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REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES

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The Chronicle.

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PRACTICAL ASPECTS OF THE SITUATION.

In a practical point of view the discussions in Congress on the currency are daily pondered by our more thoughtful men of business with a view to find out if possible how far their business requires to be conducted in fear of fundamental changes in the monetary standard, or of further issues of bank notes and other currency. The opinion at present is that no changes of a sweeping character will be made, except that the limit of the greenbacks may possibly be fixed at 356 millions as its minimum, and 400 millions as its maximum. The revenue is now increasing so promisingly that the wants of the Treasury will probably require little if any more of the new issues of greenbacks, while the plethory of the money market, which now prevails, will render easy the retirement of the greenbacks already issued as soon as the Treasury is strong enough to accomplish the withdrawal.

Taking this assumption as our starting point, let us see what are the prospects of the money market. We shall evidently have a further increase of deposits in the banks. The growth of these deposits in this city is now more rapid than it has been for a long time past. On the 8th of Feb ruary lest the deposits were \$220,299,200, which was the highest aggregate of the spring. After that, as will be remembered, stringency set in, and continued up to the beginning of May; to be renewed with unexampled violence in September. On the subsidence of the panic, the banks resumed their statements with 182 millions of deposits on the 6th of December, and since that time the accumulation has swelled with great activity. The increase the first fort. night of the new year was 27 millions, and the aggregate is now about 240 millions.

These figures show how swiftly idle capital is flow. ing here. They suggest the questions, Whence come these vast sums? How long will they stay? And what are we doing with them? As to their source it is easily explained. These accumulations in large part come from the panic. Never was there a panic yet which did not prompt the hoarding of legal tender money. Many persons have supposed it a wonderful phenomenon that in the late panic greenbacks were hoarded and not gold. There was nothing strange about it. Greenbacks were hoarded, because they were a legal tender: People could pay debts with them. Every debtor wanted to make sure that he could command enough of that medium in which obligations are paid. Hence it was that greenbacks were hoarded during the panic, since which they have been loosening their hold and flowing in a steady stream towards the financial centres. Our people all over the country are using their hoards to make purchases. to pay debts, to deposit in saving institutions, or to swell their balances in bank.

As to the question how long the accumulation will keep up it is doubtful. Last year, as we have said, the deposits began to flow outwards in February, and continued to diminish till May. This efflux is in obedience to that tidal movement which is caused by the spring trade. How swift an outflow is likely this year will obviously depend on the activity of business; for which the prospects are favorable. It would be a wholesome movement, and might contribute to the soundness of our New York money market, if a steady drain were to set in of these deposits which belong to a large extent to the country, and are partly made up of deposits of the interior banks with their agents here. Partly these deposits consist of country bank notes which our imperfect system of redemption allows to accumulate here, so as to increase the plethory of our money market between seasons.

Of this accumulation of bank notes there has been con-

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siderable complaint, but it is now less troublesome, and there is no longer a glut of national bank notes on the market. It is the opinion of some of our best observers that if Congress does not make some effective provision to stop this periodical accumulation of national bank notes we shall have severe stringency next Fall. How the evil can be prevented is now well understood. There is no difficulty or uncertainty about it. All that is required is to enforce redemption—to compel every national bank throughout the country to redeem its notes in New York.

The last question we had to answer is what is being done with the accumulated deposits which have been gathering in our banks. Their usual effect is to inflate credits, to stimulate speculation at the Stock Exchange and elsewhere. To some extent this channel is attracting these accumulated funds at present. Chiefly, however, they are flowing into the more legitimate channels of mercantile credits. The caution of our banking and mercantile classes tends however to check undue expansion, though, if we are well informed, the desire to lend is already becoming too strong and the accumulation of idle funds is producing its usual effects in promoting expansion of credits, inordinate speculation and similar evils. This is one of the weakest points in the situation at present.

MR. DAWES' COMPREHENSIVE SCHEME OF FINANCE.

For several years Congress has been importuned by the people to lay down "a comprehensive fiscal scheme for the guidance of its policy." Till now the request has been urged in vain. But in the last week rumors have been started that this long suspense is near its end. A new policy is to be started broad enough to solve those multifarious problems of practical statesmanship which are commonly known as "the financial question." What this powerful solvent of fiscal troubles may prove to be we can only guess at present, as it is not to be put forward all at once, but in successive parts. The first instalment of this reform made its appearance on Thursday in Congress. It was introduced by Mr. Dawes, and consists of a brief resolution from the Committee of Ways and Means:

Whereas, The existing uncertainty as to whether the amount of legal-tender notes now authorized by law to be kept in general circulation is \$356,000,000 or \$400,000,000 is calculated to derange the business of the country and unsettle values, there-

Be it enacted, &c., That the provisions of law existing prior to the passage of the act approved April 12, 1866, entitled "An act to amend an act to provide ways and means to support the Government," approved March 3, 1865, be and the same are hereby declared to be in force, so as to authorize the amount of legal-tender notes of the United States to the amount of \$400,000,000 to be kept in general circulation, and the total amount of United States notes issued or to be issued shall never exceed \$400,000,000.

At first sight it might seem that such a resolution as this should emanate from the Committee on Banking and Currency. What we have said explains the reason why the measure is from the Committee on Ways and Means. The financial question is to be treated as a whole. The currency arrangements are thus to be adjusted to the other fiscal reforms which are now maturing with the Committee of Ways and Means. Of these other reforms we shall no doubt soon hear.

The joint resolution given above is a compromise between the extreme parties of inflation and contraction. It is very adroitly drawn. It meets the difficulty of the 44 million "reserve" in the best way in which it has yet been met. At least the committee give the most satisfactory basis with which to start the solution. They do not assume that Congress has any power to create greenbacks in time of peace. On the contrary, they rest solely on what was done during the war. They authorize no new issues, but only reiterate the old prohibition against increasing the greenbacks beyond

400 millions. In defence of the Committee and of their plan, it is plausibly argued that no law exists on the statute book of the United States recognizing any smaller aggregate than 400 millions as "the superior limit" of the greenback currency. To this the reply is, that in fact, if not in law, 356 millions, and not 400 millions, was for eight years assumed to be the legal maximum, and that neither in the Treasury nor out of it can any evidence be found to the contrary. Again the Committee are met by the further reply that, assuming 400 millions as the legal aggregate of the greenback currency, we had in the Treasury a belance tor several years amounting to 44 millions of dollars, which was never recognized and never reported; nor was it ever treated by Congress, by the Treasury, or by the people as part of the available resources of the government. Such is the answer to the first plea in favor of Mr. Dawes's resolution.

Another of his arguments in support of the measure is that these forty four millions have been found needful for the supply of the Treasury, depleted as it was by the revenue deficit resulting from the panic. Under the pressure of an emergency such as could not have been foreseen, twenty, seven millions of these greenbacks were needful, and have been issued. The Treasury was empty. Seven millions were wanted for pensions. Five millions were disbursed for naval expenses. The customs duties fell off. The internal revenue dwindled. Funds had to be found. Greenbacks were issued. The committee simply wish to sanction what was done, and to shield from blame the man who did it in the execution of his duty.

This argument would be more plausible if the greenbacks sanctioned were limited to 27 millions, which is the whole of the "reserve" that has as yet been put out. To go further and authorize 17 millions more is quite another thing. Moreover, the issue of the whole 44 millions is not treated as a temporary surplus, emitted for an emergency, to be withdrawn again as soon as possible when that emergency is over.

We refrain at present from discussing the other objections to the much disputed power of Congress over the 44 millions. We have often reviewed the leading aspects of this vexed controversy; but waiving these, and assuming as the Committee have done, that Congress is right in claiming the power to reissue this large mass of retired paper money, then we say that that the power of reissue is too dangerous, too susceptible of abuse, and too mischievous in its excesses to be confided to the discretion of any administrative officer even if he be as pure and honest as Mr. Richardson and his immediate predecessors are believed to have always been.

Out of this general principle, and from the danger of setting a bad precedent for future legislation, springs this greatest of all the practical objections to Mr. Dawes's resolution. In its present shape that resolution claims for Congress dangerous powers over the currency, and in disposing of these stupendous powers it leaves them without any check or control to the caprice of the Secretary of the Treasury.

We shall be told no doubt that the Secretary is not mentioned. This is true. But if the Committee will take the trouble to examine "the provisions of law exis ing prior to April 12, 1866, which are declared to be in force" by their resolution, they will find in every one of the statutes creating greenbacks that the power of reissue is given to the Secretary of the Treasury, and that he alone is instructed to issue legal-tender notes, he alone to reissue them as may be needful for disbursements.

The absolute power over the currency which was wielded by the Secretary of the Treasury under those enactments, ceased with the act of 1868. That it is now revived by the proposed measure of the Committee of Ways and Means,

suggests, we repeat, some of the most obvious arguments, in addition to the other objections, against the adeption of the resolution in its present form.

GOVERNMENT POSTAL-CAR SERVICE.

The postal-car dispute between the Government and the railroads has been brought before the public in a new shape, by the report of Mr. David A. Wells, who was appointed by the railroads to investigate and review the subject for them. We have not the space to publish this report, or even a digest of it, but as this has been done by the daily press, its appearance here is unnecessary. It is very satisfactory that the questions involved have been so clearly set forth. Mr. Wells is always indefatigable, and can be excelled by no one in the art of collecting and enforcing facts.

But our purpose with this report is simply to use the light it sheds to help guide public opinion aright on a subject which heretofore has been little understood. We think it has been generally believed that the railroads were wholly in the wrong; that they happened to hold a position which forced the Government to accept their services, and they chose, therefore, to make their charges exorbitant. This, it appears, is not the case. As the service is now rendered and required it is certainly underpaid. We should fancy it could be rearranged and made much less burdensome to the companies; but at present it appears to us they have cause for complaint.

And first, what is required by the Government? The companies must receive at the latest moment practicable, before the departure of an express train, all mail matter. This is put into the postal cars in bags, where the department has clerks, whose business it is to assort the contents, and then distribute and inclose it in fresh bags for the stations on and beyond the line. Mails are also received at all the way stations, and similarly distributed. It will thus be seen that each express train must have connected with it a traveling post office. A number of clerks must be carried and room given them for their work. Hence it has been found necessary for the companies to build a peculiar kind ot car, elaborate and costly, and fitted up in a manner suit able for the work. We are thus particular in describing the service, because the claim has been made that the railroads should be satisfied with the same return they receive per ton for other freight. If the mail bags were thrown into a freight car, on a freight train, and left there packed closely together like other freight, until they reached their destination, the analogy would be complete, and the claim made would be reasonable. As the service, however, is so very different in every particular, the compensation should clearly be adjusted on a different basis.

But what is it the Government pays? We have seen that the service it requires necessitates on the part of the companies, the building, equipping, warming and lighting of special cars for mail purposes, attaching them to their fast trains, and of carrying the mails, with clerks and agents to do the work of distributing them. For this service it now pays according to Mr. Wells report at an average rate of from 12 to 19 cents per car per mile. If this statement is correct it certainly shows that the companies have the best of this dispute. Express companies pay 50 cents per car per mile on the New York Central; 57½ cents between New York and Boston by way of New Haven and Hartford; 63 cents between Boston and Albany; 71 cents between New York and Philadelphia; and 75 cents on the New Jersey Central. If the car space contracted for by the express companies is not filled, there is no abatement of price; but if the space agreed upon is occasionally ing so sanguine a temperament; but possibly this was said

insufficient to carry all that the express company desires to transport, the privilege is granted of carrying the excess in the ordinary baggage car by paying for the same double the rates charged for first-class freights, which, between New York and Philadelphia, is 66 cents per car per mile. Clearly this disparity in compensation between express companies and the Postal Department is too great, and some relief is necessary.

It is said, however, that the Government cannot afford to pay more; that the department could never become self-supporting on the express basis. There is apparent force in this remark. Economy, retrenchment, decrease in expeditures, are necessarily the aim of the Government at the present time. To increase the cost of this branch of the service to the extent indicated, would certainly meet with strong opposition, and it is very questionable whether the people would tolerate it; at the same time we do not think it desirable to discontinue these postal cars. Nor on the other hand can we see any justice or force in the idea that the Govern ment can compel the roads to carry the mails at such compensation as it chooses to grant. Railroads are private property, belonging to the stockholders, and the Government can no more require of them that they shall convey the mails at a less compensation than they receive from others for similar work done, than they can require the same service of stage coaches or express wagons at a valuation the Government chooses to fix. Clearly, then, the solution of this difficulty must be sought in other directions.

And first, from conversation we have had with railroad men, we are led to believe that great economy might be practiced in this service, and the department be thus saved a considerable portion of the expense. We are told that postal cars have been introduced on many lateral roads, agents employed to take care of them where they are totally and entirely uncalled for; and that throughout the whole system there are many more salaries paid than are necessary. In this connection it is well to remember that a prominent complaint set out in this report is that the official personages traveling free in some way in connection with the mails are like the "locusts of Egypt." We do not know whe her these two facts refer to the same abuse, but we are quite confident that there is a great abuse here which should be looked into. Mail agents, we are led to believe, have been appointed where they were not needed, simply because they were good politicians. We do not mean that the department has done this knowingly; but it has been led into it by Congressmen desirous of making places for their supporters. Here, then, is a direction in which it becomes the Postmaster General to examine and see if such economy can not be practiced as will relieve the question of some of its difficulty.

Then, again, we think the entire mail and Post Office arrangements need the most thorough investigation. We cannot understand how it is that seventy per cent, as Mr. Wells states it, of the whole number of letters, newspapers, postal cards, &c., annually distributed through the mails, should be primarily handled, sorted, and prepared for distribution, while in process of transportation under the postal-car system, and yet the outgoes for our regular post offices are no less than formerly. If they have really been relieved of a considerable portion of their labor, why does it not show itself in the discharge of some of the laborers! We remember seeing in one of the communications of the Postmaster-General a statement that the telegraph system could be adopted by the department without increasing Government agents but very slightly; we were, of course, among the unbelieving ones not possessin view of the light work that the change in the car service has resulted in. At all events we repeat that we think the whole system needs a thorough overhauling, and that all the economy should be practiced which is possible in re-arranging it on the present changed plan, so that the people can have the service they need without extra cost.

Finally, we would suggest as a possible further relief, if anything additional is needed, that after the arrangement has been simplified, and all unnecessary elerks and service cut off, that an additional postage of say one cent be added tor all letters which must be distributed in the postal-cars, to cover the expense incurred. It is not long since this mode of distribution was first introduced, we do not at this moment remember the precise date, nor is it important that it should be stated in this connection, but before that time letters passed as rapidly between New York and Chicago or New York and any other point as they do now. The new system does not increase the rapidity of the carriage of the bulk of the mail; it is simply for the benefit of the letters that are written late. Let the old work then in our Post Offices be done as it was before these postal-cars were in use, and all letters which must be distributed on the railroads be charged one cent extra. We propose this not as the precise plan which should necessarily be adopted, but more as a principle, suggestive of a plan which the committee having the matter in charge may work out in its details. We thus see that the subject is an important one, but that the difficulty presented is really easy of solution.

RAILWAY MORTGAGES-POINTS OF DIFFERENCE.

A large class of people buying railway mortgages for in vestment suppose that the terms and provisions of all mortgages are in substance alike, and hence in making purchases scarcely ever read the body of the instrument. We propose to call attention to some features in which this class of securities differ widely, and what we say may suggest to investors the importance of studying well the terms of the bonds they intend to purchase.

The object which is supposed to be sought and attained in the preparation and execution of a railroad mortgage deed is very simple; it is made and given to secure the payment of the interest and principal of the bond named and described in it. Sometimes a bond alone is given unsecured by any mortgage; in those cases the effect of the instrument is very like that of a note of the company payable at a certain time several years after its issue, and having coupons attached calling for the payment of interest at certain specified dates. But where the bond is accompanied by an instrument which pretends to be a mortgage, that mortgage should contain all the necessary legal clauses, statements and restrictions necessary fully to render perfect the lien supposed to be given. It should provide first, that if the company executing it shall well and truly pay the interest and principal of the bond as set forth, then the company shall not be disturbed in the possession of their road and its franchises, &c.; but second, it should also very clearly provide that if the company does not pay the interest or principal as provided then and in that case, the bondholders shall, by their trustee, be authorized to foreclose the mort gage, assume control of the road, and sell the same to the best advantage, re-imbursing the holders of the bonds for the money loaned. Some of the railroad mortgages drawn up of late years fulfill these conditions, and state them in such plain language that they are easily understood. But in other deeds legal phrases are inserted in such profusion that they give an air of uncertainty as to what are the bondholder's rights in case of default; and some-

times, indeed, it is very doubtful whether the bondholders have any rights worth the name, under the instrument.

Take as an instance the mortgage of the Boston, Hartford & Erie Railroad Company, dated 1866, and known as the Berdell mortgage, from the fact that Mr. Robert H. Berdell is one of the trustees named in it. This mortgage does not authorize a sale of the property, but simply directs that in case default shall continue for six months the company shall "on demand of the trustees," deliver to them "the actual possession of all the herein granted premises," and "thereupon" the said trustees are to operate the road for the period of eighteen months. During this period of eighteen months the trustees are authorized to pay all necessary operating expenses, to employ "competent" legal advisers, and to set aside such an amount of compensation as was allowed by the Court of Equity, and "settled and estab. lished in the case of the receivership of the New York and Erie Railroad;" and, further, that the company at any time during this period of eighteen months, shall have the right of redemption upon satisfying the over due coupons either by applying to their payment the net earnings derived from the road as operated by the trustees, or by cash procured in some other way. But if such payment of interest shall not have been made during such period of eighteen months, then, after publication in Boston, Providence, Hartford, New York, and London, the trustees are to call a meeting of the bondholders, and at such meeting the bondholders present "may organize themselves into a corporation," and chose a board of directors. In this clause permission is given to organize a new company, but the permission is almost annulled, or rather, perhaps, made valueless by the following, which closes the paragraph: " And after that time (the time of the meeting) no bondholder shall participate in the earnings of the mortgaged property until he surrenders his bonds to the new corporation." Readers of THE CHRONICLE are aware that the trustees took possession of the road September 13, 1871, and that the meeting of the bondholders, as provided for, took place April 17, 1873, at which time a reorganization was effected under the name of the New York and New England Railroad Company; but as "the mortgaged property" has not produced earnings sufficient to induce any bondholder to desire to exchange his mortgage for stock, only a comparatively small number have made the exchange. In our issue of January 3, on page 16, we gave the latest intelligence in regard to the present status of the new company; but from the entire history of the corporation since the default, and the efforts during the same time of the bondholders to acquire some rights under their mortgage, our readers can readily see how faulty an instrument the company executed; and yet a large number of the holders supposed that they held a very different kind of obligation.

But, as we stated above, all mortgages should provide that the Trustees shall, in case of default, take possession of the road, and, after allowing a suitable time for redemption by the company, sell the road, and apply the proceeds to the payment of the interest and principal pro rata. The instance we have given is very far from being the only one in which this simple provision is wanting. Some are even For illustration, we find in several less satisfactory. mortgages that the Trustees are permitted to operate the road indefinitely, and if at any time its receipts will enable them to pay the overdue interest, then they shall restore the road to the company. This is notably the feature of the mortgage of the Canada Southern Railway, to which we referred in our issue of January 10th, on page 37. It would appear that the trustees named therein can never enforce the bondholders' rights to a foreclosure and sale or reorganization. In the Lake Superior & Mississippi River first mortgage deed it is provided that if a default in interest shall continue for six months, "the trustees are authorized and empowered in their discretion," first, to sell so much of the land granted by the United States to the Company as shall be necessary to pay the interest or principal overdue, and if that does not realize sufficient, then they may sell the road at public auction in New York or St. Paul. The Burlington, Cedar Rapids & Minnesota first mortgage says that after six months from default "it shall be lawful" for the Trustees to operate the road, and also "lawful" for them to sell at public auction in New York, after giving six months notice.

Another important provision is with regard to the place of payment. The instrument generally indicates the place, and public notoriety that they have been or have not been paid is usually accepted as proof of the fact. And yet there is great difference with reference to this provision. For instance, in the Atlanta & Richmond Air Line it is noticeable that though the mortgage states that the coupons may be presented for payment either at the office of the Company in Atlanta or at its agency in this city, yet it is necessary, in order to establish the fact of default, to present the coupon itself to the President, Auditor, Treasurer, or, in their absence, "to any Director or prominent executive officer" in Atlanta. After such presentation sixty days is allowed before the Trustees are authorized to sell, and then such sale must be in Atlanta.

