut out from railroad access and deprived of transportation which was needed to give value to the farms and to find a market for their products. Happily for us, the gold discoveries of 1848 and 1850 gave as mighty an impulse to railroad development as to other departments of industrial growth. The defects of our system were soon remedied, the missing links were added to the various systems of transportation, and a new value was thus given to the railroads by their more perfect organization. The yearly additions to our railroad system give, therefore, a very imperfect idea of its progress and its yearly growing efficiency. It was often found, for example, that the construction of 100 miles of new road gave a new efficiency to a vast network of travel and opened valuable connections to 1,000 miles of old roads, so as to make them look more profitable and more replete with productive value. From 23 miles of railroad in 1830 we increased to 2,818 miles in 1840 and to 9,021 miles in 1850. Here we have the first basis, the rudimentary lines of the great network which grew and spread with amazing activity till it had 30,635 miles in 1860, 54,686 miles in 1870, and 71,564 miles to-day. In contemplating the figures which represent this rapid progress we see one of the factors of our railroad movement. It is admitted to be a very important factor, but it is not the only one. Others are needful, as has been shown, to enable us to judge of the value of the progress made; and among those other factors a conspicuous place is claimed by the principle we are discussing. It is therefore of radical importance in estimating our railroad progress in the present or in the immediate future that we should find out not only how many miles of new road have been built, but how they have been located, how they are related to the general system of roads, and how they have been built as to the general conditions of prudence. If on all these points, as is affirmed, too much of the railroad constructed for some time past has been more or less defective, then one of the tasks of the new year must obviously be to do over again our bad work.

But secondly, there is the principle of economy. The recent fall in prices, which makes railroad supplies cheaper, and thus reduces the operating expenses of the roads, is by no means the sole agent by which economy can be introduced into our railroad management. A more potent engine for effecting a saving would be the elimination of rings. We mean the destruction of those corrupt combinations between pliant railroad managers and greedy contractors who conspire together to rob stockholders and divide among themselves a part of these profits which ought to go to swell the dividends of railroad shareholders. On some

future occasion we may perhaps specify more particularly the methods of this economy, and of the roguery it aims to supplant and destroy. At present we only point to it as a focus of danger to our railroad system, on which the scorching light of publicity must be thrown, except it can be otherwise reformed so that thrift and economy may take the place of pillage and robbery by cliques and rings.

This result might seem, however, very closely to approach the confines of the third principle to which we referred, that We give to honesty an extended reference, and apply it to the general policy of our railroad companies and of our railroad magnates. These corporations formerly conferred immense benefits on this country, and almost unlimited powers were at one time held by them in the State Legislatures, and even at Washington. But the last two years have waked up the slumbering resentment of the people, and it is very generally believed that these powers are not honestly but selfishly and corruptly wielded. In this deep-seated conviction we find the secret cause of that widespread jealousy against railroad companies which has raised against them the gigantic arm of the grangers throughout the Mississippi Valley and elsewhere. The grangers do not make their demonstration against the mere power of the railroads or of the railroad magnates, for these powers are relatively no greater now than they were years ago. The foundation of the popular antagonism and dread is not the fact that railroads are necessarily allowed to concen. trate in few hands, but the lack of honesty and purity in the men and in the principles by which the prodigious powers of these corporations are controlled.

In all these points, we repeat, a reform is essential to all parties. It is loudly demanded and must be had. The reme dy is not wholly in the hands of the stockholders. Hence we can charge on them but a part of the blame. We can hold them responsible for only a part of the obligation for the work of reform. But what they can do, to that the stockholders in our railroad companies are bound by every obligation of prudence and enlightened policy. If our stockholders bring to bear the needful pressure on behalf of these and kindred reforms during the coming year, we can safely predict the addition in 1874 of a noteworthy improvement in our railroad growth independent of and in addition to any increase in the mileage of the new lines which we may build.

There is a moral certainty that these reforms would be advantageous in other points of view. Especially they would tend to attract capital to railroad enterprise. They would conciliate foreign capital as well as domestic. Or at least they would do this indirectly by helping to roll away the cloud of disrepute with which recent events have enshrouded railroad enterprise in this country.

It is of course premature to forecast the probable magnitude of our railroad extension for the coming year. The chances are favorable for a greater mileage than seems at present to be generally expected. The reasons for this are founded in the fact that the late panic has destroyed a much smaller aggregate of the floating capital, and none at all of the fixed capital, of the community.

It is true that many hundreds of our too credulous investors, both men and women, in all parts of the country, have
lost money by Jay Cooke's failure and by their rash invest
ments in the Northern Pacific, and in a few similar enterprises. It is also true that in this and similar ways
millions of securities have been depreciated, and millions rendered unproductive. But more than half of these
losses will soon be made good. Like latent heat, the
capital is capable of being reproduced again. Indeed the
ravages of the panic are being repaired very rapidly by the

vis medicatrix naturæ, which has powers as great in the deli cate processes of the financial body as in other organisms.

Two years at least are expected to elapse, as our railroad men tell us, before the present ease in the money market is at all likely to be seriously compromised. During that period, if these prognostications are correct, we may fairly expect that there will be some activity in railroad enterprise, although it is obviously safe for us to predict that beyond the completion of the best and soundest enterprise that are in progress, little new work will be done.

RAILROADS IN DEFAULT FIRST OF JANUARY.

In the Chronicle of December 6, we gave a very full statement of the Railroads which had up to that time defaulted on their interest payments. To-day we give a lis of those roads which have failed to meet their January coupons. Of course there may be some companies which we have not included, as we only mention those about which after investigation, we find there is no uncertainty. The full table showing all roads in default to date will be brough forward next week.

					1	
Name and Description.	Length in miles	Principal of bonds outstan'g	Rate p'r	Interest periods.	Where payable.	Date of first default.
Atlantic & Pacific— 1st mortgage land grant 1st M., South Pacific	292	2,945,500 7,189,000	6 g, 6 g.	J. & J. J. & J.	New York New York	Jan., 1874 Jan., 1874
Atlanta & Rich. Air Line— 1st mortgage	180	2,000,000	8	J. & J.	New York	Jan., 1874
At antic, Miss. & Ohio— Norfolk & Petersbg 1st M do do 1st M do do 2d M	81 81 81	306,000 157,000 458,000	7	J. & J. J. & J. J. & J.	New York	Jan., 1874 Jan., 1874 Jan., 1874
South Side— 1st pref. consol. mortgage		675,000		M. & S.	New York	Jan., 1874
2d pref. consol. mortgage 3d pref. consol. mortgage Virginia & Tennessee—	133	616,000 452,500	6	M. & S. M. & S.	New York	Jan., 1874 Jan., 1874
Enlarged mortgage 4th mortgage Registered certificates	214 214	990,000 870,000 119,742	8	J. & J. J. & J. J. & J.	New York	Jan., 1874 Jan., 1874 Jan., 1874
Interest funding bonds Atchison, To. & Santa Fe-		226,300		J. & J.	New York	Jan., 1874
1st mortgage	470 27½	7,042,500 412,000		J. & J. A. & O.		Jan., 1874 Jan., 1874
Canada Southern — 1st mortgage	291	9,000,000	7 g.	J. & J.	New York	Jan., 1874
Cayuga Lake— 1st mortgage	40	800,000	7 g.	J. & D.	Philadel.	Jan., 1374
Chesapeake & Ohio— Extension Bonds		10,500,000	7 g,	J. & J.	Philadel.	Jan., 1874
Detroit, Hillsdale & Ind.— 2d mortgage Detroit, Eel River & Ind.—	65	800,600	8	J. & J.	Philadel.	Jan., 1874
1st mortgage Ft.W.,Jackson & Saginaw—	83	1,826,000	8	J. & J.		Jan., 1874
1st mortgage	100	1,500,000	1	J. & J.		Jan., 1874
Ist mort., C. B. & St. J Kansas Pacific—	52	500,000	7	J. & J.	N.Y.&Bo	Jan., 1874
Land bonds on 2.000,000		1,821,250	7 g.	J. & J.	N.Y.L&F	Jan., 1874
L. Superior & Mississippi— 1st mortgage land grant	156	4,500,000	7 g.	J, & J.	NY.P.&B	.
Mo., Kansas & Texas - 1st M. on road and land Mr. Bir. Et Scott & Gulf-	182	3,355,000	6 g.	J. & J.	New Yorl	Jan., 1874
Mo. Riv., Ft. Scott & Gulf- 1st mortgage land grant N. Y. & Oswego Midland-	161	5,000,000	10	J. & J.	New York	
1st mortgage	334	8,000,000	7 g.	J. & J.		Jan., 1874
1st mortgage New Jersey Midland	75	2,250,000				k Jan., 1874
2d mortgage Northern Pacific—	68	1,500.000	1		. New York	I
1st mortgage land grant St. Paul & Pacific—		30,000,000	1		N. Y. & P	.
1st M. St P. to Sank Rap St. Louis & Southeastern -		700,000	1	3	New York	k Jan., 1874
Evansv'e, H. & Nashv. 1st Toledo, D. & Can. Sout'n-	-	1,000,000		J. & J.	1	k Jan., 1874
1st mortgage		1,500,000	1	J. & J.		Jan., 187
2d mortgage	1 64	1,750,000	0. 7		- I illiade	, Jan., 1015

RAILROAD GROWTH IN 1873.

In our Railway Monitor of December 31, we give a table in which is the name of every railroad in the United States. This table is the result of immense labor and research, and furnishes the most complete summary of information concerning the railroads of this country that has ever yet been published. From the grand totals we find that the whole railroad mileage in this country is 71,564 miles, with second track and sidings of 13,512, miles, making the total equivalent of single track 85,076 miles. The total number of

locomotives is 14,223; of passenger train cars, including baggage, express and smoking cars, 13,725; of freight train cars of all sorts, 338,427; the total capital stock amounts to \$2,072,251,954, or about \$28,956 per mile; the total floating and funded debt, \$1,999,741,597, or \$27,957 per mile; and the total cost of railroads and equipments \$3,728,416,958, or about \$52,099 per mile. The total gross traffic of railroads for the latest year yet obtainable was \$478,885,597, and the total net receipts, over and above operating expenses, were \$174,350,913. These earn ings, however, are based on 54,454 miles of road, that being the total for which earnings have been reported; and hence the net income of railroads applicable to the payment of interest and dividends amounted to about \$3,201 per mile on the 54,454 miles operated.

For the purpose of enabling our readers to make comparison with former years, we have also arranged these returns, so far as mileage is concerned, in States, although it is impossible, for obvious reasons, to ever make all the State divisions of each road exact. We have also revised our last year's totals, finding inaccuracies in them on making up the detailed statement for this year. By this arrangement it will be seen that there has been 4,190 miles of road built during 1873, as

there has been 4,190 miles of road b	une during	5 1010, as
follows:		
STATES AND TERRITORIES. Miles, 1872.	Built, 1873.	Miles, 1873
Maine 891.5	44.0	935.5
New Hampshire 822.7	73.1	895.8
Vermont 736·3	57.9	794.2
Massachusetts 1,625.0	113.7	1,738.7
Rhode Island 133.2	36.9	170.1
Connecticut	29.7	928.0
5,107.0	355.3	5,462.3
1 001 0	398.4	5,283.3
New York 4,884.9	69.5	1,413.2
New Jersey	412.9	5,845.4
Pennsylvania 5,432.5	16.0	238.7
Delaware	69.7	935.1
Maryland and Dist of Col 865.4		493.3
West Virginia 493.3		
13,242.5	966.5	14,209 0
Ohio	192.0	4,115.8
Michigan	222.1	3,195.8
Indiana	128.0	3,833.2
	201.4	$6,479 \cdot 1$
	205.7	2,233.9
	51.0	1,912.6
THE PARTY OF THE P	203.7	$3,844 \cdot 4$
10 11 21 11 11 11 11 11 11 11 11 11 11 11	101.2	2,003.0
Kansas	113.1	1,260.3
Missouri	129.0	2,898.3
Wyoming Territory 454.0		454.0
Utah Territory 376.0	71.5	447.5
Dakota Territory 223.0	38.5	261.5
Colorado Territory 551 0	105.0	656:0
Indian Territory 310.5		310.2
$\overline{32,143.7}$	1,762.2	33,905.9
	39.8	1,544.5
	17.1	1,280.6
	62.0	1,323.2
	21.0	2,201.4
. 0001510010		475.7
101144	11.0	1,869.6
	37.0	1,022.4
TILINDIADI PLEATING OF THE PROPERTY OF THE PRO		560.0
Tiotal Distriction of the Control of	219.7	1,330.4
1 105 4	201.0	1,396.7
	97:3	1,618.4
Tennessee	142.0	693:5
14,468.5	847.9	15,316.4
1 101 0		1,689.3
California	$\begin{array}{c} 198.0 \\ 10.0 \end{array}$	307:0
Oregon		569.0
Nevada 569.0	51.0	106.0
Washington Territory 55.0	51.0	100.0
2,412·3	259.0	2,671.8
RECAPITULATION.	*	
New England States 5,107 0	355.3	5,462.3
Middle States	966.5	14,209.0
Western States, &c32,143	1,762.2	33,905.9
Southern States	847.9	15,316.4
Pacific States, &c 2,412·3	$259 \cdot 0$	2,671.8

CHANGES IN THE REDEEMING AGENTS OF NATIONAL BANKS

The following are the changes in the Redeeming Agents of National Banks approved since the 23d ult. These weekly changes are furnished by and published in accordance with an arrangement made with the Comptroller of the Currency:

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No new banks organized since the 23d ult.

Katest Monetary and Commercial English News.

English Market Reports-Per Cable.

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

London Money and Stock Market.—American securities, show some advance in price. Specie in bank has increased £496,000

during the week.	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Consols for money	. 917/8	91% 92	91% 92	91% 92	. h	9178 9178
U. S. 6s (5-20s,)1865,old. 1867	. 94	9414	105 106½	106 1073	oliday	107 1074
U. S. 10-40s New 5s	. 92	9234	10378 10314	104¾ 103½	Ho	104¾ 103⅓
MCM Sp	. 02/6					

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

Frankfort 97% 97% 97% 97%

Frankfort...... 97½ 97∑ 97∑ 97∑ 97∑ 97∑ 97∑ 97∑ .

Liverpool Breadstuffs Market.—Breadstuffs close quiet, with wheat 1@3d. higher.

Sat. Mon. Tues. Wed. Thur. Fri

	Date.	TIE CA PER			•	_ 3
# * ·	8. d.	s. d.	s. d.	s. d.	8. d.	g. d.
Flour (Western) B bbl		28 0	28 0	28 0	28 0	28 0
Wheat (Red W'n. spr). \$\pi\$ ctl	12 1	12 1	12 3	12 3	12 3	12 3
(Red Winter)	12 3	12 3	12 4	12 4	12 4	12 4
" (Cal. White club) "	13 9	13 9	14 0	14 0	14 0	14 0 37 6
Corn (West. m'd) \$ quarter	37 6	3 3 0	37 9	37 9	37 9	3 6
Barley (Canadian) B bush	3 6	3 6	3 6	3 6	3 0	9 4
Oats (Am. & Can.) B bush	3 4	0 4	3 4	3 4	43 0	43 0
Peas(Canadian) a quarter	43 0	43 0	43 0	43 0	43 0	40 0

Liverpool Provisions Market.—Pork, lard and cheese are all quoted higher.

	Sat.	Mon.	Tues.	wea.	Thur.	FTI.
Beef (mess) new \$\pi\$ tce Pork (mess) new \$\pi\$ bb! Bacon (Cum. cut) new \$\pi\$ cwt Lard (American) Theese (Amer'n fine)	8. d. 82 6 60 0	8. d. 82 6 60 0 33 6 40 6 65 0	8. d. 82 6 60 0 38 6 40 6 65 0	8. d. 82 6 61 0 38 6 40 6 65 0	8. d. 82 6 62 6 39 0 41 0 65 6	8. d. 82 6 62 6 39 6 40 9 66 6

Liverpool Produce Market.—Tallow is 3d. and spirits turpentine 6d. higher in price.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Rosin (American) \$\partial cwt. fine. Petroleum(refined) \$\partial gather gathe	8. d. 7 9 16 0 1 1 01/2	s. d. 7 9 16 0 1 014 1 0 38 9 45 0 30 6	8. d. 7 9 16 0 1 034 1 0 38 9 45 0 30 6	8. d. 7 9 16 0 1 0 1 0 38 9 45 0 30 6	8. d. 7 9 16 0 1 0 1 0 41 3 45 0 30 6	8. d. 7 9 16 0 101/2 1 0 38 9 45 0 30 6

London Produce and Oil Markets.—Linseed oil closes at an advance of 3:

Lins'd c'ke (obl). \$\frac{1}{2}\$ tn	£	Sat. 10 63	d. 0	£	fon s. 10 63	d 0	£	nes 8. 10 63	d.	£		d.	£	10	s. d.	£	ri. 8. 10 63	d.
Sugar (No.12 D'ch std) on spot, \$\mathbb{G}\$ cwt Sperm oil\mathbb{G}\$ ton	93 33	28 0 0 6	0	93 83 29		6 0 0	93 33 29		6 0 0	93 33 29	28 0 0	0	9:		8 6	93	28	6

71,564.9

4,190.9

GRAND TOTAL....

COMMERCIAL AND MISCELLANEOUS NEWS.

IMPORTS AND EXPORTS FOR THE WEEK .- The imports this week show a slight increase in dry goods and a decrease in general merchandise. The total imports amount to \$3,919,882 this week. against \$5,008,951 last week, and \$4,519,164 the previous week. The exports are \$6,075,750 this week, against \$5,548,847 last week, and \$5,375,915 the previous week. The exports of cotton the past week were 11,890 bales, against 13,165 bales last week. The following are the imports at New York for week ending (for dry goods) Dec. 25, and for the week ending (for general merchandise) Dec. 26:

FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.

Dry goodsGeneral merchandise	1870.	1871.	1872.	1873.
	\$2,222,063	\$1,097,273	\$977,472	\$878,511
	2,902,833	3,814,872	3,598,287	3,041,371
Total for the week Previously reported	\$5,124,396	\$4,9:2,151	\$4,575,759	\$3,919,882
	299,314,392	371 601,576	421,650,439	\$80,274,131
Since Jan. 1	\$304,439,788	\$376,513,727	\$426,226,198	
In our report of the	ary goods	trade will b	e loung the	Importator

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

EXPORTS FROM NEW YORK FOR THE WEEK. 1872. \$4,107,280 236,027,474 1873. 1870. \$6,075,750 293,273,871 \$4,187,739 \$3,199,209 For the week Freviously reported.... \$3,199,209 \$240,134,754 \$299,349,621

Since Jan. 1...... \$4,187,739 The following will show the exports of specie from the port of New York for the week ending Dec. 27, 1873, and since the beginning of the year, with a comparison for the corresponding

date in previous years:	
Dec. 23 -Steamship Acapulco,	Dec. 25—Str. Pommerania,
Aspinwall—	Hamburg— Silver bars
American gold \$21,500	Des Of Oto City of Charter
Dec, 23—Str. Ontario, St.	Dec. 27—Str. City of Chester, Liverpool—
Thomas-	0 100
American gold 22,000	Dec. 27—Str. Celtic, Liverpool—
Doc. 20 Str. Oroscome City,	Silver bars 160,224
Havana-	Dec. 27—Str. Weybosset, Port
Dec. 23—Str. Java, Liverpool— Silver bars	American coin
Silver bars 114,415	American com
Total for the week	48 556 710
Previously reported	48,556,710
Total since Jan. 1, 1873	\$49,004,751
Banie time in	Same time In 1868
1872	1000
1870 58,689.171	1866. 62,553,700 30,003,683
186932,108,448	1800
Whatmoute of appear at this	nort during the past week have

The imports of specie at this port during the past week have

Dec. 22-Str. Atlas, Kingston,	Dec. 23Str. Vicksburg, Jac-
Jamaica-	mel—
Gold\$16,496	
Gold dust 200	Dec. 23—Dark Curacoa, Curacoa
Dec. 22-Str. Merrimack, Rio	Silver 458
Tamaina	Gold 16,881
Gold 500	Dec. 24-Str. Wilmington, Hav-
Gold bars. 3,572	ang
Dec. 23—Str. Celtic, Liverpool—	Silver 1,150
Gold 9,680	C00
9,000	
Matal fauth a mark	\$56,687
Total for the week	10 000 7750
Previously reported	18,638,756
Total since January 1, 1873	\$18,695,443

1872 \$5,547.311 1869 14.318.725 1871 8,618,290 1868 \$7,163,071 Atlantic, Mississippi, and Ohio Railroad.-Gen. Wm. Mahone, President of this company has issued a circular to its

Same time in

bondholders which contains the following:

Same time in

"This Company, in view of that stringency which has spread over the entire country as a pall, paralyzing every interest, has determined to ask the holders of coupons due Jan. 1, 1874, on the bonds of the Norfolk & Petersburg, Southside, and Virginia, and Tennessee Divisions, composing the Atlantic, Mississippi & Ohio Railroad Company, amounting to \$190,000, to fund such coupons into the said Company's notes, payable on or before the 1st January, 1879, with interest at the rate of 8 per cent., payable semiannually, such notes to be specially secured by a deposit with the Treasurer of the coupons uncancelled, as in escrow, for the notes so given in each case.

"In 1870, the property of the whole line was carefully examined and inventoried by a Board of Commissioners, with the counsel of experts, to determine its actual value, and that commission put the sum, in round figures, at \$13,000,000, since when there has been expended upon the road the sum of \$3,330,000, in the

improvement of its road and equipment.

"In the year 1869 these bonds stood in the market as follows: Norfolk and Petersburg firsts 85, seconds 80; Southside firsts 80, seconds 55, thirds 40; Virginia & Tennessee firsts 65, seconds 64, thirds 70. And in 1873, anterior to the crisis, as follows: Norfolk & Petersburg firsts 95, seconds 90; Southside firsts 90, seconds 75, thirds 70; Virginia & Tennessee seconds 77, thirds 90.

"The revenue of the line has gradually grown in value from the sum of \$1,054,258 10 gross in 1865-66 to \$2,193,757 39 in 1878, while its current expenses stand at \$763,168 82 and \$1,279,722 22 for the corresponding periods, showing a reliable improvement in its business and net revenue, which for the past year was more than sufficient to meet every demand for current expenses and interest upon its old and new debt as well.

"In 1871 the debt of the line by the temporary loans and current bills was \$2,807,292 57, and this is to-day \$1,257,000.

"It was easier in that time, with a property less valuable by five millions than now, to float such a debt than carry in the present time the insignificant amount of such obligations, whose proportion to the debt of that day, when considered with reference to the value of the property then and now, admits scarcely any legitimate comparison. The present debt was incurred at a time of ease in monetary matters, and when there were no forebodings of the stringency which has set in and yet continues to oppress every interest, and because it was then difficult to realize assets, embracing eight thousand tons of old rails and \$1,097,000 of unsold gold bonds, equivalent at any estimate to \$1,200,000. It has been the continuance of this difficulty to realize upon these values which necessitated and imposes the larger share of the present floating debt, which, at this writing, stands at \$1,257,000, and as against which, besides old rails worth, at present rates, at least \$220,000, and \$1,097,000 gold bonds on hand, there is in cash and available bills receivable \$287,766, with stores in hand to the amount of \$200,000. It is to avoid any failure to meet the accruing demands of this debt, under a state of financial stringency which continues to invade every locality and to paralyze every interest, that the side of safety is preferred, and its bondholders are asked to grant the indulgence indicated.

"Coupons should be sent by express, or otherwise, to James E Cuthbert, Treasurer, Peterburg, Va., who will return the com-

pany's notes as proposed."

Atlantic & Pacific Railroad.—This company has issued a circular to its bondholders, from which we extract the following: "The directors of the company announce to the holders of its land grant bonds of July, 1868, its second mortgage bonds, and the interest-bearing scrip of the company, that its financial condition requires relief from the immediate payment of interest (in money) upon these three classes of securities. They have adopted a plan for funding and redemption, which it is believed will enable the company to meet ultimately its every obligation. The plan for relief provides for the funding of the coupons on the land grant bonds, which mature January and July 1st, 1874. January and July 1st, 1875 (two years), and the coupons on the second mortgage bonds which mature May and November 1st, 1874, May and November 1st, 1875, and May and November 1st, 1876 (three years), into the company's gold coupon income bonds, dated December 1st, 1873, payable in ten years from date, with interest at the rate of six per cent per annum. payable semiannually, on June and December 1st. The coupons to be thus funded will be exchanged at par, less the interest to maturity for income bonds at par and interest to date of exchange. It is, agreed that the coupons so surrendered shall be placed in possession of Henry F, Vail (cashier of the National Bank of Commerce. in New York), who has been chosen trustee, and that they shall be retained by him, uncancelled, as security for the payment of the income bonds, both interest and principal. The holders of the land grant bonds of July, 1868, may at any time return to the company the income bonds they may have received in payment of coupons surrendered from that class of bonds, together with any interest paid thereon meantime, and receive therefor their par value and interest in the lands of the company, mortgaged for the security of said land grant bond, at valuation as per terms of said mortgage."

Chicago & Canada Southern.—The President has issued a cir-

cular to the bondholders, which contains the following.

"Western connections can be reached at a comparatively small expense. The funds tied up are fully secured, but time is necessary to make them and the other resources of the Company available. The Managers are therefore obliged to ask the Bondholders to fund (in a new bond, having four years to run from October 1, 1873, and bearing seven per cent. interest) the four coupons falling due October 1, 1873, April 1, 1874, October 1, 1874, and April 1, 1875, from each of the Company's First Mortgage Bonds; the exchange to be made by THE UNION TRUST COMPANY OF NEW YORK, who are to hold in trust the four coupons un ancelled until the Interest Bond is paid, thereby giving the bondholder all his original security in case of non-payment of the Interest Bond. The interest on the Registered Bonds will be arranged in a similar manner, with such variations only as are rendered necessary by the form of the bond.

"You will observe that the new bond bears interest from October 1, 1873, although it includes the funding of coupons due April and October 1874, and April, 1875, thus offering an average

of one year's interest." Trains are running on the Chicago & Canada Southern Railroad from Grosse Isle, Michigan, southwest to Fayette, Ohio, the present western terminus-about sixty-five miles. The track from Blissfield, Mich., to Fayette was laid last year, but was not operated until the completion of the section from Blissfield to Grosse Isle, which is about forty miles long.

New Jersey Midland Railroad.—The New Jersey Midland

Railroad has issued to holders of its second mortgage bonds the

following circular:

"DEAR SIR: It is desirable on the part of this company, to promote its best interests as well as the best interests of the holders of its second mortgage bonds, that these bonds should be funded into the consolidated gold bonds of the company. The advantages of the gold bonds are that they bear gold interest and become a first lien on the extensions of the road from Franklin Furnace to Belvidere, on the Delaware River, and also on that part of the road from New Durham to the Hudson River; and at the same time take the place of the second mortgage bonds as the second lien upon the road now built and being operated, and will ultimately become the first and only bond upon the road, as the first mortgage bonds are also to be funded into these con-

solidated bonds. We are now prepared to exchange these consolidated gold bonds for the second mortgage bonds of the company. Therefore we respectfully request all holders of second mortgage bonds to call at this office at their earliest convenience, with their bonds, and exchange the same. Mr. J. S. Christie is the accredited agent of this company to make these exchanges. All communications by mail should be addressed to him at the office of the company at 25 Nassau street, New York.

"C. A. WORTENDYKE, President. "H. R. Low, Treasurer."

The Midland officers have also asked their bondholders to advance them a loan of five percent on the amount of their bonds. A meeting of bondholders to consider this proposition was held at Deckertown, Sussex County, N. J., on Christmas Day, but the general opinion of those present was adverse to the proposition.

Ohio and Mississippi Railroad.—Holders of Second Mortgage (Western Division) bonds, due Jan. 1, 1874, are requested to present them for payment at the office of the Union Trust Company, No. 71 Broadway New York. Prior to which, such of said bonds as are registered should be transferred to bearer, at the office of the Ohio and Mississippi Railroad Company, No. 261

Southern Minnesota.—The receiver reports that the gross earnings for the year ending December 1 have been \$725,000--which he asserts might, under ordinary good management, have been increased to \$1,000,000, if the business were in hands with

less restricted authority than that of a receiver.

The foreclosure sale will not take place January 15, but that is the date up to which new arguments can be filed. A committee of the bondholders has prepared a plan for bidding in the road under the foreclosure and a reorganization by which the 8 per cent construction bonds shall be replaced by 7 per cent bonds, the interest on which to the amount of one per cent shall be payable in preferred stock for the first two years, if the net earnings are not sufficient to pay the value in cash; the overdue coupons, down to April next, shall be paid in preferred stock; the holders of these bonds and preferred stock shall choose all the directors except two, who shall be chosen by the holders of common stock, into which will be converted the 7 per cent equipment bonds, at the rate of \$8,500 per mile, while the holders of the present common stock and the floating debt will receive the new common stock at the rate of \$1,500 per mile, if they will agree to the plan.

This plan will give a capital account per mile as follows:

and the directors are to have authority, with the consent of a majority of the common stock, to issue second mortgage bonds at the rate of \$2,000 per mile for equipment and repairs.