In a majority of mortgage deeds it is provided that the Trustees shall take action to carry out the provisions of the mortgage if they are requested to do so in writing by a certain per cent or number of the bondholders. The first mortgage deed of the Central Railroad of Iowa says the request must be made by a majority of the owners; that of the St. Joseph & Denver City, Eastern Division, required one-third of the owners, while that of the Western Division does not specify any definite number; the St. Louis and St. Joseph mortgage says that action can be taken only at the request of one-third; the Atlanta & Richmond Air Line provides simply that there must be a "written request of the holder or holders of any such bond or bonds;" in the case of the Northern Pacific, holders of not less than ten millions must unite in any such request; by the deed of the Chicago & Canada Southern it is provided that the request to the Trustees shall be made by ten or more holders representing in amount not less than one million dollars.

Want of space prevents our pursuing this subject further this week.

COTTON CROP ESTIMATES.

The New Orleans Times, a paper always candid and fair in its statements, appears to think our cotton crop estimate is tinctured with the "atmosphere of speculation" which prevails in the neighborhood of Wall street, and also adds (see its issue of January 15) that although The Chronicle has had "the reputation of being both intelligent and honest" in crop publications, yet this year it has "manifestly leaned so strongly to the long crop figures that the faith in it has been a good deal shaken among members of the New Orleans cotton circle." Our space is so limited that it is seldom we are able, though we frequently desire, to reply to remarks personal to ourselves, and should not take the space to do it now had we not seen similar criticism by the press at other points in the South. It may be well, therefore, for us to say one or two things which our more distant friends may not know.

First. We never go near that "atmosphere of specu- it will not be considered indelicate for us to say that our lation;" that is to say, the one who writes every word position not only in this country, but in every part of

that goes into our cotton report, and prepares every crop report and every crop estimate, never was on the cotton market, and never was in the New York Cotton Exchange. We have no doubt it is a very nice place; we are acquainted with a few of our cotton men, and they are some of the nicest men that ever lived, and we wish we knew more of them; but have never had time to go down there, though we hope to before we die. More than this, we never owned or had any interest whatsoever in a bale or any portion of a bale of cotton, and never expect to have. Now, these are facts of no importance to any one but ourselves, except when friends, who are at a distance, think that what we say emanates from an interested source. We are, of course, liable to make errors of judgment, as all are, but our readers must understand one thing, and that is that we never state a conclusion except it is our own conclusion—not another's unbiassed by interest and reached after patient investigation.

Second. As to the crop estimate we made, it is due to ourselves to say that it was made wholly upon information received from the South. Not one cotton man in this city, or in any northern city, gave us any estimate of the crop in detail or in gross, or any estimate of the production of any portion of any cotton State. In fact we do not even now know any Northern man (though very likely there were such) who at that time estimated the crop higher than three and three quarter million bales. To acquire the information we needed, we simply wrote to points all over the South, and we have a great many kind friends there who take great pains to give us the necessary facts; not that we follow the views in all these letters expressed—that would be impossible, as they are frequently very diverse; but we always find, except it may be in extremely rare instances, that the opinion of each with regard to his own immediate vicinity is very reliable. This year we discovered that the result, according to the answers we received, was extremely peculiar, and yet, on referring back to our weather reports we saw that the same fact was indicated in thme during the Summer; this peculiarity was that the excessive rains and subsequent worms were mostly confined to the lower portion of the Atlantic and Gulf States, while there had been a very large increase of cultivation, with, in many sections, the prodigal use of fertilizers and fine weather in the northern portion of those States where a few years ago it was not supposed cotton could be raised profitably. The result. therefore, appeared to be that on the old black cotton growing lands of ante-war times, the crop was in many sections almost a failure, but in many of the newer districts a splendid return had been secured. These results we mapped out carefully, showing just what the year's crop was, where it was coming from and going to in reaching a market. It was our endeavor not to over-estimate in any case, and so we wrote (in the article in which our statement was given) that, if our information was correct, the results we published were the inside not the outside figures.

Third. While we are on the subject, there is one other point worth speaking of, and it is one upon which it has always appeared to us that many Southern people err in their opinion. We refer to the custom among some of assuming that it is not desirable to know how large the crop is, or just what the world's consumption is likely to be, thinking that we can make more out of our cotton by concealing or keeping ourselves and the world ignorant of the truth. Now and then we have a subscriber write discontinuing a paper because he thinks we err in thus attempting to shed light on the cotton problem. We always regret to lose a reader, and especially one so benighted; but we trust it will not be considered indelicate for us to say that our position not only in this country, but in every part of

Europe, has become so assured, our readers so very numerous, that although we are loth to part with any such, it proves to be with a result like that which common report says follows the pulling out of one gray hair. Why is this? Simply because the world everywhere—the producer and the consumer alike—is beginning to see that honest discussion never hurt anything. In the first place they know it is impossible even if it were desirable to conceal the truth in these days of rapid communication. If we should omit giving it, other sources of information would be obtained;it cannot be suppressed. Then, again, we harm every one if we attempt it. What would that large class give to-day who last year so persistently disbelieved the facts which controlled the market, and as a consequence lost so much in cotton speculations on a wrong basis-what would they give now if they had only suffered themselves then to be enlightened? So, too, during the last two or three mouths there have been large numbers of people buying contracts for Spring delivery on the belief that this crop is only to be three and one-half million bales, insisting that we are injuring them because we have done our utmost to give them light and keep them from risking their money in so hazardous a speculation. These people are actually pleased with men and newspapers who will encourage them to thus hang themselves. They are joined to their idolslet them alone.

FAILURES IN 1873.

After such a panic as has, the past year, swept over the country, it becomes a kind of melancholy pleasure to look over the field and find that there are not quite so many dead and wounded lying about as was anticipated. It was a fearful storm while it lasted, and although every one of course can say now he knew it was coming, yet the real truth is, its breaking was terribly sudden and unexpected. it is with its results we now have to do, as we find them indicated in the annual circular of Dun, Barlow & Co., which has just been issued.

It appears that the increase over last year in the amount of liabilities of those who have failed is \$107,443,000. This total at first sight seems very large, but we must remember that it includes all the heavy failures in this city, some of whom have now resumed, and a very large portion of the balance was for loans on collaterals which have since been liquidated or adjusted. In fact \$72,000,000 of the increase is charged to New York city, and five million more to the State, leaving only \$30,000,000 for the entire balance of the country, and of this \$22,000,000 was in Pennsylvania. It is not difficult to understand these figures: they only illustrate what was known before that the panic was staid before it reached the general mercantile classes.

The number of the failures, as given in this report, presents a much more satisfactory picture, reaching only 5,183 this year, against 4,069 in 1872, 2,915 in 1871, and 3,551 in 1870. This increase is no more than natural as will be admitted, since the number of business firms among which these failures occurred was only 431,000 three years ago, while now it is 603,904. Nor does it seem any way remarkable that there should be out of so large a list of business firms five thousand failures in a year. In fact, when we remember the long period of very high rates for money in the Spring, and the impossibility of procuring means to meet one's habilities in the Fall; the total destruction of confidence and the remarkable depreciation of all values for a time (greater probably than during any previous panic), we are surprised that so few should have been overwhelmed. The full detailed table by States for three years, as given by the Mercantile arrangement made with the Comptroller of the Currency:

Agency, is as follows. It will be seen that the total liabiliies reach \$228,499,000.

FAILURES FOR 1871, 1872 AND 1873.

		1873.——		1872.——		1871
	Vo. of	Amount of	No. of	Amount of	No. of	Amount of
	ures.	liabilities. fa	ilures.	liabilities. f	ailures.	liabilities
Alabama	52	\$1,337,000	75	\$1,501,000	26	\$525,000
Arkansas	17	307,000	20	217,000	15	95,000
California	70	1,500,000	80	2,434,000	89	4,279,000
Connecticut	104	1,452,000	70	2,370,000	77	3,915,000
Delaware	31	663,000	20	189,000	. 11	208,000
District of Columbia.	13	240,000	. 8	59,000	9	158,000
Florida	10	258,000	15	179,000	2	11,000
Georgia	67	2,113,000	73	1,293,000	42	964,000
Illinois	329	7,109,000	185	11,470,000	172	5,820,000
Indiana	134	2,260,000	80	991,000	60	800,000
Iowa	141	1,917,000	91	876,000	69	797,000
Kansas	94	821,000	90	860,000	- 58	790,000
Kentucky	125	2,287,000	99	2,059,000	80	1,163,000
Louisiana	74	2,831,000	85	3,100,000	45	2,437,000
Maine	80	752,000	90	1,072,000	81	1,420,000
Maryland	63	1,229,000	75	5,045,000	61	1,194,000
Massachusetts	309	11,224,000	353	25,374,000	210	8,241,000
Michigan	248 -	3,917,000	175	2,720,000	125	1,521,000
Minnesota	61	944,000	43	407,000	37	471,000
Mississippi	79	909.000	53	591,000	30	355,000
Missouri	189	5,867,000	175	2,670,000	99	1,995,000
Nebraska		311,000	17	201,000	11	251,600
New Hampshire		513,000	37	447,000	21	129,000
New Jersey		2,482,000	126	2,036,000	72	597,000
New York		13,721,000	428	8,417,000	321	9,051,000
New York City		92,635,000	385	20,684,000	324	20,740,00
North Carolina		672,000	30	282,000	35	390,000
Ohio		11,320,000	226	6,569,000	189	4,077,000
Pennsylvania		31,445,000	445	9,422,000	357	7,110,000
Rhode Island		15,259,000	40	1,179,000	21	303,000
South Carolina		1,927,000	40	801,000	30	201,000
Tennessee		1,636,000	56	1,438,000	42	369,000
Territories		868,000	15	252,000		
Texas	•	1,751,000	75	860,000	38	673,000
Vermont	9.3	350,000	30	229,000		282,000
Virginia and W. Va		2,188,000	103	1,635,000		1,722,000
Wisconsin	. 81	1,574,000	66	1,127,000		386,000
W ISCOURING.		. 2,2.2.300				
Total	.5,183	\$228,499,000	4,069	\$121,056,000	2,915	\$85,252,000

The following table will show more clearly the comparative results-New York City and the balance of the country being stated separately:

Ea	ilurgo	in N.Y. City.	- Rala	nce of U.S		Total
	No.	Liavilities.	No.	Liabilities.	No.	Liabilities.
1870		\$20,573,000	3,121	\$67,669,000	3,551	\$88,242,000
1871		20.740,000	2,591	64,512,000	2,915	85,252,000
1872		20,684,000	3,584	100,372,000	4,069	121,056,000
1873		92,635,000	4,539	135,864,000	5,183	228,499,000

There are few people who allow themselves to remember long the lessons experience would teach them. If this were not so there would be many less failures in the world. Immediately succeeding the panic every one appeared ready to start on a new basis. Almost all felt they were carrying too much debt; they would henceforth be out of it. There are now, however, very evident signs that these resolutions have been mostly forgotten. Overtrading, as it is called, is an evil that has ever existed, and pretty much the same epitaph can be written above each busi ness prostration-here lies the results of an attempt to do too much with too little capital. Must history thus necessarily repeat itself? Yes, we suppose there is no pre venting it. Just as a new crop of victims is always to be found for the Wall street whales to swallow, so among th mass of men a large percentage appear to like the sensation consequent upon going to sea in a bowl. Rudder, compass, and anchor are words suggesting constraint, and therefore too confining for such free spirits. How natural that heads so wise should have found a panacea for existing evils in a new flood of currency, and expect that the year's dead are thus to be brought to life again!

CHANGES IN THE REDEEMING AGENTS OF NATIONAL BANKS

The following are the changes in the Redeeming Agents of National Banks approved since the 15th inst. These weekly changes are furnished by and published in accordance with an

LOCATION.	NAME OF BANK.	REDEEMING AGENT.
New Hampshire-	Strafford National	Approval of National Park Bank, New
Dover	Bank	York, revoked.
Massachusetts-	Whitinsville Nat'l	National Bank of Commonwealth,
Whitinsville	Bank	Boston, approved in place of Na-
		Approval of National Park Bank, New York, revoked. National Bank of Commonwealth, Boston, approved in place of National Bank of the Redemption, Boston.
Pennsylvania-	Union National B'k.	Hanover National Bank, New York,
Philadelphia	340	approved in place of National Park
		Bauk, New York, and Fifth National Bank, New York.
North Carolina-	First National B'nk	Approval of Second National Bank.
Wilmington	of Wilmington	Boston, and National Farmers' and
	_	Planters' Bank, Baltimore, revoked.
Illinois—	Dixon National B'k.	First National Bank, Chicago, ap-
Dixon		proved in place of National Bank of
731		Commerce, Chicago.
	Home National B'k.	Fourth National Bank, Chicago. ap- proved in place of Mechanics' Na-
Elgin		tional Bank, Chicago.
Illinois—	First Notional Bank	Merchants' National Bank, Chicago,
Lanark	First National Bank	approved in place of Mechanics
Lanara	1	National Bank, Chicago.
Michigan-	First National B'nk	Importers' and Traders' National
Houghton	of Houghton	Bank, New York, approved in place
	i or monghiomini.	of Central National Bank, New
		York.
Wisconsin-	First National B'nk	American Exchange National Bank,
Madison		New York, approved as an addition-
_ :		al redeeming agent.
Iowa-	First National B'nk	Fifth National Bank, Chicago, ap-
Red Oak	7	proved.
Missouri-		First National Bank, New York, ap-
St. Louis		proved in place of Central National Bank, New York.
х.		Dank, New 10rk.

New National Banks.

National Banks organized during the past week: Official No.

2,132—Kellogg National Bank, Green Bay, Wisconsin. Authorized capital, \$50,000; paid in capital, \$50,000. Rufus B. Kellogg, President; H. G. Freeman, Cashier. Authorized to commence business January 19th, 1874.

2,133—First National Bank of De Pere, Wisconsin. Authorized capital, \$50,000; paid in capital, \$30.000. G. S. March, President; H. R. Jones, Cashier. Authorized to commence business Jan. 16th, 1874.

Katest Monetary and Commercial English News

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

	GE AT L	ONDON—	EXCH	ANGE O	N LONDON.
on-	TIME.	RATE.	LATEST DATE.	TIME.	RATE.
Amsterdam	short.	11.17%@18%	Jan. 9.	short.	11.90
	3 months.				25.53
Hamburg		20.45 @20.50		3 mos.	20.08
Paris	short.	25.27% @25.37%		short.	25.27
	3 months.				
Vienna	,.	11.60 @11.65	Jac. 9.	3 mos.	11.24
Berlin		6.24 @ 6.24%			6.21
Frankfort		119% @119%	1	short.	118
St. Petersburg		31% @31%			
Cadiz		491/0491/2			
Lisbon	90 days.	225/8@523/4			
Milan	3 months.	29 80 @29.90			
Genoa		29.80 @29.90		1	
Naples		29.80 @29.90			
New York			Jan. 9.	60 days.	\$4 82% per £.
Rio de Janeiro			Dec. 21.	90 days.	21,38
Bahia			Dec. 17.		25%@26%
Buenos Ayres.			Dec. 11.		4934@4958
Valparaiso			Dec. 2.		45
Pernambuco			Dec. 19.		26%
Montevideo			Dec. 12.		515,
Bombay	60 days.	1 10%@1 10%	Jan. 8.	6 mos.	18. 10% d.
Calcutta		1 10%@1 10%	Jan. 5.		18. 105 d.
Hong Kong		48. 3d.	Jan. 8.		48. 216 d.
Shanghai			Jan. 7.		58. 814 d @85%.
Penang			Dec. 4.		511/4
Singapore		48. 3d.	Dec. 2.		5114
Alexandria		10.000	Jan. 7.	3 mos.	9634

|From our own correspondent.|

LONDON, Saturday, Jan. 10, 1874.

A further reduction of four per cent has been made in the Bank rate, but as the movement was for some time anticipated it has not attracted much attention, and had but little effect. The supply of money seeking employment is now very large. The dividends on the public funds have been distributed, and large repayments of advances have been made to the Bank. The money market is therefore in a more natural state, and appears, for a time at least, to become easier. There is, however, just now a large amount of taxation due, so that in the course of the next two months the Treasury balance will be swelled to a large amount These payments will obviously diminish the supply of money in the open market, while there are some who maintain that these payments, including the increased requirements of the community in connection with foreign loans and improving trade will be sufficiently large to check any further decline in prices. And yet, considerable difficulty may be experienced in procuring safe and remunerative employment for our surplus capital. New companies are not in favor with the public, as in many cases it has been ascertained that the vendor of private undertakings has been almost the only gainer in their conversion into joint stock companies. Foreign loans for trustworthy Governments are naturally readily subscribed, but at present no loans for such

Governments are heard of. It is probable, therefore, that there will not be so rapid an absorption of our surplus capital as was at the period imagined, as the general public are not likely to invest in stocks the nature of which they do not understand. Hence we find that consols, Indian Government and railway securities, United States, Russian, Brazilian, Argentine, Chilian and French Government stocks are chiefly attracting attention, and are hardening in value. There has also been a demand for the guaranteed bonds of South American railway companies, which yield a high rate of interest at present prices; but as regards English railway shares there has been some irregularity, in consequence of the uncertainty which exists with regard to the dividends for the past half year. The increased charges for coal, iron and labor have rendered calculations very uncertain and unreliable, and hence very little business is now in progress. Though the prices of the leading lines are high, there is still the greatest confidence in their proving a remunerative and sound investment.

Throughout the week the demand for money has been exceedingly moderate, and notwithstanding the reduction in the official minimum of $\frac{1}{2}$ per cent, the open market rates are still below those current at the Bank. The quotations are as follows:

Per cent.	Per cent.
Bank rate 4	4 months' bank bills 31635
Open-market rates:	6 months' bank bills 31/03/
30 and 60 days' bills 338@31/2	4 and 6 months' trade bills. 81 @31
3 months' bills 338@316	

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

*	rer	cent.	
Joint stock banks	8 (a	
Discount houses at ca.l	3 (@	
Discount houses with 7 days' notice			
Discount houses with 14 days' notice	37	@	

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

	Bank	Open	-	Bank	Open
	rate.	market.		rate.	market
per	cent.	per cent.	per	cent. p	er cent.
Paris	5	434	St. Petersburg	6%	6
Amsterdam	5	416	Brussels	6	5
Hamburg	••	334	Turin, Florence and		
Berlin	416		Rome	5	416
Frankfort	5	3	Antwerp	. 7	636
Vienna and Trieste		5	Bremen	5	4½ 6½ 4½
Madrid, Cadiz and Bar-		*	Leipzig	6	5 1/2
celona		6	Genoa	5	41/4
Lisbon and Oporto		· 7	1 8		

In consequence partly of the famine in Bengal, there has been an increased demand for the means of remittance to the East-At the periodical sale of bills there was a decided improvement, and the rate advanced to 1s 10½ the rupee. The silver market is firmer, in consequence, and fine bars are now worth 58½ per ounce. In the gold market the chief movement has been the shipment of £402,000 in sovereigns to South America, in connection with the Buenos Ayres loan. There has also been a somewhat better demand for bar gold for export, but it is far from being of any considerable magnitude. The following prices of bullion are from the circular of Messrs. Pixley & Abell:

Bar Gold	per oz standard, 77 9 @ per oz. standard, 77 11 @ per oz. 73 9 @ 74 0
SILVER.	
	s. d. s. d.
Bar Silver, Finepe	r oz. standard. 4 10 @
Bar Silver, containing 5 grs. Gold pe	roz. standard. 4 10% @
Fine Cake Silver	per oz. no price
Mexican Dollars	
Five Franc Piecesper	oz., none here @

The stock markets have been wanting in animation, but sound foreign Government securities have attracted some attention, and have realized firmer prices. Most British railway sbares have been dull, but for South American guaranteed railroad bonds there has been a steady demand, and the quotations have had an upward tendency. United States Government securities have been firm, but Erie shares have been scarcely so buoyant. Atlantic and Great Western railroad securities have experience da heavy fall, numerous sales having been effected in connection with the closing of full accounts. The latest prices of consols and the principal foreign securities, this afternoon, were as follows:

ı	Consols	92140	@ 92	36
Ì	United States 6 per cent 5-20 bonds, ex 4-0	1041	@104	1/2
١	do 1865 issue,			
I	do 1867 issue,xd.:	107%	@107	1/2
ł	do 5 per cent. 10-40 bonds, ex 4-0			
l	do 5 per cent Funded Loan, 1871, ex 4-0			
١	Atlantic and Gt West., 8 per cent. Debent's, Bischoffsheim's ctfs			
۱	Ditto Consolidated Bonds, 7 per cent., Bischoffsheim's certificates.			
I	Ditto 1st Mortgage, 7 per cent bondsxd.	69	2 71	
١	Ditto 2d Mortgage, 7 per cent bonds	54 (3 56	78
١	Ditto 8d Mortgage	26140	D 26	34
١	Erie Shares, ex 4-0	43%	6 43	36
١	do preferred	67%	J 68	
Į	Ditto 6 per cent. Convertible Bonds,	91 (B 95	
ļ	Ditto 7 per cent Consolidated Mortgage Bonds	95 (2 96	

Illinois Central Shares, \$100 pd., ex 4-0 xd.	90	2 91
Ellinois and St. Louis Bridge, 1st mort	97	@ 99
Louisiana 6 per cent. Levee Bonds	40	@ 45
Massachusetts 5 per cent. sterling bds, 1900	92	@ 94
New Jersey United Canal and Rail bds	-	@100
New Jersey United Canal and Rail bds	00	0 03
New York Central \$100 shares	05	Ø 07
Panama Gen. Mort. 7 per cent. bonds, 1897	081	(2) 001/
Pennsylvania Gen. Mort. 6 per ct. bds, 1910	9(7	W 90%
Virginia 6 per cent. bonds, ex 4-0	40	Ø 48

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

	*.	1870.	1871.	1872.	1873.	1874.
	Circulation, including	£	±	£	£	£
	bank post bills		24,759,007	25,813,533	26,387,973	26,482,323
	Public deposits		3,491,882	4,151,975	6,776,914	5,372,590
	Other deposits		22,854,912	25,691,584	19,607,516	21,576,202
	Government securities.		15,025,669	16,696,099	13,270,325	15,495,266
	Other securities		16,729,597	16,930,350	18,421,665	17,923.467
	Reserve of notes and					1.E.)
	coin	10,602,543	13,211,322	14,528,780	13,037,692	11,846,296
•	Coin and bullion in		,			* - 3.
	both departments	19,192,393	22,171,152	24,901,910	24,051,412	22,943,721
	Bankrate	3 p. c.	2₺ p. c.	3 p. c.	4% p. c.	4 p. c.
	Consols	92¼d.	92%d.	92%d	92%d.	92%d.
	Price of wheat		528. 6d.	54s. 11d.	57s.3d.	61s. 8d.
	Mid. Upland cotton		7 13-16d.	10 3-16d.	10 5-16d.	. 8d.
	No.40 mule yarn fair 2d				- UN 272 GX	X
	quality	1s. 3d.	1a.11d.	1s. 2¾d.	1s. 3d.	1s. 1¼d.
	Clearing House return.		71,478,000	102,958,000	114,036,000	
	Orona well was drop to the way	2000				

The stock of wheat, available and prospective, having fallen off, the trade has been firm during the week, and prices have experienced an improvement of 1s. per quarter. Sound wheats are in especial request, and it is expected that they will realize higher quotations during the next two months. The average prices of English wheat, barley, and oats in England and Wales for last week, compared with the four previous years were as follows:

1874.	1873.	1872.	1871.	1870.
s. d.	s. d.	s. d.	s. d.	s. d.
Wheat	55 11	54 11	52 6	43 8
Barley	39 9	36 8	34 11	35 9
Oats25 5	21 11	22 2	23 0	20 10

The following were the stocks of grain in Liverpool and London at the close of the years;

IN LIVERPOOL.

	Dec. 31.	Aug. 30,	Jan. 30, 1
	1873.	1873	1873.
Wheatqrs.	166,898	302,105	351,555
Barley	2,100	2,000	500
Malt	1.776	2,443	3,839
Oats	2,100	3,342	10,643
Beans	1.946	29,418	1,121
Peas	3,050	5,802	14,677
Indian corn	52,738	46,538	84,365
Oatmeal		3,957	3,061
Floursacks.	36,666	44,507	81,136
Flourbbls.	39,691	19.541	24,652
IN LONDO	N.		
	(4)	1874.	1873.
Wheat	qrs.	297,000	310,000
Oats		133,000	397,000
Barley		16,000	56,000
Flour	sacks.	144,000	103,000
Flour	bbls.	109,000	75,000
	2000 CO	500	

The following return shows the imports and exports of grain into and from the United Kingdom since harvest, viz., from Sept 1 to the close of last week, compared with the corresponding periods in the three preceding years:

IMPORTS.

1873-74.	1872 73.	1871-72.	1870-71.
16,431,620	19,019,689	16,642,253	1,763,736
3 120,941	6,883.670	3,906,618	2,261,781
3,221,758	3,820,999	3,284,298	3,712,495
329,814	589,858	389,315	353,365
2,105,976	930,949	1,327,458	519,952
6.133,867	8,945,653	7,472,401	7,008,571
2,080,273	2,427,944	1,312,011	1,670,653
EXPORT	s.		¥
1.399.962	110,166	1,560,631	1,119,976
22,546	4,460	8,765	13,996
24,361	23,686	37,356	344,926
6,723	2,884	4,051	28,431
508	632	1,457	4,298
70,217	6,427	13,238	30,278
69,590	8,576	27,974	403,492
	16,431,620 3 120,941 3,221,758 329,814 2,105,976 6,133,867 2,080,278 EXPORT 1,399,962 22,546 24,361 6,723 508 70,217	16,431,620 19,019,689 3 120,941 6,883,670 3,221,758 3,820,999 329,814 589,858 2,105,976 930,949 6.133,867 8,945,653 2,080,278 2,427,944 EXPORTS. 1,399,962 110,166 22,546 4,460 24,361 23,686 6,723 2,884 508 632 70,217 6,427	16,431,620 19,019,689 16,642,253 3 120,941 6,883,670 3,906,618 3,221,758 3,820,999 3,284,298 329,814 589,858 389,315 2,105,976 930,949 1,327,458 6.133,867 8,945,653 7,472,401 2,080,273 2,427,944 1,312,011 EXPORTS. 1,399,962 110,166 1,560,631 22,546 4,460 8,765 24,361 23,686 37,356 6,723 2,884 4,051 508 632 1,457 70,217 6,427 13,238

The stock of grain at the principal ports in the United Kingdom at the close of the last two years were as under:

	1874.	1973.
Wheatqrs.	1.050,733	1,503,969
Barley	94,442	158,442
Oats		528,514
Beans		85,738
Peas	25,708	46,834
Floursacks.	236,257	212,404
Flourbbls.	190,796	166,879
2.000		

The price of coal has experienced a further decline, and since the commencement of the year house descriptions have receded in value nearly ten shillings per ton. Owners of coal are now becoming anxious to realize, while buyers are less disposed to purchase any considerable quantities, and hence a period of considerable depression is expected. As so heavy a fall has taken place during the mid-winter weeks we naturally expect that coal will decline to its normal value in the spring and summer.

Euglish Market Reports-Per Cable.

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

London Money and Stock Market.—American securities clos dull, but improving, with an advance in prices for the week. There has been no change in the Bank rate. The bullion in the Bank has increased £209,000 during the week.

Sat.	Mon.	Tues.	Wed.	Thur.	Fri-
Consols for money 921/8	921/8	921/8	921/8	92	9234
" account 921/4	9214	921	927	921/6	9214
U. S. 6s (5-20s,)1865,old1081	108%	108%	1033	108%	1083
1867 1081	108	108	1081	1081	1083
U. S. 10-40s	1051	1051/	1053	105%	105%
Mary Kd 1093/	1023/	1025	1025	1025	1023/

The daily quotations for United States 6s (1862) at Frank-

Frankfort...... 97% 98% 97% Liverpool Cotton Market.—See special report of cotton.

Liverpool Breadstuffs Market.—Breadstuffs close dull, with club wheat and corn higher, and red west wheat 2d. lower.

	Sa	t.	Mo	n.	Tue	8.	We	ed.	$\mathbf{T}\mathbf{h}$	ur.	F	ri.
	8.	d.	s.	d.	8.	d.	8.	d.	8.	d.	173(5)	d.
Flour (Western) \$\P\$ bbl	28	0	28	0	28	0	28	0	28	0	28	0
Wheat (Red W'n. spr) W ctl	12	4	12	4	12	3	12	3	12	3	12	2
" (Red Winter)	12		12	4	12	4	12	4	12	4	12	4
" (Cal. White club) "	14	0	14	0	14	0	14	0	14	0	14	2
Corn (West. m'd) # quarter	40	3	41	9	42	. 9	43	6	42	9	41	6
Barley (Canadian) B bush			3	6	3	6	3	6	3	6	3	6
Oats(Am. & Can.) # bush			3	4	3	4	3	4	3	4	3	4
Peas(Canadian) # quarter			46	0	46	0	46	0	46	0	46	0

Liverpool Provisions Market.—Pork, bacon, and lard are higher; beef is unaltered, and cheese has declined 6d.

	Sat. Mon.		Tues.	wed.	Thur.	Fr1.		
	8.	d.	8.	d.	s. d.	s. d.	s. d.	s. d.
Beef (mess) new \$ tce	85	0	85	0	85 0	85 0	85 0	85 0
Pork (mess) new %bb!	67	6	67	6	67 6	67 6	68 6	69 0
Bacon (Cum. cut) new # cwt	39	ň	. 39	ŏ	39 6	39 6	39 6	39 6
Lard (American)	42	ß	42	6	42 6	42 6	43 0	43 0
pheese (Amer'n fine)	68	ñ	68	Õ	68 0	68 0	68 0	67 6
lineese (Amer mane)	00	0	0.7	•	90 0	•••		

Liverpool Produce Market.—Refined petroleum and tallow are each lower: other prices are unchanged.

I		Sa	t.	M	on.	TI	ies.	W	ed.	Th	iur.	F	ri.
1		8.	d.	8.	d.	S.	d.	8.	d.	8.	d.	8.	d.
١	Rosin (common) \$ cwt	7	6	7	9	7	6	7	6	7	6	7	6
I	" fine	16	0	16	0	16	0	16	0 -	16	0	16	0
Ì	Petroleum(refined) # gal	1	1	1	1	1	1	1	01%	1	016	1	036
	" (spirits)	1	Ō	1	0	1	0	1	0.2	1	0	1	0
Ì	Tallow(American) # cwt.	38	6	38	3	38	3	38	3	38	3	38	3
1	Cloverseed (Am. red)	45		45	0	45	0	45	0.	45	0	45	0
	Spirits turnentine.	32	Õ	32	Ō	32	0	32	0	32	0	32	0

London Produce and Oil Markets.—There has been a decline

of 3d. in sugar since	าใกร	it i	Fri	day	7.	- 10	12					12			
or our ra bagar areas	Sat		M	lon		T	ue	8.	V	Vec	1.	T	hur.	Fri.	
	P.	d.				£		d.			d.	£	8. d.	£ s. d	
Lins'd c'ke (obl). \$ tn 1	2 0	0	12	0	0	12	0	Ü	12		0	12		12 0 0	_
Linseed (Calcutta)	64	0		64	0	3	64	0		64	0		64 0	64 0	J
Sugar (No.12 D'ch std)		e ·						_		12					_
on spot, \$ cwt	29	0		29	0		28	9		28	9		28 9	28 9	
Sperm oil \$ 9 \$ ton 9	3 0	0	93	0	0	93	0	0	93	0	0	93	0 0	93 0 0	-
Whale oil " 3		0	83	0	0	33	0	0	33	0	0	33	0 0	33 0 (.,
	9 0	0	29	0	0	2 9	0	0	29	3	0	29	0 0	29 0 0	01

COMMERCIAL AND MISCELLANEOUS NEWS.

IMPORTS AND EXPORTS FOR THE WEEK,—The imports this week show an increase in dry goods and a decrease in general merchandise. The total imports amount to \$7,712,254 this week against \$7,254,124 last week, and \$2,776,449 the previous week. The exports are \$5,960,132 this week, against \$4,505,705 last week, and \$4,908,685 the previous week. The exports of cotton the past week were 13,577 bales, against 8,883 bales last week. The following are the imports at New York for week ending (for dry goods) Jan. 15, and for the week ending (for general merchandise) Jan. 16:

FOREIGN IN	APORTS AT NEW 1871.	YCRE FOR	THE WEEK. 1873.	1874.
Dry goodsGeneral merchandise	\$2,045,948	\$2,261,722	\$3,435,699	\$2,202,4 8
	3,544,586	3,873,016	7,846,463	5,509, 6
Total for the week Previously reported	\$5,590,534	\$6,734,738	\$11,282,162	\$7,712,254
	5,640,792	13,744,808	11,635,010	7,254,124
Since Jan. 1	\$11,231,326	\$19,879,546	\$22,917,172	\$14,966,378

Since Jan. 1....... \$11,231,326 \$19,879,546 \$22,917,172 \$14,966,378 In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports, for the week ending Jan. 20:

For the week \$5,134,499 \$5,160,172 \$4,586,333	1874. 5,960,182: 9,414,390
The following will show the exports of specie from the New York for the week ending Jan. 17, 1874, and sin beginning of the year, with a comparison for the corresp	ice the
date in previous years: Jan. 13 Str, Crescent City Havana American gold Jan. 14 Str. Algeria Liverpool Silver bars Jan. 15 Str. Hammonia Hamburg American silver London Silver bars Paris Silver bars Jan. 17 Str. Republic Liverpool Silver bars Jan. 17 Str. Cuba Havana Spanish doubloons Jan. 17 Str. New York London Silver bars	\$5,330 189,693 75,676 29,622 30,225 108,140 32,000 11,808

Total for the week

Previously reported.....

Total since Jan. 1, 1874.....

\$462,495

\$1,335,938

for FRASER er:stlouisfed.org

Same time in— \$3,855,308 1869 \$1 1872 945,292 1868 5 1871 1,784,733 1867 1 1870 1,316,681 1866 1 The imports of specie at this port during the past week	,910,931 ,829,042 ,878,424
been as follows:	
Jan. 18Str. Wilmington	6,000
Total for the week	\$6,000 26,312
Total since Jan. 1, 1874.	\$32,312
Same time in— Same time in—	Dog'ory
1873	169,905
1872 61,540 1968	95,049
1871 159,416 1867	123,388
1870 270,377	
Control Dacida Dailwood The land grants from the I	T

Central Pacific Railroad.—The land grants from the United States Government accruing to the Central Pacific Railroad Company are as follows, viz.:

On main line from Sacramento to Ogden, 742 miles, at 12,800

After making due allowance for exceptions, pre-emptions and prior titles to lands embraced within the area covered by these grants, the company expects to realize from them not less than 11,700,000 acres.

The value of these lands at \$2 50 per acre, the minimum Government price for adjoining lands, would be nearly As they embrace a large amount of valuable agricultural and timber lands, it is supposed that they will realize ultimately a much larger sum.

These lands are not included in nor covered by any of the mortgages of the company, except the land grant mortgage of \$10,000,000, and are otherwise unincumbered.

No special efforts have been made to dispose of the lands, as it has been deemed best for the interests of the company to hold them for gradual sale to actual settlers, and almost the entire land grant is still the property of the company.

They consist of rich alluvial or bottom lands; wheat, grazing and orchard lands, which yield large crops of wheat, barley and other grains, and produce all varieties of fruits known in semitropical and temperate climates in great abundance.

Messrs. Fisk & Hatch, the financial agents of the company, are just now offering the 6 per cent first mortgage land grant bonds, of which the total issue is only \$10,000,000.

St. Louis & St. Joseph.—At a meeting of the bondholders, held at the Astor House on Jan. 6, a resolution was adopted that the road ought to be bought in for the benefit of the bondholders, and a purchasing committee was appointed. This committee prepared a form of agreement which they believe will enable them to reorganize the company to the advantage of the bondholders. So short a time has elapsed since the meeting of bondholders referred to that a postponement of the time of sale was requested by the purchasing committee, in order that those who have not yet deposited their bonds may have an opportunity of doing so. Much opposition was manifested by agents of the Northern Missouri road, who were desirous of bidding the road in, but the trustees granted the request to postpone, and set February 18 as the day of sale.

Taunton Branch.—At a special meeting of the directors of the Taunton Branch Railroad Company at Boston, it was unanimously voted to accept the proposal made by the New Bedford Railroad Company to consolidate with the latter on the basis that four shares of the Taunton Branch should be equal to three shares in the consolidated road.

The banks in the city of St. Louis, on the 1st of January, 1874, showed the following statements, as compiled by E. Chase, Esq. Manager of Clearing-House: 7 National Banks; bonds deposited, \$4,312,850; circulation, \$3,679,440.

p 2,012,000, 0110u	10000011, 400,0	. 0, 110.	٥	
Banks.	Capital and surplus.	Aggregate deposits.	Loans and discounts.	Cash and exchange.
7 National Banks.	\$7,681,721 39	\$6,038,354 79	\$9,590,145 24	\$3,523,026 70
32 other Banks	10,323,070 32	25,868,989 93	26,702,742 45	7,539,314 11
39 Banks in the Clearing-House \$ 21 Banks not in the	18,004,791 71	\$31,907,344 72	\$36,292,887 69	\$11,062,340 81
Clearing-House.,	1,171,803 98	4,479,432 70	4,593,423 83	1,047,080 00
Aggregate 60 Banks do July 1, 1873.	\$19,176,595 69 20,589,580 10	\$36,386.777 42 42,088,214 59	\$40,886,211 52 48,544,501 51	\$12,109,420 81 11,903,758 03
Decrease	\$1,412,984 41	\$5,691,437 17	\$7,658,389 99	\$195,662 78

-Messrs. Bigelow & Johnson, prominent among dealers in railroad iron in this city, have just issued their annual review of the market for iron and steel rails, old rails, scrap and pig iron, from which we quote the following:

"The year just closed has in many respects disappointed expectations, and judged particularly by its financial results, the hopes we expressed one year ago were not destined to be fulfilled. Looked at from a pecuniary standpoint the year has been one of vicissitude and anxiety, and to many of loss and hardship. Reverting to the prospect supposed to be in view a year ago we found it pleasant and hopeful. A year of unexampled progress and prosperity had been experienced, and the rapidity with which money had been made during 1872 was attracting a large amount of fresh capital to the task of opening up the resources of the country and so extending its production of iron as to bid fair not only to render it independent of foreign supplies, but even to enable it to supplant its great rival England in many of the markets which she had long held as a monopoly. Of course much of \$1,743,994 96, the premiums marked off footing up \$1,497,054.

this was directly traceable to obvious causes; prominent among which was the enormous advance in the price of fuel and rate of wages in Europe, which had for the time being wiped out many incidental disadvantages on the side of the United States, and placed both competitors on a level as regards the above important items, but leaving this country in possession of many natural advantages to which Great Britain could not lay claim.

"Much of the activity of the past few years has, moreover, been traceable to other causes than the natural increase of the consumption of iron for ordinary purposes. The enormous additions made year by year to our railroad system caused heavy drafts not only on the capacity of our own rail mills, but on those of foreign countries as well, besides stimulating every branch of industry embraced in the necessary equipment of such vast undertakings. Establishments for the manufacture of rails, locomotives, bars, &c., have been multiplied all over the land, as will be readily seen on comparing the number of such concerns in 1863 with those now in existence. The sudden and effectual check imposed on railroad construction by the financial troubles of the past year has therefore been widespread in its effects and brought to a temporary pause, machinery prepared and adapted to meet much greater demands than are likely to be imposed on it for some time to come.

"The course of prices has been very steadily downwards, but the year closes with a feeling that the worst is past, and that a better state of affairs will prevail ere long. The following are the monthly quotations compared with those for 1872, all computed in gold:

		FOREIGN	RAILS.		
	1873.	1872.		1873.	1872.
Tanuary	\$72	\$5816	July	64	72 1
February			August		7216
March	. 71		September		7536
April	. 71		October		7516
May		75	November	58	73
June	. 67		December		70

"STEEL RAILS.—In the manufacture of steel by the Bessemer process the United States have made further and most gratifying progress. There are now eight establishments engaged in making these rails, and possessing a capacity for actual production of about 150,000 gross tons. Additions now contemplated, and in progress, will increase this capacity at an early day to about 200,000 gross tons. Steel rails are yearly growing in popularity, though the high cost necessarily confines their use to the older and wealthier railroads. As yet we have to depend largely on the foreign maker for our supplies, but it cannot be long before our productive power will be adequate to the demand. Our imports at this place during 1873 have been large, amounting to 96,585 gross tons, and the make of American for the same time is estimated at 108,000 gross tons. Stock here about 5,000 tons.