This organization will require for interest payments net earnings of \$1,200 per mile for the first two years, and \$1,400 there-

Southside Railroad of Long Island.—There is a probability that the Southside Railroad will be transferred to parties who will compromise the debts, pay up the interest, and thus avoid a foreclosure, which is at present threatened. The parties who thus contemplate purchasing are the unsecured creditors of the road, who will combine and take possession of the best means of securing a portion of their claims. In this event no immediate change in the management will be made. The trustees now in charge estimate the value of the road and equipment at nearly \$3,000,000. The first and sinking fund mortgages amount to \$2,250,000, with an accrued interest of about \$75,000, thus showing a balance in favor of the remaining creditors of not less than \$500,000. The travel and freight business of the road is now unusually good, and expenses have been greatly reducedthe pay-roll having been cut down from \$20,000 to less than **\$13,000** per month.

Texas & Pacific.—Track laying on the Jefferson division is resumed, and the rails are now going down from the present terminus at Moore's landing northeastward. The work is now about completed to Texarkana, where the connection with the Cairo & Fulton is to be made. Track on the Trans-continental division is laid 50 miles eastward from Sherman, seven miles beyond Honey Grove, and is steadily progressing. The entire work of building the Texas Pacific Railroad has gone on, and the completion of the line to Texarkana will give the tonds of the road an increased value, and thus put the creditors of the Construction Company, who hold its securities, in a much

better position.

Union Pacific.—The Washington correspondent of the Journal of Commerce says: "The report of the government directors for the Union Pacific shows that the company are selling their lands at an average of \$4 50 per acre, leaving title to be obtained from the United States, because the government has stopped certifying lands to the company, in pursuance of an executive order to withhold one-half the lands not certified to the company, until they should begin to pay the interest on their subsidy bonds, and set aside five per cent of their net earnings for payment of the principal of those bonds. But the company, though it has received all the subsidy to which it was entitled by law, still maintains that its road is not completed, so as to avoid the five per cent sinking fund. It has accordingly become a mooted question here whether, in accordance with its conditions, the land grant has not lapsed, if the contention of the railroad company that their road is not completed be true."

Pacific Mail S. S. Co.—At a meeting of the Directors of the Pacific Mail S. S. Co., Mr. Henry G. Stebbins made a report on the matter of the Pacific Mail subsidy. Mr. Stebbins has been to

Washington, and been in official communication with the Postmaster-General.

He states in general terms that on October 1, the period settled by Congress for the beginning of the performance of the contract whereby should be earned the new subsidy of the Congress of 1872, the Board of Directors had performed the work mentioned in the contract satisfactorily to all concerned, but the Government had found that the letter of the contract had not been kept, inasmuch as the contract stated distinctly that the mails should be carried in iron bottoms of 4,000 tons butthen. The Postmaster-General said that while he desired to pay the money which he considered honestly earned, he was obliged to obey the law to the letter and did not have the reverted as a contribution of the same of the sam letter, and did not have the power to go outside of a specific clause of an act of Congress. He therefore could not pay the money for the three months ending January 1, nor would he be able to until the contract was filled in the proper way. In the meantime, of course, the money for carrying the mails would be paid as usual, but not the outside subsidy.

The United States Life Insurance Company—Twenty-fourth Annual Report.—With a promptness that cannot be too highly commended, the United States Life Insurance Company, of New York, appears to-day with its annual statement. This statement of the year's operations was completed at ten P. M. of December 31, and was published January 1.

The following facts are set forth in this report: 1. That the interest receipts during the year have more than paid the losses by death. 2. That the dividends of this year have been largely in excess of the last. 3. That the amount paid for surrendered policies is much less than last year, showing increased confidence on the part of the public. This is remarkable when the terrible condition of monetary affairs during the past three months is taken into account. 4. The solid character of the assets. 5. The handsome surplus over all liabilities, and last, but not least, the small balance in the hands of agents.

This statement has value in many respects. It shows that the Company is managed by men who not only labor in the interest of its policy-holders, but that they labor effectively. The watchful care which thus enables them to show so splendid an array of arsets, and so little outstanding and unused money makes an excellent basis for the confidence reposed in this really excellent

Company.

Of the premiums in the course of collection but 23,000 was actually outside of the Company's office in New York, being less than one week's premium receipts. Additional items of liabilities may be observed in the statement of this Company, viz.: "Premiums due in 1874 and future years," and "reserve on policies lapsed and liable for surrender and restoration."

-THE number of Littell's Living Age for the week ending January 3, begins a new volume (the 120th) of that sterling periodical, and the present is therefore an excellent time for the beginning of new subscriptions. For early numbers of the year, the publishers already announce articles on important topics by Dr. W. B. Carpenter, the eminent scientist, Sir Arthur Helps, Alfred Russell Wallace, F. R. S., etc., and Letters of Elizabeth Barrett Browning on Literary and General Topics, together with choice fiction by Mrs. Oliphant, Miss Thackeray, and other favorite writers. With fifty-two numbers of sixty-four large pages each (aggregating over 3,000 pages a year), the subscription price (\$8) is low; or still better, for \$10, any one of the American \$4 magazines is sent with The Living Age for a year. LITTELL & GAY, Boston, Publishers.

-The Consolidation Coal Co. has declared an annual dividend of 4 per cent. The company is reducing its funded debt by sinking fund payments, and the first mortgage is now \$482,000; the consolidated convertible bonds outstanding only \$300,000; the Cumberland Coal first mortgage \$247,000 outstanding.

BANKING AND FINANCIAL.

CENTRAL PACIFIC RAILROAD COUPONS. DUE JANUARY 1, 1874.

Central Pacific Railroad Company of California.....\$25,885,000 Western Pacific Railroad Company of California.... 2,735,000 California and Oregon Railroad Company...... 6,000.000

The coupons on the above first mortgage bonds will be paid, in Gold, at the office of Fisk & Hatch, on and after January 2.

C. P. HUNTINGTON, Vice-President.

New York, December 26, 1873.

BUFFALO CITY 7s, "PUBLIC PARK BONDS."

I Interest and principal payable at the Gallatin National Bank in this city. Principal due 1921.

PRICE 96 AND INTEREST.

DANIEL A. MORAN, 40 Wall street.

COTTON CONTRACTS Bought and sold for a Commission.

Advances made on Consignments, R. M. WATERS & CO., 56 Broad st.

RAILROAD BONDS .- Whether you wish to BUY or SELL write to

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

We buy and sell GOVERNMENT BONDS, GOLD and GOLD COU-PONS at current market rates.

We buy and sell INVESTMENT STOCKS and BONDS at the Stock Exchange on Commission for Cash.

We make COLLECTIONS for merchants and others, at all points in the United States and Canada.

We receive DEPOSITS subject to draft at sight, and allow interest at the rate of 4 per cent per annum.

We issue CERTIFICATES OF DEPOSIT available in all parts of the country, and in case of Special Deposits allow interest at rates to be agreed upon.

We COLLECT DIVIDENDS, COUPONS, INTEREST ON UNITED STATES REGISTERED BONDS, and attend to Banking business generally, for out of town Banks, Bankers and Correspondents, on reasonable terms.

We call attention to the present favorable opportunity for investment in CENTRAL PACIFIC and WESTERN PACIFIC GOLD BONDS, which are actively dealt in, both in this country and in Europe, and which at current prices are every way desirable.

FISK & HATCH,

Bankers and Dealers in Government Securities,

5 Nassau-st.

The Bankers' Gazette.

DIVIDENDS.

The following Dividends have been declared during the past week:

COMPANY.	PER CENT.	WHEN P'ABLE.	BOOKS CLOSED.
Railroads.			
Attleborough Branch	31%	Jan. 1	
Berkshire (quar.)	13%	Jan. 10	
Cayuga & Susquehanna	41/2	Jan. 2	
Central of New Jersey	4	Jan. 20	Jan. 2 to Jan. 22
Concord & Portsmouth (quar.)	31/4	Jan. 1	
Maine Central & Androscoggin	3	Jan. 20	
N. Y., Prov. & Boston (Storington), quar	21/4	Jan. 10	Jan. 5 to Jan. 10
Norwich & Worcester	5	Jan. 12	Dec. 31 to Jan. 13
Ogdensburg & Lake Champlain		Jan. 8	
Paterson & Hudson		Jan. 5	
Paterson & Ramano	4	Jan. 5	
Paterson & Ramapo Pittsburgh, Fort Wayne & Chicago (quar.)		Jan. 6	
special (quar.)	1%	Jan. 2	
Pittsfield & No. Adams	376	Jan. 1	
Portland & Kennebec	3	Jan. 20	• • • • • • • • • • • • • • • • • • •
Portland, Saco & Portsmouth	5	Jan. 1	
Portland, Saco & Portsmouth	5	Jan. 1	İ
Taunton Branch	5	Jan. 1	
Union	פו	Jan. 1	
Banks.		Jan. 2	Dec. 24 to Jan 3
Chatham	5	Jan. 2	
Eleventh Ward	31/2		
First National (quar.)	5		
First National of Yonkers	5	Jan. 10	
Long Island of Brooklyn	5	Jan. 2	
Manufacturers' National of Brooklyn	4	Jan. 2	
Tenth	2⅓ gold	Jan. 2	
Insurance.			1
Commerce, Fire	5	Jan. 8	
Brooklyn, Fire	10	Jan. 2	
Emporium, Fire	- 5		
Hanover, Fire	5	Jan. 1	
Irving	7	on dem.	1
Nassau, Fire	10	Jan. 2	1
Peoples, Fire.		Jan. 2	
New York & Yonkers, Fire			
Miscellaneous.	i	1	1
Central New Jersey Land Improv. Co	78	Jan. 20	Jan. 2 to Jan. 20
Consolidated Coal of Maryland		Jan. 20	Jan. 10 to Jan. 21
	1 7	Jan. 2	
National Trust Co	. 4	TO all. 2	1

FRIDAY, January 2, 1874-6 P. M.

The Money Market and Financial Situation .-- The new year opens very favorably. There are evidences of much activity in business in the formation of new firms, and a cheerful tone is noticed in commercial and financial circles generally. The payment of interest and dividends was progressing to-day as rapidly as possible, and an agreeable surprise was produced by the default of a much smaller number of railroads than had been anticipated. A particular description of each of the issues of bonds now in default for the first time on their January interest is given in another column. The total disbursements to be made in New York for interest and dividends may be set down at about \$60,000,000; in Boston they are stated at \$9,701,135, against \$12,083,034 last January.

It is apparent that the prevailing opinion favors the idea of an easy money market during the coming months, and whatever the future may in fact develop it is certain that there is now no apprehension of a renewal of last year's stringency.

The legal tender circulation stands to day at \$378,405,000, against \$377,047,000 last Friday. The total net increase of the

public debt during December was \$8,453,272

Money on call has been more active, and during the early part of the week stock brokers paid as high as 1-32 commissions for loans; to-day the morning rate was 7 per cent, and the closing rate declined to 6 after having been up to 1-16 per day.

On commercial paper the rates are quoted at 8 to 9 per cent for prime names, and the demand at these prices is good. Any transactions below 8 per cent are exceptional, and furnish no guide for buyers or sellers.

The Bank of England rate is unchanged at 41 per cent, though

money in the open market is quoted at 4; the bank gained this

week £496,000 in bullion.

The New York banks report to-day only \$970,000 of loan certificates outstanding against \$1,220,000 December 31. The last statement of the city Clearing-House banks, December 27, showed a further increase in legal tender reserve, the excess above the 25 per cent requirement being \$12,601,250.

The following table shows the changes from previous week

and a comparison with 1872 and 1871:

		1873			1872.	1871.
•	Dec. 20.	Dec. 27.	Differ	ences.	Dec. 28.	Dec. 30.
Loans and dis.	\$257,191,900	\$258,094,500	Inc.	8902,600	\$274,572,400	\$270,534,000
Specie			Inc. 1	,526,400	17,241,300	25.049,500
Circulation			Inc.	30,700	27,573,900	
Net deposits			Inc. 1	,035,600	198,529,600	
Legal tenders.			Inc.	96,300	41,119,600	40,282,800

United States Bonds .- Government securities have been strong to-day, the January and July issues selling ex-interest. There seems to be every prospect of buoyancy in these bonds, as the large amount of money to be reinvested this month will naturally seek a medium which is considered safe beyond perad-

Closing prices daily have been as follows:

	Dec.	Dec.	Dec.	Dec.	Jan.	Jan.
Int. period.	27.	29.	30.	31.	1.	2.
5s, funded, 1881, coup Quarterly.	111%	110%	111%	11114	:	111
68, 1881 reg. Jan. & July.	115%	116%	1163/8	*116%	:	1161
68, 1881coup. Jan. & July.	119%	120%	120%	*12034	:	x117%
6s, 5 20's, 1862coup May & Nov.	*11336			*113%		1133
68, 5-20's, 1864coup May & Nov.	*114%	*115	*114%	*114%		115
68, 5-20's, 1865coup May & Nov.	*115	*115%		*115%	day	*11536
68, 5-20's, 1865 new, coup. Jan. & July.	118	1181	119	119	oli	116
68, 5-20's, 1867 coupJan. & July.	1181		119%	119%	H	115
68, 5-20's, 1868coup. Jan. & July.			*119%			*x115%
08, 0-20 8, 1000Cupvan. would	111	111	1111%			1111
58, 10 40'sreg. Mar. & Sept. 58, 10-40'scoup. Mar. & Sept.	*11114		*112	113	•	1131
68 Currency reg. Jan. & July	1131	*113%				*114
na ChrrencyreyJan. or July.		110/4	/-	/8	•	

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

The range in prices for the year 1873 and the amount of each class of bonds outstanding Dec. 1, 1873, were as follows:

		-1873	Amoun	Dec. 1
	Lowest.	Highest.	Registered.	Coupon.
5s, funded 1881coup	106₺ Nov.	11/1161 Apr. 25	\$ 164,404,450	\$ 118,829,650
6s. 1881 reg.,	109% Oct.	20 119 May 24	193,042,400	
68. 1881coup	11136 Oct.	17 123% June 9		89,693,950
6g. 5-20's. 1862coup.	105 Oct.	16 118% Apr. 28	10,619,000	155,779,850
6g 5-20's 1864 coup	106% Oct.	17 118% Apr. 30	25,767,750	
6s. 5-20's. 1865 coup	107 ¥ NOV.	3 120% Apr. 29	35,600,900	118,852,400
6s 5-20's 1865, new coup	109 Nov.	6 120% June 13	55,571,450	146,761,650
6s. 5-20's, 1867coup	110 Oct.	17 121% May 28	87,210,430	223,443,750
6g 5-20'g 1868coup	110 Oct.	17 120% June 10	18,750,000	23,724,000
58 10-40'sreg.,	103% Oct.	11 115% July 14	140,002,000	FO 00F 000
5g 10-40'8	105 Oct.	10 110% Aug. 20		53,885,000
6s, Currencyreg	107% Sept.	30/116 May 31	64,623,512	*****

Closing prices of securities in London have been as follows:

	Dec. 19.	Dec. 24.	Jan. 2.	Lowest.	1878.———————————————————————————————————
U. S. 6s, 5-20's, 1865 U. S. 6s, 5-20's, 1867 U. S. 5s, 10-40's	94%	94% 94% 92% 91%	107 107% 104% 103%	91½ Apr. 18 92¼ June 13 88½ May 20 85½ May 19	98% Dec. 4 92% Jan. 81

State and Railroad Bonds.—There have been a few sales of Tennessees, and South and North Carolina bonds, but nothing like activity in the market. The Governor of Tennessee has been in New York and assures the holders of Tenn. bonds that the Funding Bill passed last March will be carried out, and the July and next January coupons will be paid, in cash. There are also \$1,500,000 of bonds to be cancelled which have just been paid in by the Nashville and Chattaneoga Railroad.

For the older issues of railroad bonds the demand has been good and bids fair to increase as the month advances. There is every reason to have confidence still in a large majority of the completed railroads, and as the amount of new bonds offering has diminished, the old bonds will absorb funds seeking investment. Closing prices daily, and the range for the year 1873, have been

Lowest. | 62 Nov. 5 | 62 Nov. 5 | 18 Nov. 5 | 15 Dec. 80 | 85 Oct. 14 | 43 Oct. 1 35 Oct. 14 49 Feb. 7 43½ Oct. 1 56½ Mch. 17 7 Oct. 23 15½ Jan. 2 7 Dec. 90 23 Jan. 20 84 Sept. 30 97 June 28 80 Sept. 19 104½ Feb. 10 64½ Nov. 6 89 Feb. 4 57 Nov. 1 80 Jan. 6 98 Nov. 15 104½ Sept. 1 98 Nov. 8 107½ July 1 100 Nov. 6 109½ Apr. 3 96 Nov. 5 106½ June 17 *x100

Stocks.-The year opens Railroad and Miscellaneous with a more buoyant market than was expected, even by those

who predicted an advance in stocks later in the month. The tendency was upward, and the closing prices on leading stocks were generally near the highest point of the day, and were as follows:

New York Central and Hudson, 1001 @1001; Lake Shore, 791@ 79\$; Rock Island, 102\$@102\$; Wabash, 51@51\$; Northwestern, 58\$@58\$; Milwaukee and St. Paul, 43\$@43\$; Pacific Mail, 39\$@ 40; Erie, 471@471; Ohio and Mississippi, 301@307; Union Pacific, 314@32.

The weekly railroad earnings, as reported below, show a decided improvement, and the third week of December was, in the

case of several roads, considerably ahead of last year.

The month is not yet sufficiently advanced to develop the tendency of speculation, and the probable effects of clique operations. The daily highest and lowest prices have been as follows:

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			-	Walmandaw	Thursday	Friday,
3	Baturday,	Monday.	Tuesday,	Wednesday,	Jan. 1.	Jan. 2.
	Dec. 27.	Dec. 29.	Dec. 30.	Dec. 31.	9 au. 1.	99% 100%
N.Y.Cen.&H.R.	961 95%	97% 98%	984 9914	99 99%	:	120 120%
Harlem	117% 119	119% 120	119% 120	120 120	:	471 47%
Erie	*41%	44% 41%	45	461/4 47	:	71%
do pref	* 71	71 71	* 711/4	69 71%	:	7% 79%
Lake Shore	75% 76%	75% 76%	76% 76%	16% 77%		49% 5
Wabash	491 50	48% 49%	48% 19%	49 49%	: .	571 58%
Northwest	55 56	55% 56%	5614 5714	57 57%	:	69% 71%
do pref.	693 693	69% 69%	69 6914	69% 69%	: .	100% 10:%
Rock Island	98% 100	93 100%	99% 100	100% 100%	:	41 % 44
St. Paul	40% 41%	41% 41%	41% 41%	411/4 411/6	:	66% 67%
uo pref	64 1 65	65 65	66 66	66% 66%	:	*10 4 1214
At.& Pac., pref.	13% 13%	131/4 131/4	121/2 12%	12 12	:	301/4 311/4
Ohio & M188	8) 80%	29% 30%	80 80%	30 30 %	:	101 7 102 7
Central of N.J.	102 103	102 102	• 103	*102 10214	>	31/4 31/4
Bost., H.& Erie	236 814	3% 3%	314 314	31/4 33/8	Holiday	x99 9914
Del., L. & West	103 103 1	1031/4 1041/4	103 101	104 104	· 🚊	21% 27%
Han. & St. Jos.	20% 21%	27/2 27/2	27% 27%	271/2 271/2	· · · •	*34
do pref.	35 35	**** ****	*341/3 36	36 363	14	£034 31 34
Union Pacific	30% 30%	30 80%	30% 30%	301/ 301/	:	27% 28%
Col. Chic.& I.C.	26% 27%	27 27%	27 27%	27% 27%	:	112 112
Panama	105 103	106 105	106 109	109 111	:	73 74%
West, Un. Tel.	7214 7316	72% 72%	72% 73%	72% 73%	· :	10 17/2
Quicksilver	28 23	* 29	271/2 28	29		
do pref.	33 33	40	* 33	*33	:	381, 40
Pacific Mall	3-16 391/2	3714 3814	37% 38%	33½ 39½ 92 92	:	*91%
Adams Exp	*90 65%	91 911/2	91 1/2 91 1/2		:	581 591
American Ex	*:6 57%	*56% 57%	571/2 581/4		:	69 63
United States	*661/4 671/4		67% 69	68% 69%		*69 70
Wells, Fargo :.	*65 68%		6914	66 69%	:	751/4 74
Canton	*64 70	69 69	69 69		:	501/2 501/2
Cons. Coal	501/ 50%	50 50	191/2 50		:	*17
Maryland Coal.	*17% 21	*18 2014	22	*19 20%	•	

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

The entire range for the years 1873 and 1872 was as follows:

Lowest Highest Rowest Highest Rowest Highest Rowest	*		1873			1	872		_
N. Y. Cen. & Hud. R 77% Nov. 5 106% Feb. 4 89 Nov. 11 101% Apr. 25 Erie. 35% Nov. 7 69% Feb. 4 30 Feb. 5 75% May 20 do pref. 56% Nov. 7 82 Feb. 4 60 Mch. 2 87 May 20 Lake Shore. 57% Nov. 1 97% Feb. 15 83% Nov. 11 80% Apr. 4 80% Apr. 4 80 Mch. 3 80% Apr. 4 85 Feb. 4 60 Mch. 2 87 May 20 Mch. 30 Feb. 5 87% Mov. 11 101 Mch. 30 Feb. 5 87% May 20 Mch. 30 Feb. 4 87% Mov. 11 101 Mch. 30 Feb. 5 87% Mov. 11 102 Mch. 30 Feb. 5 87% Mov. 11 102 Mch. 30 Feb. 5 87% Mov. 11 102 Mch. 30 Feb. 5 87% Mov. 30 Feb.	-	Lowest	H	ghest.	Lo	west.	Hi	ghest.	
Harlem. 90 Sept. 19 140 Apr. 1 107% Feb. 12 130 Apr. 25 Erie. 35% Nov. 7 69% Feb. 4 30 Feb. 5 75% May 20 do pref. 56% Nov. 7 82 Feb. 4 60 Mch. 2 87 May 20 Lake Shore. 57% Nov. 1 97% Feb. 15 83% Nov. 11 98% Mch. 30 Wabash. 32% Oct. 15 75% Jan. 2 64 Nov. 11 80% Apr. 4 Northwest. 31% Oct. 14 85 Feb. 4 66% Jan. 5 230 Nov. 23 do pref. 53 Nov. 8 94 Feb. 3 83% Nov. 11 102 Nov. 25 Rock Island. 80% Oct. 14 117% Mch. 11 101 Nov. 11 18% Apr. 2 100 pref. 43% Nov. 1 62% Apr. 21 51 Nov. 11 64% Apr. 1 62% Apr. 21 51 Nov. 11 64% Apr. 1 62% Apr. 21 72% Nov. 11 83 Jan. 20 Nov. 25 Nov. 62% Jan. 29 Nov. 11 83 Jan. 20 Nov. 12 106% June 7 98 Oct. 4 113% Jan. 15 Nov. 12 106% June 7 98 Oct. 4 113% Jan. 15 Nov. 12 106% June 7 91 Dec. 13 112% Mch. 16 June 7 91 June 7	N Y Cen & Hud R		5 1063	Feb. 4	89	Nov.	1 101%	Apr.	2
Rrie.		90 Sept	t. 19 140	Apr. 1	107%	Feb. 1	2 130	Apr.	25
do pref. 56½ Nov. 7 82 Feb. 4 60 Mch. 2 87 May 20 Lake Shore. 57½ Nov. 1 97½ Feb. 15 83½ Nov. 11 98½ Mch. 30 Wabash. 32½ Oct. 15 75½ Jan. 2 64 Nov. 11 80½ Apr. 4 Northwest. 31½ Oct. 14 85 Feb. 3 83½ Nov. 11 102 Nov. 23 Rock Island. 80½ Oct. 14 117½ Mch. 11 101 Nov. 11 102 Nov. 25 Rock Island. 80½ Oct. 14 117½ Mch. 11 101 Nov. 11 102 Nov. 25 Rock Island. 80½ Oct. 14 117½ Mch. 11 101 Nov. 11 118½ Apr. 2 20 Nov. 11 102 Nov. 11 102 Nov. 11 102 Nov. 11						Feb.	5 75%	May	
Lake Shore. 57% Nov. 1 97% Feb. 15 83% Nov. 11 98% Mch. 30 Wabash. 32% Oct. 15 75% Jan. 2 64 Nov. 11 80% Apr. 4 Northwest. 31% Oct. 14 85 Feb. 4 86% Jan. 5 230 Nov. 23 Nov. 8 94 Feb. 3 83% Nov. 11 102 Nov. 25 Nov. 12 117% Mch. 11 101 Nov. 11 102 Nov. 25 Nov. 12 118% Apr. 2 118% Apr. 1 118% Apr. 2 118% Apr. 2 118% Apr. 2 118% Apr. 2 118% Apr. 1 118% Apr. 2 118% Apr. 1 118% Apr. 1 118% Apr. 2 118% Apr. 1 118% Apr. 2 118% Apr. 1 118% Apr			. 7 82	Feb. 4	60	Mch.	2 87		
Wabash 32½ Oct. 15 75¾ Jan. 2 64 Nov. 11 80% Apr. 23 Northwest 31½ Oct. 14 85 Feb. 4 66½ Jan. 5230 Nov. 23 Rock Island 80½ Oct. 14 17½ Mch. 11 101 Nov. 11 102 Nov. 25 Rock Island 80½ Oct. 14 117½ Mch. 11 101 Nov. 11 108¼ Apr. 2 St. Paul 21½ Nov. 1 62¼ Apr. 21 51 Nov. 11 18¼ Apr. 2 Atlantic & Pacific pref. 10 Nov. 15 38% Jan. 24 70½ Nov. 11 64½ Apr. 11 Central of New Jersey. 85 Nov. 15 38% Jan. 29 Oct. 4 13½ Jan. 20 Central of New Jersey. 85 Nov. 106½ June 7 98 Oct. 4 113½ Jan. 15 Boston, Hartf. & Erie. 1 Nov. 12 10½ Feb. 3 3½ Jan. 2			. 1 97%		831	Nov. 1	1 9814	Mch.	80
Northwest				Jan. 2		Nov. 1	1 80%	Apr,	
St. Paul 21½ Nov. 1 62½ Apr. 21 72½ Nov. 11 64½ Apr. 1 60 pref. 43½ Nov. 1 62½ Apr. 21 72½ Nov. 11 64½ Apr. 1 60 pref. 43½ Nov. 1 63½ Apr. 21 72½ Nov. 11 64½ Apr. 1 60 pref. 60 Nov. 15 88½ Jan. 29 60 Nov. 15 88½ Jan. 29 60 Nov. 16 60 June 7 60 June				Feb.	66%	Jan.			
Rock Island 80½ Oct. 14 1173½ Mch. 11 101 Nov. 11 118½ Apr. 2 St. Paul 21½ Nov. 1 62¼ Apr. 21 64½ Apr. 21 do pref. 43¾ Nov. 7 79½ Jan. 24 72½ Nov. 11 83 Jan. 20 Atlantic & Pacific pref. 10 Nov. 15 Nov. 15 85½ Jan. 24 40 Nov. 11 51½ Apr. 1 Central of New Jersey. Boston, Hartf. & Erie. Del., Lack. & Western. 79½ Nov. 1 106½ June 7 98 Oct. 4 113½ Jan. 12 1 Nov. 12 10½ Feb. 3 3½ Jan. 2 11½ May 18 Del., Lack. & Western. Hannibal & St. Jo 15 Nov. 7 71½ Jan. 3 do do pref. 21 Nov. 7 71½ Jan. 3 44 Sep. 18 112½ Mch. 16 1 Nov. 7 71½ Jan. 3 44 Sep. 18 71½ Jan. 19 Union Pacific 14½ Nov. 1 39½ Jan. 4 Col., Chic, & I. C. 16½ Nov. 5 43½ Feb. 1 19¾ Jan. 5 42½ May 21 16½ Nov. 5 130 Jan. 6 67½ Sep. 18 82½ Dec. 23 West. Un. Telegraph 25 Nov. 6 57 Feb. 1 30 Jan. 13 59 Oct. 26 30 Jan. 13 59 Oct. 26 Quicksilver 18 Oref. 25 Nov. 6 57 Feb. 1 30 Jan. 13 59 Oct. 26 Pacific Mail 25 Oct. 15 Nov. 1 70½ Jan. 29 Nov. 1 70½ Jan. 29 Nov. 1 70½ Jan. 29 Jan. 6 80½ May 24 Adams Express 16 Nov. 1 70½ Jan. 29 Jan. 6 80½ May 24				Feb. 3		Nov. 1	1 102		
8t. Paul				Mch. 11					
do pref. 43% Nov. 7 79½ Jan. 24 72½ Nov. 11 85 Jan. 20 Atlantic & Pacific pref. 10 Nov. 15 88% Jan. 29 40 Nov. 11 51% Apr. 1 Central of New Jersey. 85 Nov. 10 106% June 7 98 Oct. 4 113½ Jan. 15 Boston, Hartf. & Erie. 1 Nov. 12 10½ Feb. 3 3½ Jan. 2 11½ May 18 Del., Lack. & Western. 79% Nov. 1 1166 June 7 98 Oct. 4 113½ Jan. 15 Hannibal & St. Jo		21% Nov	. 1 624		51				
Atlantic & Pacific pref. 10 Nov. 15 38% Jan. 29 40 Nov. 11 51% Apr. 1 Central of New Jersey. 85 Nov. 10 106% June 7 98 Oct. 4 113% Jan. 15 Nov. 12 10% Feb. 3 3% Jan. 2 11% May 18 June 7 106 June 7 1		43% Nov	7, 7, 791			Nov.	1 83		
Ohio & Mississippl 21¼ Oct. 14 49% Jan. 24 40 Nov. 11 51% Apr. 15 Boston, Hartf. & Erie. 1 Nov. 10 106% June 7 98 Oct. 4 113½ Jan. 15 Boston, Hartf. & Erie. 1 Nov. 12 10¼ Feb. 3 3¼ Jan. 2 11½ Mch. 16 June 7 91 Dec. 13 Jule Jule Jule Jule Jule Jule Jule Jule			r. 15 38%				: -::::	A	•
Central of New Jersey. 85 Nov. 10 106% June 7 98 Oct. 4 113% Jan. 10 106% June 7 10% Feb. 3 3% Jan. 2 11% May 18 100 106% June 7 10% Feb. 3 3% Jan. 2 11% May 18 100 106% June 7 10% Feb. 3 112% Mch. 16 June 7 10% Jan. 3 10% Jan. 4 10% Jan. 17 10% Jan. 3 10% Jan. 4 10% Jan. 17 10% Jan. 3 10% Jan. 4 10% Jan. 5 10% Jan. 19 10% Jan. 5 10% Jan. 10 10% Jan. 1			. 14 49%	Jan. 24			51%	Apr.	1
Boston, Hartf. & Erie. Del., Lack. & Western. Hannibal & St. Jo	Central of New Jersey.				98		4 113%	Jan.	10
Del., Lack. & Western. 79½ Nov. 1 106 June 7 91 Dec. 13 112½ Mch. 10 Hannibal & St. Jo 15 Nov. 7 52½ Feb. 7 28 Nov. 11 59½ Jan. 17 do do pref. 21 Nov. 7 71½ Jan. 3 44 Sep. 18 71½ Jan. 19 Union Pacific 14½ Nov. 5 43½ Feb. 11 19½ Jan. 5 42½ May 21 Panama 77½ Nov. 6 130 Jan. 6 72 Jan. 2 148½ Oct. 26 West. Un. Telegraph. 43½ Nov. 1 94½ Feb. 6 67½ Sep. 18 82½ Dec. 23 Quicksilver 18 Sept. 30 46½ Jan. 2 25½ Jan. 13 49½ Dec. 6 Quicksilver 18 Sept. 30 46½ Jan. 2 25½ Jan. 13 59 Oct. 21 Pacific Maii 25 Oct. 15 76½ Feb. 7 30 Jan. 13 59 Oct. 21 Adams Express 76 Nov. 6 100½ Jan. 29 88½ Sep. 18 99½ May 20 American Express 41 Nov. 1 70½ Jan. 8 59 Jan. 6 80½ May 24	Boston, Hartf. & Erie.					Jan.	2 11%	May	10
Hannibal & St. Jo 15 Nov. 7 52% Feb. 7 28 Nov. 11 53% Jan. 19 do do pref. 21 Nov. 7 71% Jan. 3 44 Sep. 18 71% Jan. 19 Union Pacific 14% Nov. 5 43% Jan. 4 28% Jan. 5 42% May 21 Panama 77% Nov. 6 130 Jan. 6 72 Jan. 2 148% Oct. 26 West. Un. Telegraph 43% Nov. 1 94% Feb. 6 67% Sep. 18 82% Dec. 23 do pref 25 Nov. 6 57 Feb. 1 30 Jan. 13 59 Oct. 21 Pacific Maii 25 Oct. 15 76% Feb. 7 38% Sep. 18 82% Jan. 2 103% Oct. 22 Adams Express 76 Nov. 3 100% Jan. 29 88% Sep. 18 99% May 20 American Express 41 Nov. 1 70% Jan. 8 59 Jan. 6 80% May 24	Del., Lack. & Western.	79% Nov	7. 1 106	June '		Dec.	3 112%	Mcn.	10
Union Pacific 14¼ Nov. 1 39% Jan. 4 28% Jan. 5 42 Apr. 1 Col., Chic, & I. C. 16½ Nov. 5 43% Feb. 11 19% Jan. 5 42% May 21 Panama 77% Nov. 6 130 Jan. 6 72 Jan. 2 148% Oct. 26 West. Un. Telegraph. 43% Nov. 1 94% Feb. 6 67% Sep. 18 82% Dec. 26 Quicksilver 18 Sept. 30 46% Jan. 2 25% Jan. 13 49% Dec. 6 do pref 25 Nov. 6 57 Feb. 1 30 Jan. 13 59 Oct. 21 Pacific Maii 25 Oct. 15 76% Feb. 7 53% Jan. 2 103% Oct. 22 Adams Express 76 Nov. 3 100% Jan. 29 88% Sep. 18 99% May 20 American Express 41 Nov. 1 70% Jan. 8 59 Jan. 6 80% May 24	Hannibal & St. Jo			,					
Union Pacific 14% Nov. 1 39% Jan. 4 28% Jan. 5 42% May 21 Col., Chic, & I. C. 16% Nov. 5 43% Feb. 11 193% Jan. 5 42% May 21 Panama 77% Nov. 6 130 Jan. 6 67% Sep. 18 82% Dec. 28 Quicksilver 18 Sept. 30 46% Jan. 2 25% Jan. 13 49% Dec. 6 Quicksilver 18 Sept. 30 46% Jan. 2 25% Jan. 13 59 Oct. 25 Pacific Maii 25 Oct. 15 76% Feb. 7 83% Jan. 2 103% Oct. 22 Adams Express 76 Nov. 3 100% Jan. 29 88% Sep. 18 99% May 20 American Express 41 Nov. 1 70% Jan. 8 59 Jan. 6 80% May 24	do do pref.								
Col., Chic. & I. C	Union Pacific	14% Nov	r. 1 393		281				
Panama 77½ Nov. 6 130 Jan. 6 72 Jan. 2 148% Oct. 23 West. Un. Telegraph. 43½ Nov. 1 94½ Feb. 6 67½ Sep. 18 82½ Dec. 23 Quicksilver 18 Sept. 30 46½ Jan. 2 25½ Jan. 13 49½ Dec. 6 57 Feb. 1 30 Jan. 13 59 Oct. 21 Pacific Maii 25 Oct. 15 76½ Feb. 7 76½ Feb. 7 53½ Jan. 2 103½ Oct. 22 Adams Express 76 Nov. 3 100½ Jan. 29 85½ Sep. 18 99½ May 20 American Express 41 Nov. 1 70½ Jan. 8 59 Jan. 6 80½ May 24	Col., Chic, & I. C	16% Nov	v. 5 437	Feb. 1.	1934	Jan.			
Quicksilver 18 Sept. 30 46½ Jan. 2 25½ Jan. 13 49½ Dec. 6 6 do pref. 25 Nov. 6 57 Feb. 1 30 Jan. 13 59 Oct. 21 Pacific Maii 25 Oct. 15 76% Feb. 7 76% Feb. 7 76% Jan. 29 88% Sep. 18 99% May 20 American Express 41 Nov. 1 70½ Jan. 29 85% Jan. 6 80% May 24	Panama								
Quicksilver 18 Sept. 30 46½ Jan. 2 25% Jan. 13 59 Oct. 21 Pacific Maii 25 Oct. 15 76% Feb. 7 53% Jan. 2 103% Oct. 22 Adams Express 76 Nov. 3 100½ Jan. 2 88% Sep. 18 99% May 20 American Express 41 Nov. 1 70½ Jan. 8 59 Jan. 6 80% May 24	West. Un. Telegraph	431 No			673	sep.	10 8279	Dec.	
Pacific Maii			-1				13 4974	Dec.	
Adams Express									
American Express 41 Nov. 1 70% Jan. 8 59 Jan. 6 80% May 24				8					_
								Tuly	6
United States Express. 44% Oct. 13 60 Fell Jan 4 05 May 21		44% Oct	. 15 82		- / "				
Wells, Falgo & Co Do Dopti do Com Co.	Wells, Fargo & Co								
Canton is out to the							1		-
Consolidated Coal 38 Oct. 31 58% Apr. 23				Apr. 2	3				
Maryland Coal 13 Nov. 3 28 Mch. 17	Maryland Coal	13 No	v. 3 28	MICH. 1	6]	• • • • • •	• } • • • •	• • • • • •	•••

The latest railroad earnings reported are as follows:

Latest earning	ngs reporte	ed.——	Jan.1 to la	test date.
Roads.	1873.	1872.	1873.	1872.
Atlantic & Gt. West. 3d week of Dec.	\$114,250		\$5,074,265	\$5,175,440
Atlantic & Pacific 3d week of Dec.	24,800	22,009	1,245,003	1,116,856
Bur., C. Rap. & Minn. 3d week of Dec.	29,155	18,937		
Central Pacific Month of Nov.	1,296,812	1,299,990	12.906,402	11,886,969
Chic., Dany. & Vinc. Month of Nov.	61,230	55,000		555,389
Cleve. Col., Cin. & I. Month of Nov.	311,935	389,829		4,103,881
Chic. & Northwest. 3d week of Dec.	238.786	212,942	13,199,965	12,052,930
Denver & Rio Gr 1st week of Dec.	5,024			
Erie 3d week of Dec.	435,769	374,250		18,554,714
Illinois Central Month of Nov.	622,433	696,475		7,328,687
Indianap., Bl. & W Month of Nov.	112,974	102,431		1,233,878
Kansas Pacific 1st week of Dec.	49,819	63,515		
Lake Sh. & Mich. S. 3d week of Dec.	333,912	340,838		17,169,429
Milwankee & St. P., 3d week of Dec.	190,600	120,856		6.820 938
Mo., Kan. & Texas Month of Nov.	309,000	230.518		1,696,376
Mobile & Ohio Month of Nov.	236,635	344,335	2,420,739	2,591,947
Ohio & Mississippi Month of Nov.	266,533	319,024		
Pacific of Missouri 3d week of Dec.	77,500	64,570		
St. L. Kans. C. & N. 3d week of Dec.	62,760	61,297		
St. Louis & Iron Mt. 2d week of Dec.	42,800	60,162		2,152,709
St. L., Alton & T. H. 3d week of Dec.	18,985	23,366		
do branches. 3d week of Dec.	11,040	11,242		
St. L. & Southeast., 3d week of Dec.	25,840	18,730	1,239,747	
Tol., Peor. & War Month of Nov.	81,191	103,110		••••
10.11,2000				

Lapsley & Bazley, 74 Broadway and 9 New street, quote stock privileges, \$100 for 100 shares, 30 days; \$150 to \$200, 60 days, at the following distance from the market. (Members of the Exchange or responsible parties.)

talled if the market (brokens			•	
*	Puts t	oelow.—	Calls	
	30 days.	60 days.	30 days.	60 days.
Gold for 1/2 com	. 3/a1	1%@1%	13/@2	2 1/2 ta 3
Canton	@			
Western Union Telegraph	. 2%@314	3%@1	4 @5	6 @81/2
Pacific Mail	. 24634	3 @31/2	3 @31/2	4 @174
New York Centra' & Hudson	1421%	2 @314	3 @3 %	3 4 @ 4 6 @ 6 4
Erie	. 4% // 5	5 @514	5 % a 5 % 3	4 @15
Lake Shore	2 (0) 1/4	3 @314	4 1/2 (05	5%@6
Northwestern	. 24.02%	3 @3%	4 @4%	5 % @6
Rock Island	11/0/18/	24 @24	3 @314	4 614
Milwaukee & St. Paul	17 (017)	314:44	4 @4%	5 @51
Wabash	11/018	2 6214	3 @3%	81/41
Ohio & Mississippi	1 @1%	2 @2%	2 (42)	8 @51
Hannibal & St. Joseph	14@13	234@3	4 @5	5 (4)6
Columbus, Chicago & Indiana C.		21/2@3	3 @314	3%@4

The Gold Market.—Gold has been pretty steady throughout, and the market seems to have been left to a natural course, with very little speculative interference. The occurrence of the holidays, and the present Treasury disbursements were sufficient to check speculative operations for the time being, but the future course of prices will depend largely upon the influence which cliques and combinations may exert in this market, and any prediction based upon the present outlook would be liable to be defeated. On gold loans the rates to-day were 7, 6, 1-32, 3-64 and 7 per cent. gold for carrying. Customs receipts of the week were \$1,353,000

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

	-Quotation			**************************************	
One	n. Low-High	- Clos-	Total	-Bala	
ing		ing.	Clearings.	Gold.	Currency.
Saturday, Dec. 27 110	110 110%	110%		\$1,435,567	\$1,807,172
Monday " 29110	0110 110 €	110%	46,516,000		
Tuesday. " 30 110	0 110 110%	1:0%	4.5,000,000		
Wednesday. " 3111	110% 110%	110%	YY - 11 3		
Thursday, Jan. 1	0% 110% 110%	1103			1,726,622
• •					
Current week110	110 110%	110%	\$271,507,000	\$1,571,443	\$1,726,622
Previous week	134 109 54 110 76	110%	260,010,000	1,115,581	1,275,190
Jan. 1, 1873, to date 115	1 106% 119%	110%	•.••	•••••	••••
			100		

Foreign Exchange.—The market has remained pretty firm, and it is evident that the effect of incoming cotton bills was too largely "discounted" in the low rates prevalent ten days ago. The quotation to day is 4.83 and 4.87 for long and short sterling respectively, which is equivalent to 108 11-16 and 109 9-16 under the old method of quoting. The old and new methods show the following approximate equivalents as nearly as can be given:

New Old New Old New Method. Method. Method. M	ethod.
Method Method Method Method	8 2216
	8 2216
Method. Method. Method. Method. Method. 106.9634 \$4 51 10	
\$1.70	2 223/
	5.00%
	8.45
	8 5634
	0 6-1/
100 00 1 4 771/	10.0.72
	18.78%
1 16/2 100.01/4) - 10m cct/ 1 4 04	18 90
4 72 106 42% 4 78%	0.00
106 593/ 4 70 107.77% 4 84%	19.01
1072 10.00 A	19.36
	0 938
4 7/412 106 7632 4 80 100.00 4 0072	10. 45.78
	J9.45%
4 75106.87% 4 80%	

The following are the asking rates for prime bills:

			uary 2.
London prime bank.		3	3 days.
ers' sterling		@4.83	@4.87
London good bankers' do		@4.82	@4.86
London prime com ster do		4.18(4.01	@
David (hankard)		0 4178 000.404	5.164@5.18%
Antwork		17.2174 (90.00/4	5.1614@5.1834
Swiss.		J. 21/4 00. 40/4	5.1614@5.18%
Amsterdam		40%	41 @ 41%
Hamburg		95% (3) . 95%	96% 3 96%
Frankfort		41 @ 41%	41%@ 41%
Daniel		95% @ 95%	96% @ 96%
Bremen.		man () P17/	72%@ 72%
Prussian thalers	• • • • • • • • • • • • •		Hause and Cube

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

Custom		Sub-116	asury.	
House	Recei	pts.	Payme	ents.
Receipts		Currency.	Gold.	Currency.
			\$325,263 75	\$277,950 79
Dec. 27 \$350,000		958,358 63		907,464 64
29 282,000	2,472,124 36	1,746,597 26		874,114 81
30 256,000	1,978,725 95		1,833,007 63	473,457 27
31 169,000	1,386,325 36	469,154 91		210,101 21
Jan. 1		Holiday	4 000 040 00	cac poo 13
296,000	1,044,258 20	790,128 78	1,206,249 63	636,890 12
1			*	

Total\$1,353,000

Balance, Dec. 26.... \$51,684,193,67 \$24,421,587,15

Balance, Jan. 2 \$52,258,031,70 \$25,657,175,46

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 Dec. 27, 1873:

	A	VERAGE A	MOUNT OF		
	Lcans and		Legal	Net	Circula-
BANKS. Capital.	Discounts.	Specie.		Deposits.	tion.
BANKS. Capital.	R9,095 000	\$2.9-2,400	\$905,200	\$3,891,400	\$872,000
		876,500	1,392,200	5.051.8 0	9,700
Manhattan Co 2,050,000		1,683,600	1,97-,000	8,796,000	876,600
Merchants' 3,000,000	9,695,100	436,100	1.016 700	8.520,500	581 510
Mcctanics' 2,000,000	5.312,600			3,37 ,400	488,700
Union 1,500.000	5,10:,400	467,600	303,400	6,827,200	1,200
America 3,000,000		1,573,800	1,187,300		
Phoenix 1,800,000	4.007,400	536,400	560,500	3,229,400	516,500
	6,024,700	1,196,400	627,000	4,461,700	771,300
City	3,028, 00	195,200	308,500	1,456, 00	111,800
		189,500	361,500	1,175,600	
Fulton		92,600	1,757 600	6,719,400	
Merchants' Exch'ge. 1,285,000		107,000	774.800	2,2 9,100	442,800
Gallatin, National 1,500,000	4,580,800	431,300	670,200	3,131,200	456,800
		53,000	2 0,000	1,543 (00	241,700
Butchers'&Drovers' 800,000	1 040 000	17,600	275,500	1,166,210	195,700
Mechanics& raders 600,000		11,000	69,100	799,100	2,700
Greenwich 200,000		413,200	289,300	2,617,200	261,400
Leather Manuf 600,000	3,220,90C		050,000	000.000	165,400
Seventh Ward 500,000	1.135,900	92,400	250,600	890,200	546,400
State of N. York 2,000,000	5,025,200	329,100	741,900	3,311,000	
American Exch'ge. 5,000,000	11,046,200	879,500	1,271,700	6,662,500	919,400
Commerce 10,000,000		9:6,500	3,032,600	8,408,100	3,091,100
Broadway 1,000,000		411, 00	953,500	3,633,100	689,000
2 000 000		81,600	438,500	1,874,800	479,900
			393 800	1.505.200	
	4,657,200		678,100	3,340,000	842,800
	2,157,700	205,700		2,25 ,900	131,800
Chatham 450,000		2,900	553,400 82,500	1.101,400	5,500
People's 412,500			193,000	1,711,300	0,000
North America 1.000,000			722,000	2.8 5.200	293.100
Hanover 1.000,000	3,127,500	136,590		2,892,000	175,900
Irving 5(0,000	2,823,000	1-6,000	549,000	6.001.130	1,168,000
Metropolitan 1,000,000		849,400	1, 96,500	6,981,400	
Citizens 400,000	1,335,200	29,600	324,000	1,192,500	129,600
Nassau 1,000,000	2,143,700	47,200	25,100	1,972,006	3,900
Market 1,000,010	2, 41,700	133,900	410,800	1,671,500	3°2,400
St. Nicholas 1,000,000		92,200	317.800	946,500	741,400
		47,900	663,300	2,189,500	792,500
		76,100	432,000	1.257,000	5, 00
00111		121,600	304,000	1,057,800	583,50C
Continental 2,000,000	1,343,800	6,500	141,100	1,081,000	4,100
Oriental 300,000			492,000	1,918,700	360,000
Marine	2,107,300		2.471,900	11 854,400	487,000
Importers'& Trad'rs 1,500,00	0 12,051,000				918,400
Park 2,000,00	0 11,409,200	986,300		825,100	304,700
Mech. Bank'g Asso. 500,00		37,500	44.,400	81E 010	002,100
Grocers' 300.00			154,500	515,200	•••••
North River 400,00				821,200	011 000
Fast River 350.00			197,100	518,700	211,000
Manufact'rs' & Mer. 500,00	971,400	300	204,400	502,600	2 001 011
Fourth National 5,000,00		730,000	3,967,500	12.469.100	2,871 6(0
Fourth National 5,000,00 Central National 3,000,00	6.83 1.000	60.000	841,000	2,953.000	1,4.6,000
	0 1,430,0.0)	3:3,000	1,114,000	263,000
		275,800	1,216,800	5,543,600	595,900
	3,393.700		720,900	4,433,100	815,400
	0 4,346,400		1,201,009	4,193,900	790,100
Third National 1,000,00			214,900	799,500	267,7(0
N.Y. National Exch. 500,00	0 1,251,700			647,600	
Tenth National 1,000,00	0 1,708,600		301,000	846.000	225,000
Bowery National 250,06	0 1,110,000				180,000
New York Co. Nat. 200,00	765,000		250,000	905,100	100,000
German American. 2,000,00	5,586,600	291,710	584,700	4,501,100	
Dry Goods 1,000,00	0 2,188,400	8,330	409,100	1,502,900	*****
. 1					505 450 400

14414116 b

28

,600 ,700

oanually of lovely for a garieg of weeks past:	QUOTATIONS IN BOSTON, PHIL	ADELPHIA, BALTIMORE, &c.
The following are the totals for a series of weeks past: Legal Loans. Specie. Tenders. Deposits. lation. Clearings. 10 230 366 200 80.272,200 50.038,500 238,840,900 21,188,500 465,712,373	SECURITIES. Bid. Ask.	SECURITIES. Bld. Ask
Aug. 9. 299,758,100 29,820,000 45,002,300 297,123,100 27,223,500 420,959,756 Aug. 9. 290,758,100 29,820,000 45,002,300 287,123,100 27,223,500 420,959,756 Aug. 16. 292,614,000 27,644,100 47,540,100 21,831,857,300 27,222,700 431,024,238	BOSTON.	Pennsylva., gen. m. conv, 1910 91 91½ do do reg 91 Perkiomen 1st m. 6s, '97 72
Aug. 30 288,583,00 23,095,200 44,729,300 220,390,300 27,281,900 447,399,948 Aug. 30 288,583,00 21,67,000 38,679,900 212,772,700 27,355,500 558,727,902 50,000	Maine 68 92 99 98 98 98 98 98 98 98 98 98 98 98 98	Phila. & Erie 1st m. cs, 'Sl 90 90 90 90 90 90 90 90 90 90 90 90 90
Sept. 13 254,556,600 18,844,690 31,807,900 198,040,100 27,414,200 654,892,916 Sept. 20 278,421,700 18,844,690 88,214,000 182,015,300 27,186,100 419,721,752 Dec. 6 252,373,500 21,158,600 88,214,000 199,640,700 27,167,200 428,484,848	Vermont 68. Massachusetts 68 Gold, 1976 do 58, Gold 96 98	do deb. bonds, '93 80
Dec. 10 257,191,930 21,987,900 41,567,400 194,116,500 27,125,430 497,832,833 Dec. 20 257,191,930 21,514,300 44,664,000 195,152,100 27,156,100 344,100,900	Boston 6s, Carrency	do do reg 100% 100% 100% 100% 100% 100% 100% 1
Boston Banks.—Below we give a statement of the Boston National Banks, as returned to the Clearing House on Monday,	Portland 6s, building loan 92 Burlington & Mo. L. G., 7 94	Sunbury & Erie 1st m. 78, 777.
Dec. 29, 1873: Banks. Capital Loans. Specie. L.T. Notes. Deposits. Circul. Atlantic	Cheshire, 6	Warren & F. 1st m. 48, '96
Atlas	Old Col. & Newport Bds, 7, 77. Rutland, new, 7. 60 65	do do 78, 97 50
Boylston. 600,000 1.561,100 36,300 12,100 221,500 174,700 Broadway 200,000 471,000 12,700 271,810 828,700 753,525 (Calumbian. 1,000,000 2,533,860 12,700 271,810 828,700 753,525	Verm't Cen., 1st M., cons., 7, '86 23½ 25	Wilming. & Read., 1st M., 7, 1900 85 65 65
Continental	Vermont & Mass., 1st M. 6, 83. 1393 140 Boston & Albany stock. 106 2 106 2	CANAL BONDS. Chesapeake & Dela. 68, '82 Delaware Division 68, '73 Lenigh Navigation 68, '73 90
Faneuil Hall. 1,000,000 3,291,300 10 670 90,700 431,300 853,000 Freeman's. 300,000 1,584,600 4000 233,000 873,000 873,000 (10 br 1,000,000 2,104,50 4,000 233,000 873,000 243,00 243,00	Boston & Maine	do R.D., 91
Howard 1,000,000 2,353,700 121,900 52,500 681,900 444,00 Market 800,000 1,518,600 40,000 130,300 501,200 852,40 Market 800,000 1,518,600 40,000 174,900 739,400 44,90	Cin., Sandusky & Clev. stock. 1036 1036	do conv., g, 34. 90 2 90%
Massachusetts 400,000 1.150,000 6.100 54,900 469,100 240,30 Mayerick 400,000 7.52,500 406,000 780,000 3,490,000 1.562,00 Mayerick 3,000,000 7.52,500 406,000 780,000 364,200 175 60 175	Connecticut & Passumpsic, pf. SJ S5	do 2d M., 18:0
New England. 1,000,000 2,546,400 81,800 175,600 605,700 782,00 North. 1,000,000 6,203,000 64,00 235,100 1,643,00 850,10 North. 1,000,000 1,897,400 185,100 256,400 1,057,200 550,10 North.	0 Eastern (New Hampshire) 125 Fitchburg. 125	Schuylkill Nav. 1st m. 68, 72
Shawmut 1,000,000 2,711,900 25,100 182,000 1,420,900 504,50 Shoe & Leather 1,000,000 2,916,600 61,40 177,200 1,120,100 990.00	Northern of New Hampshite 127 61. Norwich & Worcester 58 61	do 68, hmp., 31 73 do 68, boat, '88 73 31 31
Satfolk	00 Old Colony 110 111 128 128	do Coal Co. bonds
Washington	do preferred 50 51	RALTIMORE.
Third 300,000 1.34,100 200 693,500 1,981,100 767.8 Bank of Commerce 2,000,000 5.122,900 200 693,500 1,981,100 581,70 1,981,100 581,70 1,981,100 581,70 1,981,100 735.0	Ex-dividend.	Maryland 68, Jan., A., J. & O
Bix of Redemption 1,000,000 5.253,000 1-9,600 1-9,600 809.400 794.0 Bink of Republic 1,500,000 3.197.6 0 1-9,500 503,000 452.7 City 1,000,000 1,956,600 17,300 27,5000 692,600 843.8	STATE AND CITY BONDS.	do 1884
Exchange 1,000,000 4,242,000 119,700 498,800 1,764,800 191. Exchange 1,000,000 3,845,100 42,100 18,800 557,800 730.0 Hide & Leather 1,500,000 3,845,100 42,100 1515,900 2,116,900 740.0	00 Pennsylvania 58, Coup. 00 68, 67, 5-10, 18t 101	do do 68 of 85 95 96 96 96 98 98 96 96 98 98 98 98 98 98 98 98 98 98 98 98 98
Security 200,000 ±23,900 19,500 166700 18,900 19,500 Union 1,000,000 2,517,600 61,3 0 203,300 9(7,80) 589,3 Union 1,000,000 2,517,600 61,700 189,700 935,700 427,600	000 Philadelphia 52, 33	Central Ohio, 1st M., 6
Commonwealth 500,000 2,556,500 41,300 30,000 413,500 150,000 60,400 413,500 150,000 894,200 800 32,000 806,500 103,000 800,000	Alleghany City 68	Norfolk Water 88
Total \$49,350,000 \$122,843,000 \$2,466,500 \$10,679,400 \$46,314,300 \$25,811.	400 00 78	do do 3d M. (Y. & C) 6, 777 90 92 93 4 90 91 92 93 4 92 93 4 93 92 93 4 93 92 93 4 93 93 93 93 93 93 93 93 93 93 93 93 93
The deviations from last week's returns are as increase. \$330,700 Deposits		West Md, 1st M., endorsed, 6, '90, 95 95 1st M., unend., 6, '90, 90 96
Logal Tenders	Catawissa 18 1	Baltimore & Ohio stock 157% 150
Date. Loans. 119,832,700 1,399,200 8,182,700 40,965,600 25,677	on. Elmira & Williamsport.	Central Ohio preferred
Oct. 6	100 Huntington & Broad Top 6 300 do pref.	CINCINNATI. S Cincinnati 58
Nov 3 119,788,400 1,349,400 9,0;5,100 42,797,500 26,162 Nov 10 120,090,700 2,141,000 9,429,200 47,907,900 26,162 Nov 10 120,090,700 2,410,200 9,544,800 44,881,200 25,749 Nov 17 120,461,800 2,410,200 9,544,800 46,803,600 26,600	100 Lehigh Valley 40% 40% 100 Little Schuylkill 51%	do 7-308
Nov. 24 120,033,800 2,453,500 10,047,600 43,123,000 26,049 Dec. 1 119,483,400 2,612,900 10,59,300 44,482,000 25,092 Dec. 1 120,470,500 2,567,100 10,839,700 44,488,600 25,193 Dec. 8 120,470,500 2,567,100 10,839,700 45,183,800 25,913	300 Norristown	234 Covington & Cin. Bridge 65 65 65 65 65 65 65
Dec. 15	,400 Oil Crest & Allegheny 11 47%	do do 3d M., 8, 77 55 87 222 Cin Ham. & Ind.78 guar 52 87
Philadelphia Banks.—The following is the average of dition of the Philadelphia National Banks for the week end	Philadelphia & Trenton	53k Colum., & Xenia, 1st M., 7, '90. 90 95
Monday, Dec. 29, 1873: Total net Specie. L. Tender, Deposits.Circula	west Chester	17 Dayton & Mich., 18t M., 1, 31, 80 85 60 do do do dd M., 7, 84 80 80 60 do
Philadelphia\$1,500,000 \$5,335,000 \$370,000 \$1,770,000 \$4,555,000 \$1,770,000 \$1,809,000 \$1,809,000 \$1,809,000 \$1,809,000 \$1,809,800 \$1,770,000 \$1,000,800,800 \$1,000,800 \$1,000,800 \$1,000,800 \$1,000,800 \$1,000,800 \$1,	2,000 West Jersey.	do do 1st M., 6, 1905. 75 80
Commercial 810,000 2,510,000 5,657 312,000 1,294,000 46 800,000 1,938,000 681,000 2,1(3,000 44 800,000 1,938,000 681,000 2,1(3,000 44 800,000 1,938,000 44 800,000 1,938,000 8,657 681,000 2,1(3,000 44 800,000 1,938,00	Lehigh Navigation	4214 Little Miami, 18t M., 0, 1863 75 80
Bouthwark	7,000 Morris 43 3221 do pref 118 4,645 Schuylkill Navigation 64 4,270 do pref 12	22 Columbus & Xenia stock
Western 400,000 1,994,200 377,600 1,244,492 56 Manufacturers' 1,000,000 2,190,000 37,260 61,244,492 56 Bark of Commerce 250,000 798.0 6 7,231 235,644 641,436 641,436 641,436 641,436 641,436 641,436 641,436	5,660 Union pref	TOUISVILLE.
Girard 1,000,000 1,514,000 11,000 467,000 1,204,000 17 Tradesmen's 200,000 1,514,000 11,000 266,505 815,486 27 Consolidation 300,000 1,167,369 3,226 476,928 933,336 33	10,000 do do 2d M., 35 49 do do 3d M., 35	68, '97 to '98 76 73 do Water 68, '87 to '89 70 51 51 30 Water 68, '87 to '89 70 51 79
Gommonwealth 800,000 643,165 20,046 84,693 330,908 4 Gorn Exchange 500,000 2,183,000 14,900 433,000 2,184,600 4 Gorn Exchange 500,000 1,599,000 11,000 378,000 1,414,000 8	GOOU do do 68,'88	do special tax 68 of '89. 79 19
First 1,000,000 4,668,000 28,000 1,521,000 876,450 2. First 300,000 1,008,823 256,000 876,450 2. Taird 150,000 601,000 119,000 468,000 11	55,763 do consol., 6s, '94	do do 1st M., 7, 1906 83 85 86 86
Seventh	34.0.0 Gatawissa, 1st M. conv., '82 33.000 do chat. m. do '88 57.6	Louis. & Fr'k., 1st M., 6, 70-78 87 85 67 80 Louisv. Loan, 6, 81. 86 97 99 L. & Nash. 1st M. (m.s.) 7, 77. 98 80 Lou. Loan (m.s.) 6, 86-87 77 80 Louisv. Loan (m.s.) 6, 86-87 77 79
Bunk of Republic. 1,000,000 1.945,000 100 121,000 357,000 1 Security 250,000 626,000 121,000 357,000 1	90.538 Connecting 68 1900-1904	do 1stM. (Mem. Br)7, 70-75. 95 96
The deviations from the returns of previous week are as follows:	WE: 40 154 mont 64 188 91	do lstM.(Leb.br.ex)6,'98 81' 82' do Lou.L'n(Leb.br.ex)6,'98 81' 82' do Consol.1st M., 7, 1898 90 91
Bpecie Dec. 823476	2,198 do 2d mort. 7s, 75 80 do 3d m. cons. 7s, '95 Lengton 1st mort. 6s, '85	58½ Louisv., Cin. & Lex., pre- do do common. 32 31
The following are the totals for a series of Deposits. Circul Date. Loans. Specie. Legal Tender. Deposits. Circul Date. 11,4 399,493 43,443,147 11,4	Lehigh Valley, 68, 1898 95	ST. LOUIS.
July 21 60,332,403	411,980 Little Schuylkil 1.1st M., 7, 1877. 99 441,760 Northern Central 2d m, 68, '85. Northern Central 2d m, 68, '85.	do 6s, Short do 90 92
Aug. 18	450,374 North Penn. 1st m, 68, '85 100 454,680 North Penn. 2st m, 68, '85 100	do Park 58 kold
Sept. 1. 59.817,098 208.581 13.4608,958 44.697,137 11, Bent. 9. 55.254.221 205.780 13.608,958 44.697,137 11,	476.794 Oil Creek & Al. R., con. 78, '88. 60	10 8tl M.75 9% 78 78 78 78 78 78 78 78 78 78 78 78 78
Sept. 32	500,129 497,82 498,82 Penn & N. Y. Canal 38, 96-1906 Penn & N. Y. Canal 38, 96-1906 Pennsylvania, 1st M., 6, 1880 490,52	Kansas Pacific RR of Mo. stock 29 31
Dec. 22 56,995,318 997,073 13,2219,131 46,403.280 11. Dec. 23 57,411,126 934,609 14,919,131 46,403.280 11.	39	