"The following is the range of prices for 1873, as nearly as circumstances permitted of the establishment of quotations, the foreign computed in gold, the American in currency.

				i
1	Foreign.	American.	Foreign.	American.
January		\$125	July \$110 to 112	\$120 to 125
February		122 to 125	August 110 to 112	120 to 125
March	110 to 112	123 to 125	September 110 to 112	120 to 125
April	110 to 112		October 103 to 110	115 to 120
May	112 to 115	120 to 125	November 109 to 112	110 to 115
June	110 to 112	120 to 125	December 109 to 112	110 to 120

"Imports in the year were as follows: Iron rails, 41,449 tons, against 193,260 in 1872; and 220,623 in 1871. Steel rails, 96,585

-The Pacific Mutual Insurance Company, 119 Broadway, has published its annual statement for the year ending December 31 last, and shows the following:

The company has issued no policies, except on cargo and freight for the voyage, no risks having been taken upon hulls of vessels.

Six per cent interest on the outstanding scrip will be paid to holders on and after February 3. Fifty per cent of the certificates of the company, of the issue of 1867, will be redeemed and paid in cash. A dividend in script of thirty-five per cent is declared on the amount of earned premiums for the year ending December 31st, 1873, and certificates will be issued on and after the 7th day of April next. The officers of the company remain unchanged, and are well known among shippers. Mr. John K. Myers is President; Mr. Wm. Leconey, Vice-President; and Mr. Thomas Hale, Secretary.

-We publish to-day the statement of the New York Mutual Marine Insurance Company for the year 1873, which shows that this old company continues to maintain the strong position it has ever held. From it we learn that the outstanding premiums amount to \$368,448 92. The earned premiums to January 1, 1874, were \$290,047 28. The assets of the Company, consisting of United States bonds, city and bank securities, real estate, &c.. foot up \$672,573 63, and the good condition of the Company is evidenced in the fact that on the 10th proximo 6 per cent interest on the outstanding certificates of profit will be paid, and that twenty per cent dividend is declared on the net earned premiums entitled to it for the year ending December 31, 1873.

-In another column will be found the statement of the Mercantile Mutual Insurance Company, which exhibits the affairs of the Company on a good sound basis, and worthy the confidence The amount of the assets of the Company are \$1,018,954 44. A half-yearly dividend of 5 per cent will be paid on and after

Monday, the 2d day of February.

-Messrs. Scott, Strong & Co., financial agents of the Lake Shore & Michigan Southern Railway Company for the sale of its second mortgage bonds, have just advanced the price to 95 and accrued interest. These bonds run till 1903, and bear 7 per cent interest, payable on the first of June and December. The entire amount authorized is \$25,000,000, of which \$6,000,000 are reserved to extinguish the sinking fund sevens of 1882. Of this \$6,000,000 only \$1,000,000 have recently been offered for sole and the sole of more is not contemplated at magnetic for sale, and the sale of more is not contemplated at present. Only a part of this million are unsold. It will be remen bered in regard to Lake Shore bonds that they have the preference over \$50,000,000 of stock on which the company has been paying 8 per cent dividends.

-Mr. J. A. Garland, well known in financial circles as an experienced dealer in Government securities, has become the manager of the Government bond department (buying and selling) of the First National Bank of this city. Mr. F. O. French, the attorney of Messrs. McCulloch & Co., takes charge of its foreign exchange business. The office is at No. 94 Broadway, near the corner of Wall street.

-It is announced that the interest of Jay Cooke and other members of the American firm of Jay Cooke & Co. in the London firm of Jay Cooke, McCulloch & Co. having terminated, the Hon. Hugh McCulloch and the London partners will carry on the busi ness under the style of McCulloch & Co. The new partner who goes into the house is Hon. Ronald Melville, eldest son of the second marriage of the Earl of Leven. His elder brother by the first marriage, and heir apparent to the earldom, together with his uncle, Mr. Thornton, is a member of the old London banking house of Williams, Deane & Co.

-We invite attention from readers of the CHRONICLE to the card of Messrs. Drexel, Morgan & Co., appearing in another column, through which they offer some very desirable offices, at moderate rates, located in the "Drexel Building," at the corner of Wall and Broad streets, New York. Their building contains two elevators, is fireproof, and heated by steam. The offices are thoroughly lighted and ventilated, and are in every respect well adapted to the wants of bankers, brokers, lawyers, and railroad and other corporations.

BANKING AND FINANCIAL.

BANKING HOUSE OF FISK & HATCH, No. 5 NASSAU STREET.

NEW YORK, January 22, 1874.

We have for sale a limited amount of six per cent. LAND GRANT MORTGAGE BONDS of the CENTRAL PACIFIC RAILROAD COMPANY, which we can offer, for the present, at 85 and accrued

These Bonds were issued October 1st, 1870, and have twenty years to run from that date.

They are secured by a First Mortgage on the entire Land Grants of the United States Government to the Central Pacific and the California and Oregon Railroad Companies, the latter having become the property of the Central Pacific Railroad Company by consolidation.

The Company will realize from these Grants between eleven and twelve millions of acres, which, at a low estimate, are valued at nearly \$30,000,000.

The total amount of the Land Grant Mortgage is \$10,000,000.

The Bonds are \$1,000 each; interest payable April 1st and October 1st; principal and interest payable in gold in the city of New York.

The Central Pacific Railroad Company own and operate over 1,200 miles of first-class finished railroad, which is earning, over operating expenses, the interest on their entire Bonded Debt, and semi-annual dividends of three per cent. gold on their paid up Capital Stock of \$54,000,000, with a considerable surplus over; and the earnings are constantly increasing from year to year.

The Gross and Net earnings of the road, the interest on Bonded Debt, and Surplus for the last three years, have been as follows,

¥32		Net over	*	Surplus after
	Gross	operating	Interest	paying
	earnings.	expenses.	payments.	interest.
1871	\$9,467,072	\$5,171,192	\$2,884,414	\$2,285,778
1872		7,207,284	3,554,299	3,6:2,985
1873		8,281,649	3,514,357	4,767,292

The proceeds of sales of lands will be devoted to the purchase and redemption of the Land Grant Bonds until all are retired.

FISK & HATCH.

THE ILLINOIS CENTRAL RAILROAD COMPANY will pay on presentation, par and interest, for \$3,000,000 of its and a comparison with 1873 and 1872: Construction Mortgage Bonds.

COTTON CONTRACTS Bought and sold for a Commission. Advances made on Consignments, R. M. WATERS & CO., 56 Broad st. BANKING HOUSE OF HENRY CLEWS & Co., No. 32 WALL ST., NEW YORK.

Deposit Accounts of Mercantile Firms and individuals received in either currency or coin; interest allowed thereon. All facilities and accommodations granted usual with City Banks. Orders for Investment Securities, also Gold and Exchange, executed.

> 41 LOMBARD STREET, LONDON, E. C.,) December 31, 1873.

THE HON. BONALD LESLIE MELVILLE will become a PARINER in our firm on the 2d proximo.

McCULLOCH & CO.

RAILROAD BONDS.-Whether you wish to BUY or SELL HASSLER & CO., write to No. 7 Wall street. New Y

Gazette. Bankers' The

DIVIDENDS.

The following Dividends have been declared during the past week:

COMPANY.	PER CENT.	WHEN P'ABLE.	BOOKS CLOSED.
Railroads.			(A) (E)
Cedar Rapids & Missouri River	11/2	Feb. 1	
Dry Dock, East Broadway & Battery (quar)	\$2	Feb. 2	Jan. 20 to Feb. 3
Mill Creek & Minchill Nav. & RR. Co	5		
Schuvlkill Valley Nav. & RR. Co	2 1/2		
Summit Branch	3	Feb. 16	Feb. 6 to Feb. 16
Banks.			
German American	3	Feb. 1	Jan. 20 to Feb. 3
Pacific (quar.)	3		
Insurance.		ļ	
Mercantile Mutual	5	Feb. 2	
Metropolitan	5	on dem.	
Peter Cooper Fire	5	Feb. 1	
Rutgers Fire	10	Feb. 2	Jan. 26 to Feb. 2
Westchester Fire	5	Feb. 1	
Miscellaneous.			
Commercial Warehouse Co. (quar.)	216	Feb. 2	Jan. 31 to Feb 3
Delaware & Hudson Canal Co	5		Jan. 21 to Feb. 5
Farmers' Loan & Trust Co. (quar.)	3		Jan. 22 to Feb 2
rainers Doan to Trust Co. (quar./			

FRIDAY, January 23, 1874-6 P. M.

The Money Market and Financial Situation .- There has been no check to the increasing abundance of money, nor any important change in the steady tendency of rates towards lower figures. The last bank statement, January 17, showed the further large increase of \$11,573,100, and the net increase of the excess of reserves above the legal 25 per cent limit was \$3,248,400. The multitude of financial projects at Washington seem to be crystallizing sufficiently to indicate with some certainty that the issue of the whole \$44,000,000 of extra legal tenders will be authorized, as, indeed, there are few of the political leaders on either side who venture to advocate a withdrawal of that portion of them already issued. In regard to these legal tenders, it should be remembered that they are not national currency, but so far as bank reserves are concerned they furnish the basis, on an average proportion of 20 per cent between city and country, for \$220,000,000 of liabilities made up of deposits and circulation. With a large increase to the currency supply, coming at a period when railroad and other financial enterprises have received a severe check from the recent crisis, reducing to that extent the demand for money, and when the tendency of funds is already toward accumulation at the financial centres, it would appear that the prevailing expectation of a very easy money market is fully warranted by a fair review of the monetary situation. The effect of this sentiment is already visible in some directions, and in addition to the speculative feeling at the Stock Exchange, the new railroad loans now offered by several banking houses, are an evidence of the confidence which is felt. generally been 5@6 per cent.

Commercial paper continues to show a tendency towards easier. rates, and although quotations remain at 61@8 per cent for prime names, the number of transactions at and near the lower figures is on the increase, and the demand for paper is more active.

Cable advices from London on Thursday reported a gain of £209,000 in the bullion of the Bank of England during the week, the minimum rate remaining at $3\frac{1}{2}$ per cent. while money in the open market there to day was quoted at $3\frac{1}{3}$ per cent. The Bank of France gained in specie 13,241,000 francs.

The total U.S. legal tender circulation outstanding yesterday

was \$382.062,337, against \$381,231,000 last week.
The last statement of the city Clearing House banks on January 17 showed a further increase in legal tender reverve, the excess above the 25 per cent requirement being \$25,144,775.

The following table shows the changes from previous week

		1874		1873.	1872.
1	Jan. 10.	Jan. 17.	Differences.	Jan. 18.	Jan. 20.
1	Loans and dis. \$265,640,000	\$268,496,500	Inc. \$2,856,500	\$278,209,600	\$279,032,900
	Specie 32,679.10	34,310,000	Inc. 1,630,900	21,110,800	27.693,300
	Circulation 27,169,300				28,371,200
	Net deposits. 219,668,000		Inc. 11,573,100	212,583,200	220,361,500
	Legal tenders 50.926.600		Inc. 4,491,900		45,419,500

6

United States Bonds.—Government securities have been active and strong, and prices have again advanced \(\frac{1}{2} \) to \(\frac{7}{6} \) per cent of the popular issues of gold bonds. The demand from private investors is large, and the general course of the market in the character of the purchasers and the upward movement of prices is precisely such as we have frequently indicated that it would be after the opening of the present year. The greenback tendency of legislation naturally strengthens the gold-bearing issues.

Closing prices daily have been as follows.

	Jan.	Jan.	Jan.	Jan.	Jan.	Jan.
Int. period.	17.	19.	20.	21.	·22.	
5s, funded, 1881, coup Quarterly.	11234	1125%	*112%	112%	112%	112%
6s, 1881reg. Jan. & July.	116%	116%	116%	117%	*117X	117%
68, 1881coup. Jan. & July.	118		*117%	*118	11816	11834
6s, 5 20's, 1862 coup. May & Nov.			*113%		*1143/8	1143/
68, 5-20's, 1864coupMay & Nov.	*115%		*115%		1161	*1163/2
68, 5-20's, 1865coup. May & Nov.	*116%			117	*117%	*1173
68, 5-20's, 1865 new, coupJan. & July.	116%	115%		11614	1163/	1163
6s, 5-20's, 1867coupJan. & July.		117.1%			1175%	117%
68, 5-20's, 1868coupJan. & July.		116%			*117%	117%
To 10 40's wor Man & Sont		*112%			113	*1127
58, 10 40's reg. Mar. & Sept.	113%				1141	1141
58, 10-40's coup. Mar. & Sept.			*1141		115	*1147/
6s Currencyreg. Jan. & July.	1117	113/8	11./%	/0		/6

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

The range in prices since Jan. 1 and the amount of each class of bonds outstanding Jan. 1, 1874, were as follows:

	-Range	since Jan. 1	- Amount	Jan. 1
*	Lowest.	Highest.	Registered.	Coupon.
5s, funded 1881coup 1		2:113 Jan.	12 \$165,990,850	\$12 3,933,650
6s, 1881reg 1		3 117% Jan.		
6s, 1881coup	17 Jan.	3 118 3 Jan.		89,693,950
6s, 5-20's, 1862coup	123/ Jan	6 1143 Jan.		155,760,850
6s, 5-20's, 1864coup	14 Jan	6 116% Jan.		33,229,050
6s, 5-20's, 1865 coup.	15 Jan	3 117 Jan.		118,747,700
6s, 5-20's, 1865, new coup.	141/ Jan	3 116% Jan.		146,759,150
6s, 5-20's, 1867coup	141 Jan	2 117% Jan.		223,416,550
05, 5-20 8, 1001	114 Jan	20 117% Jan.		23,723,500
6s, 5-20's, 1868coup	1) 11/ Jan	2 113 Jan.	5 140,732,750	
5s, 10-40'sreg	112 Jon	6 1141 Jan.	5	53,834,550
5s, 10-40'scoup	110 Dau.	6 115 Jan.	04 000 240	
6s. Currencyreg 1	114 Jan.	0 113 ban.	#I 01,000,010	

Closing prices of securities in London have been as follows:

	Jan. 9.	Jan. 16.	Jan. 23.	Lowest.	Jan. 1.———— Highest.
U. S. 6s, 5-20's, 1865, o U. S. 6s, 5-20's, 1867 U. S. 5s, 10-40's	10734	1051	1053	1073 Jan. 5	105% Jan. 22

State and Railroad Bonds.-There is nothing of special importance in regard to State bonds, Tennessees being the most active and firm of the Southern list. Georgia bonds are also held strongly, though seldom sold to any great extent at the New York Board. Telegrams on Thursday announced the passage of the scaling bill in the Louisiana Legislature, but some dealers in Southern bonds express the opinion that the law, if passed, will never be executed, and will be repealed at the next session. A protest against its passage has been telegraphed from foreign bondholders in London. Railroad bonds show more activity and decidedly more firmness on nearly all of the popular issues of old bonds. The traffic and general condition of many of the roads are such as to warrant much confidence in their ability to earn interest and dividends, and the effects of the panic are no longer so beclouding as to obscure this fact from the eyes of the best-informed investors. The bonds of roads lately embarrassed have also been more active, and prices generally firmer. Chesapeake & Ohios have sold at the Board at 601, Canada Southern at 65, while Northern Pacifics at private sale have been dealt in more largely than heretofore within the range of our quotations on another page.

four quotations on another page.

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

	Jan.	Jan.	Jan.	Jan.	Jan.	Jan.	Since Jan. 1	ł
	17.	19.	20.	21.	22.	23.	Lowest. Highest.	1
6g Tenn., old		79%	801/6	•80	*80	*80	79 Jan. 8 80% Jan. 16	1
		791/4	47912	79%	*791	* 79%	79 Jan. 9 80 Jan. 2	1
6s Tenn., new				*28	*28	*28	28% Jan. 20 28% Jan. 20	1
68 N. Car., old		*23	23%	40	*18	*18	16 Jan. 6 16 Jan. 6	1
68 N. Car., new	*16	*16	411	-11	*42	*42	40 Jan. 9 40 Jan. 9	1
6s Virg., old	*40	41	*41	*41		*52%	50% Jan. 14 53 Jan. 21	١
do consolid.		5214	*5214	53	*531/4		O 4414 T 01	١
do deferred.	11	10	*101/	111/2	*111/4	*111%		١
58 S. C., J. & J	*91/3	*93%	*91/2	37	-9	9		
6s Missouri	*92 1	931/4	93	*931/8	*63	93 1/4		
Cent. Pac., gold	96%	961/8	96	96	96	495%	92% Jan. 3 96% Jan. 14	
Un. Pac., 1st		85	851/4	851/4	85%		81 ½ Jan. 2 85 % Jan. 15	
do L'd Gr't		80	81	81	811/2	*81	75½ Jan. 3 81½ Jan. 22	
do Income.		* 7516	7614	7714	79	703		
Erie 1st M. 78		*102	102	\$102°	*102	*1021/4	101 Jan. 5 102 1 Jan. 7	
N. J. Cen. 1st 78			*1051/2			*1051/2	105% Jan. 19 107 Jan. 6	
	*104	*104	*101	105			104 % Jan. 7 105 Jan. 21	
Ft Wayne 1st 7s.			*10214		*1023	*1021/2		,
Rock Isld 1st 7s	-10279	10172	10474	100	100/2	100/2	1 200	

^{*} This is the price bid. no sale was made at the Board.