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QUOTATIONS OF STOCKS AND BONDS IN NEW YORK.

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

									1		=
SEGURITIES.	Bid.	Ask.			Ask.		Bid.	Ask		Bid.	
U. S. Bonds.			Erie 7s, 4th mortgag 1880 do 7s 5th do 1868 do 7s, cons. mort. gold bds	***		Bur. & Mo. River 4th S., do 8s do do 5th S., do 8s do do 6th S., do 8s	1 50	::::	St. Jo. & Den. C. 8s, gold, W D. do do 8s, gold, E. D Sandusky, Mans. & Newark 7s	1	25 50
(Others quoted previously.) 5-2°s, registered, 1862			Long Dock Bonds Buff. N. Y. & K. 1st M., 1877 Hud. R. 7s. 2d M. S. F. 1885	957	••••	do do Creston Branch do do Chariton Branch Bur., C. R. & Minn. 7s, gold	59	93 93	St. Louis, Vandalia & T. H. 1st do do 2d St. L. & So'eastern 1st 7s, gold	83	83
Called Bonds, 1862	114		do 7s, 8d Mort., 1875 Harlem, Con.M. & S'kg F'd 66 Albany & Susqh'a, 1st bonds.		x101	Burl. & M. (in Neb.) 1st conv		55 45 93	St. L., & St. Joseph, 1st, 6s, gld Southern Central of N. Y. 78	::::	50 85
5-20s. registered, new issue, '65 5-20s. registered, 1867 5-20s, registered, 1863	1151/4		do do 2d do	95⅓ 90		Cairo & Fulton 1st 7s, gold California & Oregon 6s, gold California Pac. RR. 7's, gld		90 75 88	Teho & Neosho7s, gold Union & Logansport7s tab Central 6s, gold		85
Oregon War Loan, 1831	• • • • • • • • • • • • • • • • • • • •		Mich. Cent., Consol. 78, 1902 do lst M. 88, 1882 Chic., Bur. & Q. 8 p. c. 1st M.	108		do 6s, 2d M., gld Canada Southern 1st 7s, gold. Central Pac. 7s, gold, conv		60 90	Union Pac., so. branch, 6s, gld Walkill Valley 1st 7s, gold West Wisconsin 7s, gold	••••	60 80
Fennessee 6s, old	79%	811/2	Mich. So. 7 per ct. 2d Mort Mich. S. & N 1. S. F. 7 p. c Cleve. & Tol. Sinking Fund.	94½ 101 x97½	1023	do 2d M, 7's gld. Keokuk & St. Paul 8s	42½ 88	50	Wisconsin Valley 88 Southern Securities.	••••	90
do do new bonds do do consol.bonds	49 49 1/2	501/2	Cleve. & Tol., new bonds Cleve., P'ville & Ash., old bds. do new bds.	x951/2 93	9614 95	Dixon, Peoria & Han., 8s.	88	90 93	CITIES. Atlanta, Ga., 78		72 80
do do deferred do Georgia 6sdo 7s, new bonds	:::	13	Detroit, Monroe & Tol bonds Buffalo & Erie, new bonds Lake Shore Div. bonds	97½ 90 92	102	Chinor & Women on I. M	88 90	93 93 95	do 8s	47	85 £0
do 7s, endorsed			Lake Shore con. coup bonds. do Con. reg. bonds			Ull. Grand Trunk. Chic., Dub. & Minn., 88. Peoria & Hannibal R. 8's. Chicago & Iowa R. 8's		50	Charleston, S. C., 78, F.L. bds Columbia, S. C., 68 Columbus, Ga., 78, bonds		62 75
do do do ex coup	25	22	Pacific R. 7s, guart'd by Mo Central Pacific gold Bonds do State Aid bds.	X33	x34	American Central 88	90	95 40	Lynchburg 6s		72 75 50
do do do 1868 do do new bonds do do Special Tax	173/2	18	Western Pacific bonds Union Pacific 1st M'ge Bonds. do Land Grant, 7s	10	78	Chesapeake & O. 1st m. gld 6e do do 2d mort gold 7s Col. & Hock. V. 1st 7s, 30 yrs.	52 / ₅	57⅓ 40 90	do new bonds, 6s do end., M. & C. R.R Mobile 5s	48	50 55 40
do do Jan. & July do do April & Oct	23 6½		do Income 10s Illinois Central 7 p. ct., 1875 Bellev'le & S.Ills. R. 1st M. 8's.	741/4 102 57	74%	do do 1st 7s. 10 yrs do do 2d 7s. 20 yrs Chicago, C. & Dub. 8	78 75		Montgomery 8s	40	50 65 80
do do Funding Act, 1866 do do Land C, 1889, J & J	12		do do 2d M. pref do do 2d M. income	96 74	75	Chicago, Bur. & Quincy 78 Chic., Dany. & Vincen 8 78, gld Chic. & Can. South, 1st m gl 78		45	Nashville 6s, old	::::	70 50 70
do do Land C, 1889, A & O do do 78of 1888. Missouri 68	x901/		North Missouri 1st mort Chic. & N. Western S. Fund do do Int. Bonds	1001	96	Ch., D. & V., I. div., 1 m gId 78 Cleve., Mt. V. & Del. 78, gold	••••	65	do do consol.6s do do bonds, 7s do do 10s		60 85
d Han. & St. Joseph. to 'Asylum bonds Louisiana 6s	X88% X57	91	do do Consol, bds do do Extn. Bds	88	100	Connecticut Valley 78, gold Connecticut Western 1st 78 Chic. & Mich. L. Shore	••••	96 S0 60	do do torailroads, 62 Norfolk 68 Petersburg 68		65 68 70
do do new bonds do do new floating debt. do 7s. Penitentiary		45 45	do do coup gld bds do do reg'd do	LE	36	do do Land Grant 8s Dan., Urb., Bl. & P. 1st m 7 gld	45	60 55 90	Richmond 6s Savannah 7s, old do 7s, new	75	76 80 19
do 68, levee bonds do 88 do do 88 do 1875	1 ::::	::::	lowa Midland, 1st mort., 8s dan. & St. Jo. Land Grants do do convertible	90	82	Detroit, Hillsdale & In. RR. 8's Detroit & Bay City 8s Det., Eel River & 111. 8s			Wilmington, N.C., 68 gold do do 88 gold		65 30
do 8sof 1910.		: :::	Dol., Lack. & Western, 1st M. do do 2d M. do do 7s, conv.	1001/2	100	do do lst m. 8s	55		Ala. & Chatt., 1st, M, 8s, e.d Ala. & Tenn. R, 1st M., 7s		52 52 42
do 7s, large bonds Connecticut 6s Rhode Island 6s	x97		Tol. & Wab'h, 1st Mort. ext'd. do 1st M. St L div. do 2d Mort	86 863	85%	Dutchess & Columbia is Denver Pacific 7s. gold	••••	80	do 2d M., 7s Atlantic & Gulf consol do do end. Savan'h		64 72
Alabama 55, 1883			do Equip. Bds	751/2		Denver & Rio Grande 7s, gold Evansville & Crawfordsv. 7s Erie & Pittsburgh 1st 7s	80	70 88	do do stock	• • • • •	15 20 94
do 88 Mont & Euf'la R. do 88 Mab. & Chat. R. do 68			do 2d M. 1893	91 78 851/4	79	do 2d 7s do 7s. equip Evansville, Hen. & Nashy. 7s	75	. 63	do do consol. M. 7s do do stock Charlotte Col. & A., 1st m., 7s.	67	85 72 76
Arkansas 6s, fundeddo 7s, L. R. & Ft. S. iss. do 7s, Memphis & L. R.		: ::.	Quincy & Tol., 1st M., 1890 Ill. & So. Iowa. ist Mort Galena & Chicago Extended.	:::		Elizabethtown & Padu. 8s con Evansville, T H & Chic 7s, gld European & North Am. 6s, gld		85	do do stock Charleston & Savannah 68, end.		85 62 70
do 78, L. R., P. B. & N.O do 78, Miss. O. & R. Riv	:	. ::::	do 2d' Mort Chic. R. Island & Pacific Morris & Essex, 1st Mort	95 ½ x100 103	102 104	Flint & Pere M. 7s, Land Gr Fort W. Jackson & Sag. 8s	871/2		Savannah and Char., 1st m., 7s. Cheraw and Darlington 7s East Tenn. & Georgia 6s	::::	90 72 72
do 7s Ark. Cent R Texas, 10s, of 1876 Ohio 6s, 1875	: :::		do do 2d Mort New Jersey Central, 1st M., n. do do 2d Mort.	106	100分	Grand R. & Ind. 78, gold, guar. do do 78, plain Grand River Valley 88	£0 \$0	103	East Tenn. & Va. 6s end. Tenn E. Tenn., Va & Ga., 1st M., 7s do do stock	90	93 60
do 6s, 1881	: ::	: ::::	New Jersey Southern 1st m 7s Pitts., Ft. W. & Chic., 1st M	35	38	Hous. & Tex. C. 1st g old 7s Indianap., Bl. & W. 1st 7s, gld. do do 2d 8s	0	88	Georgia R. R., 78	1.	95 55 55
Illinois és coupon, '77 do do 1879 do War Loan	95		do do 2d Mort. do do 3d Mort. do do 8 p. c. eq't bds	101	.94	Indianap. & Vincen. 1st 7s, guar Iowa Falls & Sioux C. 1st 7s Indianapolis & St. Louis 7s	80. 75	85 88	do do 7s, certif Macon & Brunswick end. 7s Macon & Western stock	55	50 60 81
Indiana 58	x94	1	Cleve. & Pitts., Consol, S. F'd. do do 3d Mort do do 4th Mort	97 -	100	Ind. & Ill. C 1st m gold 7s Jackson, Lansing & Sag. 8s Jack., N.W.& S. E. 1st m gl 87	99	102	Macon and Augusta bonds do do endorsed.		89 9(r 15
do 7s, 1878 New York Bounty, reg	1033	ś ::::	Chic. & Alton Sinking Fund do do lst Mortgage do do Income	x100 925	::::	Kansas Pac. 78, Extension, gld do 78, Land Gr., gld.	55	75	do do stock Memphis & Charleston, 1st 7s do do 2d 7s	80 68 14	85 78 17
do do cou	. 105	::::	Chio & Miss., consol. sink. f do Consolidated do 2d do	X86 X86⅓ X73		do 7s, do new, gld do 6s, gld, Jun & Dec do 6s, do Feb & Aug	58 61		Memphis & Ohio, 10s, do do 66		65
do 68, do 1877 do 68, do 1878 do 58, do 1874	. 105		Dub & Sioux C., 1st M do do 2d div Peninsula 1st Mort., conv			do 7s, 1876, Land Gr. do 7s, Leaven. Brch. do Incomes, No. 1!		75 33	Memphis & Little P. 1st M Mississippi Central, 1st m., 7s. do 2d m., 8s	75 75	80 80
do 5s, do 1876 do 6s, dog1d1897 Hallroad Stocks.		·	St. L. & Iron Mountain, 1st M. do do 2d M. Mil. & St. Pau 1st M. 8s P.D.	95 76% 107	::::	do do No 16 do Stock Kalamazoo & South H. 8s, guar	4	20 7⅓ 102	Mississippi & Tenn., 1st m., 7s. do do consuid., 3 Montgomery & West P 1st 8s	::::	72 75
(Not previously quoted.) Albany & Susquehanna Chicago & Alton		·	do do do 73-10 do do 78 gold R. D.	9334	95¼ x82	Kal., Alleghan & G. R. 88, guar Kal. & White Pigeon 78 Kansas City & Cameron 108		90 90 95	do do lst end. do do Income Montgom.& Eufaula 1st 8s, gld		60
do do pref Chic. Bur & Quincy	95		do do 1st M. I. & M.D. do do 1st M. I. & D.	::::		Kan. C., St. Jo. & C. B. stock. do do do 88 of 1885	••••		end. by State of Alabama Mobile & Mont., 8s gold, end	; i	70 80 84
Clev., Col., Cin. & Indianap. Cleve. & Pittsburg, guar Dubuque & Sioux City	. 51	56	do do 1st M. I. & I. do do 1st M. H. & D. do do 1st M. C. & M.			L. Ont. Shore RR. 1st m. gld 7s Lake Sup. & Miss. 1st 7's, gld.	· · ·	60	Mobile & Ohio sterling do do do ex ctfs. do do 8s, interest	73	78 78 75
Harlem prefIllinois Central		100	do do 2d M do Marietta & Cin., 1st Mort Chic. & Milwaukee 1st Mort	10		Leav., Atch. & N. W. 7s, guar. Leav Law. & Gal., stock do do 1st M., 10s		85	do do 2 mtg, 8s do do stock N. Orleans & Jacks. 2d M. 8s.		35
Long Island	d		Joliet & Chicago, 1st Mort Chic. & Gt. Eastern, 1st Mort. Col., Chic. & Ind. C., 1st Mort	-:::	84	Louisiana & Mo. Riv. 1st m. 7s Logans., Craw. & S. W. 8s, gld. Michigan Air Line, 8s		85 60	do do cert's, 88. N. Orleans & Opelous, 1st M. 88 Nashville & Chattanoogs, 68	67	82 85 75
Michigan Central Morris & Essex Mo., Kansas & T	. 883	781	Tol., Peoria & Warsaw, E, D.	70	95	Monticello & P. Jervis 7s, gold Montclair 1st 7s, gold, guar do 7s, income		75 60	Norfolk & Petersburg 1st m., 8s do do 7s do do 2d mo., 8s		98 88 82
New Jersey Southern N. Y., New Haven & Hartfor N. Y., Prov. & Bost (Stoning)	d 122	10	do do Burl'n Div.	50	60 60 60	Mo., Kan. & Texas 7s. gold Mo. R., Ft., S. & Gulf, stock do lst. M, 10s		60	Northeastern, S.C., 1st M.8s do 2d M., 8s Orange and Alex., 1sts, 6s	: ::	90 -85 90
Ohio & Mississippi, preterred Fitts., Ft W. & Chic., guar	. 58	59%	Boston, H. & Erie,1st mort.	98	100 30%	N. J. Midland 1st 7s, gold, guar		571/2	do 2d8, 6s do 3d8, 88	::::	85 91 8
Rensselaer & Saratoga Rome, Watertown & Ogdens.	101		do do guaranteed Cedar Falls & Minn. 1st M Bur., C. Rapids & Minn. 7s, glo	1	50	N. Y. & Osw. Mid. 1st 7s, gold. do do 2d 7s, conv.	1	52.34 35	do 4ths,8s Richm'd & Peterb'g 1st m.,7s. do do 2d m.,6s.	::::	90
St. Louis, Alton & T. Haute do do pres St. Louis & Iron Mountain	f. 3 5	:::	Am Dock & Im. Co. 7. '86 West. Union Tel., 1st mort. 7s Long Island RR 1st M. 7s	90X		New York & Boston 7s. gold. N. Haven, Middlet. & W. 7s Newburg br'ch 7s, guar. Erie.	40	50	do do 3d m., 8s Rich., Fre'ksb'g & Poto. 6s do do do conv. 7s		80
St. L., Kan. C. & Northern pro Toledo, Peoria & Warsaw Toledo, Wab. & Western, pre	. 1	30 5 75	Smithtown & Pt. Jeff. 1st M St. Louis, Jack. & Chic. 1st M. South Side, L.I. 1st Mort. bd.	8	-	North. Pac. 1st m. gold 78-10s Omaha & Southwestern RR.8's Oregon & California 7s, gold.	31	34	Rich, and Dany, 1st cons'd 6s. do Piedmont 8s. do 1sts, 8s	: :::.	8(9t
Miscellaneous Stock American Coal Boston Water Power	57	٠٠٠ ا	do Sinking Fund. Morris & Essex, convertible	: ::::		Oswego & Rome 7s, guar Peoria. Pekin & I. 1st m, gold	91	94	Selma, Rome & D., 1st M., 7s., South & North Ala, 1st M., 8s., Southside, Va., 1st mtg. 8s	: ::::	100
Cumberland Coal and Iron Cent. N. J. Land Improv. Co	: :::	60	Winona & St. Peters 1st m C. C. C. & Ind's 1st M, 7s, S. F		80	Port Huron & L M.78, gld, end do do 78, gold		75	do 2d m., guart'd 68 do 3d m., 68	: :::.	6:
Pennsylvania Coal Spring Mountain Coal Wilkesbarre Coal & Iron	35		La Crosse & Mil. 8s, 1st M Lafayette, Bl'n & Miss. 1st M Pekin, Lincoln & Decatur 1st M	1		Pullman Palace Car Co. stock do bonds, 8s, 1st series		1	Southwest. RR., Ga., 1st mtg		
Canton Co	1115	1153	Del. & Hudson Canal 1st M.'9	x:01		Quincy RR. Bridge Co. stock	3		S. Carolina RR. 1st M, 7s (new) do do 6s do do 7s	• :	6
Mariposa Mining Co do Land & Mining Co do do pre	5. 5		Pacific RR. of Mo., stock Pacific R. of Mo. !st 6s, gold '8 do do 2d 7s, cur'y, '9	8	30%	Rockf'd.R I.& St. L.1st 7s,glo Rome & Watertown 7s	95	30	do do stock	: ::::	92 85
N. T. Central 68, 1883	. 90		Miscellaneous List.			Rondout & Oswego 78, gold Sioux City & Pacific 68		60	do 3ds 8s	: ::::	90
do 6s 1887	85	:::	Arkansas Levee bonds 78 Atchison & P. Px, 6s gold Atlantic & Pacific L. G. 6s gld	d :::	. 50	South Side (L. I.) 78 Spring. & Ill. S.E. RR. 1mgl 7	80	60	do Ch& Ruth. 1st m. end do do lat M., 8s PAST DUE COLPONS.	d	
do 7s, conv. 1876 Erie in Mortgage Extended	101		Bur. & Mo. River. stock	92	94	Steubenville & Indiana 68 20 78 Southern Minn. construc. 88		1	Tennessee State Coupons Virginia Coupons do Consol Coup	. 34	63 40 76
do do Endorsed 1879			do do Land M. 7s.	. 91				1			1 70
The state of the s											

NEW YORK LOCAL SECURITIES.

	193	as cultur	Stock				70	
COMPANIES.	CA	PITAL.		DIVI	DEND	8.	PRI	CE.
Marked thus (*) are not National.	Par	Amount.	Periods.	1871	1872	Last Paid.	Bid.	Ask
America*	100	3,000.000	J. & J.	10	10	Jan. 2, 745 Jan., '675	•••••	••••
American	100	5.000,000	J. & J. M. & N.	8	8	Nov. 1, 734 Jan., 724	106	110
American Exchange. Atlantic	100	300,000	J. & J.	8	8	Jan., '724		}
Bowerv	100	250,000	J. & J.	···24		Jan., 2,746		300
Broadway Bull's Head*	25	1,000,000	J. & J. Q-J.	20	24 20	Jan., 2, 74. 12 Jan., 2, 74. 5 July 1, 73. 4 July 1, 73. 15 Jan., 2, 74. 5 Nov. 1, 73. 15 Jan., 2, 74. 5 Nov. 1, 73. 10 Jan., 5, 74. 4 July, 173. 3½		
Bull's Head* Butchers & Drovers	25 25	200,000 800,000	J. & J.	10	10	Jan., 2,'745		140
Central	100	3,000,000	J. & J.	8	8	July 1,734	65	58
Chatham	25	450,000	J. & J.	12	12 36	Nov 1 73 15	120	
Chemical	100	300,000 400,000	ev. 2 mos J. & J.	36 10	10	Jan., 2,'745		
Citizens'	25 100	1,000,000	M.&N.	20	20	Nov.,1,'7310	250	800
Commerce	100	10,000,000	J. & J.	9	8	Jan. 5, 744	••••	
Commerce	100	750,000	J. & J.	8	7	Jan., '73.35	70	75
Continental	100	2,000,000 1,000 000	J. & J. F. & ▲.	10	10			
Corn Exchange*	100	100,000	Q-J.	16	16	July 1, '734		• • • •
Dry Goods*	100	1,000,000	J. & J.	8	61/4	Aug., 735 July 1, 734 July 10, 73.3 % Jan., 2, 714 July 3, 73.3 %		••••
East River	25	350,000	J. & J.	7	8	July 3, 73.34		
Eleventh Ward*	25 100	260,000 150,000	J. & J.	10	11	Oct., 73.35		
Firth First	100	500 000	Q-J.	20	20	July, '735		• • • •
Fourth	100	5,000,000	J. & J.	8	10	July, '735 Jan., 2,'744 Nov.1,'735 Aug., '734 May 1,'735 Nov.1,'7310 Jan., 2,'745 Jan. 2,'744	117	
Fulton	30	2,000,000	M.&N. F.&A.	10	10	Aug. '78. 4	85%	
German American*	100	2,000,000	M.&N.	7	97	May 1,'785		120
Jermania*	25	200,000	M.&N.	20	~ 20	Nov. 1, '73 10		• • • •
Frocers	4C	300,000	J. & J.	10	10	Jan., 2,745	101	
Ianover	100		J. & J. F. & A.	0	4	Sept.1. 734	101	
Harlem* Importers' & Traders'.	100	1 500 (00)	J. & J.	6	12	Jan., 2,'747	175	
rving	50	500,000	J. & J.	8	8	Jan. 2 74. 4 Sept.1, 73 4 Jan. 2, 74 7 Jan. 2, 74 5 Jan. 1, 71 6 Jan. 10, 74 5	1:::	}
Leather Manufactrs	100	600.000	J. & J.	12	12	Jan 10 '74 5	150	
Manuictrers'& Build.*	100		J. & J.	iò	10	Aug.10.735	142	
Manhattan*	100		F. & A. J. & J.	8	8	Aug.10,73.5 Jan., 73.4 Jan., 2,74.6 Jan., 2,74.5 Jan., 2,74.5 Nov.1,73.4 Nov.1,73.5 Nov.1,73.5 Jan. 2,74.4 Jan. 2,74.4		· · · ·
Marine	100	400,000	J. & J.	12	12	Jan., 2,746	110	125
Market		1,000,000	J. & J. J. & J.	10	10	Jan . 2 '74 5	130	1
Mechanics	25 50	2,000,000	M.&N.	9	8	Nov. 1, '734		105
Mech. Bkg Asso'tion. Mechanics & Traders	25		M.&N.	10	10	Nov. 1.'735		131
Mercantile		1.000,000	M.&N.	10	10	NOV. 1, 735	112	116
Merchants	50		J. & J. J. & J.	8	8	July 1.73. 8	112	88
Merchants' Ex Metropolis*	100		0.60.	l		July 1, 733 Jan., 2, 744 Jan., 5, 745 Oct. 1, 734		
Metropolitan			J. & J.	10	10	Jan., 5, 745	121	125
Murray Hill*	100	23,000	A. & O.	8	8	Nov 10 73 4	100	
Nassau*	100		M.&N. A.& O.	8	8	Nov.10, 734 Oct.10, 734		
National Gallatin New York	100		J. & J.	10	10			
New York County	190	200,060	J. & J.	16	15	July, '737 July 1,'733 May, '735		90
N Y. Nat. Exchange	100		J. & J. J. & J.	7	5	May. '735		1
N Y. Gold Exchange' Ninth	100		J. & J.	9	9	May, '735 Jan. 2,'744	:00	
Ninth Ward*	100					Jan., 733		1
Ninth Ward* North America*	100	1,000,000	J. & J.	777	774	Jan. 2.744		
North River*	50		J. & J. J. & J.	12	12	Jan. 2.74. 6		1
Oriental* Pacific*	25			16	16	Nov. 1, 73,3		
Park		2,000,000	J. & J.	12	12	Jan. 1,'746	124	1
Park Peoples*	25	412,500		10	10	Jan. 2. 745		
Phen'x			J. & J. F. & A.	8	8	Aug., '734	99%	1
Republic	100					July, '71.31/2		
Security	:00	1,000,000	F. & A.	10	9	Aug., '734		
Seventh Ward	. 100			10	10	Ian 9 71 5		
Second				12	12	July, '71.3½ Aug., '734 July, '735 Jan. 2, '745 Jan. 2, '745 Jan. 2, '735 Nov.10, '734		
Shoe and Leather						Jan. 2, 735		
State of New York	. 100	2,000,000	M.&N.	8	8	Nov.10, 73 4		108
Tenth	. 100			8	8	July : 73		
Taird Tradesmen's	100			12		July 1, '714 July 1, '734 Jan. 2, '745 Nov. 1, '735		
Union	1 50	1,500,000	M.&N.	10	10	Nov. 1,'73	127	
West Side*	1 100	200,000	J. & J.		4	Jan. 2,'74		١

Gas and City R.R. Stocks and Bonds.

[Quotations by Charles Otis, 47 Exchange Place.]

, 3	Par	Amount.	Periods.	Rate.	Last	Bid.	Askd
Brooklyn Gas Light Co	25	2,000,000	Q-F.	5	July 15, 73		
Citizens' Gas Co (Bklyn	20	1,200,000	J. & J. A. & O.	5 3%	July 15,'78 Apr., '72		
do certificates	50	1,000,000	F.& A.	5	4 100		
Harlem Jersey City & Hoboken	20	386,000	J. & J.	7%	Jan., '72. Feb., '73.		150
Manhattan	50	4,000,000	J. & J.	5	reb., 13.		200
Metropolitan	100	2,800,000	J. & J.	5	Jan., '72.		
do certificates		750,000	J. & J.				
Mutual, N. Y	100			1:0	Non 1 273		110
Nassau, Brooklyn.	25	1,000.000	M.&N.	10	Nov.1, '73		110
do scrip	ico	4,000,000	Q-F.	24	Nov., '73.	129	130
New York People's (Brooklyn)	10	1,000,000	M. & S.	4	July 15, 73		
do do bonds		- 300,000	F. & A.				
Westchester County	50	400,000		5	Jan., '73.	1	100
Williamsburg	50		J. & J.	5	Jan., '73.		1:0
dogrin	,	1,000,000	J. & J.		· · · · · · · · · · · · · · · · · · ·	1	·····
Bleecker St. & Fulton Ferry-stock	100	900,000		.1	1 1000	ł	
1st mortgage	1 0		J. & J.	7	1880		
Broadway & Seventh Ave-stock.	100			3	Jan, 74		
1st mortgage Brooklyn City-stock	100		1.65.	3	1884 Nov. '73		ièó
Brooklyn City-stock	100			7	1872	• • • • •	100
1st mortgage Broadway (Brooklyn)—stock				5	July, 73		160
Brooklyn & Hunter's Pt-stock	:0						
1st mortgage bonds	100			7			
Atlantic Av., Brooklyn-1st mort				7	1891	:	
2d do	. 50			7	1834		• • • • •
3rd do	. 50			7	1885	• • • • • •	
Central Pk, N. & E. River-stock	10			7	1883		
st mortgage	100			7	1890		
Cineulsland & Brook'n-1st mor				7	1000		
Dry Dock, E. B. & Battery-stock	10		0-F.	1 2	Nov.'73		
2d mortgage cons'd		1,600.000	J. & D.			80	
Lighth Avenue-stock	. 10		J.&J.	6	July'73		156
1st mortgage	. 1100		J. & J.	7	Nov.'73		
32d St. & Grand St Ferry—Stock.	. 10			5	1873	1:0	95
1st mortgage	100			. 2	July'70	•••••	
Fark Avenue—stock	5						
1st mortgage	1.00			7	1878		
Ninth Avenue-stock	. 10						
1st mortgage	. 100		J. & J.	7	370- 60		
Second Avenue-stock	. 5			2	Nov. 73		
1st mortgage				7	1876		
2d mortgage	100			17	1885		1
3d mortgage	100			7	1888		
Sixth Avenue—stock				5	Nov. 73	128	
1st mortgage	100	250,000	J. & J.	17	1890		100
Third Avenue-stock	. 100			27		.:	130
st mortgage	1000		J. & J.	7	1890	93ex	
Williamsburg & Flutbush-stock.	100			7		•••••	
1 st mortgage	1000		but dere		athrity of		 -

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

Insurance Stock List.

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

(Quo	otati	ons by E.	S. BAILE	r, br	oker	, 65	Wall	stree	t.)		
COMPANIES.	. C.	APITAL.	NET SUR PLUS,				DEN			PR	CE.
0022	Par	Amount.	JAN. 1, 1873.*	1369	1870	1871	1872	Last	Paid.	Bid.	Askd
	_			*	10		10	Inle	179 SL	55	1
AdriaticÆtna.	25 100	200,000	3,150 16,557	••••	10		5	July	73.8½ 72 737	33	80
American	50	400.000	88,323	17 10	13 12	17 12	14	July	, '737 '735	110	
American Exch'e	100 25	200,000 250,000	27,845	10	10	10	10	July	785 785 785	70	80
Atlantic	50	200,000	14,423 255,321	20	20	20	20	June	735 735 73.10	180	190
Bowery Brewers' & M'lst'rs	25 190	300,000 200,000	-39,659							1	
Broadway	25 17	200,000 153,000	184,271 200.088	16 20	16 20	15 20	13 20	Jan.	73.10 74.10	160	
Brooklyn Citizens'	20	800,000	- 41,599	20	331/2	13	151/2	July	74.10 73.35 73.7	105	145
City	100	210,000 250,000	165,898 5?,163	13	141/4	141/4	17	July	, '735	105	115
Clinton	80	300,000	-30,712	18	10 11	10 10	10 10	July	, '735 , '725 , '785	70	
Commerce Fire	100	200,000	-10,613	10	10	10	11	July	, '785 '785 '735	85	100
Continental	100	1,000,000	53,159	16	18	20	81/2	July	, 130	102	107
†Corn Exchange Eagle	25 40	200,000 800,000	327,918	20	20	20	20 10	Oct.	, '73.10 , 785 , '733	185 95	200
Empire City	100	200,000 200,000	30,906 51,251	10	10	10	10	Aug.	, '735	65	
Exchange	50	200,000	-13,675		90	10 -	5				100
Firemen's Firemen's Fund	17	204,000 150,000	31,609 -24,456	20	20						
Firemen's Trust	10	150,000	44,010	10 10	10	10 10	10	Ang	779 5	70	975
Gebhard German-American	100	200,000 1,000,000	-1.025 26,799				::	Jan.	74.4 78.5 73.7 78.1	85 90	90 95
Germania	50 50	500,000 200,000	63,561 53,394	10	10 11	10 11	1236	July	73.7%	100	95
Globe	25	200,000	210.717	20	20	20	24	Aug	.,'73.14	225	70
Guardian	100	200,000 150,000	6,800 91,859	10	10	10 15	85, 175	Jan.	, 7410	185	140
Hamilton	50	250,000	3.073	10	10	81/2	10 10	Jan.	, 715	80 £0	90
Hoffman Home	100	200,000	-8,143 $-377,067$	10	10	10	5	July	, 73.14 , 725 , 7410 , 715 , 725 , 725	823	
Hope	25	150,000	-13,377	ii	5 12	10 934	5	Jan.	, 725 .734	95	100
Howard Importers'& Trad	50 100	100,000 200,000	-1,955 16,593	10	iõ	10	10	July	, 725 , 725 , 734 , 755 , 747	95	100
Irving	50 30	200,000	-59,857 98,818	10	iò	iö	iò	Sept.	, "785 ., '735 ., '735	128	127
Jefferson Kings Co. (B'klyn)	20	150,000	85,139	10	10 20	10 15	10 20	July	, 73	135	140
Knickerbocker	50		99,483 30,582	10	5		10	10 003	,	65	100
Latayette (B'klyn) Lamar.	100	200,000	-11,545 30,692	iö	10	iö	10	July	, '73 , '73	90	95
Lenox Long Island (Bkly.)	25 50	200,000			14	14	15	July	73	140	150 80
Lorillard Manuf & Builders'.	25		11,379 50,484	1::::	1::::	1::::	1::::	July	178		
Manhattan	100	250,000	50,000	;;	16	18	20	July	. '78	51 50	82
Mech.&Trad'rs' Mechanics'(Bklyn)				15	16 10	10	10	July	73	11	
Mercantile	50	200,000	-17,027	10	10 20	20	20	July	, '73 '73	130	75
Merchants'			4.884	4				July	, 73. , 74.1	65	
Montauk (B'klyn).	50			20	11 20	12 20	16 25	Jan.	74.10	175	180
Nassau (B'klyn) National	371/2	200,000	29,786	12	12	12 20	20	July	772	165	167
N. Y. Equitable New York Fire			199,972 136,370	18	18 16	16	16				150
N. Y. & Yonkers	100	200,000	530		iö	314		Jan	., 74 , 78	65	95
Niagara North Piver	25	500,000 350,000	102,43?	10	10	118	10	Oct.	,		112
Pacific	25	200,000	215,368	16 10	16	23 11	20 14	July	, 73.10 , 73.10	8	. 140
Park Peter Cooper	20	150,000	163,139	111	12 12	12 12	16	TAME		2	170
People's Phenix (B'klyn)	20		76,413 43,893	12 10	111	12	10	July	78.10 778.10 773.10 74.178.178	ico	
Relief	50	200,000	43,893 —137 13,772	10	12 10	11 10	10	July	73.	5 75 6 70	85
Republic	. 100		-25,721	10	10	33	١	July	73 73 73 73 74 73 73 73 73 73	65	70 150
Rutgers'	25	200,000	143,866	15	16	16	20	Jan.	, '74	0 145	
Safeguard St. Nicholas	. 25	150,000	-695	10	10	10	10	July	7, 73	03	. 95 95
Standard	. 50		-532	11 5	10	10	10	July	, '73	5	OF
Sterling	100	200.000	19,568	10	10 10	10 10	10	July	73	120	130
Stuyvesant Tradesmen's	. 25	150,000	30,697	12	14	14	14	July	73 7, 73 7, 73	110	198
United States	. 25	250,000	187,019	14	14	14	. 5		7, 72		
†Washington Williamsburg City				10	10	10	10	July	7, '78 .	5) 115	••••
	J)	<u> </u>	-							

^{*} Over all liabilities, including re-insurance, capital and profit scrip.
† Gone into hands of receiver since Boston fire.
— Before figures denotes impairment of capital.

		Securities.	г	1	_
		INTEREST.	Bondsdue.		ICE
	Rate.	Months Payable.	Болаваас.		Ask
Weio York:	56566765657676767867	Feb., May Aug. & Nov. do do do do do do do do May & November. Feb., May Aug. & Nov. do do do do do May & November. Feb., May Aug. & Nov. May & November. Feb., May Aug. & Nov. May & November. do	1870-80 1875-79 1890 1883-90 1884-1911 1884-1900 1907-11 1874-98 1871-76 1901 1878 1894-97 1873-75 1876 1889 1879-90 1901 1888 1879-82	95 91 98 90 90 90 100 100 100 100 100 100 100	95 91 101 91 91
Brooklyn: 1819-65. do 1861-65. Local imp. bonds. 1862-65. do 1865-70. N. Y. Bridge bonds. 1870. Park bonds. 1857-71. Sewerage bonds. 3 years. Assessment bonds. do	676777677	January & July, do	1872-91 1885-91 1881-95 1872-95 1911 1915-24 1881-1902 various various	92 100 100 100 100 100 90 95 95	
Versey City: 1852-67. do 1869-71. Sewerage bonds 1866-69. Bergen bonds 1868-69. Assessment bonds 1870-71.	6 7 7 7	January & July. do do do do do do Jan., May, July & Nov.	1877-95 1899-1902 1872-79 1874-1900 1975-91		86 96 96 96

Investments

STATE, CITY AND CORPORATION FINANCES.

EXPLANATION OF STOCK AND BOND TABLES.

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

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

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

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

In this department of the CHRONICLE it is intended during the year 1874, to continue the publication of all valuable and practical information in regard to the finances of States, cities, railroad and other corporations. We shall also notice such facts concerning the various issues of town and county bonds as may be of interest to investors and the general public, and shall also comment upon western real estate mortgages, and upon other forms of investment which are of sufficient general interest to warrant a notice in the CHRONICLE.

It is the aim of the publishers to furnish the most complete summary of investment news anywhere published; and to make such remarks upon the facts transpiring from time to time, as may give the best opinions that can be formed by those who have the facts before them, and who sincerely desire to arrive at the most correct conclusions.

Railroads in Default.-A list of railroads defaulting on their January interest, so far as it is yet possible to ascertain them, is given in the editorial columns. The full table showing all roads in default to date will be brought forward next week.

Pennsylvania State Finances .- Gov. Hartrauft announces that the public debt of the State has been reduced to the extent of \$1,504,672.70 during the past year.

Boston Dividends.-Mr. Joseph G. Martin, stock broker, No. 10 State street, Boston, has compiled his usual list of dividends, payable January 1, and remarks:

"Manufacturing dividends feel the influence of the times forci-bly and reductions are in order. The Douglas Axe reduces from 6 to 5 per cent; Dwight 5 to 3; Great Falls 5 to 3; Hill 7 to 5; Lowell Bleachery 10 to 8; Massachusetts 6 to 4; Naumkeag 4 to 3; and Newmarket 6 to 4 per cent. The Middlesex divides 6 per cent for the year. The Cocheco paid 10 per cent, and the Salmon Falls 4 per cent December 17. The Atlantic, Clinton, Norwich Woollen, Salisbury, Washington and Waumbeck pass; also the American Insurance and the Boston and Roxbury Mill Corpora-

"Railroad dividends show less changes than other securities. The Taunton Branch increases from 4 to 5 per cent under a lease with the New Bedford Railroad. The Eastern, Eastern in New Hampshire, and Portsmouth, Great Falls and Conway pass the January dividend. The Attleborough Branch will pay 31 per cent January 1. The New York, New Haven and Hartford will pay 5 per cent in New York January 2, and the Philadelphia and Reading 5 per cent, on common and preferred, January 26, in

"The Atchison, Topeka & Santa Fe, and the Missouri River, Fort Scott & Gulf Railroad companies, both pass the interest due Jan. 1st on their first mortgage bonds. The former proposes to fund eighteen months coupons in second mortgage 7 per cent gold bonds to be issued at 50, the first interest coupon not to become due until October 1, 1876. Coupons on the Land Grant bonds are to be funded in 12 per cent income bonds at par. The Fort Scott will fund the January and July, 1874, coupons in 8 per cent pre ferred stock, and also pay the January and July, 1875, coupons, when they mature, in half cash and half stock. The second mortgage, on which interest was defaulted October 15, 1873, is to be converted, principal and interest, into preferred stock."

Atlanta & Richmond Air-Line.—It has been announced that the Pennsylvania Railroad Company has purchased from the "Southern Railway Security Company" its interest in the Atlanta & Richmond Air-Line Railroad. The sum paid was \$1,825,000. The purchase is made subject to the first mortgage, which amounts to about \$4,000,000, but the cost of the road has been upwards of \$8,000,000.

Canada Southern.—Mr. Courtright, the President of the Canada Southern Railroad, has issued a circular to the bondholders and the public, stating that owing to the financial difficulties growing out of the late panic, whereby a large amount of the funds of this Company became tied up, and, though secure, are now unavailable, and the impossibility of negotiating the securities which are sufficient, at a fair valuation, to meet all the outstanding liabilities, the Company propose to fund (in a new bond, having three years to run consists of Mr. S. Laing, M. P., Mr. Wythes, Mr. P. Rose, M Laing, M. P., Mr. Wythes, Mr. P. Rose, M Coates, Mr. T. W. Powell, and Mr. C. Holland, of Liverpool.

three coupons falling due January 1, 1874, July 1, 1874, and January 1, 1875, from each of the company's first mortgage bonds; the exchange to be made by the Union Trust Company of New York, who are to hold in trust the three coupons uncancelled until the interest bond is paid, thereby giving the bondholder all his original security in case of non-payment of the interest bond The interest on the registered bonds will be arranged in similar

Chesapeake & Ohio Railroad.—At a meeting of creditors of the Chesapeake A Ohio Railroad held on Monday, a large representation being present, the Company's proposition to fund the floating debt into income bonds was unanimously accepted. It will probably be uderstood by the public (though not so stated by the firm) that the resumption of Fisk & Hatch, and the confidence in their financial management had much to do with the

acceptance of the proposals. The annual report for the year ending Sept. 30 shows that the earnings have been \$1,210,509, against \$879,700 expenses, making the net earnings \$330,809. The superintendent says:

"The expenses are 72 per cent of the earnings, the increased percentage over the previous year being due to the opening of new road, on which no business was developed previous to the completion of the road. The receipts for the last three months were \$452,000, and expenses \$279,000, showing 62 per cent for expenses, which can be reduced with increased business. The passenger receipts have increased \$100,000 over the previous year, and during a portion of the year at a reduced tariff. It is but reasonable to suppose that the travel between the East and West, as well as to the summer resorts on the line from western cities, will be largely increased next season. The freight receipts have increased \$317,000, or 80 per cent."

Chicago & Michigan Lake Shore.—We noticed the first default of this company July, 1873. The bondholders lately met in Boston to consult upon measures for relieving the company from its present financial embarrassments, and appointed a committee to investigate the matter and report at a future date. A plan suggested is to convert into preferred stock four coupons, maturing between July 1, 1873, and May 1, 1875, on all the debt except \$477,000 of first mortgage bonds on the line from New Buffalo to St. Joseph. This would leave two years' interest on \$6,198,000 of 8 per cent bonds, floating debt \$560,000, and for additional rolling stock, &c., for increased business, \$250,000—a total of \$1,800,000 of 8 per cent preferred stock. It is thought that under this plan the road would, after two years' time, be able to pay the interest on its bonds from the net earnings.

Des Moines Valley.-The road from Keokuk to Des Moines was purchased by J. Augustus Johnson, in the name of the bond-holders, on Oct. 17, for \$1,175,000. The upper end of the road was purchased for \$475,000 by Mr. Perry, for the Keokuk & Northwestern Railway, a new corporation, formed for the purpose of buying and operating the entire road, with extensions towards Minnesota and St. Louis. This purchase creating great opposisition among the holders of the land grant bonds, who expected to be represented at the auction sale, litigation was threatened, on the ground that there were sufficient reasons for setting aside the sale, and the matter was compromised by the assignment of the bid to these bondholders, represented by Morton, Bliss & Co.

The lower road, that is from Keokuk to Des Moines, is now under the general management of John E. Henry, who is in peaceable possession, and runs it under the direction of the Purchasing Committee, J. Augustus Johnson, Robert C. Geare, and Robert W. Hyman, of New York, in whose names that property now stands. A new organization in the interests of the bondholders has been formed, known as the Keokuk & Des Moines Railroad Company. Articles of incorporation have been prepared, and the road is to enter upon its new career under more favorable auspices. A new mortgage of \$2,300,000 is to be put upon this section. The old bondholders are to receive 80 per cent of the amount previously held, and 60 per cent in preferred stock. This arrangement will leave about \$460,000 of the new bonds, the proceeds of the sale of which will be used for the improvement of the road. It is believed that the road, under the new management, will pay the interest on these bonds, and after the first year a end on the stock.

It is not understood that the other portion of the road, from Des Moines to Fort Dodge, has yet been reorganized. It is stated, however, that it is in contemplation to form a distinct corporation unless some arrangement shall be effected with the already organized portion to include it in that organization on some equitable basis.

Detroit & Milwaukee.—At a meeting held in London the first mortgage bondholders appointed a committee and authorized it to take steps necessary to protect their interests, even to the extent of foreclosure. The coupons due November 15 were not paid. The yearly interest on the first mortgages amount to a little more than \$230,000, and the net earnings last year were more than \$500,000, but indispensable improvements of the road have been paid for out of net earnings. The Great Western of Canada holds substantially all the stock, but the only advantage from it hitherto has been the securing of the through traffic from it. It is said that an offer has been made to pay a yearly rental of \$500,000 for the road for 21 years. The Great Western Company voted against a proposition to buy out the other interest (a Canadian bank) subordinate to the first mortgage, and if the foreclosure is had it will lose its interest. The possible customers in case of a sale are the Grand Trunk, the Canada Southern, and the Lake Shore & Michigan Southern, all of which, as well as the Great Western, could carry its through traffic eastward. The committee appointed consists of Mr. S. Laing, M. P., Mr. Wythes, Mr. P. Rose, Mr. J.

Erie.-A short time since cables were received from London to the effect that the Railway News, James McHenry's paper, contained the notice of a new issue of \$22,000,000 of Erie stock, which were to be placed at 35 in the London market. It appears, however, that this was nothing more than the proposition of a "valued correspondent," supposed to be Bischoffsheim, who wrote as follows of the Erie Company's intention of raising \$3,000,000 by mortgage loan: "I would therefore urge upon the Board the desirability of reducing the contemplated expenditures to one-fourth of that proposed in Mr. Watson's scheme, and to raise the money therefor by issue of ordinary shares, instead of by further creation of permanent debt. The present ordinary capital of the company is \$78,000,000 or £16,000,000 for a concern which will shortly embrace a mileage much greater than that of any English railway. I propose to raise this to \$100,000,000 (by no means too great a figure for such an undertaking.) Were the additional \$22,000,000 issued at \$35 currency, a sum of \$7,700,000 net would be produced, or as much as could be obtained by the issue of \$11,-000,000 of convertible bonds, with a perpetual interest charge of \$770,000 a year. Such an increase of the interest charge might in bad times seriously affect the position of the company, whereas if the money were raised by ordinary shares, as in the recent case of the Grand Trunk Railway of Canada, the financial position of the concern would be strengthened by obtaining \$7,700,000 of capital without charge, except out of surplus earnings."

The same paper of December 6 says: "Without being in a

position to publish the full details of the agreement, announcement of which must be deferred awaiting the formal action of the boards of the respective companies, we believe we are justified in stating that, after protracted negotiations, in which every interest has been carefully studied and guarded, Mr. P. H. Watson, as representing and fully authorized by the board of the Eric Railway Company, and Mr. James McHenry, representing General McClellan, have arrived at the terms of a lease by the Erie of the Atlantic and Great Western, its leased lines and connections. We understand that these terms involve the working of the Atlantic and Great Western, and the Cleveland, Columbus, Cincinnati and Indianapolis lines by the Erie Company for a net rental of 35 per cent of the gross receipts of the two systems.'

Fitchburg.—The directors of the Fitchburg and Vermont & Massachussetts railroads decided upon the following terms of a perpetual lease of the latter road to the former: For the first two years the Fitchburg Company pay to the Vermont & Massa chusetts four per cent per annum on the capital stock; the following two years five per cent, and ever after six per cent. A meeting of stockholders of the Fitchburg Company confirmed the lease.

Great Western Railway of Canada.—The receipts on capital account during the half year ending July 31, 1873, were £775,988, arising as follows:

Deposit of £25 on new issue of £1,209,000 perpetual five per cent de-	
benture stock	.250
On account of 1st July instalment	.300
In anticipation of future instalments	240
£775	790
Shares issued on conversion of preference stock (net result)	198

Total.....£775,998 The total receipts on capital account amounted July 31, 1873, to £7,672,682. The charges to capital account during the half year amounted to £458,048.

The total expenditure to July 31, 1873, amounted to £7,246,383, leaving a balance at credit of capital account of £426,299. The receipts and expenditure on revenue account for the half year have been as follows:

Working expenses, including renewals, taxes, rents, and all charges. 417,099

The following table exhibits the receipts and expenses for four corresponding half years: RECEIPTS.

Half year	Passengers,	Freight	*		
ending	mails,	and	Rents.		Total.
July 31.	and sundries.	live stock.			
. 1870	£153.863	£254,230	£807		£408,900
1871		300,959	747	SE 2	458 891
1872		356 014	769		550,735
1873	104 001	420,902	863		619,839
3		EXPENSES.	(*)		• ;
		Including ren	ewals	I	er cent of
		and all char	ges.	gros	s receipts.
Half year endir	og July 31 1870	£251,85			61.58
nan year endi	1871	268,2			F8:46
.44		329,43			59.82
		417,0			67.29

The Great Western Railway Directors have made an extended review of the connection of their company with the Detroit & Milwaukee for the stockholders to vote upon, and say, in con-

The decision of the stockholders will result in one of the fol-

lowing alternatives:

1. To place the Detroit & Milwaukee on such a firm and permanent financial basis as it has never yet occupied, by the substitution of Great Western securities, the interest on which is not to exceed 5; per cent, for those now bearing an average rate of 7; per cent. The issue will amount to £1,360,000, or gold \$6,800,000, to replace every other mortgage bond, and therefore to be the only charge on revenue taking precedence of the Great Western, in whose hands the working of the railway will be continued.

2. With the above arrangement to accept the proposal to lease the railroad to the Detroit for an annual rental sufficient to cover the interest on the new securities to be issued, and to secure the payment of 5 per cent interest on the \$2,095,000 debt due to the Great Western in October, 1860, resigning the management of the road to the Detroit, with the stipulation that the entire traffic

should as heretofore go over the Great Western, and with power of re-entry in the event of default.

3. To allow matters to remain as they are, which will inevitably involve default in the payment of the first and second mortgage bond interest due Nov. 15, 1873, as well as the small amount of first mortgage bonds maturing at that date, and possibly the adverse action of some of the bondholders, which, as Mr. Jerome reports, may cause the ownership of the line to pass from the Great Western into hostile hands, and the diversion of some of the through traffic into other routes.

International & Great Northern .- The grading on the extension southwest from the Brazos River is nearly finished to Rockdale, 25 miles from the river and 30 miles from Hearne, Texas. The temporary bridge over the Brazos is completed, and track-laying is being pushed forward rapidly. Rockdale is about 50 miles northeast of Austin. The company lately offered at auction in New York \$500,000 International Railroad Company 8 per cent convertible bonds, indorsed by the Houston and Great Northern Railroad Company, and \$500,000 Houston & Great Northern Railroad Company 8 per cent convertible bonds, indorsed by the International Railroad Company. They realized the following prices on the bonds sold: \$10,000 at 641, \$5,000 at 63½, \$5,000 at 62½, \$5,000 at 61¼, \$217,000 at 61, \$5,000 at 60½, \$30,000 at 60¼, \$381,000 at 60. Total, \$658,000.

Lake Superior & Miss .- The President of the Lake Superior & Miss. Company has issued a circular requesting bondholders

to fund their coupons for three years as follows:

Under these circumstances, the company proposes to issue to the holders of the first mortgage bonds, in payment of the coupons due from the first of January, 1874, until the first of July, 1876, inclusive, a certificate of indebtedness for the coupons of each year, at their currency value, payable in six years from their maturity, or sooner, at the option of the company, bearing interest, payable annually, at the rate of seven per cent per annum, from April first of each year, being the average maturity of the coupons: with the condition that no dividend on the stock of the company, interest upon income bonds, or indebtedness for which certificates are now outstanding, shall be paid until the principal and interest of said first mortgage certificates shall be fully paid: and cash payment shall be resumed of the coupons of the first mortgage bonds as they fall due, the coupons thus detached to be placed with the Fidelity Insurance, Trust and Safe Deposit Company of Philadelphia, to be held in trust as security for the scrip so issued; the conditions being that should the Lake Superior & Mississippi Railroad Company fail to perform its obligations to pay the interest annually and principal at maturity, then the holders of the scrip shall have all unpaid coupons returned to them, with the right to proceed against the company the same as if no trust had been made. The gross earnings in 1870 were \$181,845; in 1871, \$457,702; in 1872, \$731,612; in 1873, \$885,839, estimating December.

Michigan Central & Great Western.—By the addition of 26 miles of second track this year, the company now have 202 miles of double track out of the 284 miles of its main track between Chicago and Detroit. The entire road east of Jackson and west of Niles is double tracked, both tracks being entirely of steel; and of the old main line between Niles and Jackson about twothirds has steel track. On the Great Western Railway of Canada the entire main line is now laid with sidel, as is the Glencoe Air ("Loop") Line. Of the 79 miles between Detroit and Glencoe 51 miles now has double track, leaving but 28 miles of single track on the line. The company has increased its equipment both in rolling stock and motive power. The Michigan Central has added a good many new cars; the motive power was entirely adequate by the addition of 48 engines last year. The arrangements for transfer at Detroit have been increased two-fold.

Milwaukee & St. Paul.—This railway, by entering into close working relations with the Milwaukee and Northern and Wisconsin Central railroads, practically makes these lines parts of its system. This gives it a line nearly straight from Chicago north through Milwaukee to Green Bay only 195 miles long. The com pletion of about eighty miles more will finish the line to Ashland, when there will be a continuous line from Chicago through Milwaukee, Menasha and Stevens Point to Lake Superior at the magnificent harbor of Ashland Bay.

Missouri River, Fort Scott & Gulf .- The Directors of this road have issued a circular in which they state that they are unable to pay the coupons due January 1. It is proposed that the first mortgage bondholders surrender their coupons due January and July, 1874, and receive in exchange 8 per cent preferred stock, and also the coupons due January and July, 1875, and accept, on those dates, one-half in cash and one half in preferred stock. Second mortgage bondholders, whose interest was not paid October 15, are requested to exchange their bonds and coupons for the preferred stock.