Railroad and Miscellaneous Stocks.—The stock market was checked in its advance after the date of our last report by the non-declaration of the February dividend on Lake Shore stock, and continued relatively weak for several days. The decline in prices, however, has at no time been considerable, and the market has presented rather the apearance of being checked in its buoyancy than that of turning again towards lower prices. The prospect of very easy money, the latest returns of railroad traffic, and the prevailing temper of the street, all favor the idea just now that stocks will probably rule higher. There was renewed firmness after the first Board to-day, and prices having advanced, closed at about the highest figures. An important feature was the announcement that Commodore Vanderbilt, as President of the Lake Shore and Michigan Southern Railroad, had paid to the Union Trust Company the last of the notes for \$1,800,000. These notes were dated October 24th, 1873, and divided into three parts, to run three months, six months and nine months respectively. The Lake Shore Company had the privilege of paying them at any time on giving ten days' notice, which has been done. We are now able to compute the gross earnings, expenses, and net earnings of five of the great East and

West trunk lines, all of them for the year ending September 30,

Gro.	ss Earnings.	Operat'g. Exp's.	Net Ear'gs.
Boston & Albany	\$9,540,541	\$7,561,159	\$2,235,873
New York Central & Hudson Lake Shore	29,126,851 19,855,335	17,641,987 13,487,927	11,484.864 5,867,108
Erie	20,012,606	14,265,953	5,746,653
Baltimore & Ohio	15,695,541	10,137,052	5,558,488
Total	\$93,730,874	\$63,094,078	\$30,894,286

The daily highest and lowest prices have been as follows:

		•			
Saturday.	Monday.	Tuesday,	Wednesday,	Thursday,	Friday,
Jan. 17.	Jan. 19.	Jan. 20.	Jan. 21.	Jan. 22.	Jan. 23.
N.Y.Cen.&H.R. 102% 103%	1013 1023	103 103%	1031/ 104%	103% 104%	103% 104%
	124 125	125 13 13	125 125%	125 125 125 1	*125 125 %
	43% 48%	4914 4914	48% 49%	46% 45	4714 48%
	*75 80	30%		02	71 78
do prozitition			7914 80%	79% 80%	79% 11%
Lake Shore 80% 83%	731/4 80%	79% 80%			55% 54%
Wabash 53% 51%	521/2 541/2	53% 54%	53% 51%		60% 60%
Northwest 60 60%	59% 61	61 61%	60% 61%	60% 61%	
do pref. 72 721/4	71% 71%	7234 7234	72 7234	721/2 72%	
Rock Island 1041/4 1051/4	103% 104%	105 105%	104% 105%	104% 105%	104% 105%
St. Paul 47% 43%	46% 48%	4814 48%	47% 48%	47% 48%	47% 48%
uo pref 72 72	71% 72	72 7234	721/4 72%	721/4 73	7234 72%
At.& Pac., pref. 13 1314	13% 13%	1814 1314	13% 13%		13% 18%
Ohio & Miss 33% 34%	33% 34	341/8 35	34% 35	34 34%	34 34%
Central of N.J. *99% 100%	• 1001/	100% 100%	100 = 100	99% 99%	*99 100
	2% 2%	8 3	2% 2%	3 3	*23 3
	99% 101	100% 101%	101% 101%	1011/101%	101% 101%
	31 3134	32 33	82% 32%	32 32%	3134 82
	39% 40%	41% 42%	42 4214	42 42%	4114 4114
do pref. 41½ 41½			311/ 35%	31% 35%	84 % 85%
Union Pacific. 33 34 34 34	33 1/2 34 1/2			3:1 31%	31 1/4 31 %
Col. Chic.& I.C. 31 31%	30 💢 31 💥	31% 32		115 116	1143 114%
Panama 115 115	115 1151/2	116 116		75% 76%	
West, Un. Tel. 75% 77%	73% 76	76 76%	76 76%	#177	
Quicksilver 2914 2914	28 28	30 50	2814		271/2
do pref. 33 38	*32 35	*321/2 35	*32 35	*32 39	9 10
Mariposa L&M 11 11%	10% 11	10 10	914 914	814 834	
Pacific Mail 40% 41%	40 , 42%	42% 43	41% 42%	4114 42%	/-
Adams Exp *93 \$31/4	*93 931/2	*921/2 931/2	931/2 931/4	94% 94%	
American Ex., *61	601/2	60% 62	60% 60%	61 611/4	60% 60%
United States 70% 70%	*70 711/4	71 71%	X181/2 681/2	631/4 681/4	*64 69%
Wells Fargo #69	*68 71	*69	· 69 · · · ·	70 70	*69
Canton 75%	76	* 75	* 75	* 76	*711/2 175
Cons. Coal 41 44%	*44% 44%		44% 41%	45 45	44% 45
Maryland Coal. *21% 23	2136 21%	*20 23	*21 1/2 23	23 23	*21 1/2 23
Maryianu Coar. 2178 20	W-/8 W4/8		,		

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

The entire range from Jan. 1,1873, to this date was as follows:

	an. 1. 18	74. to	date!	Who	le year 1	873
L	west.	Hi	ghest.	Lowes	t. H	ignest.
N. Y. Cen. & Hud. R 993		2 104%	Jan. 15	77% Nov	5 106%	Feb. 4
Harlem 1183		1263	Jan. 14	90 Sep	t. 19 140	Apr. 1
Erie	Jan. 2		Jan. 15			Feb. 4
			Jan. 15	5634 Nov	7 82	Feb. 4
			Jan. 16	571 Nov	. 1 97%	Feb. 15
100			Jan. 16	323 Oct		Jan. 2
11 404011111111111111111111111111111111			Jan. 9	31% Oct.		Feb. 4
21020111100011111	Jan.		Jan. 5	53 Nov		Feb. 3
100		106	Jan. 15	80% Oct		Mch. 11
Rock Island 100%		- 1	Jan. 10			(Apr. 21
		73	Jan. 12			Jan. 24
		15	Jan. 8		. 15 887	
1 2201000000000000000000000000000000000		36	Jan. 10			Jan. 24
OHIO CO MAINTENANT PROPERTY		1021		85 Nov	7. 10 1063	
Continua of Tion octage.	Jan. 1		Jan. 8	1 Nov	7. 12 103	Feb. 3
		101%		79% No		June 7
			Jan. 12	15 No	7 523	Feb. 7
			Jan. 12		7 713	Jan. 3
			Jan. 20			Jan. 4
			Jan. 12			Feb. 11
140		6 118	Jan. 9			Jan. 6
Panama			Jan. 10			Feb. 6
West. Un. Telegraph. 73				18 Sep		Jan. 2
Quicksilver 28	Jan. 1			25 No.		Feb. 1
do pref 33			Jan. 12			200
Mariposa L. & M 8	Jan. 1	11%	Jan. 17 Jan. 8	de Oot	15 767	Feb. 7
				25 Oct 76 Nov	3 1001	Jan. 29
Adams Express 927	Jan. 1					Jan. 8
1 1111011011011	Jan.		Jan. 16 Jan. 7			Jan. 6
	Jan. 2			44% Oct	t. 30 86	Jan. 29
11101111		5 70	Jan. 22			May 8
		2 79	Jan. 5			
Consolidated Coal 44		4 51	Jan. 5			Mch. 1,
Maryland Coal 20	Jan.	9 23	Jan. 12	13 No	v. 31 28	MC11. 17

The latest railroad earnings reported are as follows:

				0.00
Latest earnin	gs reporte	d.——	Jan.1 to la	
Roads.	1874.	1873.	1874.	1873.
Atlantic & Gt. West. 1st week of Jan.	\$83,708	\$73,961	\$	\$
Atlantic & Pacific 2d week of Jan.	23,833	22,678	42,419	39,528
Bur. C. Rap. & Minn. 2d week of Jan.	25,140	24,046	51,149	40,854
Chic. & Northwest, 2d week of Jan.	221,392	142,850	405,646	299,742
Erie 2d week of Jan.	401,769	343,909	702,735	638,687
Indianap., Bl. & W., 2d week of Jan.	38,300	25,894	77,820	54,717
Lake Sh. & Mich. S. 2d week of Jan.	327,462	329,433	652,226	627,507
Michigan Central 2d week of Jan.	148,608	103,799	298,850	211,520
Milwankee & St. P., 2d week of Jan.	143,410	53,068	291,208	120,618
Pacific of Missouri 2d week of Jan.	58,973	58,920	119,301	102,760
St. L. Kans. C. & N. 1st week of Jan.	40,238	37,298		
St. Louis & Iron Mt. 1st week of Jan.	39,529	26,482		•••••
St. L. Alton & T. H. 1st week of Jan.	20,682	20,069		
St. L. & Southeast 1st week of Jan.	24,794	17,487		170,191
Tol., Wab. & West. 2d week of Jan.	115,025	91,872	209,540	110,131

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

Gold for ½ bonus. ¾61½ 11.63 Rock Island 2 63 4 65 W. Union Tel 2 63 4 65 Mil. & St. Paul !½62 3 64		Puts Calls	Puts below.	Calls above.
N. Y. C. & Hud 114@2 214@4 Ohio & Mississippi. 114@2 2 @5 Erie 4 @5 414@514 Union Pacific 2 @114 2 @5 Lake Shore 2 @3 214@4 Han. & St. Joseph. 114@214 4 @5	Gold for ½ bonus W. Union Tel	% (a 1 % 1 % (a 3 % (a 4 % (a 5 % (a 4 % (a 5 % (a 4 % (a 5 % (a	Rock Island	4 @5 × 3 @4 3 @4 2 @3 2 @3 4 @5 2 % 3

The Gold Market.—The fluctuations in gold this week have kept within quite a mederate limit, and the closing price to-day was little different from that of last Friday. There have been, at times, some considerable purchases apparently on speculative account, but these have not yet been sufficient to advance the price. The general outlook of the market has not essentially changed since our last report. On gold loans the rates for carrying continue to rule about as high as the rates for money on call, and to-day 6, 6½ and 5 per cent was paid. Customs receipts for the week have amounted to \$2,072,000.

The following table will show the course of the gold premium

each day of the past week:

84 THE CH	RONICLE. [January 24, 1874.
Quotations.—Quotations.—Total Gold. Currence Saturday, Jan. 17. 111½ 111½ 111½ 111½ \$30,081,000 \$1,367,381 \$1,548,38 Monday, "19. 111½ 111 111½ 111½ 37,235,000 1,376,430 4,586,64 Tuesday, "20. 111½ 111½ 111½ 111½ 42,624,000 2,111,574 2,390,38 Wednesday, "21. 111½ 111½ 111½ 111½ 51,264,000 1,227,689 2,362,66 Thursday, "22. 111½ 111½ 111½ 111½ 44,984,000 1,762,010 1,995,38 Friday, "23. 111½ 111½ 111½ 111½ 44,041,000 1,573,956 1,761,4	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$
Current week	National Banks, as returned to the Clearing House on Monday, Jan. 19, 1874
purchasing on speculative account which took place yesterday, a above noticed, is a comparatively new feature in our market, an it is a long time since an advance so decided has been produce by similar causes. The prospect of cotton receipts and shipment does not warrant the continuance of the high figures made, an this is evidenced to day by the weaker tendency of the marke Nominal quotations are as follows: London prime bank. 60 days.	Creemans
London prime bank. ers' sterling	\$\begin{array}{cccccccccccccccccccccccccccccccccccc
Custom House Receipts. Gold. Currency. Gold. Currency Gold. Currency Gold. Currency Gold. Currency Gold. Currency 445,841 56 \$312,742 & \$445,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 \$312,742 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 & \$45,841 56 &	Exchange. 1,000,000 4,494,00 814,300 214,100 2,137,100 40,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,00
Balance, Jan. 16 \$52,211,388 85 \$29,932,962 17 Balance, Jan. 23 \$51,888,005 80 \$30,668,201 61 New York City Banks.—The following statement show the condition of the Associated Banks of New York City for th week ending at the commencement of business on Jan. 17, 1874:	SpecieDecrease. 188.300 CirculationDecrease. 42,700 Logal TendersIncrease. 407.700
BANKS. Capital. Discounts Specie. Tenders. Deposits. tion. New York. \$2,000,000 \$10,373,600 \$4,962,000 \$1,696,000 \$12,806,900 \$863,00 Manhattan Co. 2,050,000 6,423,800 913,900 1,131,600 5,203,600 \$71,10 Mechanics' 2,000,000 5,625,000 515,800 1,517,000 4,439,500 10,226,000 \$71,10 Union. 1,500,000 5,214,300 1,115,600 677,100 4,398,000 487,50 America. 3,000,000 8,687,000 2,635,900 1,585,600 7,941,700 1,20 Phœnix. 1,800,000 4,899,000 850,800 489,100 3,865,600 513,90 City. 1,000,000 6,220,700 1,635,100 955,000 5,144,800 Tradesmen's. 1,000,000 6,220,700 1,635,100 955,000 5,144,800 Tradesmen's. 1,000,000 1,655,800 229,900 412,900 1,667,200 767,20 Fulton. 600,000 1,655,800 239,100 481,600 1,410,200 Chemical. 300,000 7,560,200 1,086,100 2,791,800 8,564,700 Merchants' Exch'ge. 1,235,000 8,047,900 70,100 789,100 2,749,800 439,40 Gallatin, National. 1,500,000 4,486,500 693,400 445,500 3,011,500 486,100 Suchers' Europers' 800,000 2,461,900 50,100 501,100 1,753,200 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500 248,500	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$
Mechanics& Fraders 600,000 1.959,600 21,200 428,200 1,557,400 195,70 Greenwich 200,000 1,053,800 156,000 1,341,100 2,70 Leather Manuf 600,000 3,229,900 519,100 545,400 3,044,300 262,70 Seventh Ward 500,000 1,158,100 82,800 206,200 380,600 165,38 State of N. York 2,000,000 4,799,100 833,300 958,800 3,683,900 552.20 American Exch'ge 5,000,000 11,838,300 950,600 1,423,300 7,886,400 914,90 Commerce 10,000,000 20,083,400 1,464,600 2,912,700 3,597,800 3,091,10	Philadelphia Banks.—The following is the average condition of the Philadelphia National Banks for the week ending Monday, Jan. 19, 1874: Banks. Capital. Loans. Specie. L. Tender. Deposits. Circulatin.
Broadway 1,000,000 5,592,300 677,600 801,700 3,900,600 892,60 Mercantile 1,000,000 3,405,400 152,600 709,100 2,957,800 476,80 Pacific 422,700 2,072,200 22,600 471,000 1,682,500 Republic 2,000,000 4,925,100 1,499,900 351,600 3,673,400 859,90 Chatham 450,000 2,410,600 286,000 722,900 2,916,600 130,70 People's 412,500 1,441,300 6,100 189,200 1,246,300 5,50 North America 1,000,000 2,289,500 194,500 304,000 1,811,600 Hanover 1,000,000 3,641,100 122,500 750,200 3,090,700 292,00 Irving 500,000 2,651,000 120,000 600,000 2,696,000 175,4 Metropolitan 1,000,000 1,486,500 55,700 362,000 1,449,500 131,6 Nasau 1,000,000 2,192,100 46	This certain 1,000,000
Shoe and Leather. 1,000,000 3,753,500 65,400 760,000 2,595,300 787,2 Corn Exchange. 1,000,000 2,629,800 124,000 506,000 1,409,400 5,0 Continental. 2,000,000 2,518,100 151,400 249,000 1,812,100 581,1 Oriental. 300,000 1,481,800 6,300 223,100 1,194,00 4,1 Marine. 400,000 2,095,000 91,300 374,000 1,809,500 360,0 Importers'& Trad'rs 1,500,000 13,601,200 738,800 3,417,800 14,282,700 488,9 Park. 2,000,000 1,068,900 112,100 262,900 1,001,900 305,4 Grocers' 300,000 692,800 3,600 15,800 555,500 555,500 North River. 400,000 1,908,500 18,400 207,800 627,500 208,7 Manufact'rs' & Mer. 500,000 1,008,500 1,600 249,500 902,100 Fourth National 2,000,00	Consolidation 300,000 1,181,769 10,300 241,112 553,576 240,000 Commonwealth 300,000 671,466 31,941 177,460 478,135 206,950 Commonwealth 300,000 671,466 31,941 177,460 478,135 206,950 Corn Exchange 500,000 2,158,000 14,200 594,000 2,279,000 450,000 Union 500,000 1,672,000 59,000 3-9,000 1,512,000 399,000 First 1,000,000 3,982,000 42,000 1,643,000 3,868,000 795,000 Third 300,000 1,022,152 362,000 1,012,711 254,775 Sixth 150,000 592,000 126,000 473,000 135,400 Seventh 250,000 434,000 1,000 246,000 246,000 219,350 Eighth 275,000 941,000 269,000 752,000 297,000 Ocentral 750,000 3,704,000 56,000 1,311,000 3,
Second National 300,000 1,545,000 494,000 1,341,000 265,0 Ninth National 1,500,000 6,784,200 531,600 1,553,50 6,722,700 596,9 First National 500,000 3,324,100 1,259,800 1,031,600 5,229,800 316,0 Third National 1,000,000 4,769,700 1,110,300 1,185,600 5,140,100 794,7 N.Y.National Exch 500,000 1,271,300 28,600 326,000 934,200 266,5 Tenth National 1,000,000 1,965,000 244,700 457,000 1,225,400 818,9 Bowery National 250,000 813,000 25,000 261,000 999,00 180,0 Gerinan American 2,000,000 5,295,600 601,300 892,900 5,229,700	The deviations from the returns of previous week are as follows: Loans
Total	Date. Loans. Specie. Legal Tender. Deposits. Circulation Aug. 4. 59,923,133 356,531 15,227,709 48,255,437 11,444,76 Aug. 11. 58,787,541 306,251 14,576,957 46,993,521 11,416,481 Aug. 12. 59,535,280 236,302 14,084,674 46,785,247 11 436,478 Aug. 25. 59,714,370 210,215 13,291,000 45,395,053 11,450,370 210,215 13,291,000 45,395,053 11,450,370 210,215 13,291,000 45,395,053 11,450,370 200,581 1 59,317,093 208,581 12,548,119 45,039,892 11,454,648 201 205,730 13,608,988 44,697,137 11,442,920 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,785 200,78
Loans. Specie. Tenders. Deposits. lation. Clearing Aug. 23 299,931,900 25,144,200 45,552,400 227,691,300 27,214,400 449,504. Aug. 30 298,883,000 23,095,200 44,729,800 220,397,909 7,281,900 447,799, 8ept. 6 298,374,200 21,767,000 8,679,930 12,774,700 0	8. Dec. 29. 87,411,126 934,669 14,919,131 46,403.280 11.490,588 41 Jan 5. 57,772,528 1,173,396 15,858,571 48,378,204 11,481.559 43 Jan 12. 57,116,587 1,399,249 15,820,746 47,596.386 11,454, 2 Jan 19. 57,659,780 1,141,002 16,291,226 47,860,947 11

QUOTATIONS OF STOCKS AND BONDS IN NEW YORK.