Its earnings for 1873, estimating for December, will be about \$700,000 gross and \$230,000 net, against \$681,910 gross and \$241, 679 in 1872; and the receipts from land sales, etc., were \$86,818 in 1873 against \$102,353 in 1872. Thus the net receipts of this year are about \$316,818, which is \$27,214 less than last year. The company, however, has a floating debt of more than \$360,000. The land sales have been large, but comparatively a small part of the price is received during the year of the sale, and the company has due more than \$2,000,000 for lands with \$245,000 of unpaid interest. The value of the lands unsold is estimated at \$2,641,848. The company also owns \$505,600 of county and town bonds, the validity of many of which is pending in court.

Mobile & Montgomery.—The trustees of the first mortgage, who are now in possession of the road, will make a report of the operations of the road since they took possession in July.

890,442 1,007,831

980,706 1,170,586

\$76,838

837,278

.....

1.068,937

835,459

743,383

789,569

863,755

915 727

757,850

8 892,605

483,399

642,209 593,504

538,251

• • • • • •

New York & New England (late Boston, Hartford & Erie) --- well informed correspondent says: "The organization of the New York and New England Railroad Company was completed in April last. It has, we believe, a valid existence, and is capable of receiving the property of the Boston, Hartford & Erie Railroad and carrying forward the enterprise which was the object of its creation. At the time the organization was completed and the officers elected it was expected that a conveyance of the property from the trustees in possession, and a release from all other parties in interest, would be made within a short time. It was necessary, however, that a considerable amount of money should be paid by the new corporation to liquidate debts and obligations created or assumed by the trustees and by the Receivers previously in charge of the road. The amount of indebtedness thus necessary to be liquidated before the conveyance could be made was from three to four hundred thousand dollars, and it covered what is known as the two per cent subscription, amounting to \$172,000, this being a contribution by the bondholders, at the time the trustees took possession of the road, to pay certain liens and claims to enable the trustees to take possession. It included, also, a very large amount of money spent for repairs and changes, such as the substitution of stone viaducts and bridges in the place of trestlework, necessary to the preservation and safety of the road.

To meet this payment (which would secure the transfer), and to obtain in addition funds to take up underlying mortgages and claims, and to complete the road to the Hudson River and equip it, it was and is proposed to put upon the property a mortgage to the amount of ten millions of dollars; and since the organization of the company in April the efforts of the officers have been directed to obtaining a negotiation of this loan abroad and in this country. Thus far the object has not been accomplished.

The counsel of the company have advised that until the new company either has the actual possession of the property of the road, or is in such a pecuniary condition as to be able to require a conveyance of it, it would be unwise for the bondholders to exchange their bonds for stock, and alter the form of their security. It is hoped, however, that the loan will soon be effected and all the proposed arrangements carried out.'

Northern Pacific Railroad.—The Northern Pacific Railroad has been finished to Tacoma on Puget Sound. Regular trains are now running from Kaloma, at deep water on the Columbia

230,300

178.867

201,190

205,500

178,000

160,800

.....

199,958

201,769

251,313

274,567

232,789

.....

207,854

233,551

235,159

296,502

267,685

241,985

2,856,920

..June..

..July... ..Aug... ..Sept....

..Oct

.. Dec

.Year...

Nov....

149,832

130,145

167,496 177,085

210,638

178,168

102,613

165,260

151,532

181.863

178,302

167,828

131,924

.....

94,522

90.070

127,852 114,488

115,140

103,110

,270,216

90,856

180,786

181,243

194,155 194,000

213,325

203,731 205,698

2,251,242

River, northward, a distance of 105 miles. This completion of the road saves the company's charter in Washington Territory. Application has been made to the Government for the appoint ment of commissioners to immediately examine and report on the new part of the line thus finished.

The company will fund all interest on its bonds up to and including January 1, 1875, into five year seven per cent coupon bonds, convertible into the company's first mortgage bonds at par, and into the lands of the company at twenty-five per cent off from the regular prices. This is its circular:

NORTHERN PACIFIC RAILROAD COMPANY,
TREASURER'S OFFICE,
No. 23 FIFTH AVENUE, NEW YORK, Dec. 17, 1873.

To the Bondholders of the Northern Pacific Railroad:
This Company submits for your consideration the following statement:

1. The Company has 558 miles of road constructed and in operation, of which 518 miles have already been approved by Government, well built and thoroughly equipped with 75 locomotives, 6 first-class passenger cars, 13 second class passenger cars, 509 box cars, 1,130 platform cars. Both the Eastern and Pacific Divisions are practically completed roads, having valuable commercial connections at either terminus, with the control of 400 miles of navigation of the Columbia River in Oregon. the Columbia River, in Oregon.

2. The outstanding floating debt of the Company, unsecured or unprovided for, will not exceed \$437,000.

3. The road built entitles the Company to about 11,000,000 acres of valuable

3. The road built entitles the Company to about 11,000,000 acres of valuable land. It has already received patents from Government for 743,941 34-100 acres.

4. The Company being unable at present to pay the interest maturing on its bonds, the following proposition is made to its bondholders, viz.:

First.—To fund its interest due January 1, 1874, July 1, 1874, and January 1, 1875, in a five-year interest land warrant coupon bond, bearing seven per cent currency interest, payable semi-annually January 1 and July 1 of each year, the first coupon, however, to mature January 1, 1875.

Second.—To make the interest land warrant bonds receivable at any time before April 1, 1877, at par, in payment for any of the Company's lands (along its present finished road east of the Missouri River, and north of the Columbia River; the price of the lands for this purpose to be 25 per cent less than the River; the price of the lands for this purpose to be 25 per cent less than the regular cash or bond prices; they will also be received at par, and accrued interest, in exchange for the first mortgage bonds of the Company at par, and accrued interest at any time before April 1, 1877.

Third.—To deposit in escrow, uncancelled, with S. Kennedy Cass, trustee, all coupons and orders for interest, which may be funded in the proposed five-year interest land warrant bonds; but if this Company shall make default in payment of interest or principal of said interest land warrant bonds, as it matures, the holders of the said bends may, at their option, surrender them (with all coupons attached) to the trustee named above, and receive back the coupons or orders for interest, of the same class as surrendered, for which said interest land warrant bonds were given. Bond scrip will be given for amounts less than \$100, convertible into interest land warrant bonds, when aggregated in amounts of \$100 and multiples thereof.

The denominations of the said interest land warrant bonds are \$100, \$500, and \$1,000 each. Coupons may be presented in person, or sent by mail to this office, and exchanges and returns will be promptly made as above stated. A. L. PRITCHARD, Treasurer N. P. RR. Co.

114,601

108,038

130,292

128,161

112,593

81,194

432,056

614,175

565.811

621,351

489,341

532,894

6,008,977

MONTHLY EARNINGS OF PRINCIPAL RAILROADS. Chic. & N. western. 1872. 1873. Atlantic & G. W. 1872. 1873. Atlantic & Pacific. Bur., C. R. & Minn. 1872. 1873. 1872. 1873. Chicago & Alton. Central Pacific-1873. (1,222 m.)(600 m.) (1,314 m.) (567 m.) (328 m.)(328 m.)(261 m.)(1,050 m.)(601 m.)\$752,467 765,249 \$592,223 571,836 875,762 \$371,708 332,902 373,217 \$352,538 402,477 \$774,856 714,122 846,394 \$374,718 \$30,594 \$65,319 \$61,363 ..Jan.... \$852,860 334,210 372,397 324,210 420,250 69,844 98.881 87,619 122,348 64,476 69,346 78,346 85,561 .. **F**eb.. .. 694.015 974,460 424,614 ...Mar.... 967,258 87,543 105,352 64,581 77,387 ..April.. 949,598 1,132,920 379,879 412,218 900,376 1,034,022 1,380,922 1,138,272 1 356,378 1,313,790 1,211,765 409,254 419,197 426,316 482,205 1,074,779 1,070,459 1,256,072 1,292,143 441,877 428,524 80,759 112,275 66,725 82,682 .. May... ..June.. 96,567 85,344 98,800 118,231 96,696 88,637 428,983 423.514 74,242 431,761 73,834 1,029,957 423,396 ..July... 488,352 1,240,987 559,882 497,261 540,756 1,284,094 417,252 126,435 93,420 108,100 .. Aug.... 1,271,628 1,258,500 1,196,700 1,254,688 1,285,567 1,303,304 1,433,948 119,989 115,503 113,834 126,968 144,901 139,998 1,392,125 632,538 554,205 103,116 ..Sept.... 1,511,781Oct.. .. 1,423,875 547,928 469,251 122,956 1.451.827 109,590 391,259 88,853 105,430 .. Nov.... 1,039,306 404,900 84,622 .. Dec.... 1,007,125 352,604 859,779 91,946 12,900,121 12,272,060 5,257,983 995,959 .. Year .. 5,156,326 Illinois Cent'i. Ind. Bl. & West'n. -Kans. Pac'c. -1872. 1873. 1872. 1873. 1872. 1873. Chie., Dany. & Vin 1872. 1873. Clev. Col. Cin. & I. 1872. 1873. Lake Shore & M.S. 1872. 1873. 1872 1872. 1873. (1109 m.) (1109 m.) \$637,429 \$550,499 531,627 562,949 575,393 651,952 (391 m.) $(971 \ m.)$ (212 m.) (212 m.) (672 m.) (672 m.)(1,074 m.) (132 m.)(132 m.)(391 m.)(956 m.) (1,136 m.)\$101,075 \$100,327 \$189,606 \$150,567 99,441 90 441 191,738 194,786 109,830 112,569 300,783 300,719 \$320,022 \$1,333,310 \$1,316,831 ..Jan.... \$1,339,389 1,329,422 ..Feb.... ..March 1,294,710 1,498,408 43,952 46,997 49,107 49,773 340,791 372,974 408,849 465,517 1,294,056 1,464,209 1,549,285 .515,382 1,735,736 39,132 432,928 1,541,958 April.. 559,871 541,035 114,842 124,045 528,250 49,516 381,112 394,485 340,675 351,576 1,767,986 1,607,492 648,955 659,362 687.630 724,983 125,286 133.758 100.868 136,178 341,843 315,363 321,774 332,763 312,614 1,479,945 1,323,476 1,225,708 50,139 60,481 373,619 1,754,821 May... 1,680,969 ..June.. 59,501 64,416 341,104 326,268 1,717,593 1,585,368 52,104 609,846 783,255 1,685,384 ..July... 672,917 100,860 323,231 1,451,762 1,518,911 47,259 1,774,570 1,918,247 328,188 343,785 392,510 748,634 876,413 763,673 117,408 156,973 124,203 168,453 349,382 341,968 57,375 65,608 401,251 426,283 1,653,292 ..Aug.... ,459,360 744,782 881,692 696,475 417,327 439,581 1,776,420 1,742,516 55,290 72,273 432, 139 1,758,062 ..Sept.... 1,635,691 137,634 102,431 1,817,369 1,745,729 1,882,421 .. Oct 442,822 1,764,788 152.632 79.098 406,922 56,169 389,829 .. Nov 622,433 265,218 64,230 311,935 1,560,023 112,974 1,375,556 358,743 1,392,615 .. Dec 693,063 126,124 223,241 1,483,480 49,440 8,026,750 4,462,625 604.830 .. Year .. 1,360,006 3,651,645 17,591,629 Mo., Kan. & Texas. Mobile & Ohio. 1872. 1873. Michigan Cent. Mil. & St. Paul. 1872. 1873. 1872. 1873. (715 m.) (788 m.) (1,018 m.) (1,310 m.) Ohio & Miss. 1872. 1873 Pacific of Mo. Marietta & Cin. 1873. 1873. 1872. 1873. $284 \ m.$ \$152,578 142,407 \$170,023 \$505,586 \$475,897 542,008 \$460,985 387,565 \$334,715 423,716 Jan.... \$81,299 91,138 \$207,874 \$272,472 239,733 \$283,605 \$246,830 \$227,897 291,630 237,778 261,346 338,725 327,404 344,633 \$320,669 \$312,848 ..Feb.... 255,471 162,585 434,022 265,628 95,853 256,719 150,784 555.005 Mar. 290,710 344,633 180,467 558,533 690,017 245,360 260,127 569,236 805,799 929,210 117,542 150,673 145,858 190,562 607,678 675,840 474,188 April.. 263,585 178,154 227,225 276,290 338,708 295,160 250.934 180,127 151,445 280,523 263,290 269,559 286,738 153,718 185,683 593,641 679.333 580,432 ...May... 184,037 307,520 301,521 154.587 603,955 594,769 929,210 June.. 143,455 249,342 148,691 505,314 290, 470 185,953 272,600 255,424 14),550 181,868 505.808 488,349 834,320 July... 180,480 302,881 158,526 149,093 232,286 581,168 265,906 267,734 565,728 811,961 171,945 206,299 162,521 191,841 767,800 1,193,209 202,605 215,426 173,469 580.908 576,790 Aug... 329,000 200,757 301,083 301,998 316,199 325,093 (403,781 250,856 Sept.... 763,481 356,194 203,514 667,819 371.344 317,910 382,098 218,423 227,443 203,977 408,254 384,694 786,333 950,945 306,248 325,841 353,168 • • • • • • 309,000 1308 207,911 5 702,838 771,800 Nov.... 230,518 344,335 238,635 319,024 327,168 616,024 266,533 308,632 200,224 .. Dec 201,196 576.783 513,787 360,056 283,836 260,404 • • • • • • 1,896,869 2,023,927 6,988,479 6,957,771 .. Year .. 2,952,004 3,526,695 St. L. & Iron Mt. 1872. 1873. St. Louis, K.C.&N. 1873. St. L. A. & T. H. Tol., P.& Wars'w. Toledo, Wab. & W. 1872. 1873. 1872. 1873. 1873. Union Pacific . t. L. & S. East. 1373. 1872. 1873. 1872. (337 m.) \$166,078 (212 m.) (530 m.) (530 m.) (337 m.) \$144,209 (248 m.) (248 m.)(628 m.) (358 m.)(212 m.)(628 m.)(1038 m.)\$36,810 \$228,830 \$183,275 211,057 220,618 ..Jan.... \$83,121 \$108.188 \$439,780 \$370,290 \$173,707 \$146,160 \$79,591 \$273,936 \$374,925 140,552 37,514 101,825 .. Feb 169,454 100,439 431,948 405,110 534,115 491,783 163,254 165,392 154,641 147,540 41,457 114, 123 182,055 229,260 260,194 229,924 ..Mar 471,301 460,646 565,861 110,710 119,733 173,665 187,625 .. April. 446,527 470,598 541,192 230,109 231.886 170,218 39.211 208,140 102,191 447,313 741,802 881,266 May ... 227,640 117,904 38,875 219,051 170,218 510,792 462,868

42.253

96,812

[100.272

£1!S.058

2 72,309

-98.717

765,855

99.524

113,162

123,714

122,563

293,715

.....

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Jan. 2, 1874.

Trade has of course partaken of a holiday character during the past week, and yet has shown a fair degree of activity and some firmness in prices. The disposition is quite general to look for a speculation in leading staples and higher quotations, following the disbursements of large amounts for interest and dividends at the beginning of the new year, and it is yet too early to say whether these anticipations will be realized.

Freights have been rather dull and rates drooping. An advance in most of our great staples early in the week embarrassed shippers, and as compared with last Friday, the business of to day showed some decline in rates. A few vessels have been taken with grain to Cork for orders, at 8s. 3d., and petroleum charters have been dull, though the business has included cases to Palmero at 32½c., and bbls. to Gibraltar for orders at 7s. 3d. Room by steam to Liverpool has not been plenty, and late engagements embrace wheat at 12d@12½d., cotton §d@7-16d, cheese at 60s., and bacon at 50s. A London steamer took wheat to-day at 12d., and a Glasgow steamer at 12½d.

In provisions we notice some further advance in hog products, the result in part of speculation, but the strike of the engineers on Western railways has also contributed to it, by preventing the arrival of supplies that were required to fill contracts for December, and compelling the sellers to enter the open market as buy ers. Beef has ruled very firm, with the stock materially reduced. Butter and cheese have been less active. To-day the market for hog products was rather easier; of mess ork there were sales of 5,000 bbls. at \$16 20@16 25 for February, \$16 40@16 50 for March, and \$16 62½ for April. Lard was strong, but quiet, with sales of prime Western steam on the spot at $8\frac{7}{3}$ @9c., and for March at $9\frac{5}{3}$ @9½c. Bacon was a turn easier; long clear on the spot $7\frac{7}{3}$ @8c., with sales 2,000 boxes long and short clear for January at 8c. Cheese was quoted $14\frac{1}{3}$ @15c. for good to choice factories, with a full stock for the season.

There has been a fair demand for tobacco, but mainly for the home trade, and the sales of Kentucky leaf for the week aggregate about 600 hhds., of which 450 for consumption and 150 for export; prices were quoted a fraction higher, with lugs at 6½@7½c., and leaf 8½@12½c. Seed leaf in moderate request and steady; sales have been: Crop of 1870, 150 cases sundries, 7@8½c.; crop of 1871, 50 cases do., 9@45c.; crop of 1872, 100 cases Connecticut and Massachusetts at former prices; 250 do. Ohio, 6½c.; 150 do. New York, 7½@8½c., and 178 cases Ohio on private terms. Spanish tobacco has been less active, but we notice sales 200 bales Havana at 70@95c., and 70 do. Yara on private terms.

Refined petroleum has been quiet, closing at 131c.; crude do. sold to some extent in the early part of the week, but closed dull and steady at 5 c. in bulk. Strained rosin has been dull, but closed with a better business at \$2 45@2 50. Spirits turpentine has been very quiet, and quoted nominally at 41@42c. Hops are firmer, with more inquiry, and a fair business; good to prime State quoted at 30@40c. Wool was more active, and firm—X and XX Ohio fleece selling at 55@56c., California fall clip at 29c. Ingot copper dull at 25c. cash for lake. Pig iron, after the late sales of 3,000 tons No. 1 and 2 American and 5,000 tons Grayforge, closes quiet; No. 1 American quoted at \$35@37, No. 2 \$38 @34, and Grayforge at \$30. New layer raisins have been active and close firmer at \$2 45; new currants 6½c.; new Turkish prunes 13c. In hides there has been a fair business. Leather has continued in good demand. Cloverseed has sold to some extent at 91c. per lb. Tallow has been firm and in demand at 74c. for prime. Whiskey has been in large supply, and drooping, closing at $96@96\frac{1}{2}c$.

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.

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

	-	1		1	. 1			ł
•	Since	Same	Same	1	Since	Same	Same	
-		time	time	1	Jan. 1.	time	time	1
	Jan. I	1872.	1871.	1	1873.	1872.	1871.	1
	1873.	1014,	1011.					l
Class and				Metals,&c				1
China, Glass and	1			Cutlery	6.703	7,936	7,423	l
Earthenware-	10 -14	21,576	13.947	Hardware	8,706	6,025	5,877	l
China	19,514	58.602	62.757	Iron, RR bars.	580.188	1.058,155	1.218.828	1
Earthenware	50 213	669.908	558,118	Lead, pigs	296,612		545,474	1
Glass		47.273	47.389	Spelter, lbs	5133,325	9.955.563	8,711,962	1
Glassware	41,856			Steel	213,465	230,666	234,921	1.
Glass plate	11.487	11,133	6,349	Tin, boxes	1002,925		1,060,550	1
Buttons	5,370	5,888	150,121	Tin slabs, lbs.	5924 596		6,390,280	1
Coal, tons	169 28	1:7,852	21.51	Rags	127,916	149,266		1
Cocoa, baga	27,684	81,075	1 154 216	Sugar, hhds., tcs	141,520	220,000	-10,000	1
Coffee, bags			E 307	& bbis	550,744	427,646	427,142	1
Cotton, bales	11,832	3,668	0,001	Sugar, boxes &	000,111			1
Drugs, &c	40.000	\$8,896	33,123		1073,635	1.316.984	1,047,406	1
Bark, Peruvian.	40,387		00,140	Tea	940 433	1,170,640	959,169	1
Blea powders	31,067	31,822		Tobacco	68,828	33,876	60.272	1
Brimstone, tons	22,231				4,183			1
. Cochineal	7,805		11,157	Waste	4,100	1 0,000	2,520	1
Cream Tartar	1,529	2,436		Wines, &c	175,199	18:.128	166,335	1.
Gambier	12,274			Champag'e,bks	168.408			1
Gum, Arabic	6,004		5,313	Wines	51,859			l
Indigo	3,917	6,465	6,037	Wool, bales		202,012	1 00,120	١
Madder	712		2,011	Articles report-		1	1 .	ı
O.ls, essential	713			ed by value—	פנו עחים	9 009 074	1,861,762	1
Oil, Olive	40,938	46,90		Cigars	131,630	111.832	89. 40	1
Opium	1,139		1,923	Corks	1491 105	1 906 417	1,643,459	1
Soda bi-carb			105,341	Fancy goods	428,497	425,337	352,815	1
Soda sal	71,259			Fish	4-0,401	420,000	00.0,010	1
Soda, ash	53,871	33.541		Fruits &c	888.891	7:7.104	772 502	1
Flax	8,291	12,589	12,161		1267.626	1 901 411	1,228,217	1
Furs			6.631		1054.155		1,193,434	١
Gunny cloth	5.337				16.6 167	1 761 915	1,269,804	١
Hair	4,450	8,38	7,014	Raisins		19099 50	12093158	1
Hemp, bales	131.659	171,933	119,31.	Hides undressed	733,969	884,17	771.030	-
Hides, &c				Rice	100,000	004,11	112,000	1
Bristles	1,753	1,898	2,16	Spices, &c	260,151	622.83	436,650	١
Hides, dressed	11,604		19.21		1 .00 000			
India rubber	54.596				1			
Ivory	2,337	4,055	5,827		0 24 446		2 233,332	
Jewelry. &c	1			Saltpetre	381,149	210,01	200,000	1
Jewelry	3,755			Woods-	145 00	377,93	6 296.400	1
Watches	1,140				447,93 87,94			
Linseed	. [633,329							
Molasses		123,13	150,61		100 06	191 03		
		1	1	Mahogany	130,95	131,95	0 80,511	. 1

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

	This week.	Since Jan. 1.	Same time '72.		This week.	Since Jan.1.	Same time '72
A share plron	114	6,951	6,769	Pitch	•	2,109	
Ashespkgs. Breadstuffs—				Oil cake, pkgs	1,705	190.760	
Flourbbls.	97.198	3,516,568	3,021,721	Oil, lard Peanuts, bags	1,179	1,687 83,659	
Wnestbus.	751,150 76,960		40,763,791	Provisions-			
Oats	128.875	11,235,420	12,186,198	Butter, pkgs	23,302	951 923 2,032,289	680,498 1.714,210
Rye fro	3,400 32,48)				18,507	563,702	331,287
Barley, &c Grass sd.bgs	753	81,543	111,354	Eggs	3,292 16,457		
Beans, bbls.	2,410		43.018 196.379		666	33,708	55,815
Peas, bush C. meal. bbls	5,6);	227.825	251,315	Lard, pkgs	14,009 290		
Cutton., bales.	30.72			Rice, pkgs	1		13,762
Hempbales. HidesNo.	13 2 4	533,064	656 416	Starch	1.500		
Hops bales.	3:1					22,139 1,118	758
Leather.sides Molasses.hds.			171	Sugar, hhds		681	5,250
Do., bbls	4,800	53,764	49,512	Tallow, pkgs Tobacco, pkgs			228,786
Naval Stores Cr.turp bbls	226	10,95		Tobacco, hhds	1,216	113.097	
Spirits turp.	118			Whiskey, bbls			77,318
Rosin				Dressed hogs, No.			

COTTON.

FRIDAY, P. M., Jan. 2, 1874. 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, Jan. 2. It appears that the total receipts for the seven days have reached 176,215 bales against 214,726 bales last week, 195,925 bales the previous week and 172,910 bales three weeks since, making the total receipts since the first of September, 1873, 1,909,940 bales against 1,734,219 bales for the same period of 1872, showing an increase since September 1, 1873, of 175,721 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-	1874.	1873.	1872.	1871.	1870.	1869.
New Orleans bales. Mobile Charleston Savannah Texas Tennessee, & C. Florida North Carolina Virginia.	603	21.496 17,025 13,533 23,839 1!,594 3,417 569 1,621 8,164	49,261 12,384 8,830 15,095 6,231 6,328 413 1,105 11,417	45.847 15,850 10,435 27,919 11,603 11,047 400 8.731 12,899	41,632 11,941 9 449 21,101 7 819 8,092 671 1,536 6,793	31.696 10.204 9,642 20.461 3,(12 5,104 421 1,454 4,912
Total this week	176,215	101,703	110,628	139,631	114,090	86,906
Total since Sept.1		1,734,219	1,436,412	1,765.026	1,340,483	1.044,751

The exports for the week ending this evening reach a total of 98,517 bales, of which 57,421 were to Great Britain, 20,215 to France, and 20,881 to rest of the Continent, while the stocks as made up this evening, are now 766,391 bales. Below are the exports and stocks for the week, and also for the corresponding

	Exported to-			Totalthis	Sama wik	Stock.		
Week ending	G. Brit.	France		would	1873.	1874.	1873.	
NewOrleans. Mobile Charleston Savannah Texas New York Other ports	8.033 10,932 8,503	9,936 550 6,660 1,500 1,219	6,198 690 11,325 2,163	48,670 767 4,278 29,417 1,8:0 11,890 1,695	25,223 7,388 2,835 21,819 2,941 9,659 1,143	264,116 68,770 71,28) 114,523 103,705 89,038 60,000	159,115 41,000 29,902 62,757 64,886 62,813 40,000	
Total	57,421 629,500	20,215	20,891	93,517 904.542	71,003	766,391	481,97	

*The exports this week under head of "other ports." include from San Franci co 46 bales to Liverpool, from Philadelphia 1,173 bales to Liverpool, from Boston 476 bales to Liverpool.

From the foregoing statement it will be seen that, compared with the corresponding week of last season, there is an increase in the exports this week of 27,514 bales, while the stocks to-night are 281,419 bales more than they were at this time a year ago. The following is our usual table showing the movement of cotton at all the ports from Sept. 1 to Dec. 26, the latest mail dates.