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

SECURITIES.	Bid.	Ask.	SECURITÍES.	Ī	Ask.	Local Securities" are qu	Bid.		11	Bid.	Aels
U. S. Bonds.			N. Y. Central 78, 1876 do 78, conv. 1876	100		Atchison & Nebraska 8 p. c Bur. & Mo. River, stock	9934	 10i	St. Jo. & Den. C. 88, gold, W. D.	20	25 50
(Others quoted previously.) 5-2"s, registered, 1862		1	do do Endorsed do 78, 2d do 1879	102½ 96 100		do do Land M. 78 do do 2d S., do 78 do 3d S., do 8s	95	97	do do 8s, gold, E. D Sandusky, Mans. & Newark 7s St. Louis, Vandalia & T. H. 1st do do 2d	80 89	83
5-20s, registered, 1864. 5-20s, registered, 1865	116%	•••	do /s, 3d do 1883	983 97 93	99	do do 4th S., do 8s	98 98 98	••••	St. L. & So'eastern 1st 7s, gold St. L., & St. Joseph, 1st, 6s, gld	20	70°
5-20s, registered, 1867 5-20s, registered, 1868	11171		do 7s, cons. mort. gold bds Long Dock Bonds Buff. N. Y. & E. 1st M., 1877	94%		do do Creston Branch	98 97	100 100	Southern Central of N. Y. 78 Tebo & Neosho 78, gold Union & Logansport 78	::::	83 85
State Bonds. Fennessee 6s, old		80%	Hud. R. 7s, 2d M. S. F. 1885 do 7s, 3d Mort., 1875 Harlem, Con.M. & S'kg F'd 6s	100		Burl. & M. (in Neb.) 1st conv.	71 97	45 99	Union Pac., So. branch, 68, gld Walkill Valley 1st 78, gold	40	50 65
do do new	79%	63 80 63	Albany & Susqh'a, 1st bonds . do do 2d do	100	::::	Cairo & Fulton 1st 7s, gold California & Oregon 6s, gold California Pac. RR. 7's, gld	90 70	75 80	West Wisconsin 7s, gold Wisconsin Valley 8s Southern Securities.	::::	90
Virginia 6s, old	42	63	do do 3d d Mich. Cent., Consol. 7s, 1902 do 1st M. 8s, 1882	933		Canada Southern 1st 7s, gold Central Pac. 7s, gold. conv	70 65	90	Atlanta, Ga., 7s	1 1	72° 80
do do consol. bonds do do deferred do Georgia 6s.	5214		Chic., Bur. & Q. 8 p. c. 1st M Mich. So. 7 per ct. 2d Mort Mich. S. & N 1. S. F. 7 p. c	9714	105	do 2d M, 7's gld. Keokuk & St. Paul 8s	42½ 93	50 95	Augusta, Ga., 7s, bonds Charleston stock 6s		80 50
do 7s, new bonds		30	Cleve. & Tol. Sinking Fund Cleve. & Tol., new bonds Cleve., P'ville & Ash., old bds.	97	100		00	95 95	Charleston, S. C., 7s, F.L. bds Columbia, S. C., 6s Columbus, Ga., 7s, bonds		62 75
do do do A. & O. do do do to N. C. R. R. J&J do do do A. & O	27		do new bds. Detroit, Monroe & Tol bonds. Buffalo & Erie, new bonds	93 94	100 98	Dixon, Peoria & Han., 8s. O.O. & Fox R. Valley 8s. Quincy & Warsaw, 8s. Ill. Grand Trunk. Chic., Dub. & Minn., 8s. Peoria & Hannibal R. 8's.	91 98	95 95	Lynchburg 6s	44	75 72 75 50
do do do 7 off, J. & J. do do do do 7 off, A. & O.	25	::::	Lake Shore Div. bonds Lake Shore con. coup. bonds do Con. reg. bonds	94¼ 94 94¾		Unicago & lowa R R'a	90	100 95	do new bonds, 6s	48 48 80	50 55 40
do do Funding Act, 1866. do do do 1868. do do newbonds, J. & J.	iš	23 20	Pacific R. 7s, guart'd by Mo Central Pacific gold Bonds do State Aid bds.	96 95¾	97	American Central 88	90	96 85	Montgomery 8s	43	50 65 80
do do do A.&O. do do Spec'l Tax, Class 1 do do do Class 2	81/4	9	Western Pacific honds	8714 9514 81	951/2	Col. & Hock. V. 1st 7s. 33 yrs.	60 03	60¾ 40 90	do 6s, new	60	70 50 65
do do do Class 3 South Carolina 68 do do Jan. & July	23	9 10%	do Land Grant, 7s do Income 10s Illinois Central 7 p. ct., 1875	79 % 102	79%	do do 18t 78, 10 yrs	78 75	::::	do do bonds, 78	45 50	50 85 60
do do April & Oct do do Funding Act, 1866 do do Land C, 1889, J & J	::::		Bellev'le & S.Ills. R. 1st M. 8's. Alton & T. H., 1st M. do do 2d M. pref	99 98 14	100	Chicago, Bur. & Quincy 78	92 14 45 40	95 55	do do to railroads, 6s Norfolk 6s. Petersburg 6s.		68 70
do do 78of 1898. Missouri 6s	9312	:::	North Missouri 1st mort Chic. & N. Western S. Fund	76 81 101	73 82	Chic. & Can. South. 1st m gl 7s Ch., D. & V., I. div., 1 m gld 7s Cleve., Mt. V. & Del. 7s, gold.	::::	45 60	Richmond 6s Savannah 7s, olddo 7s, new	80	76 53 83
Louisiana 6s	89	43	do do Int. Bonds do do Consol. bds do do Extn. Bds	96 93 81	100	Connecticut Valley 78, gold Connecticut Western 1st 78 Chic. & Mich. L. Shore		90 60	Wilmington, N.C., 68gold do do 88 gold RAILROADS.	:::	65 80
do do new floating debt. do 7s, Penitentiary	•••	43	do do 1st Mort do do coup gld bds do do reg'd do		100 ⋅ 85	do do Land Grant 8s Dan. Urb. Bl. & P. 1st m 7 old	::::	03 9234	Ala. & Chatt., 1st, M, 8s, end Ala. & Tenn. R, 1st M., 7s do 2d M., 7s	:::	52 52 42
do 68, levee bonds do 88 do do 88 do 1875	.::::	::::	Han. & St. Jo. Land Grants	95 831/2	::::	Detroit, Hillsdale & In. RR. 8's Detroit & Bay City 8s Det., Eel River & Ill. 8s	::::		Atlantic & Gulf consoldo do end. Savan'h	::::	64 72 15
do 8s	10	1i3''	Del., Lack. & Western, 1st M.	101	102	Det. Lansing & Lake M. stock	55		do do do guaran. Central Georgia, 1st M., 78	85	90 94
Connecticut 6s	100 100	:::	do do 7s, conv. Tol. & Wab'h, 1st Mort. ext'd. do 1st M. St L div.	97	100	Dutchess & Columbia 78 Denver Pacific 7s. gold	::::	80	Charlotte Col. & A., 1st m., 7s.	76	85 78 76
do do, 1886do 8s, 1886		::::	do 2d Mort do Equip. Bds do Cons. Convert.	81	91		80 77	70 88	do do stock Charleston & Savannah 6s, end. Savannah and Char., 1st m., 7s.		85 62 70
do 8s Mab. & Chat. R do 8s		58	Hannibal & Naples 1st M Great Western, 1st M., 1888 do 2d M. 1893	95 83	96 84	do 2d 78 do 78, equip Evansville, Hen. & Nashy, 78	75	85	Cheraw and Darlington 7s East Tenn. & Georgia 6s East Tenn. & Va. 6s end. Tenn		90 72 72
Arkansas 6s, funded	30 18	:::-	Quincy & Tol., 1st M., 1890 Ill. & So. Iowa. 1st Mort Galena & Chicago Extended	105	90	Evansville, T H & Chic 7s, gld European & North Am 6s, gld	:::	85	Louisville & Nashville E. Tenn., Va & Ga., 1st M., 7s do stock	56	60 93 60
do 7s, Miss. O. & R. Riv. do 7s Ark. Cent R	i6'''	20	Chic. R. Island & Pacific	95 1021/4	108 105¾	Flint & Pere M. 78, Land Gr Fort W., Jackson & Sag. 88 Grand R. & Ind. 78, gold, guar.	****	05	Georgia R. R., 7sdo stock	90	95 95 52
Texas, 10s, of 1876	100	••••		1051/4	::::		90 1	03	Greenville & Col. 7s, guar do do 7s, certif Macon & Brunswick end. 7s	58	50 62
do 6s, 1886 Kentucky 6s. Illinois 6s coupon, '77 do do 1879	100	::::	New Jersey Southern 1st in 7s Pitts., Ft. W. & Chic., 1st M	40	105	Indianap., Bl. & W. 1st 7s. gld.	::::		Macon & Western stock Macon and Augusta bonds do do endorsed.		81 89 90
do do 1879 do War Loan Indiana 5s	95 95	:::	do do 2d Mort. do do 3d Mort. do 08 p. c. eq't bds	90		Iowa Falls & Sioux C. 1st s Indianapolis & St. Louis 7s		85 88	do do stock Memphis & Charleston, 1st 7s do do 2d 7s	65	15 85 70
Michigan 68,1878do 68,1883	95 95	:	do do 3d Mort	::::	<u>90</u>	Ind. & Ill. C. 1st m gold 7s Jackson, Lansing & Sag. 8s Jack., N. W. & S. E. 1st m gl s7		00 90	do do stock. Memphis & Ohio, 10s, do do 6s		17
do 78, 1878 New York Bounty, reg do do cou	*05%	106	Chic. & Alton Sinking Fund.	104	:::			65	Memphis & Little R. 1st M Mississippi Central, 1st m., 7s. do 2d m., 8s	78	65 82 85
do 6s, Canal, 1874 do 6s, do 1875 do 6s, do 1877	109	:::	Chio & Miss., consol. sink. f do Consolidated	90%	80	do 68, gld, Jun & Dec do 68, do Feb & Aug do 78, 1876, Land Gr.		65	Mississippi & Tenn., 1stm., 7s. do do consoid., 3 Montgomery & West P., 1st 8s		72 80
do 68, do 1878 do 58, do 1876 do 68, dogld1887	100	:::	Dub & Sioux C., 1st M do do 2d div	80	90	do 7s, Leaven. Brch. do Incomes, No. 1!		75	do do 1st end. do do Income		6 0
Failroad Stocks. (Active previously quoted.)		- 11	Peninsula 1st Mort., conv St. L. & Iron Mountain, 1st M. do do 2d M.	99 85	9916	do Stock	81/4	02	Montgom.& Eufaula 1st 8s, gld end. by State of Alabama Mobile & Mont 8s gold, end	::-	70 80
Albany & Susquehanna Chicago & Alton		93 103	Mil. & St. Paul 1st M. 8s P.D. do do do 73-10 do do do 7s gold R. D.		100	Kal. & White Pigeon 7s Kansas City & Cameron 10s		90 90 95	Mobile & Ohio sterling do do do ex ctfs. do do 8s, interest	80 78	97 85 83
Chic. Bur & Quincy Clev., Col., Cin. & Indianap	77	105	do do lst M. I.& M.D.	803	82	do do do 88 of 1885 do do 88 of 1898			do do 2 mtg, 8s	****	75 85 91
Dubuque & Sioux City	58%	8834	do do 1st M. I. & I do do 1st M. H. & D.	:::	::::	L. Ont. Shore RR. 1st m. gld 7s Lake Sup. & Miss. 1st 7's, gld.		0	do do cert's, 8s.	85	90 85 75
Illinois Central. Joliet & Chicago. Long Island	100	:::.	do do 2d M do Marietta & Cin., 1st Mort		::::	do do 1st M., 10s.	25 8	2	Norfolk & Petersburg 1st m., 8s do do 7s		98 88 82
Marietta & Cin., ist preferred do do 2d pref Michigan Central		::: 1	Chic. & Gt. Eastern, 1st Mort.	.00	::::	Logans., Craw. & S. W. 8s, gld. Michigan Air Line, 8s		5			90 85
Mo. Kansas & T	91	911/2	Col., Chic. & Ind. C., 1st Mort. do do 2d Mort Tol., Peoria & Warsaw, E, D.	67×	61%	do . 7s, income	6	0	Orange and Alex., 1sts, 6s do 2ds, 6s do 3ds, 8s	8	90 85 91
New Jersey Southern N. Y., New Haven & Hartford N. Y., Prov. & Bost (Stoningt.)	129	1293	do do W.D			Mo. R., Ft., S. & Gulf, stock		5	do 4ths,8s Richm'd & Peterb'g 1st m., 7s. do do 2d m., 6s.	••••}	8 90
Onio & Mississippi, preferred. Fitts., Ft W. & Chic., guar do do special	91	:::	do Consol. 7s		65 293/	do do 2d M., 10s .	0 5	11	do do 3d m., 8s. Rich., Fre'ksb'g & Poto.6s	••••	80
			do do guaranteed Cedar Falls & Minn. 1st M	37%	41	N. Y. & Osw. Mid. 1st 7s, gold. 5 do do 2d 7s, conv	0 5	5 I	Rich. and Dany. 1st cons'd 6s	8	80
St. Louis & Iron Mountain	81	ši · ·	Am Dock & Im. Co. 7, '86	96	961	Newburg br'ch 78, guar. Erie. North. Pac. 1st m. gold 78-10s		8	Selma, Rome & D., 1st M., 7s South & North Ala, 1st M., 8s.	10	
Toledo, Peoria & Warsaw Toledo, Wab & Western, pref.	••••	0 11	Long Island RR 1st M St. Louis, Jack. & Chic. 1st M. South Side, L.I, 1st Mort. bds	•••		Oregon & California 7s, gold	i 9	4	do 2d m., guart'd 68	8	96 51 51
Miscellaneous Stocks American Coal		65	do Sinking Fund Morris & Essex, convertible do do construction			Peoria, Pekin & I. ist m, gold . Pitts., Cin. & St. L. 1st 7s	7	i 8	do 4th m., 8s	9	3% Y 30
Gumberland Coal and Iron	16%	20	Winona & St. Peters 1st m C. C. C. & Ind's 1st M, 7s, S. F.	:::: :	001/2	do do 78, gold		8	do do 68	70 8	; (•
Boring Mountain Coal		55	Lafayette, Bl'n & Miss. 1st M. Pekin, Lincoln & Decatur 1st M		1	Rockf'd, R I. & St. L.1st 7s, gld	s	j Z	do do stock	9	6.
Delaware & Hudson Canal. 1	71½ 15 1	75 163,	Cin., Lafayette & Chic. 1st M. Del. & Hudson Canal 1st M. '91	00% 10	02	Rondout & Oswego 78, gold	6	0 1	do 3ds 8s	8	5 8
Mariposa Land & Mining Co	9		Pacific RR. of Mo., stock Pacific R. of Mo. 1st 6s, gold '88	75	21	Sioux City & Pacific 6s	5 6	\v	do Ch& Ruth. 1st m. end do do lat M., 8s	• • •	•••
Railroad Bonds.		92	Miscellaneous List.		5	Steubenville & Indiana 6s 20 78	6	::: ₁	PAST DUE COLPONS. Cennessee State Coupons	2 5	3
do 68 1587do	8914	90	Atchison & P. Pz, 6s gold Atlantic & Pacific L. G. 6s gld	4	50	do do 78		_N	do Consol. Coup 7 femphis City Coupons	8 7	ij
os. Budsce ~ 1	00		Atchison, Top. & S. Fe 7s gld.'.	I		do do 8 p. cl	••••		wontered only overhous		- 7

NEW YORK LOCAL SECURITIES.

Bank Stock List.

COMPANIES.	C	APITAL.	Stock		DEND	8.	PR	ICE.
Marked thus (*) are not National.		Amount.	Periods.	1871	1872	Last Paid.	Bid.	Askd
America*	100	3,000,000	J. & J.	10	10	Jan. 2, 745 Jan., '675	150	151
American	100 100	500,000 5.000,000	J. & J. M. & N.	8	8	NOT 1 774 A	111111111111111111111111111111111111111	110
American Exchange. Atlantic	75	300,600	J. & J.	8	- 8	Jan., '724 Jan., 2.'746 Jan., 2.'7412 Jan., '734 Jan., 2.'745		
Bowery	100	1,000,000	J. & J. J. & J.	21 20	21	Jan., 2, 7412		
Broadway Bull's Head*	25 25	800,000 800,000	Q—J. J. & J.	10	20 10	Jan., 2,745 July 1,734 Jan. 2,745 July 1,734 Jan. 2,745 Nov. 1,7315 Jan., 2,744 July, 1,7316 Jan., 5,744 July, 1,73.34 Jan., 773.34		
Butchers & Drovers Central	100	2,000,000	J. & J.	12	8 12	July 1, 734	93	
Chatham Chemical	100	450,000 300,080	J. & J. ev. 2 mos	36	36	Nov. 1, 7315		
Citizens'	25	400,000 1,000,000	J. & J. M.&N.	10 20	20	Nov.,1.73.,10		
City	100	10,000,000	J. & J.	9	8	Jan. 5,'744	114%	115
Commonwealth	100	2,000,000	J. & J. J. & J.	8	7			75
Continental Corn Exchange*	100	1,000 000	F. & A.	10	10	Aug., '735	120	
Currency Dry Goods*	100		Q-J.	16	61/2			
East River Eleventh Ward*	25	350,000	J. & J. J. & J.	8 7	8 7	Jan. 2, 744 Jan. 2, 74.33		
Fifth	100	150,00C	υ-J.	10	14	Oct., 73.33	170	
First	100	500.000	Q-J. J. & J.	20	20	Jan., 2, 74	1063	107
Fourth	. 1 30	600,000	M.&N.	10	10	Jan. 2, 74.84 Oct. 73.35 Jan. 1, 74 Jan., 2, 74 Nov. 1, 78 Aug., 78 May. 1, 73	5 150 4 90 ½	175
German American	1100		F. & A. M. & N.	7	7	May 1,73.	5	
Germania* Greenwich*		200,000	M.&N. J. & J.	10	20	Nov. 1, 731 Jan., 2, 74	5	100
Grocers	100	1.000,000	J. & J.	8	8	Jan. 2.74	4 102	110
Harlem* Importers' & Traders'	. I 1(¥	100,000	F.& A. J. & J.	6	12	Jan., 2, '74	93	
irving	. 1 .	500,000	J. & J.	12	8	Jan., 2, '74	5 120	
Leather Manufactra Manusctrers'& Build.	-1 100	100.000	J. & J. J. & J.	12	. 10.	Nov. 1, 73 May 1, 73 Nov. 1, 73 Jan. 2, 74 Sept. 1, 73 Jan. 2, 74 Jan. 2, 74 Jan. 2, 74 Jan. 1, 71 Jan. 10, 74	5	
Manhattan*	. 1 50	2,050,000	F. & A.	10 8	10	Aug.10, 73 Jan., 73	5 119	
Manuf & Merchants*	100	1 400,000	J. & J.	12	12	Jan., '73 Jan., 2,'74 Jan., 2,'74 Jan., 2,'74 Nov. 1,'73 Nov. 1,'73	6 150	
Market Mechanics	. 100		J. & J. J. & J.	10	10	Jan., 2, 74	5 135	
Mech. Bkg Asso'tion. Mechanics & Traders.	. 5	500,000	M. &N.	10	10	Nov. 1, 73	5	
Mercantile	10		M.&N.	10	10	Nov. 1, '73	5 90	117
Merchants Merchants' Ex			J. & J. J. & J.	8	8	Nov. 1, '73 Jan. 2, '74 July 1, '73	3 76	8:1/2
Metropolis*	. 10	0 500,000	1		10	Jan., 2, 74 Jan., 5, 74 Oct. 1, 73.	5 126	
Metropolitan Murray Hill*	10					Oct. 1, '73.	4	
Nassau* National Gallatin	. 10	0 1,000,000	M.&N.	8	8	Nov.10, 73 Oct.10, 73 Jan. 2, 74 July, '73	4 125	104
New York	. 10	0 8,000,000	J. & J.	10	10	Jan. 2,'74	5 118	120
New York County N Y. Nat. Exchange.	10			16	15	July 1, 73	3	90
N Y. Gold Exchange	* 10	0 500,000	J. & J.	9	5 9	Jan. 2, 74 July, '73 July 1, 73 May, '73 Jan. 2, 74	5 115	100
Ninth Wara*	10	200,000)	1		July 1,73 May, 73 Jan. 2,74 Jan., 73 Jan. 2.74		
North America* North River*	. 10	0 1,000,000		7	7	Jan. 2.74.3	1/2	001/
Oriental*	2	5 300,000	J. & J.	13	12	Jan. 2,74 Jan. 2,74 Nov. 1,73,. Jan. 1,74 Jan. 2,74	.6	
Pacific*			$\begin{bmatrix} Q-F \\ J & J \end{bmatrix}$	16	16 12	Jan. 1, 74	6 138	,140
Park		412,500	1. 6 1.	10	10	Jan. 2.74	.5 ····	
Phen'x	. 10	0 1,800,000 0 2,000,000	1 F. & A.	. 8	8	Jan. 2, 74.3 Jan. 2, 74.3 Aug., 773.	.4	1
Security* St. Nicholas	10	00 500.000		10		July, 71.8	4	105
Seventh Ward	. 10	500,00	0 1. & J	. 1 6	6	½ July, '73	.3	96
Second Shoe and Leather		00 300,00 00 1,000,00	$egin{array}{c c} 0 & J. \& J \\ 0 & J. \& J \end{array}$	1 -12		Jan. 2, 74.	6 112	
Sixth	1	200.00	0 J. & J			Nov 10 '73	5 109	108
State of New York Tenth	1	00 1,000,00	0 J. & J	.		Jan.2,'71.23	۶g	
Taird Tradesmen's	. 1	00 1,000,00 40 1,000,00	0 J.&J	: 12			5 14	150
Union		50 1,500,00	0 M.&N	. 10	1.10	Nov. 1,'73	.5 129	9
West Side*	' 1	001 200,00	0 J. & J	<u> </u>	••• 4	17411. 4, 14.		

Gas and City R.R. Stocks and Bonds.

[Quotations by Charles Otis, 47 Exchange Place.]