		IPTB	EXPOR	TED SIN	Coast-			
PORTS.	BINCE SEPT.1.		Great Britain. France.		Other For'gn.	Total.	Ports.	Stock,
	1873.	1872.	Britain.	France.	For gu.	TOTAL.		
New Orleans.	491,940	459,888	135.793	83,086	55,425	275,309	49,670.	237,066
Mobile	117,797	143.549	19,246	500	1,391	21,137	66,290	60,006
Charleston	230,606	202,581	59,245	15,972	5,271	60,438	97,124	62,283
Savannah	383,774	367,973	103,400	11,706	28.687	146,823	146,928	119 939
Texas	151.030	158,478	31,202	. 830	400	85,432	28,991	: 90,819
New York	58.028	36,159	. 194,002	5,038	13,444	212,454		74,75
Florida	6,847	6,519	20.,000				6,347	
No. Carolina	28,470	30,364	4.095			4.093	19,926	4,986
	221,780	185,945	1,400			1,400	219,601	26,929
Virginia Other ports	15,953	17,860	20,661	65	8,131	28,857	••••	30,000
Total this year	1783,725		572,079	120,197	113,749	806,025	633,772	706,91
Total last year		1629,516	517,128	125,616	183,735	831,479	635,334	484,659

The market the past week opened buoyant. On Saturday, although the Exchange was closed, prices showed an improvement, and on Monday, on the opening of the Cotton Exchange, an advance of 1@1c. was established, to which 1c. was added later in the day, bringing low middling Uplands up to 15%c. against 15%c. on last Friday. At this point, notwithstanding the large falling off in the receipts, there was a change in the whole tone of the market, probably from private intimations received from Liverpool of the facts which were made public on Wednesday with regard to the stock there: the tone was dull and quotations were reduced ac. Wednesday the news came by cable that the count of stock at Liverpool showed an excess of 120,000 bales over the running estimate, the market thereupon became further depressed, and at the opening quotations were reduced 1c., but this was modified later in the day by a revision in which ordinary and good ordinary were reduced 1c., strict good ordinary 1-16c., and low middling 1c., with the business small. To-day the same dullness continued without however any change in the quotations, holders being firm at prices above the limits of buyers, who had orders to a fair extent at some reduction in the rates. For future delivery the tone and course of prices have been very similar to those for spot cotton, and for the same reason. In fact, the increase of stock at Liverpool has for the moment outweighed all other considerations. Monday the market was very buoyant, and in the morning nearly the highest prices of December were paid. But weakness was early developed, and in the course of Tuesday and Wednesday a material decline of say ½@ c. took place. To-day there was something of a recovery, but business was on a considerably reduced scale; in fact, it would have been difficult to either buy or sell freely The total sales of this description for the at the prices. four days are 79,600 bales, including — free on board. For immediate delivery the total sales foot up this week 9,138 bales, including 3,479 for export, 4,180 for consumption, 1,479 for speculation, and — in transit. Of the above 435 bales were to arrive. The following are the closing quotations:

	Upland and Fiorida.	Mobile.	New Orleans.	Texas
Ordinaryper b. Good Ordinary Strict Good Ordinary Low Middling	15 @ 15 % 15% 16%.	13 % @	13½@ 14¾@ 15 5–16 15¾@ 16¾@	15¼@ 14¾@ 15 5-16 15¾@ 16¾@ 17¼@

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

-	1		SALES		PRIORS.				
	Exp't.	Con- sump.	Spec- ula'n	Tran-	Total.	Ord'ry.	Good Ord'ry.	Low Midl'g.	Middling
Saturday	869 472	1,774 715 967	916 551 3	Cot	on Ex t 4,656 2,135 1,142 Year 905	change 13% 13% 13% Holi 13%	closed. 14% 14% 14% day. 14%	15% 15% 15% 15%	1636 1634 1634 1634
Total	3,479	4,190	1,479		9,138		·		

For forward delivery the sales (including —— free on board, have reached during the week 79,600 bales (all low middling or on the basis of low middling), and the following is a statement of the sales and prices:

the sales and pri	ces:			·	1.	
For December.	bales.	cts.	bales.	cts.	bales.	cts.
101 2000	2,900	15 25-32	1,30)	16%	200	16 3-10
bales. cts.	500	15 13-16	400	.16 13-32	1,000	171
10015%			70:)			17 9-32
500	16,400 tot	al Jan.	600		100,	17 5-16
10015 25-32 !			2,000	16%	0.0004-4	-1 4
£0015 13-16	For Fe	bruary.	700	.16 17-32	9,900 tot	al April.
	3,500	15%	400	16 9-16	ror	May.
1,000 total Dec.	1,800	15 25-32	200			17%
	2,200	15 13-16	300	10.110%		17 5-92
for January.	. 300	15 27-32	100	10 11-10	100	175-16
\$001514	900	15%	200			
1,10015 5-16	100	15 29-82	400			17 13-32
400 15 11 - 32	2,500	15 13-16	600	16 19 16		17 7 16
300 s. n15%	1.800	15 81-32	1,700 600	16 27 99	600	17 5-16
500	8.900	16	003	1614	900	17%
30015 13-32	4,100	16 1-33		1078	650	17%
100 s. n15 7-18	700	16 1-16	15,400 total	March.	100	17 18 16
70015 7-16	800	16 5 32	For A	oril		
1,400 15 15-32	0 000	16 3-16	1,100	16 21-32	5.350 tot	al May
100 no notice.	2,200	16 7-32	200	16 11-16	For	Inne
2d1514	n 900	1614	200	. 16 29-32	400	17%
2,000	1:00	16 9-32		16%	300	17 11-16
100 8. n15 17 52	500	16 5-16	900	16 13-16	100	17 :8-16
1,70015 9-16 30015 19-32			1,000	16 27-82	100	17 27-32
80015 19-36	80,000 tot	al Feb.	1,500		100	
20015 21-82	For	March.	800	16 15-16	100	17 15-16
8(0 s. n15 11-16	960	March, 161/4	100	16 31 -32	. 300	18
90015 1!-!6	900	16 9-82	1.000	17	150	1816
40015 29-92	2.100	16 5-16		17 1-16		, .
60015%	500	16 11-82			1,550 tot	al June.

The following exchanges have been made during the week:

%c. pd. to exch. 100 April. for May. 160 Dec. for feb. %c. 1,000 Feb. for March.

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

	Fri.	Sat.	Mon.	Tues.	Wed.	Thurs.	${\bf x}_{i}$	Fri. 15%	
On spot	:	:	15%	1514	15%	:	4		
December.		3 * 1	15 13-16	15%	1514			15 9-16	
January		÷	15 25-32 16 4	16 1-32	15%	>		16 1-33	
February	8	- 35	16 13-16	16 17-32	16 5-16	8		1614	
March	id	ild.	1714	16 15-16	16 21-32	. =	-	17	
April	0	<u> </u>	1732	1736	17 36	H		17 13-32	ł
May	H	H.	18%	18	17%	7:		17%	
June Sales future	:		22,700	22,600	21,400	•		14,000 905	
Sales, spot			4,653	2,135	1,412	• .		900	
Design and one	•	•							

WEATHER REPORTS BY TELEGRAPH.—For the most part in the Atlantic States the weather has been cold and dry the past week, but elsewhere in the cotton belt it has been rainy. At Galveston it has rained on more than half the days of the week, light showers, however, so that the rainfall has only been thirtysix one hundredths of an inch. It has rained on one day at Vicks burg, the rainfall being one one hundredth of an inch, but the whole week has been cold, cloudy and damp. At Nashville it has rained on three days. At Memphis it has rained on one day and is now raining, and has been cloudy all the week; about all the crop has been secured; it is being marketed freely, and our correspondent thinks that about one half the crop of that vicinity has been marketed. They have had no rain at New Orleans during the past week. At Mobile it has been cold and dry all the week, and the same report comes from Montgomery. There has been a light rain one day at Selma. At Macon, Columbus, Augusta and Savannah our correspondents report no rain, and in most cases that it has been cold; at Augusta it has turned warm and pleasant to-day. It rained at Charleston the early part of the week; since then it has been clear and pleasant, but cold. Thermometer at Galveston has averaged 54, Vicksburg 40, Mobile 43, Montgomery 44, Selma 48, Macon 37, Columbus 44, Savannah 42

LIVERPOOL STOCKS-ENGLISH CONSUMPTION.-It is certainly a very great surprise to cotton circles here that the Liverpool Board of Brokers should permit themselves, their customers and their friends to be the victims of unnecessary ignorance. One would think there must be advantages in that style of business or it would not be pursued, for no shrewder men than our Liverpool friends exist. It is, for instance, with the utmost eagerness that they seek to know the production of cotton in this country and elsewhere, so as to determine the current supply, and sometimes they even think it very strange (forgetting the extent of our cotton area) that we cannot tell them early in the Fall what the crop is to be; and yet notwithstanding all this they allow six months to pass before they take count of stock, living in the meantime in utter ignorance of their own immediate supply. It is hardly necessary to say that these remarks are suggested by the usual return of stock at Liverpool at the close of the year received by cable on Wednesday, according to which it appeared that the actual supply at Liverpool was 593,000 bales instead of 473,000 bales as was supposed, and upon which supposition all transactions have hitherto been based. Thus in one day is brought to sight 120,000 bales, and consequently all the cotton markets of the world take a tumble. It cannot be said that every one anticipated this large increase; the course of Liverpool prices negatives such an idea. Besides, there was no real reason why it should be anticipated, for this semi-annual count brings to light sometimes an increase and sometimes just as large a decrease. As an instance of the latter, we would remind our readers of June 30, 1871, when the Liverpool estimated stock was 849,000 bales, and the actual count reduced this 136,000 bales to 713,000 bales. Is this trading on a fiction necessary? Cotton dealers here have not found it so, and it does seem as if the Liverpool Board of Cotton Brokers owed it to themselves, if not to their friends, to prevent a recurrence of such errors by adopting the simple rule of counting stock at least once a month.

The discovery of this largely increased stock at Liverpool bears upon another point besides supply, and that is upon the question of consumption. Of course until we receive the complete figures by mail, it would be unwise to attempt to draw any conclusions on this subject. It is well for our readers to remember, however, that if the stock is so much larger than estimated, the weekly consumption during 1873 must have been smaller than estimated, unless spinners' stocks are also put below the current estimates. This is very important in its bearing upon the consumption for 1874, and we shall return to it as soon as all the annual figures

are received by mail.

BOMBAY SHIPMENTS .- According to our cable dispatch received to-day, there has been 4,000 bales shipped from Bombay to Great Britain the past week and 4,000 bales to the continent, while the receipts at Bombay, during the same time have been 8,000 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, Jan. 1:

Mr a							
,	—Shipmer Great Britain	Con- tinent.	Total.	Great Britain.	Con-	Total.	Week's receipts.
1873 1872		4,000 1,000 1,000	8,000 1,000 11,000	664,000	224,000 259,000 342,000		9,000

From the foregoing it would appear that compared with last year there is an increase of 7,000 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 39,000 bales sempared with the corresponding period of 1872.

GUNNY BAGS, BAGGING, ETC.—Trade in gunny cloth has been fairly active since our last, and there are indications that this activity will continue. We quote domestic rolls 12c. both here and in Boston. India bales are steady at 9@91c., and Borneo at 121c. The stock of bales now on hand (here and in Boston) is about 25,500, being a trifle less than on January 1, 1873; the stock at that time was estimated at 26,500 bales. Gunny bags rule quiet; the last sale was at 12c., but there are few lots now obtainable under 13c. cash; stock here and in Boston at the present time, 6,360 bales, against a stock of 7,300 bales last year. Jute butts are held firmly at the recent advance; sales on the last day of the year of 5,000 bales at 21c. currency cash. The followday of the year of 5,000 bales at 21c., currency, cash. The following tables, compiled by Messrs. Willett & Hamlen, brokers, are of interest:

	1873.	1872.
Stock of Jute Butts in New York December 31	54,750 4,500	48,500 16,000
Total Sold to November 21	59,250 10,751	64,500 44,448
Total Balance of November. Sold in December.	70,001	104,948 16,956 26,266
Supply to May 1	82,464 18,000	148,170 29,857
Supply to June 1 Consumption to June 1 in December for the year Stock January 1 Imported	211,994 64,500	178,027 68,568 17,297 189,797 25,500 228,797
Sales in December	35,000	89,000

VISIBLE SUPPLY OF COTTON AS MADE UP BY CABLE AND TELE-GRAPH.—Below we give our table of visible supply, as made up by cable and telegraph to night. The continental stocks are the figures of last Saturday, but the totals for Great Britain and the afloat for the Continent are this week's returns, and consequently brought down to Thursday evening; hence to make the totals the complete figures for to night (Jan. 2), we add the item of exports from the United States, including in it the exports of

ı	exports from the Office States,	Indiading -		•
ı	Friday only.	1874.	1873.	1872.
١	Stock at Liverpool	593,000	421,000	569,000
١	Stock at London	185,000	226,000	167,809
	Total Great Britain stock	778,000	647,000	736,809
l	Stock at Havre	88,500	227,000	140,000
١	Stock at Marseilles	8,750	13,000	17,000
i	Stock at Barcelona	17,000	30,000	87,000
۱	Stock at Hamburg	17,250	28,000	21,000
١	Stock at Bremen	23,500	34,000	13,000
l	Stock at Amsterdam	75,000	66,000	82,000
ł	Stock at Rotterdam	22,000	11,000	7,000
١	Stock at Antwerp	9,250	30,000	13,000
I	Stock at other continental ports	25,000 ,	87,000	44,000
	Total continental stocks	286,250	476,000	324,00
l	Total European stocks	1,064,250	1,123.000	1,060,809
١	India cotton afloat for Europe	143,000	79,000	263,000
١	American cotton afloat for Europe	417,000	403,000	295,000
١	Egypt, Brazils, &c., afloat for Europe	91,000	95,000	90,000
١	Stock in United States ports	766,391	484,972	500,180
1	Stock in United States interior ports	138,217	91,584	92,933
١	United States exports this week	16,000	18,000	11,000
	Total visible supply	2,640,858	2,294,556	2,312,922
١	Of the above, the totals of American ar	nd other descri	ptions are	as follows:
١	American-			
١	Liverpool stock	149,000	63,000	167,000
1	Continental stocks	80,000	91,000	90,000
١	American afloat to Europe	417,000	403,000	295,000
	United States stock	766,391	484,972	500,180
1	United States interior stocks	138,217	91,584	92,933
	United States exports this week	16,000	18,000	11,000
	Total Americanba.es.	1,566,608	1,151,556	1,156,113
	East Indian, Brazil, &c			402,000
	Liverpool stock	444,000	358,000	167,809
1	London stock		226,000	234,000
:	Continental stocks	206,250	385,000 79,000	263,000
,	ndia afloat for Europe		95,000	90,000
)	Egypt, Brazil, &c., afloat			
	Total East India, &c	1,074,250	1,143,000	1,156,809
,	Total American	1,566,608	1,151,556	1,156,118
	Total visible supplybales	2,640,858	2,294,556	2,312,922
	Price Middling Uplands, Liverpool	8@3%d.	10%d.	10%@10¼d.
)	These figures indicate an incr	rease in the	cotton	n sight to

These figures indicate an increase in i night of 346,302 bales as compared with the same date of 1872 and an increase of 327,936 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 end	ing Jan. 2,	1874-	-Week	ending Jan	. 3, 73
R	Receipts.	hipments	. Stock.	Receipts.	Shipment	s. Stock.
Augusta	7,496	6.305	23,138	7,232	6,529	13,502
Columbus		2,620	14,555	2,895	2,713	12,176
Macon	0.001	1,724	13,012	1,946	1,665	13,307
Montgomery		754	7,562	1,410	1,644	11,706
Selma	2,061	3,076	6,840	1,117	1,861	4,523
Memphis*		20,899	66,098	8,836	14,420	30,934
Nashville	3,932	3,272	7,012	1,603	1,691	5,436
	33.618	38,650	138,217	25,039	30,523	91,585

* Count of stock at Memphis taken this afternoon showed the stock to be 66,098 bales, which was 10,479 bales more than the running count.

The above totals show that the interior stocks have increased during the week 5,447 bales, and are to-night 46,632 bales more than at the same period last year. The receipts have been 8,579 bales more than the same week last year.

The exports of cotton this week from New York show a decrease as compared with last week, the total reaching 11,890 bales, against 13,165 bales last week. Below we give our usual table showing the exports of cotton from New York, and their direction for each of the last four weeks; also the total exports and direction since Sept. 1, 1873; and in the last column the otal for the same period of previous year.

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

		WEEK E	~ .	Total to	Same time	
EXPORTED TO	Dec. 10.	Dec. 17.	Dec. 24.	Dec. 31.	date.	prev. year.
LiverpoolOther British Ports	7,561	12,313	10,246	8,503	202,505	185,141 134
Total to Gt. Britain	7,561	12,313	10,246	. 8,503	202,505	185,275
Havre Other French ports		78 100	:.::	1,219	5,424 833	1,928
Total French		178		1,219	6,257	1,928
Bremen and Hanover Hamburg Other ports	1,149 835	2,457 300	2,389 530	750 311 95	10,543 2,793 293	17,028 4,498
Total to N. Europe.	1,485	2,757	2,919	1,156	13,629	21,526
Bpain, Oporto & Gibraltar & c		::::		1,012	1,983	2,607
Total Spain, &c				1,012	1,983	2,607
Grand Total	9.046	15,248	13,165	11,890	224,374	211,336

The following are the receipts of cotton at New York. Boston, Philadelphia and Baltimore for the last week, and since Sept. 1,'73:

	NEW YORK.		BOSTON.		PHILADELP'IA		BALTIMORE.	
RECE'TS FROM-	This week.	Since Sept. 1.	This week.	Since Sept.1.	This week.	Since Sept.1.	This week.	Since Sept.1.
New Orleans	1,629	58,057		52		2,578		
Texas	1,613 5,334	21,432		16,184	183	5,678	252	7,607
Mobile							••••	•••
Florida S'th Carolina.	3,702	76,396	378	9,027		• • • • • • • • • • • • • • • • • • • •	249	
N'th Carolina.	808	8.493			•••	3,049	1,207 3,387	6,422 33,205
Virginia North'rn Ports	13,235		4,045 2,544					417
Tennessee, &c	1	61,601	1,359	9,332	522	5,604	60	2,050
Foreign		766		32				
Total this year	29,913	418,977	8 356	91,018	705	16,909	5,155	54,504
Total last year.	26,097	408,685	10,043	112,557	1,404	21,275	_1,789	47,898

SHIPPING NEWS .- The exports of cotton from the United States the past week, as per latest mail returns, have reached 92,894 So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in THE CHRON-ICLE last Friday, except Galveston, and the figures for that port are the exports for two weeks back. With regard to New York, we include the manifests of all vessels cleared up to Wednesday night of this week:

night of title week.	ales.
NEW YORK—To Liverpool, per steamers City of Chester, 1,684Celtic. 1,671 Italy 2,552Cuba. 821Minnesota, 1,775 To Havre, per steamer Europe, 1,219 To Bremen, per steamer Hermann, 750 To Hamburg, per steamer Holsatia. 311 To Antwerp, per steamer Humboldt, 95 To Genea, per bark Lydia, 1,012 NEW ORLEANS—To Liverpool, per steamer Arbifrator, 3,190 per ships Riverside. 3,484Knighton, 3,180 Agnes, 2,334 Antarctic,	8,503 1,219 750 311 95 1,012
To Havre, per ships Scotia, 3.438 Invincible, 4,651 per barks	23,908 13,440 3,913 3,900
To Rattordam, per bark Nebo. 1.222. To Barcelona, per steamer Castilla, 3,000 per barks Clotilde, 748 Tim tio, 800 To Genoa, per bark Bridgeport, 1,200 Mobile-To Rotterdam, per brig Laura, 450	1,222 4,548 1,200 450
To Barcelona, per bark Ester, 500. CHARLESTON-To Liverpool, per barks Georgiana, 1,993 Upland and 27 Sea Island Nouvelle Pallas, 895 Upland Concepcion, 10 Upland To Bremen, per bark Kathleen, 1,600 Upland To Barcelona, per brig Carmita, 451 Upland	2,925 1,600 451
ma terratural Las and annument und it	

SAVANNAH.—To Liverpool, per ships J. H. Kimball, 4,002 Upland Calista Hawes, 3,529 Upland John Mayall, 2,240 Upland per bark Enrique, 1,299 Upland	11.070	
To Barcelona, per brigs Portollas, 465 Upland Joven Rosalia, 380		
Thland	845	
Upland	1,195	
To Genoa, per schooner, L. S. Davis, 1135 Optand	3,494	
TEXAS—To Liverpool, per barks Erna, 1,734Unicorn, 1,760	0,494	
WILMINGTON-To Liverpool, per barks Nelly, 983Robert Anderson,		
	1.083	
100		
BALTIMORE—To Liverpool, per steamer Canadian, 2,669, and 97 bags	w, 100	
Ma Broman 'nor steamer Rerlin 971	911	
Boston—To Liverpool, per steamer Atlas, 252 and 52 Sea Island	304	
BOSTON—10 Liverpool, per secamen Depressivania 1 173	1,173	
PHILADELPHIA—To Liverpool, per steamer Pennsylvania, 1,173	46	
SAN FRANCISCO—To Liverpool, per ship Staffordshire, 46	40	
1	1	
Total.	92,894	

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

Liver-		Bre-	Ham-	Rot-	Ant-	Barce	• .		
	Havre.		burg.	dam.	wern.	lona.	Genoa.	Total.	
	1,219	750	311	war.	95		1,012	11,890	
New York 8,503				1,222		4,548	1,200	52,131	
New Orleans23,908	13,440	3,913	3,900					950	
Mobile				450		500			
Charleston 2,925		1,600				451		4,976	
Savannah11,070						845	1,195	13,110	
Texas 3,494								3,494	
		•						1.083	
Wilmington 1,083		• • • • • •	• • • •	• • • •				3,737	
Baltimore 2,766		971	• • • •	• - • •		• • • •	• • • •	304	
Boston 304			****				• • • •		
Philadelphia 1,173						· · ·	• • • •	1,173	
San Francisco 46			• • • •			• • • •	• • • •	46	
(Foto) 45 979	14 659	7 234	4 211	1.672	95	6.344	3,407	92,894	

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

CITY OF GALVESTON (steamer), from New Orleans for New York, ran into a cotton-laden ship at the S.W. Pass, Dec. 29, damaging the upper works of the ship. The steamer proceeded.

Konig Wilhelm I (Ger). Part of the cargo of the steamship Konig Wilhelm 1st, from New York, had been shipped at Nieuw Diep. Dec. 11, on steamship Atlas, for Bremen, and the remainder would be taken to Bremen by the Olaf Fryglesen.

ORIENTAL recently ashore on the Horse Shop below Savannah came off with-

Bremen by the Olaf Frygiesen.

ORIENTAL, recently ashore on the Horse Shoe, below Savannah, came off without damage or assistance, after discharging 200 bales of cotton, and sailed for Boston Dec. 24.

PRESTON (Br). The fire which broke out on board of the ship Preston, from New Orleans, at Havre, night of Dec. 12, was got under when 11 feet of water had been pumped into the hold. At that time the vessel touched the bottom of the dock, but more water was thrown into her, as the cotton was still harning.

cotton was still burning.

Herbert, Hill. for Liverpool, while anchored below Galveston, during a strong SE wind, Dec. 22, was boarded by a sea which damaged the house and provisions.

LIVERPOOL, January 2-5 P. M.-BY CABLE FROM LIVER-POOL—The market opened quiet and closed dull to-day. Sales of the day were 10,000 bales, of which 2,000 bales were for export and speculation. Of to-day's sales 5,000 bales were American. The weekly movement is given as follows:

	Dec. 12.	Dec. 19.	Dec. 23.	Dec. 51.
Sales of the weekbales.	66.000	90,000	42,000	39,000
of which exporters took	8:000	12,000	7,000	3,000
of which speculators took	2,000	6,000	1,000	1,000
Total stock	468,000	456,000	474,000	473,000
of which American	83,000	77.000	87,000	87,000
Total import of the week	47.000	66,000	56,000	43,000
of which American	21,000	30,000	30,000	24,000
Actual export	11,000	11,000	3.000	12,000
Amount afloat	218 000	355,000	332,000	368,000
of which American	180,000	225,000	206,000	240,000
of which American	100,000	220,000		4

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

	Mid. Uplands. Mid. Orleans	8½@ 8½@ 8½	8½@ 8½@ 8½	8½@ 8½@.8%	8 @ 8% 8%@	Holiday.	8 @ 8½ 8½©
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BREADSTUFFS.

FRIDAY P. M., Jan. 2, 1874.

As an item of interest at the beginning of a new year, we give a statement of stocks of flour and grain at this market for a series of years, as made up by Mr. Trafton of the Produce Exchange Reporter:

Comparative stocks of Flour in New York January 1:

West and State Canadian Southern	lian 850		1873 322,124 1,800 36,700	1874 244,412 1,050 24,289
Total	565,069	356,571	363,624	269,751

Comparative stocks of Grain in store and afloat at the Port of New York for four years:

		1		
	1878	1872	1871	1870
	Dec. 31	Dec. 28	Dec. 30	Dec. 31
Wheat, bush	1.258,600	2,132,740	4,227,181	3,700,006
Corn "	1,271,500	5,910,670	1,439,804	303,033
Oats "	471,600	1,620,360	2,874,586	2,289,055
Rye	14,630	96,240	573,527	192,070
Barley "	404 400	1,286,447	565,772	1,461,192
Malt "	26,530	268,497	129,480	14,571
Peas "	12,470	5,292	9,500	328,330
I cas				

It will be seen that supplies of all kinds are much below the average of previous years, and yet, such has been the increase in railway facilities for the transportation of Western products to the seaboard, that this deficiency is not much felt, and would be less so if the crops of coarse grains on the Atlantic Coast during the past season, had been as good as usual. As it is, we are quite dependent on the West for corn and oats, as well as for wheat.

The flour market has been firm with rather an upward tendency for shipping grades; but on the whole no decided advance can be quoted. Holders are confident of an improvement, and are not inclined to sell, except at higher prices; but the demand has been moderate, whether for export or home use. It will be observed that there is a large increase in the receipts at the Western markets. To-day, the market was firm but quiet.

Wheat has been variable, opening buoyant and closing weak. The receipts at the West last week were more than four times as large as the corresponding period last year, and the receipts by rail at this market have been quite liberal. The sales early in the week, embraced No. 2 Chicago at \$1 58@1 59 and No. 2 Milwaukee at \$1 62, and \$1 63@1 65 for No. 1 spring, with amber winter selling at \$1 64@1 67. But to-day prices receded, and the transactions were only moderate at \$1 56@1 58 for No. 2 Chicago and \$1 60@1 61 for do Milwaukee.

Indian corn has recovered the decline noted in our last, and a fair business has been done in prime old mixed at 83½@84c. in store, and 84½c. afloat, which were the prices to-day, with sales also of 36,000 bush. damaged old mixed in store at 70c. for export, and small lots to the home trade at 81@83c. for new mixed, 80c. for damp new white, and 78c. for damp new yellow.

Rye has been more salable in the range of \$1 03@\$1 06. Barley has been quiet, and we hear of no further business in canada peas.

Oats have been advancing. On Tuesday, the market was quite excited. To-day there was some further advance in prices, but less doing at 61½@62c. for prime mixed.

The following are closing quotations:

FLOUR.		GRAIN.
No. 2 % bbl. \$	4 5000 5 25	Wheat-No.3 spring, bush.\$1 52@ 1 54
Superfine State and West-		No. 2 spring 1 56@ 1 61
ern	5 852 6 15	No. 1 spring 1 60@ 1 63
Extra State, &c	6 65@ 6 90	Red Western 1 56@ 1 60
Western Spring Wheat		Amber do 1 65 2 1 68
extras	6 500 6 80	White 1 65@ 1 85
do double extras	7 250 8 50	Corn-Western mixed 7820 85
do winter wheat extras		White Western 802 85
and double extras	7 00@10 50	
City shipping extras	6 85@ 7 25	Southern, white 85@ 90
City trade and family		Rve 1 05% 1 07
brands	9 00@10 25	Oats-Black
Southern bakers' and fa-		Mixed 59@ 62
mily brands	9 502 10 50	White 61@ 63
Southern shipp'g extras	7 50.00 8 50	Barley-Western 1 3520 1 70
Rye flour, superfine	5 4000 5 85	
Corn meal-Western, &c.	4 25.00 4 40	State
Corn meal-Br'wine, &c.	4 40.2 4 55	Peas-Canada 9820 1 25

The movement in breadstuffs at this market has been as follows

			YORK.	EX	Ports Fro	M NEW Y	ORK.
	18	373.——	Same	18	373.——	1	872.
	For the	Since	time Jan.	For th	e Since	For the	e Since
	week.	Jan. 1.	1, 1972.	week.	Jan. 1.	week.	Jan. 1.
Flour, bbls.	97,198	3,546,568	3,021,724	38,920	1,655,793	22,472	1,191,029
C. meal, ".	5,601	227,826	202,316	4,054	191,706	1,807	196,299
Wheat, ous.	754,150 8	33 807,270	16,226,591	733,261	27,814,722	123,795	13,206,557
Corn, ".	76,960 2	24,576,345	10,769,791	333,536	15,600,708	121,399	25,658,359
Rye. ".	3,400	995,447	488,088	6,437	1,069,149	••••	686,757
Barley.&c	32,480	2,444,206	5,103,984		40,040	• • • •	22,659
Oats	123,875 1	1,235,420	12,486,198	3.740	49,573	••••	33,222

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 DEC. 27, AND FROM AUG. 1 TO DEC. 27.

	Flour.	Wheat	Corn.	Oats.	Barley	. Rye.
18	bbls.	bush.	bush.	bush.	bush.	busb.
	(196 lbs.) (60 lbs.	(56 lbs.	.) (82 lba.)	(48lbs.)	(56 lhe.)
Chicago	. 36,723	998,190	154,790	180,463	56,540	12,009
Milwaukee	. 29,469	661,485	29,850	17,300	17,470	8,270
Toledo	. 7,735	71,525	128,500	54,720	2,611	1,050
Detroit		49,887	4,312	3,188	9,269	
Cleveland	. 3,875	20,650	4,900	9,100	3,200	350
St. Louis		169,731	125,245	75,391	32,996	9,876
Total	110,651	1,961,470	445,637	340,361	93,086	31,555
Provious week	122,093	1,575,863	455.586	385,779	162,173	47,167
Horresp'ng week,'72.	59,404	431,012	439,869	222,159	116,407	2,249
771.	52,180	249,419	1,041,119	230,814	12,338	16,156
Total Aug. 1 to date	2,664,158	43,334,975	26,637,635	12,269,834	3,803,255	1,018,738
Same time 1872-73	2,445,207	30,146,535	28,081,855	11,770,293	6,246,383	1,031,954

SHIPMENTS of Flour and Grain from the ports of Chicago Milwaukee Toledo. Detroit, Cleveland, St. Louis and Duluth for the week ending Dec. 27, 1873, and from January 1 to Dec. 27:

	Flour	, Wheat	, Corn,	Oats,	Barley,	Rye
Week ending-	bbls	. bush	bush.	bush.	bush.	bush
Dec. 27, 1873	112,206	858,852	105,386	74,038	105,103	4,338
Dec. 20, 1873	122,193	678,808	109,394	115,196	76,281	10,084
Dec. 13, 1873	129,826	807,809	194,717	261,325	80,170	7,850
Corresp'ng week 1872	67,809	91,892	124,083	131,840	43,939	352
Total Jan. 1 to date. 6	,361,134	57,143,949	49,689,849	21,367,280	4,201,342	1,835,558

Same time 1972.... 4,716.011 30,885,954 66,715,921 19,052,398 5,805,573 1,204,419 RECRIPTS OF FLOUR AND GRAIN AT SEABOARD PORTS FOR THE WEEK ENDING DEC. 27, AND FROM JAN. 1 TO DEC. 27.

• •	Flour,	Wheat,	Corn,	Oats,	Barley,	Rye,
Δt	bbls.	bush.	bush.	bush.	bush.	bush.
New York	82.039	935,580	128,000	190,686	44,736	15,000
Boston		3,700	31,632	31,064	6,209	1,200
Portland		1,540			1,840	• • • •
Montreal		2,100		5,000	2,000	
Philadelphia		135,800	41,600	53,200	19,0 00	6,906
Baltimore		59,700	652,000	10,600		1,000
New Orleans			50,724	60,616		
Total	211,825	1,168,420	404,956	335,226	72,785	24,406

			13			
Previous week	227,641	1,068,111	481,635	315,516	66,558	14,247
Week Dec. 13	208, 891	576,995	498,321	338,296	£9,830	26,015
Week Dec. 6	230,946	584,614	371,537	308,979	32,327	7,110
Week Nov. 29	180,494	757,739		248,484	83,201	4,368
Week Nov. 22	222,705	1,247,236	1,036,990	355,548	263,563	43,707
Cor. week, '72	108,511	211,400		193,705	88,514	2,562
Total Jan. 1 to date 9	,664,722	49,176,756	47,996,411	22,187,151	3,372,795 1	162,740
Do. same time 1872 7						

THE DRY GOODS TRADE.

FRIDAY, P. M., Jan. 2, 1873.

There has been very little business transacted since our last report, and the condition of the market is not essentially changed. Values have steadied up somewhat, and there has been a generally higher range established in view of the near approach of the Spring opening. There is a very strong undertone in the dry goods market at present, and altogether the outlook is favorable for a liberal Spring distribution at fairly remunerative rates. The clearing out sales during the past few months have left the market very clear of old stock, and the low prices at which goods. have been moved have left distributors generally with little or no over stock, so that the demand from that source will be likely to be liberal, unless something occurs to cramp the resources of consumers and to restrict their purchases. Confidence in the soundness of the trade here is being pretty thoroughly restored, though there will naturally be some uneasiness felt until the settlement of yearly accounts is finally completed. Collections during the past week have been generally satisfactory.

DOMESTIC COTTON GOODS.—There have been very light sales of all grades of cotton fabrics, the demand being restricted to small lots adapted to the current distribution. The tendency of the market in nearly all lines is still in favor of sellers. Agents have stiffened up prices materially in some of the leading makes, and in many instances where quotations have not been fully established orders for goods are only taken "at value"—the price to be made at the time of delivery. Colored cottons are strong, nominally at previous quotations, though there is a disposition to make better prices on some of the more popular grades. The demand for prints is confined to a tew choice styles of dark effects and is very light in the aggregate. Light work has not been opened as yet, but is being produced in liberal amounts, most of the corporations that had stopped during the panic having resumed. The opening price for standard light work will probably be 101c., but the quotation is not established as yet.

DOMESTIC WOOLEN GOODS.—Clothiers have begun to operate more heavily in light-weight fabrics for the manufacture of their Spring stocks, both in the way of spot purchases and orders for future delivery. The cloth jobbers are making moderate selections from samples and are placing orders for fair amounts, though there is a general disposition to restrict purchases within safe limits, awaiting developments regarding the extent of the Spring demand from distributors. Manufacturers are preparing for a liberal production, but will carefully avoid an excess. The raw material is very strong, but has not sold so freely for a week or so past, as the pressing needs of manufacturers had been pretty well supplied by previous purchases.

Flannels and blankets are quiet and without essential change. Worsted dress goods sell to a moderate extent, but the demand is about over for the season.

Foreign Goods.—There is no increase in the imports, and the market for all foreign fabrics is dull and destitute of essentially new features. A comparison of the imports still shows a decrease from former years, but fairly liberal purchases have been made in the European markets on American account, and importers are looking forward to more activity than has been experienced this fall. A few holiday goods are selling at present, but beyond this there is no movement to note, and prices are chiefly nominal.

The importations of dry goods at this port for the week ending Jan. 1, 1873, and the corresponding weeks of 1872 and 1871 have been as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING JAN. 1, 1873.

	-1871		-1872		-1873
Pkg		Pkgs.		Pkg	
Manufactures of wool 430	\$199,081	854	\$160,662	230	\$128,782
do cotton 706	170,592	596	160,987	470	178,533
do silk 211	191,664	281	211,666	188	101,436
do flax 481	97,575	1,469	100,988	173	45,580
Miscellaneous dry goods. 607	186,902	809	96,266	648	75,924
				4.000	A F 0 0 0 F 11
Total	\$845,814	3,009	2730,414	1,659	\$580,255
WITHDRAWN FROM WAREHOUSE	AND THRO	WN INTO	THE MAR	KET DU	RING THE
	SAME PERI	OD.	P		
Manufactures of wool 154	\$64,557	158	\$73,379	309	\$142,879
do cotton 55	21,089	69	28,607	209	100,223
do silk 25	81,268	14	12,671	50	52, 730
do flax 224		102	28,26G	251	64,207
Miscellaneous dry goods. 129	13,222	115	6,150	255	17,216
		450	4440:000	4 004	A 080 077
Total 588	\$184,263	453	\$149.073	1,074	\$877,255
Add ent'd for consumpt'n 2,385	845,814	8,009	730,414	1,659	580,255
Total thrown upon m'k't. 2,978	\$1,030,077	8,462	2879,487	2,788	\$907,510

The state of the s	The second secon
ENTERED FOR WAREHOUSING DURING SAME PERIOD. Manufactures of wool 439 \$196,564 540 \$280,135 170 \$99,850	Prints. ncona shirtgs Garner's fancies84-84 Oriental shirting. 10
do cotton. 433 111 916 741 240,006 153 39.274 do silk 126 131,907 155 127,814 22 15,487	do fancy 9½ do purple8½-8¾ do buffs 10 do Jap. strip's 9½ do robes Pacific Mills 10
do flax 398 91,987 403 95,666 380 88,984 Miscellaneous dry goods. 352 54,435 693 25,608 77 15,466 A	do oil colors. 11 do shirting 7%-8 Peabody solid 9% merican 9% Gloncester 9% Richmond's 10 do gn & ogn 10% do mourning. 9% do purples 10%
Total 1,748 \$586,809 2,532 \$769,219 802 \$248,561 Add ent'd for consumpt in 2,385 845,614 3,009 730,414 1,659 530,255	do pnk chks 10% do shirting 9% do Qkr sty 10 do robes 10% Hamilton 10 do frocks 10%
A	nchor shirt's 9 do checks 10½ do dbl pnk 11 lbion solid 10 do h'r cord. 10½ Simpson mourn 9½
We annex a few particulars of leading articles of domestic	do fancy 10½ do purples. 10½ do white grades 9 do suiting 10 do shirt'gs. 9½ Somerset llens' fancies Hartel's fancies 10 Sprague's froc's 8¾
manufacture our prices quoted being those of leading jobbers: Brown Snectings and Shirtings.	do checks 9 do Swiss 10 Sprague's roc's 8% do pink 10 do ruby&bk 10% do purples 10
Width. Price. Width. Price. Width. Price.	do cheviot 9% do sol chks. 10 do pinks 10% do Jap. strps 9% do gra coge. 10% do solids
Agawam F 36 9% Ind'n Orch.W 30 9 do11-4 37%	do purples 7%-8% do c&r plks 10 do chiz rbs. 10%
Albion A 36 9 do C. 36 10½ do E fine. 39 12 C Atlantic A 36 12 do A. 36 12 do R 36 11	Bristol pinks10Miner shirt's9doblue wh10-10%Cocheco L11Manchester10doshirting.9do robes11%dorobes.11%doJap strps.9
do D 37 10½ do d'w 36 12½ do O 33 10 do H 36 11½ do do 40 16 do N 30 9	do pinks 12 Merrimac D fcy. 9½ do mourning 8½ do purples 12 do F pk&pur 11 Wamsutta 6½
do P. 37 9½ Laconia O. 39 11 Pequot A. 36 13½ do L fine 36 10 do R. 37 10½ do B. 40 15 do LL. 36 9 do E. 36 9½ do9-4 37½	do shirtings. 10½ do G 9½ Washington rbes. 10½ do fancy 11 do shirtgs 9½ do fancies 10
Appleton A. 36 12 do9-4 30 do10-4 42½	Conestoga fancies 10 do robes 10% do gra stripes 11 Carleton mourn'g 10 Mallory pinks, 10 do fan & choc 10
Augusta 36 10 do11-4 37½ Pocaset Canoe 39 12 do 30 9 Laurel D 36 11½ Portsmouth A 36 9	do purples 9½ do purples 9½ do Swiss rub. 10½ do purples 9½ do frock 9 do green&or. 10½ do checks do h'r cord 8½ do T'rkey red 10½
uo A 21 1 uo 5 50 5 uo D21	Freeman fancies . 8% do fancy 9 do palm robe 10% do ruby 9% Oriental 10 do purples 10%
Amoskeag 36 12½ do XX 36 12½ Saranac fine O 36 10 do 45 17 do LL 36 9½ do R 36 11½ do 49 18½ do J. 36 12½ do E 39 13	do Swiss do 9½ do robes 11 do pink 11 do pad d fan. 10½
do 49 18½ do J 36 12½ do E 39 13 do 60 23 do Y. 36 10½ Stark A 36 11½ Broadway 36 10 Langdon GB.4-4 17 do B 36 11	do pinks 10 do rubies 11 do purples 9½
Bedford R 30 7½ Langley 36 11 Swift River 36 5½ Boott S 40 11½ Lyman C 36 Suffolk A 36 9	Amosk'g ACA 28 Cordis ACE 32 26 Omega B 20
do W 48 15% do E 36 11% Tremont CC 36 9% do FF 36 12 do T 36 9 Utica 36 15	do A
Cabot A 36 11 Mass. J 29 8½ do heavy. 40 17 Continental C 36 12 do E 33 9 do 48 23 Conestoga D. 28 do BB 36 9½-10 do 58 27	do C
do G. 30 9 do M 40 11 do 76 37 4 1	Arasapha 36 22 do No. 7 12 Pemberton AA 21½ Algodon 36 22 Easton 11½-13½ do B 18½
do W. 36 11 Maxwell 40 17½ do 96 45 Crescent 36 11½ Medford 36 11 do Non 40 17	do B7-8 Hampden CC 30 15 do E 14/2 Albany 8½ do BB 11 do Bars 22
do Y 33 9 Masconomet. 40 13% do 5-4 16%	Beaver Creek 22 do TRA 21 Pittsfield 8 Conestoga A p 27 Hamilton reg 19 Swift River 11½ do B p7-8 26 do D 16 Thorndike A 13
do Z 36 9½ do 36 12 do 9-1 £7½ do ZZ 40 10½ Nashua fine O 33 10½ do 10-4 30 do Star 36 11½ do R 36 11½ do 11-4 35	do B p7-8 26 do D 16 Thorndike A 13 do A p.7-4 23 Lewiston A 36 27½ do C 13 do ex 4-4 23 do A 32 23 Willow Br'k No 1 20
do do 40 13 do E 36 13 Warren A 40 14½ do do 46 18½ do W 48 17½ do AA 40 17	do ex 20 do A 30 21 do 36 321/2 do Gld mdl 20 Methuen AA 221/2 do extra 28
Exeter A 36 9½ do9-4 35 Waterford W. 30 9 do10-4 40 do BB. 33 9½	do CT 6 18 do awning27%-30 WhittentonXXX. 25 do CCA 17 Minnehah i 7-8 25 do A 16 do AA 7-8 15 do 4-4 30 Vork 30 20
do S 33 9½ Newmarket A 36 10 do C 36 10½ do E 36 11½ do D 36 11½ do A. 40 12 Longidado A 36 10½ do A. 40 12 do A 36 10½	Cordis AAA 32 22 Omega C 16 do 32 21
Harrisburg A. 26 10½ Nevada A 36 10 do d'w 36 12½ do B. 30 8½ Pacific extra 37 11½ Wachusett 26 11½ Indian Head.7-8 11 Pepperell 7-4 22½ do 30 10½	Domestic Ginghams. 121/4 Gloucester
do 48 18½ do 8-4 27½ do 40 15½ do 40 15½ do 9-4 30 do 48 18½	Caledonia
Bleached Sheetings and Shirtings. Amoskeag 46 18 Forestdale 36 13% Pequot5-4 22%	Glasgow
do 42 16½ Gem of the Spin- do A 36 14 dle 36 13 do 8.4 35	Arcadia
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	Continental 7 Pequot 7 Wauregan 7 Red Cross 6½ High colors 1c. higher.
Androscog'nL 36 14½ Gr't Falls Q 36 13½ Pocasset Can. 35 12½ do AA 36 17 do S 31 10 do F. 30	Amoskeag 24 Columbin his bro 22% Thorndike A 14
do8-4 30 do M 33 11 do FF. 36 10½ do9-4 35 do A 32 11½ Pride of West 36 19	do B 18 do XXX brn 22½ Uncasv'e UCA 17 Boston 11 Haymaker 13 York 22½
do 10-4 40 Hallowell Q 36 11 Red Bank 36 9½ ArkwrightWT 36 15½ do E 36 do 33 8½ Auburn 36 14 Harris 36 12½ Reynolds AA. 36 10	Beaver Cr, BB. 17½ Lewiston 22½ Warren AXA., 20½ do CC. 16 Oak Grove do BB 18 Choster Die R 14 Otis AXA 20 do CC 16½
Auburn 36 14 Harris 36 12½ Reynolds AA. 36 10	Carlton 21 do BB 18
Bartletts 36 14 Hope 36 12-12½ do 33 8½ do 33 13½ Howe 36 12½ Social C 33 9	BROWN. Nashua A 16 Great Falls 19 Amoskeag AA 23 Pemberton Y Hamilton XX 20
do 31 12 Indian Riv X. 36 11 do L 36 10 Bates 45 Ind. Orch.AA. 36 15 Suffolk A 36	Arlington 14 Tremont H 11 Laconia 1516 Ottorion 21 Whittenton AA 17 Lyman F 1536
do BB 36 13% do H dw 36 13 do B 36 12 Bay Mills 36 16 do CC 34 14 do L 36 8% Blackst.neAA 36 12%-13 James 36 Thorndike B. 36 10	Ellerton N 21 Everett X 12½ BLEACHED. Methuen XX 26 Massachusetts RR. 11½
Blackst, neAA 36 12½-13 James 36 Thorndike B. 36 10 Boott B 36 13½ Lawrence S. 31 9½ Tuscarora XX 36 16½ do C 33 11 Laconia 8-4 30 do 45 24	Hamilton FF 16 Amoskeag AA 26 Nashua AX 27 Lyman F 14 Chicopee N 22 Nashua AX 17
do E 36 10 do9-4 32½ Utica 35 15 do R 28 8 do10-4 37½ do ex hvy 36 17	Laconia Clarion 22½ Pemberton, Y Massachusetts, B . 10½ Everett X 13½ Tremont H 12 Methuen XX 24½ Ellerton N 23 Whittenton AA 17½ -
do S 36 11% Langdon 42 16% do 5-4 23 do W 42 16 do 46 18 do 6-4 27%	Checks.
do X 45 17 do GB4-4 18 do8-4 37½ Cabot7-8 11½ Lonsdale 36 14 14½ do9-4 40 do 36 13 do Cambric 36 20 do10-4 45	Columbia, No. 70 16 Lewiston A 20 Union Mills, No. 18 19 For & Min No. 5 14 Nolan's extra 25 Wamsutta, No. 800 124
do9-8 161/2 Lyman camb 36 21 do Nonp 36 17 do5-4 181/2 Linwood 36 131/2 Waltham X 33 111/2	Jas. Long, No.10 14 Park Mills, No.50 13½ York I 20 Stripes.
Canoe 27 Medal 36 15½ do 42 16½ Chapman fine 36 14½ Masonville 36 15 do 6-4 21	American 11½-12½ Hamilton 16-17 do B 13-16
do X 36 10% Masconomet. 36 14 do8-4 25 Clinton CCC 36 14 do33 12% do9-4 28% do C 36 10% Maxwell 36 16% do10-4 32%	Arasapha 10½ do B 14 Union 17
Davol 4-4 15 Nashua E 36 14 Wamsutta 9-8 24 do 42 21 do 5-4 16 do OXX 36 17	Cordis awning 25-30 Otis BB 14-15 do BB 14 do C 121/2
do5-4 23 do9-4 35 do OHH 36 17 Dwight D 40 18 do 10-4 40 do 5-4 25	Amoskeag 10% Ind. Orch. Imp 10 Pepperell, blea 14
do Star., 36 14 Newmarket C 36 12½ Washington 33 9 do do 42 16 do A 36 11 Wauregan 36 16	Androscog'n sat. 12½ do sat 12½ do sat 12½ do sat 13½ Pequot 13½
do do 45 18 do W 36 16 do camb 20 do cambr. 36 16½ N.Y. Mills. 36 17 White Rock. 36 14½ Elmwood 36 17 Pawtucet 36 13 Whitinsville. 36 12½	do brown 11% Naumkeag sat 14 Suffolk 10%
Fruit of the Peabody 36 10% do 33 10% Loom 36 14% Pepperell 6-4 22% Winthrop AA 12%-1	Cotton Yarns. 3 Empress 6 to 12 27 Sargeant do 26 IXL 6 to 12 27
do 33 13 do7-4 27½ Wessacumcon do 42 18 do8-4 30 B 36 11½	Pendleton do 27 Fontenoy 6 to 12 27 XXX do 28
do5-4 21 do9-4 32½ Warren AA 36 15½ do10-4 37½ Williamsville. 36 18	American 29 00 Ontario A 37 00 Stark A 32 50 Amoskeag 30 00 do B 46 50 do C 3 bush 47 50
FranklinMfgCo36 do i1-4 42% Cotton Sail Duck.	Excelsior 32 50 do C 54 00 Phila A 36 00 Ludlow AA 30 00 Powhattan A 31 00 do B 41 00 do C 46 00 do C 46 00
Woodberry, Druid Mills No. 8	do C. 43 00 Montaup 31 09
No. 0	Ashworth 70 Spool Cotton. Brooks, per doz. Merrick 45 Green & Dan- 200 yds 75 Willimantic, 2 iels
No. 2	J. & P. Coat's 70 cord 50 Samosset 40 Clark John Jr do 6 cord 70 Holyoke 35
No. 5	Clark's Geo. A. 70 Stafford Bro's 42½ Orr&McNaught 70 Clark's Geo. A. 70 Stuarts 42½ Sterling 70
No. 7 32 Ex twls "Polhem's" 15	Stafford 40

GENERAL			•
PRICES CURRE	NT	•	
ASHES- Pot, 1st sort # 100 b	6 75	@	7 00
BREADSTUFFS-Seespecial report.			
BUILDING MATERIALS— Bricks—Common hard	.14 00	6	8 25 17 00
Philadelphias	28.50	8	1 75 1 10
Lumber—Southern pine	26 00 25 00		1 75 38 00 30 00
White pine merchan, box boards. Clear pine	28 00	999	31 00 75 00 26 00
Nails-10@60d.com.fen & sh. # keg.	4 15	999	20 00 4 25 6 25
Clinch, I to 3 in. & longer		99	8 25 4 50 11
Lead, wh., Amer., pure dry Zinc, wh., Amer. dry, No. 1 Zinc, wh., Amer. No. 1, in oil 2 100 the English pr. 20 100 the	9 ×	20 % S	10
Latis white, English, pr w 100 lbs.	. 200	a	
BUTTER AND CHEESE— Butter—Firkins, per invoice Sing e dairies entire Welsh tubs, per invoice	23 32 27	800	36 38 36
Rolls	9	@	
do State dairy, common to fair	9	0	123
Auction sale of Scranton, Dec. 31: 8,000 tons steamboat 14,000 tons grate	4 85	@	 4
10,000 tons egg	5 13 5 25 4 20	666	5 80 5 873 4 75
Liverpool gas cannelLiverpool house cannel	11 60	000	20 00
COFFEE- Rio ord nary cargoes,60@90 days.gld	. 23	£.@	24
do fair, dogold do good, dogold do prime, dogold Java, mats and bagsgold	26	@ @ @	2514 2614 27
Native Ceylongold. Maracaibogold.	26	(4) (5) (6)	2:1
Laguayragold. St. Domingogold. Savuillagold.	25 21	800	2614 22 27
Mexicangold.		@	26
Bolts	•••		35 33 35
American ingot, Lake cash. COTTON—See special report.		.0	25
DRUGS & DYES-Alum, lump	21	∕.a.	
Argols, crude	16 25	400	3% 22 30%
Bi carb. soda, Newcastle	5 25	40	3 5 37):
Bleaching powder	31 00	.0	2 50° 35 00°
Camphor, crude	30		90 31
Caustic soda	5 75 50.	999	5 87% 58 52
Cream tartar, prime	313	\$ 60 E	94½ 7
Gambier # b. Ginseng, Western Ginseng, Southern		6	1 25
Jalan Lac dye, good & fine	20	999	1 25 80 80%
Licorice paste, Sicily	31) 25 7	@	36 1/2 28 9 1/2
M vider, Dutchgold Madder, Fr. E. X. F. F. Nutgalls, blue Aleppo Oil vitriol (66 degrees)	23	40	17 3½
Opium, Turkey, in Sondgold. Prussiate potash, yellow	5 50 - 36 1 20	888	38 1 80
Quinineper oz. Rhubarb, China, goo i to pr% b. Sal soda, Newcastlegold	2 50 35 1 70	6	70
Shell Lac, 2d & 1st Eng. Soda ash	2 50 2 50	666	1 SO 62 2 75
vitrioi, blue, common	16	@	16½ 10½
FISH— Dry cod % cwt. Mackerel, No. 1, Mass., shore, new Mackerel, No. 1, Halifax	4 75 23 00		5 75 26 00
Mackerel, No. 1, Halliax Mackerel, No. 2, Bay Mackerel, No. 2, Mass. shore Mackerel, No. 2, Bay	16 00 14 00 15 00	a B	18 00 13 00 16 00
FLAX-	0.19120	@	14 00
North River	15 4 50	@	18 .
do Laver, newdo Sultana	2 40		4 62 % 2 45 12%
do Loose Muscatel, new. P box	2 45 6½	000	2 60
Citron, Leghorn Prunes, Turkish, new. Prunes, French.	24 12 12 12 12 12 12 12 12 12 12 12 12 12	(@	25½ 12½
Dates Firs, Smyrna, new	7 25	0000	7% 18 7 50
Sardines, # hf. box	293 133 105	4	32 14 11
Apples, Southern, quarters, '73, crop do do sliced, 1873 crop	9	000	12
do State, sliced do do do quarters do do do Western do	8	@	11 83/4 63/4
do unpared, balves & quarters Blackberries	18 7½	0	25 11 13
Cherries, pitted	231/	3	24

THE CHRONIC		<u>1</u> ,	
GUNPOWDER— Shipping # 25 m keg. Min. & Blasting.	••••	@	4 25 8 75
HAY- North River.shipping % 100 b	1 03	@	1 10
HEMP— American dressed	130 30 225 90 91 71	@	
HIDES— Dry—Buenos Ayres. D gold Montevideo Corrientes Rio Grande Orinoco California Maracaibo. Bahia Dry Salted—Maracaibo. D Calili Pernambuco Matamoras Rahia Wet Salted—Buenos Ayres. D Para. California California Texas E. I. stock—Calcutta sl'ght. D glo. Calcutta, dead green Calcutta, buffalo	24 26 19 16 19 10	600000000000000000000000000000000000000	27 26 1/4 25 25 20 17 16 20 15 11 15 1/2 13 1/4 13 1/4
HOPS— Crop of 1873.		6000	40 30 16
IRON- Pig, American, No. 1	29 00 42 00 42 00 162 50 10 00 110 00	@@@ e e @ @ @	34 00 31 00 47 00 Prices. 135 00 155 00 17½
LEAD— Span'sh, ordinary \$100 bgold German. Englisa Bar Pipe and sheet	6 75	6000	6 87½ 6 87¼ 7 00 9 25 10 50
LEATHER— Hemlock, Buenos Ayres	26 25 23 35	666666	30 25 271/2 26 37 88
MOLASSES— N. Orleans new, fair to prime. # gal Porto Rico. Cuba Muscovado, refining to gro- cery grades. Cuba Clayed. do centrifugal and mixed. English Islands.	. 21 20 18	88 888 88 88	19
NAVAL STORES— Tar, Washington Tar, Wilmington Pitch, city Spirits turpentine. # gali, Rosin com. to good strain'd # bbl. No. 1 No. 2 pale extra pale	2 871 2 90 2 871 2 50 2 75 2 60 8 25 4 00	a.	2 95 3 00 • 42 2 60 3 00 2 70 3 75 5 00
Filberts, Sicily. new. do Barcelona. Brazil nuts. new. Walnuts, Bordeaux, new Pecan nuts. Hickory nuts. Chestnuts. Peanuts. Virginia new do Wilmington, new Almonds, Languedoc. do Tarragona. do Ivica. do Sicily. do Shelled.	15 7 1 0 8 00 2 00 2 00 19)	60 66666666666666666666666666666666666	. 33
OIJ. CAKE- City thin, oblong, in bbls. #ton, gold Western thin oblong, (dom.) cur.	40 00	@ @	
Oll.S— Olive, in casks # gall. Liss.ed, casks and bbls. Cotton Seed Crude to white. Menhaden, prime light. Neatstoot. Whale, bleached winter. Whale, Northern. Sperm, crude. Sperm, bleached witer. Lard oil, prime winter.	1 13 85 41 95 68 62 1 50 1 70	@98698698@	1 15 86 56 41 1 00 70 1 52 1 75 7714
PETROLEUM— Crude, ord'v grav., in bulk, # gal Crude in bbls Refined, standard white (nominal). Naptha (nominal)	8)4	.a	5% 134 8½
Beef hams, new	13 00 17 00 11 5)	************	15 75 13 25 17 50 18 50 26 00 10% 9%
RICE— Rangoon, dressed, gold in bond. Carolina	334 714	4	4 81/4
SALT— Turks Islands	i 25	@ @	80 8 00

SALTPETRE— Refined, pure # B Crude gold Nitrate soda "	18%@ 6%@ 8%@	6%
Clover, new	3 25 @ 2 00 @ 2 10 @ 2 40 @	3 50 2 10 2 20
SILK— Tsatlee, No. 3 chop% b Tsatlee, re-recled Taysaam, Nos. 1 & 2 Canton, re-recled No. 1	6 75 @ 5 75 @ 5 70 @	6 59
Plates, foreign \$ 100 fb, gold. Plates domestic # 16	7 87 % a	
SPICES— Pepper, Sumatra	21/20	22½ 5 25 1 13 1 12 1 150 1 104 5 11¼ 3 35
SPIRITS— Brandy, foreign brands gold. Rum—Jam., 4th proof St. Croix, 3d proof Gin, Swan and Swallow		
Gin, Swan and Swallow Domestic liquors—Cash. Alcohol (88 per ct) C. & Wcur. Whiskey	3 15 @ 1 88 @ 97% @	8 35
STEEL— English, cast, 2d&1st quality	17 @ 9½@ 14 @ @ @	21 104 184 115 117 110 110
SUGA::— Guba, inf. to com. refining. do fair to good refining. do prime, refining. do iair to good grocery. do pr. to choice grocery. do centrifugal, hhds. & bxs. Molasses, hhds & bxs. Melado. Hav'a, Box, D. S. Nos, 109. do do do 10 to 12. do do do 18 to 15.	7%@ 814@ 87%@ 4 64@	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8
do do do 16 to 18	9 64 64 64 64 64 64 64 64 64 64 64 64 64	94 10 10 78 83 74 10 10 10 10 10 10 10 10 10 10 10 10 10
TALLOW—	7%@	
Hyson, Common to fair	65 @ 66 \$40 @ 66 \$40 @ 66 \$41 \$40 @ 66 \$41 \$41 \$41 \$41 \$41 \$41 \$41 \$41 \$41 \$41	1 00 35 1 00 45 70 1 05 1 05 1 40 35 60 24 23 11nal. 40 62 90 1 00 1 00 1 00 1 00 1 00 1 00 1 00 1
Plates, char. Terne	22 @ 2014 @ 16 16 M 10 25 @ 9 25 @	2814 2814 16 50 10 00
TOBACCO— Kentucky lucs, heavy (new crop) leaf, leaf, Seed leaf, Conn. & Mass., wrpis, '72. Pennsylvania wrappers, '71. Havana, com. to fine. Manufac'd, in bond, dark wrk. bright work.	74 @ @ @ @ @ @ @ @ @ @ @ @ @ @ @ @ @ @ @	14 50 7 60 1 10 23 40
American XX. American, Nos. 1 & 2. American, Combing. Extra, Pulled. No. 1, Pulled. California, Spring Clip— Fine, unwashed Medium. Common. South Am. Merino unwashed. Cape Good Hope, unwashed. Texas, fine. Texas, medium. Smyrna, unwashed	47 @ @ @ @ @ @ @ @ @ @ @ @ @ @ @ @ @ @ @	55 50 53 50 30 32 28 22 31 84 83 80
ZINC- Sheet		IL
To LIVERPOOL: 5. d. 8. d. Cotton	8. d. 3% @ 4 0 @ 30 0 @ 11 @ 11 % 7 7 6 @ 5 6 @	8. d. 7-16 42 6

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