Sentential residence and the control of the control							
,	Par	Amcunt.	Periods.	Rate.	Last dividend.	Bld.	Aska
Brooklyn Gas Light Co Citizens' Gas Co (Bklyndo certificates	25 20	2,000,000 1,200,000 300,000	Q-F. J. & J. A. & O.	= 1	Inly 15 178		
HarlemJersey City & Hoboken	50	1,000,000	F.& A. J. & J.	= 1	Ann 179	127	150
ManhattanMetropolitan	50 100	4,000,000 2,800,000	J. & J. J. & J.	5	Jan., '72.		200
do certificates Mutual, N. Y Nassau, Brooklyn.	100	750,000 5 000,000 1,000.000	J. & J.	10	Nov.1, '73		115
do scrip	· i · 0	500,000 4,000,000	M.&N. Q-F.	21/2	Nov., '73.		130
People's (Brooklyn)do do bonds	10	1,000,000	M. & S. F. & A.		July 15, 73		100
Westchester County Williamsburg do scrip	50	400,000 1,000,000 1,000,000	J. & J. J. & J.	5	Jan., '73. Jan., '73.		1:0
Bleecker St.& Fulton Ferry—stoc	k 100	900,000		17	1880		1
Broadway & Seventh Ave—stock	11000	1,600,00	J.&D.	17	Jan, 74 1884		175
Brooklyn City—stock 1st mortgage Broadway (Brooklyn)—stock	1000	300,00	0 J. & J.		Nov. 73 1872 July, 73	93	100
Ist mortgage bon s	100	278,00 278,00	0 J.& J.	7			03
Atlantic Av., Brooklyn1st mor 2d do 3rd do		100,00	0 A.& O	. 7	1881 1884 1885		
Central Pk, N. & E. River—stoc	k 10	0 1,161,00	0 F. & A	. 7	1882		
Coney Island & Brook'n-1st mo		0 214,00	0 J. & J	. 7	1890 Nov.'73		£5
Dry Dock, E. B. & Battery—stoce 2d mortgage cons'd Lighth Avenue—stock		. 1,000,00	0 J. & D		•	80	
ist mortgage42d St. & Grand St Ferry—stock	100	00 203,00 750,00	00 J. & J 00 M. & N	. 5	Nov.'73	100 100	
1st mortgageGrand Street & Newtown—stoc Fark Avenue—stock	K. 3	200,00 20 170,00 50 254,00		7	1873 July'70		. 160
1st mortgage	100	$\begin{array}{c c} 00 & 300,00 \\ 797,00 & 797,00 \end{array}$	00 M.&N		1878		
Second Avenue—stock	100	50 800,0	00 QF	. 2	Nov. 73		·
1st mortgage	10	0 200,0 00 150,0	00 F.&A	7	1876 1885		
Cons. Convertible	10	750,0	00 M.&N	. 5	Nov. 73	128	100
1st mortrage	10	00 2,000,0 00 2,000,0	00 Q—F 00 J. & J	. 2	Nov.'73	95	135
Williamsburg & Flutbush—stoc	K. 1	00 300,0 125,0	00 M.&	3. 7	•-	1::::	<u>::::::</u> ::

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

QUOTATIONS	IN	BOSTON,	PHILADELPHIA,	BALTIMORE,	&c.
4000					

١	QUOTATIONS IN BOST		1	ADELPHIA, BALTIMUKE, &c.
	SECURITIES.	Bid.	Ask.	BEGURITIES. Bid. Ask
	PASTAN			Pennsylva.,gen.m. conv, 1910 8814 91 92
	BOSTON.	991/4	100	Perkiomen 1st m. 6s, '97 90 Phila. & Erie 1st m. 6s, '81 90 Phila. & Erie 1st m. 7s, '88 94% 85%
-	Maine 6s		••••	Philadelphia & Reading 6s, '80 91
	Massachusetts 6s Gold, 1976 do 5s, Gold Boston 6s, Currency	9814	99	
	do 58, gold	::::	:::	do 68, g., 1910
	do Municipal 78 Portland 68 Burlington & Mo. L. G., 7	95	96%	Sunbury & Erie 1st m. 78, '77
	Cheshire, 6 6. 1874	96%	92%	Warren & F. 1st m. 18, '96 80
	Hartford & Erie, 18t M (new).		29%	West Jersey 6s, '83
	Old Col. & Newport Bds, 7, 77. Rutland, new, 7. Stansted & Chambly 78	64		
	Verm't Cen., 1st M., Cons., 7, 80		15	do do 6s, p. b., '96 Wilming. & Read.,1st M.,7, 1900 87 52
	Vermont & Can., new, 8 Vermont & Mass., 1st M. 6,'83 Boston & Albany stock	139	13316	CANAL BONDS. (82 85 BECHESAPEAKE & Dela. 68, '82 BECHESAPEAKE & Dela. 68, '73 BECHESAPEAKE & Dela. 68, '73 BECHESAPEAKE & Dela. 68, '74 BECHESAPEAKE & BE
	Boston & Albany stock Boston & Lowell stock Boston & Maine	. 100	1051/4	Lehigh Navigation 68, '91 94 95 96 do RR, '97 95 96
	Boston & Providence Cheshire preferred	10/	1100	do conv., 82. 00 100
	Chic., Bur. & Quincy Cin., Sandusky & Clev. stock Concord		10½ 81 156	
	Connecticut River Connecticut & Passumpsic, pi Eastern (Mass.)	793		do bost 85
•	Eastern (New Hampshire) Fitchburg Manchester & Lawrence	. 1	1.34	Schuylkiil Nav. 18t m. 68, 72 73 74
	I Mowthern of New Hallinguile.			do 6s, imp., '81 81
•	Norwich & Worcester Ogdens. & L. Champlain do do pref	. 63	59	do 6s, boat, '88 65.4 65.4 65.4 63. 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63.4 63
:	Port Saco & Portsmouth	1213	122	Union lat mort, 68, '83
•	do preferred	603	4 61	Wyoming Va.ley 1st m. 6s, 78.
2	Vermont & Massachusetts * Ex-dividend.	79)	79%	Maryland 68, Jan., A., J. & O., 105
•	PHILADELPHIA.		1	Baltimore 6s of '75
	STATE AND CITY BONDS.	100		
•	Pennsylvania 5s, coup	· luc	% :ii	do do 68 of 85 96
•	Philadelphia 33, 312	101	102	Central Onio, 18t M. 7, 1891, 102, 10314
	Alleghany County, 58, coup.	10	75	Norfolk Water 88
•	do 68	ioi		Northern Cent., 1st M. (guar) 6 95 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6
	New Jersey State 6s, Exemp Delaware State 6s	ts 102	ا ا	do do 3d M. (Y. & C) 6, 777 90 92 do Cons. (gold) 6, 1900 8834 89
	RAILROAD STOCKS.			Pitts. & Connellsy., 18t M., 6, 1889
	do do prei		1 10	do 2d M. endorsed 6. 90. 50
	do pref			Baltimore & Ohio stock
	Elmira & Williamsport prei	37	1/2	do preferred 40
	Harrisb'g, Lancaster & C	: 8	1 10	CINCINNATION 82 85
	Little Schnylkill	58 45	59 46	do 68
	Minehill Valley	54	1 55	do do 7 p.c., 1 to 5 yrs. 95 97 do do 1g bds. 7 & 7.30s 00 101
_	Norristown	35	31 31	Covington & Cin. Bridge 65 65 65 65 65 65 65 65 65 65 65 65 65
Š	North Pannsylvania Oil Creat & Allegheny Rive Pennsylvania	1	5½ 17 8 48 2¼ 23	1 do do 30 M., 8, 11 3
_	Philadelphia & Frie Philadelphia & Reading Philadelphia & Trenton	5	56	Cin. & Indiana, 18t M., 1977 65 75
	Phila., Wilming. & Baitino	120	0 1/2 1/21	Colum., & Xenia, 1st M., 7, 90. 90 SO
0	West Chester			do do 3d M., 7, '88. 75 80 do To'do dep. bds, 7, '81-'94. 1 89 55
	CANAL STOCKS.	-		Dayton & West., 1st M., 7, 1905. 80 85 80 do 1st M., 6, 1905. 75 80 Ind., Cin. & Lac., 1st M., 7. 1998 85
5	Chesapeake & Delaware	1 :	6 49	1 do (1. & C.) 18t M., 1, 1888 85
0	Morris	12	3	Columbus & Xenia stock 55 100
000	Schuylkill Navigation	::: i		Dayton & Michigan stock 35 42 do 8 p. c. st'k guar 100 115 115 1100
	RAILROAD BONDS.	6 8	934 90	LOUISVILLE.
•	Belvidere Delaware, 18t III, 9	, 35	1	Louisville 68, '82 to '87 30 82 do 68, '97 to '98 77 80 do Water 68, '87 to '89 0 81
55)(Camden & Amboy, 68, '75	,81	01/4 9	do Water Stock 68, 97. 17 79
	do do 68, '89 do do mort. 68, '8	9		do special tax 6s of '89. 78 79 90 Jeff., Mad. & I,1stM.(I&M)7, '81 89 90 75 76
	Camden & Atlan. 1st m, 7s,	778.	9 .	do 1et M 7 1906 90 91
	do 2d m, 7s., ' Catawissa, 1st M. conv., '82 do chat. m. do '88		10	Louis, & Fr'k., 1st M., 6, 70-78 87 85 do Louisv. Loan, 6, 781. 86 87
•	do new 78, 1900 Connecting 68 1900-1904		35 .	L. or Loan (m. 8.)6. '86-'87 77 80
	Fast Penn. 1st mort. 7s, '88. El. & W'msport, 1st m, 7s. do do 5s	00.	5	do 1stM. (Mem. Br)7, '70-'75. 95 96
•	Harrisburg !st mort. 68, '83 H. & B. T. 1st mort. 78, '90.]1	94 .	do Consol. 1st M., 7, 1898 90 , 91
Ġ	do 2d mort. 18, 715 do 3d m. cons. 18, Junction 1st mort. 68, 785	95.	63½ 6 85 .	Louisv., Cin. & Lex., promon.
•	Junction 1st mort. 6s, '85 do 2d do 1906. Lehigh Valley, 6s, 1898	• • • • •	0614	ST. LOUIS.
:	do do do reg., do do new îs, reg., Little Schuvlkil\.lst M., 7, 1	1910 :	04% 10	St Louis 68, Long Bonds 88 90 do 68, Short do 90
•	Northern Central 2d m, 68, do do 2d m, g, 68,	1900		do Water 68 gold 94 92 المناطقة المن
	North Penn. 1st m, 6s, '85		97%	do Park 68 gold 98 do Sewer Special Tax 68 80 81
	do los, chat. m.,	188	63	66 do 8d M.79 9%
	Pann & N V Canal 18. '96	-1906	99 %	78 Pacific (of M.) 1st M. gld 76 79 Kanses Pacific stock 33/4 4/ Pacific RR of Mo. stock 33 94
-	Pennsylvania, 1st M., 6, 18 2d M., 6, 187	5	991/4 1	
	ar 3			and the second s

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 ssue, the periods of interest payment, size or denomination of bonds, and numerous other details, are given in the U.S. Debt statement published in The Chronicle on the first of each month.

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

4. The Complete Tables of State Securities, City Securities, and Railroad and 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.

Alabama State Finances.—The report of the State Auditor for the year ending September 30, 1873, has just been issued. It

In addition to the above the following amounts are due for which warrants have not been issued:

And we have a total floating or "home" debt of\$823,454.64

RECEIPTS IN THE TREASURY.

The various items comprising the receipts during the year were as follows: 4807-079 59

From general taxes	2001,019 09
From tax on licenses	
From tax on railroads	89,156 00
From redemption of lands	1,702 42
From sale of State Stamps	
From sale of Alabama reports	4 300 30
From Southern Express Company	2 000 00
From insurance companies.	1,114 04
From special licenses	500 00
From sale of State bonds	948,340 98
From temporary loans	400 000 00
From swamp land fuud	0 040 40
From sixteenth section fund	4 443 22
From educational fund refunded	
From contingent fund refunded	
From State certificates issued	
From State Certificates issued	
the state of the s	

Total receipts......\$2,081,641 39 DISBURSEMENTS.

The disbursements from the treasury during the fiscal year just closed have amounted to the unusually large sum of

\$2,237,822 06.
The disbursements, on account of the actual current expenses of the State Government, however, including school expenses and interest on the bonded debt, were \$1,384,044 46, being less than current expenses for last fiscal year.

THE PUBLIC DEBT.

The public debt statement, as will appear in the tables of THE CHRONICLE January 31, comprises every item that can be con-

sidered a direct or contingent liability of the State.

The bonded debt proper has been increased in the sum of \$882,000 since September 30, 1872. The proceeds of sale of \$820,000 of the increase were certified into the Treasury and added to the debt statement on account of settlements with Lehman, Durr & Co., Duncan, Sherman & Co., and the New York Guaranty and Indemnity Company.

On the 30th September, 1872, the contingent liabilities of the

And they have been increased as follows:

80 000 00 1,496,000 00 Bonds endorsed for Mobile & Alabama Grand Trunk Railroad... South & North Alabama Railroad.....

The Auditor merely remarks of the revenue laws that "The present laws are well understood by the various officers charged with the assessment and collection of the revenue, and in my judgment a few amendments (with those already adopted) to the revenue act of 1868 will answer every purpose and save the usual expense of printing, which is no small item, as well as the time of the General Assembly."

The following shows the assessment of railroad property within the State of Alabama as fixed by the Board of Equaliza-

Sido

tion for the year 1873:

		value	Blue	v arue
RAILROADS.	Main track,	per	track,	per
	miles.	mile.	miles.	mile.
Alabama Central		\$10,479	23/4	\$9,000
Alabama & Chattanooga		15,000	51/4	8,000
East Alabama & Cincinnati	25	10,000	1/2	5 000
Montgomery & Eufaula	80	13,000	314	10,000
Memphis & Charleston		14,000	87/8	7,500
Mobile & Girard		10 000	11/2	5,000
Mobile & Montgomery		12,000	634	6,000
Mobile & Ohio	75 1-100	16,000	93/4	7,000
Mobile & Alabama Grand Trunk	56 2-10	12,000	3/4	6,000

Nashville & Chattanooga	2614	16,000	2	6,000
Nashville & Decatur	27	14,000	2	10,000
New Orleans & Selma	20 8-10	12,000		0.000
Savannah & Memphis	40	12,000	5-5	6,000
Selma, Marion & Memphis	. 48	14,000	3;∕€	8,000
Selma & Gulf	40	10,000	57%	5,000
Selma, Rome & Dalton	17! 4047-5280	12,000		6,000
South & North	182 42-100	15,000	12	8,000
Southwestern of Georgia		13,333		
Tuskegce	514	8,000	1-6	6,000
Western	160%	12,000	633 2-5	6,000
Vicksburg & Brunswick		12,000	2-5	8,000
		, ,	17 0	

The bonds endorsed for and issued to railroads by the State of Alabama to September 30, 1873, were as follows:

,		
Name of road.	Miles.	Amount Endorsed.
Alabama & Chattarooga	295	\$ 4,720,000
Alabama & Chattanooga, reported excess issue	ed	580,000
East Alabama & Cincinnati.	25	400,000
Mobile & Alabama Grand Trunk	55	880,000
Mobile & Montgomery		2,500,000
Montgomery & Eufaula	80	1,250,000
Selma & Gulf	40	640,000
Selma, Marion & Memphis	45	720,000
South & North	• • •	4.026,100
Savannah & Memphis		640,000
Savannan & Mempuis		\$:6.386,000
	763	\$10,000,000
	100	

DIRECT STATE BONDS FOR RAILROAD PURPOSES.

Alabama & Chattanooga	···	\$2,000,000 300,200 \$2,300,000

Georgia State Finances.—The message of Governor James

M. Smith has the following on finances: "It will be seen that the amount received into the treasury from all sources during the year, including the proceeds of the sale of bonds, and the balance on hand January 1, 1873, is three million one hundred and seventy-two thousand seven hundred

and eighty-eight dollars and seventy four cents. "The disbursements for the same period, including the amount of principal and interest paid upon the public debt, are two million two hundred and fifty thousand two hundred and thirty-two

dollars and forty-nine cents.

"The amount of public debt, principal and interest, paid during the year, was one million three hundred and thirty five thousand seven hundred and sixty-seven dollars and seventy-three cents. This amount is made up of the following items:

Bonds redeemed . \$320,500 07
Interest . 592,142 73
Amount Russell Sage claim . 423,125 00

Total, as above stated.....\$1,335,757 73 "As required by the act approved February 19, 1873, I issued the sum of one million two hundred thousand dollars of bonds of the State, bearing eight per cent interest, and to become due as provided in the act. These bonds have all been placed at par, and at an expense of less than one per cent. I respectfully recommend that the amount necessary to defray the expense of negotiating these bonds be appropriated, and that the Governor be authorized to draw his warrant therefor in favor of the Treasurer. The larger portion of the bonds was disposed of in this S:ate, and the facility with which the loan was made shows not only the confidence of our people in the pledged faith of the Government, but the sound condition of the public credit.

"PUBLIC DEBT.

"The debt of the State on the first day of January, 1874, was \$3,342,500 00. The bonds issued in 1844 and 1848 will become due the present year. Means for their payment have been already provided, in the sale of eight per cent bonds. Of the gold quarterly bonds, issued under authority of the act of September 15, 1870, the sum of \$2,098,000 is outstanding. The sum of \$500,000 of these bonds, in the hands of Russell Sage, to secure a loan of \$375,000, has been surrendered to the agent of the State in New York. The total amount of interest to be paid

upon the public debt the present year is \$586,460.
"The Treasurer estimates the probable receipts and disbursements for the present fiscal year as follows: Receipts, in treasury January 1, 1874, \$922,556; receipts from general tax, 1874, \$1,000,000; receipts from rent of Western and Atlantic railroad, \$300,000; receipts from poll tax, \$100,000; total, including other small items, \$2,722,856. Disbursemen's, including the items of \$823,460 for interest on debt, and balance, \$1,159,196, \$2,722,856.

"The amount of taxable property in 1873, as shown by the Comptroller-General's report, was \$242,487,382. This valuation, we may safely calculate, will be increased the present year to \$250,000,000. Four and a half-tenths of one per cent on this amount would raise \$1,125,000; which, together with the revenue to be derived from other sources, will be sufficient to meet al just claims upon the treasury during next year.

Louisiana Finances.-The following press dispatch was

received this week:

"NEW ORLEANS, Jan. 21.—The proposed constitutional amendment limiting the State debt to \$15,000,000, and taxation for all purposes to \$12,500,000, guaranteeing the principal and interest of the new constitutional bonds to be issued in funding the debt, and providing that the revenues of each year derived from taxation shall be devoted solely to the expenses of that year, passed the House to-day by a unanimous vote. They had previously passed the Senate. The bill funding all the valid outstanding bonds of the State at 60c. on the dollar in 7 per cent bonds, principal and interest secured by the foregoing constitutional amendments, also passed the House by a large majority. It repeals all contingent debts of the State, consisting of bonds not issued and stock not subscribed, amounting to over \$18,000,000. The bill, with two slight amendments, is substantially the same as recommended by the Chamber of Commerce. It goes to the Senate for concurrence."

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81% 79 4% 84

New York City Finances.—Mayor Havemeyer states in his message: The condition of our financial affairs at the period they were assumed by the present head of the Finance Department was without parallel in the annals of municipal history. It was at the commencement of a transition period from an epoch characterized by social demoralization, disregard of the obligations of public duty, official neglect, fraud and crime toward an era demanding a higher morality and purer and better standard of public administration.

During this period there has been required the vigor necessary to oppose the methods of malevolent and corrupt officials of the past, and forbearance and patience with the inexperience of new incumbents. The task of the restoration of the credit of the city and of protecting the treasury has involved one continued, persistent and unremitting contest with claimants of the most desperate and corrupt character.

The following tabular statement shows the condition of the

public debt:

..\$106,371,953 72 The present Comptroller assumed the management of the Finance Department on 16th September, 1871, at which date the bonded and funded debt of city and county amounted

Net debt at that date..... 97,287,525 03 \$9,084,428 69 Net increase in debt is

During the period of the present Comptroller's administration there have been issued bonds of the city and county as follows: To pay old deb's.

To pay for land, &c., taken in opening new streets, parks, &c., partially payable from assessments.

To pay for street improvements, payable from assessments. 5,743,500 00 To pay for other purposes, chiefly for public works \$17,801,951 71
Revenue bonds of 1873, outstanding 1,472,547 12

Revenue bonds, 1874, payable from building lien.... 2,034 53- 19,276,533 36

Total amount of bonds issued...... ..\$42,888,203 21

Gross increase in amount of bonded debt....\$14,494,712 71 Less increase in sinking fund...... 5,410,284 02

\$9,084,428 69 Increase in debt as above..... The following statement shows the increase in the city and county debt from 1869 to 1874:

Sinking Fund. \$15,911,501 21 18,006,310 63 Net Debt. \$36,293,929 59 48.033,741 59 Gross Debt. Jan. 1, 1869. \$52,205,430 80

Jan. 1, 1870. 66,040,052 22

Jan. 1, 1871. 91,489,446 51

Sept. 16, 1871, the date on

which the present Comptroller took office. 116,709,858 51

Jan. 1, 1873. 118,815,229 82

Jan. 1, 1874. 131,204,571 22 18,115,894 49 73,373,552 02

97,287,525 03 95,467,154 93 106,371,953 72 19,422.333 48 23,348,074 89 24,832,617 50

It may suit the purpose of those interested in the restoration of a regime of misgovernment, to charge upon the present Administration the responsibility for an increase of debt and taxation, which is the direct consequence of the acts of their predecessors in office. How entirely the present Administration is free from any reproach in this matter may be inferred from the fact that for 1872 and 1873, in spite of the bad inheritance of previous years, the current expenses of the Government were met by an average rate of 2 70 100 per cent for each year, while in 1871 the actual, as distinguished from the nominal rate was about 3½ per cent. If the estimates for 1874 seem to reveal a less favorable state of things the difference is only apparent. The Board of Apportionment has found it necessary to appropriate \$39,218,945 79 to meet the expenses of Government for the present year. Of this amount \$24,193,399 16 is required to provide for expenditures already fixed by law. It is simply over the balance of \$15,025,546 63 that the Board could exercise any discretion whatever, and the apportionment of this sum had obviously to be regulated by the growing wants of the city, in providing for its increased area by the imperative necessities of the current business, and the decayed condition of many of its public buildings, and the urgent need of repairing its thoroughfares. The estimate of expenditures of all accounts for 1874 is but slightly in excess of the actual expenditures of 1871. But it will be seen that under the provisions of law the city and county are required to raise during the present year the following amounts in excess of those required for 1871. The State tax is nearly \$1,000,000 higher than in 1871. Three million dollars more are required to pay the interest on the debt. For the redemption of funded bonds, nearly \$2,000,000 have to be provided, while none were paid in 1871 from taxation. The Fourth avenue improvements demand \$1,500,000, and the Police Department \$1,000,000 for street cleaning, additions to the force, &c., in excess of what had to be supplied in 1871. Various additions and improvements to the city property which would, under the old system, have been paid for by the issue of bonds, will this year be met out of the proceeds of taxation.

Under the apportionment for 1874, the rate of taxation for the year will amount to 3 40-100 per cent on \$1,129,139,623, the assessed value of 1873. This is so high a rate that it is imperatively necessary that no further appropriations or expenditures should be sanctioned by the Legislature calculated to increase the burdens of the city. To prevent any such legislation I invite the co-operation of your honorable body.

The proportion of the State tax required this year from New York city and county amounts to over 20 per cent of the entire tax levy of the city and county, and maintains its usual disparity with that collected from the rest of the State. It is a standing injustice to this community that it should be called upon to pay nearly one-half of the entire expenses of the State government.

We are this year required by law to provide \$3,644,387 77, by the issue of the bonds of the city, as our portion of an unexplained absence of over \$6,000,000 in certain sinking funds of the State, which by the constitution and laws are made inviolable. This infliction will, of course, increase the debt of the city to that

Cairo & Fulton Railroad.—The first through train of the Cairo & Fulton Railroad, for Texarnana, went down January 17. At that place connection is made with the Texarkana division of the Texas & Pacific, giving all rail connection with Texas.

Central Vermont.—A St. Albans (Vermont) telegram says, a compromise has been effected between the Presidents of the Central Vermont and the Vermont and Canada Railroads in regard to their financial difficulties. The terms laid before the directors of the latter company are the sale of the Vermont & Canada road to the Central Vermont for \$3,000,000, payable in twenty years, secured by first mortgage in trust at six per cent.

Des Moines & Fort Dodge.—The second mortgage bondholders of the Des Moine Valley Company, who recently purchased the northern section of that road, from Des Moines to Fort Dodge, met recently in this city, and organized a company of the above title; \$3,000,000 common stock and \$1,000,000 7 per cent preferred stock are to be issued. The bonded debt is limited to \$3,000,000, and \$2,400,000 30-year 6 per cent bonds are authorized to be issued, bearing interest from January 1, 1875. Interest is to be paid on the second class of bonds only after the payment of taxes, running expenses, and the interest upon the first series of bonds. The bonds are to be delivered to the holders of the first mortgage land grant bonds in the proportion of one of each class of the new bonds in place of two of the former bonds.

Lake Shore & Michigan Southern.—The directors have voted to declare no February dividend. The following are the principal items of the official statement of the company for the fiscal year ending September 30, 1873, to the State Engineer at Albany: The capital stock as per charter, of which all is issued, is \$50,000,000, and the bonded debt for 1872, \$24,804,000, and for 1873, \$29,095,000. The floating debt by the report of 1872 was \$3,903,472 42, and for 1873, \$4,754,193 70, showing an increase of \$5,141,721 28 during 1873 in bonded and floating debt. The cost of the road, land and buildings is \$62,694,703. The equipment is given at \$13,238,222. The length of road is 540 miles main line, and the length of double track, including sidings, 568 miles; the length of branches owned by the company, 595 miles. The gross receipts for the year were \$19,355,335 34, against \$17,591,629 46 in 1872. The transportation expenses, including operating and repairs, were \$13,487,927 08. The amount paid for interest and leases was \$2,310,850. The dividend on stock is \$4,008.630. The balance to credit of income account is given at \$936,787 23. Included in the above expense account is the cost of substituting steel for iron rails.

Lake Superior & Mississippi.—A meeting of the first mortgage bondholders of the Lake Superior & Mississippi Railroad was held in Philadelphia January 14, and a proposition of the company to fund six coupons was accepted, provided the arrangements between the lessors and lessees is made in a form calculated to protect the interests of the holders, the same to be determined by the following committee: William Welsh, Caleb S. Green, F. W. Huidekoeper, J. W. Weir and Charles Hewitt.

Lehigh Valley .- At the annual meeting of the directors of the Lehigh Valley Railroad, held in Philadelphia on the 20th inst., the annual report for the year was submitted, showing the following:

Gross receipts, 1873		5,982,949	48
Increase, 1873			
Net receipts, 1873	••••••••	\$2,825,704 2,113,262	60 50
T YOUR	-		

The total amount of anthracite coal transported over the main line and branches was in excess of any previous year, and amount ed to 4,144,340 tons, an increase of 294,223 tons over last year. The number of acres of land owned or controlled by the company is 32,390, and the coal mined therefrom amounted to 1,269,436.07 tons. A full review will be given on receipt of the official report.

Missouri, Kansas & Texas.—The earnings and operating expenses of this road for the last six months of 1873, as compared with the corresponding half year of 1872, have been stated as

ı	10110WS:				
١		187	72	187	3
١		Average,	786 miles.		588 miles.
١	A	Receipts.	Expenses.	Receipts.	Expenses.
١	July	\$ 80,479	\$99,728	\$301,318	\$173,816
١	August	171,945	115,344	336,822	165,340
١	September	206,299	122,072	399,939	157,330
1	October	227,443	129.452	333,973	144,717
	November	230,519	140,736	308.205	153,305
	December	200,225	127,823	276,518	148,259
	Total Net earnings six months, 18 Net earnings six months, 18	\$1,216,910 372	\$ 785,155	\$1,961,775	\$943,367 \$481,754
	Net earnings six months, 18	574			1,018,408
	Net per mile (average) 1872 Net per mile (completed roo	ad) 1873			\$819 1,295
	Increase per mile				\$476

			•				
	Erie Railwa (Returns f	or the Fis			ember 30, 18	73.)	-
	Main Line—Jersey Branch Lines (own	City, N. J.	to Dunki	EQUIPMENT.		59·00 mile	8.
ž.	Total length Second track and 47¼, and tracks	sidings on	main line,	d leased 346%; and o	n branches,	54·00 mile 572% "	g.
	Total length Those portion Paterson and E (15-12) Railroad virtually owne improvements The following under lease bei	ns of the r Iudson Riv Is, or a too d by the I since their g is a scho	nain line ver (14.5 tal of 29 Erie Con coccupa- edule of	in New Jes, and the Head of th	e leased, the	ip of the Ramar l Ramar ough no ade grea	ne Do W at
	Northern New Jer Hackensack & Ne	rsey RR.*— w York RI	Bergen, N R.*—H. Ju	J., to Nyack, inction, N. J	N.Y , to Cherry	26·00 mile 7·50 mile	
	Hill, N. J Hackensack Externormal N. Y Paterson & Newark & Hudso Piermont Branch Newburg & New	ension RR.* rk RR.* rk RR.* n RR.* Be RR. (owned York RR.*	terson, N rgen Tunn)—Suffern Greenwoo	Hill, N. J., to J., Newark. iel, N. J., to N. i, N. Y., to Pic od Junction, N	N. J Iewark, N. J. ermont, N. Y. N.Y., to Vail's	28·00 " 11·25 " 8·00 " 13·00 "	
	Newburg Branch Honesdale Branch	(owned)—G ch RR. (own	reycourt, ned)—Lacl	N. Y., to Nev kawaxen, N. Y	vburg, N. Y	13·75 " 25·00 "	
	Jefferson RR.*—Schemung RR.*—Buffalo, New Yor Rochester & Ge	and the second of the second of the second				10 00	
	Buffalo Branch R Buffalo, Bradford ville, Pa Suspension Bridg	& Pittsburg	gh RR.*—	Carrollton, N.	Attica, N.Y. Y., to Giles,-	60.00 " 25·50 "	
	pension Bridge, Lockport & Buffe The Erie Co	N. Y lo RR.* - T mpany als	onawanda o furnis	, N. Y., to Lo h train serv	ckport, N. Y.	23:25 " 14:00 " rate und	
	special agreem Warwick Valley I Goshen & Decker Montgomery & E Wallkill Valley R M:ddletown, Unionville, N. Monticello & Por	RRGreyco	ourt, N. Y	., to Warwick		10·00 mil 11·75 " 10·25 " 18·00 "	
	N. 1	ch RR. and	Fort Lee	RREast en	d of Tunnel	~ T 00	
	to Stock Yards The company a Equipment class, 250, and freight cars, (-Locomot	ive eng	ines, 497; gage, mail,	passenger and express	cars, 3	31;
	†By a clerical e year under these cars, which belor	rror in the o heads, inclu	company's ided 35 fire ite compa	official return	ns the number nger cars and 1	s stated 1	last
	Train Milea 10,261,365, The Passenger Trained one mind Freight Trained in carried in cars	ge.—Passe Total of all Traffic.—Palle, 164,633	enger tra l revenu assenger 3,424. aber of t	ins, 3,436,0 e trains, 13, es carried,	95, and freig ,707,460 mil 3,922,156; 1	es. bassenge of freig	ers
	tons. The freight	t carried : animal	was in	the following, vegetable	ng proportio	ns: Coa	al, ri-
	cultural prod 1,045,781; pro and commodit traffic is mor	oducts of ties, 125,09 e than he	the fores 0. It that alf of t	st, 227,112; rus appears he whole to	and all oth that the coa raffic—a sing	er artic l carryi	les
	representing to Gross Earnin \$15,015,807 Operating Ex	he rapid d ngs.—Pass · and miso	levelopn enger, ellaneou	nent of a ne \$3,651,554 ns. \$1.345.24	w trade. ; freight, 14—total\$		
	taxes, \$49. operating P	761 : raile	age of	cars. \$555	5,543; 1088	14,265,9)53
	Earnings in e Interest on fu Rents of lease Rebuilding Je Miscellaneous for balance *Dividends on	nded debt ed propert ersey City payments of interes	y and lind depot, e i, includi	nestcng \$269,758	\$2,531,941 893,337 80,201 302,849		
	Balance to cre				4.3	\$368,0	
	* A dividend of ending December ending June 30, the earnings of thalf of present y proportion of will FI.	er 31, 1872, a: 1873, on \$78 the year ending tear ending hich charges	nd of one ,000,000 co ing Decen June 30, .ble to the	per cent for ommon stock, aber 31, 1872, 1873, on \$8,58 present fiscal	and of 3½ pe and same amo 36.910 preferre	r cent ou ount for the ed stock, ,437 77.	t of
ŧ	Common stock i Preferred stock Funded debt (se Floating debt	in \$100 shar e details in	es tables of C	CHRONICLE Jai	n. 31)	8,536 37,917 2,714	,910 ,142 ,103
	Motol stools	handa and	dobte			\$127,168	.155

 New York & Erie Railroad, as now charged
 \$86,556,405

 Permanent way and structures (Erie Railway)
 12,883,724

 Equipment (Erie Railway)
 12,199,963

 Ferries
 688,917

Total nominal cost of railroad, &c......\$111,630,092

The balance of stocks, bonds and debts above cost of railroad and equipment is invested in the stocks and bonds of leased roads, steamboats, coal mines, &c., but many of these securities have no present market value.

COMPARATIVE	STATEMEN	T FOR	FOUR	YEARS
• ,	Road and Fo	nimment		

	ad and Eq	uipment.		
	1869-70.	1870-71.	1871-72.	1872-73 •
Thurt 1 to mail and ma		897,446,728	950,708,902	1,032,986,809
Freight mileage	459	459	459	459
Main linemiles.			475	495
Branch line	364.25	455		572.8
Double track, sidings, &c	449.75	508.25	505.5	4 #00.8
Equivalent single track	1,273	1,422.25	1,459.5	1,526.8
Locomctive engines	440	475	488	497
Passenger cars, 1st class	220	229	258	250
Passenger cars, 2d class	54	54	44	44
Baggage, mail, &c., cars	71	71	76	81
Freight, coal, stock, &c., cars.	8,840	9,866	10,638	10,373
Freight, coar, stoom, cor, care.				
Opera		iscal Results		0 400 00
Passenger train, mileage	2,900,189	3,068,701	3,314,453	3,436,095
Freight train, mileage	6,426,090	7,511,065	9,004,051	10,261,365
Passengers carried	3,275,025	3,509,462	3,598,988	3,922,156
Passenger mileage	133,589,109	148,242,790	156,143,351	164,633,424
Freight (tons) carried	4,852,505	4,844,208	5,564,274	6,312,702
	898,862,718	897,446,728	950,708,902	1,032,986,809
Freight mileage		Ø 1,220,110	. 4	
V	\$ 000	9 070 065	3,329,347	3,651,554
Passenger earnings	3,968,900	3,972,065		
Freight earnings	11,983,547	12,861,999	14,509,745	15,015,808
Miscellaneous	227,015	333,941	532,796	1,345,244
			10.004.004	20 010 000
Total gross earnings	16,179,462	17,168,005	18,371,885	20,012,606
Operating expenses	13,349,038	13,248,431	13,651,600	14,265,953
operating emperation				
Earnings less expenses	2,830,424	3,919,574	4,720,285	5,746,653
The high more world the	and the second of the second	ecounts.	AS AS	
From which were paid the	tonowing a	e country.	e	æ.
l a				
1	4 040 000	1 777 120	1 7/19 554	2 531 941
Interest on bonds, &c	1,646,623	1,777,139	1,742,554	2,531,941
Rents leased roads	1,089,352	1,329,384	1,246,890	
Rents leased roads Loss Atlantic & Gt. West. RR.		1,329,384		898,337
Rents leased roads Loss Atlantic & Gt. West. RR.	1,089,352	1,329,384 694,787	1,246,890	898,337
Rents leased roads	1,089,352 $386,470$	1,329,384	1,246,890	898,337
Rents leased roads Loss Atlantic & Gt. West. RR. Miscellaneous payments	1,089,352 386,470	1,329,384 694,787	597,584	998,337 998,050 1,569,487
Rents leased roads Loss Atlantic & Gt. West. RR. Miscellaneous payments Dividends on stock	1,089,352 386,470	1,329,384 694,787	597,584	998,337 998,050 1,569,487
Rents leased roads Loss Atlantic & Gt. West. RR. Miscellaneous payments	1,089,352 386,470	1,329,384 694,787 3,801,310	597,584 3,587,028	898,337 398,050 1,569,487 5,877,765
Rents leased roads	1,089,352 386,470 3,122,445	1,329,384 694,787	597,584 3,587,028	898,337 398,050 1,569,487 5,877,765
Rents leased roadsLoss Atlantic & Gt. West. RR. Miscellaneous paymentsDividends on stock	1,089,352 386,470 3,122,445	1,329,384 694,787 3,801,310 118,264	597,584 3,587,028	898,337 398,050 1,569,487 5,877,765
Rents leased roads	3,122,445 292,021	1,329,384 694,787 3,801,310 118,264	597,584 3,587,028 1,133,257	898,337 398,050 1,569,487 5,877,765
Rents leased roads	3,122,445 292,021	1,329,384 694,787 3,801,310 118,264	597,584 3,587,028 1,133,257	898,337 398,050 1,569,487 5,877,765
Rents leased roads	1,089,352 386,470 3,122,445 292,021 fondition at	1,329,384 694,787 ::::3,801,310 118,264 Close of Eac	1,246,890 597,584 3,587,028 1,133,257 th Year.	898,337 988,050 1,569,437 5,877,765 368,888
Rents leased roads	1,089,352 386,470 3,122,445 292,021 fondition at 8,536,910	1,329,384 694,787 	597,584 3,587,028 1,133,257 th Year. \$ 8,536,910	898,337 988,050 1,569,437 5,377,765 368,888 8,536,910
Rents leased roads	1,089,352 386,470 3,122,445 292,021 fondition at \$,536,910 75,000,000	1,329,384 694,787 3,801,310 118,264 Close of Eac 8,536,910 78,000,000	597,584 3,587,028 1,133,257 th Year. \$,536,910 78,000,000	898,337 988,050 1,569,487 5,877,765 368,888 8,536,910 78,000,000
Rents leased roads	3,122,445 292,021 292,021 5,000,000 23,398,800	1,329,384 694,787 	1,246,890 597,584 3,587,028 1,133,257 The Year. \$ 8,536,910 78,000,000 26,398,800	898,337 398,050 1,569,487 5,877,765 368,888 8,536,910 78,000,000 37,917,142
Rents leased roads	1,089,352 386,470 3,122,445 292,021 fondition at \$,536,910 75,000,000	1,329,384 694,787 3,801,310 118,264 Close of Eac 8,536,910 78,000,000	597,584 3,587,028 1,133,257 th Year. \$,536,910 78,000,000	898,337 988,050 1,569,487 5,877,765 368,888 8,536,910 78,000,000
Rents leased roads	3,122,445 292,021 3,122,445 292,021 fondition at 8,536,910 75,000,000 23,398,800 +	1,329,384 694,787 3,801,310 118,264 Close of Eac 8,536,910 78,000,000 †26,398,800 ‡	597,584 3,587,028 1,133,257 The Year. \$ 8,536,910 78,000,000 26,398,800 2,517,301	\$98,337 \$98,050 1,569,437 5,877,765 368,888 8,536,910 78,000,000 37,917,142 2,714,103
Rents leased roads	3,122,445 292,021 292,021 5,000,000 23,398,800	1,329,384 694,787 	1,246,890 597,584 3,587,028 1,133,257 The Year. \$ 8,536,910 78,000,000 26,398,800	\$98,337 \$98,050 1,569,437 5,877,765 368,888 8,536,910 78,000,000 37,917,142 2,714,103 127,168,155
Rents leased roads Loss Atlantic & Gt. West. RR. Miscellaneous payments Dividends on stock Total Credit balance Debit balance Financiat C Preferred stock Common stock Funded debt Floating debt Total	3,122,445 292,031 condition at 8,536,910 75,000,000 23,398,800 ± 106,935,710	1,329,384 694,787 3,801,310 118,264 Close of Eac 8,536,910 78,000,000 †26,398,800 ‡ 112,935,710	597,584 3,587,028 1,133,257 2h Year. \$ 8,536,910 78,000,000 26,398,800 2,517,301 115,453,011 86,296,900	\$98,337 \$98,050 1,569,437 5,877,765 368,888 8,536,910 78,000,000 37,917,142 2,714,103
Rents leased roads	3,122,445 292,021 292,021 293,021 293,021 293,021 293,021 293,021 293,021 293,021 3,536,910 75,000,000 23,398,800 106,935,710 55,443,906	1,329,384 694,787 3,801,310 118,264 Close of Eac 8,536,910 78,000,000 †26,398,800 112,935,710 86,026,351	597,584 3,587,028 1,133,257 2h Year. \$ 8,536,910 78,000,000 26,398,800 2,517,301 115,453,011 86,296,900	\$98,337 \$98,050 1,569,437 5,877,765 368,888 8,536,910 78,000,000 37,917,142 2,714,103 127,168,155
Rents leased roads	3,122,445 292,021 292,021 fondition at 8,536,910 75,000,000 23,398,800 106,935,710 55,443,906 9,528,545	1,329,384 694,787 3,801,310 118,264 Close of Eac \$ 8,536,910 78,000,000 †26,398,800 \$ 112,935,710 86,026,351 10,468,189	1,246,890 597,584 3,587,028 1,133,257 2h Year. 8,536,910 78,000,000 26,398,800 2,517,301 115,453,011 86,296,900 10,751,184	898,337 398,050 1,569,437 5,377,765 368,888 8,536,910 78,000,000 37,917,142 2,714,103 127,168,155 86,556,405 12,883,724
Rents leased roads. Loss Atlantic & Gt. West. RR. Miscellaneous payments. Dividends on stock. Total. Credit balance. Debit balance. Financial C Preferred stock. Common stock. Funded debt. Floating debt. Total. New York & Erie R. R. Permanent way & structures. Equipment	3,122,445 292,021 292,021 292,021 292,021 293,021 293,021 55,000,000 23,398,800 \$ 106,935,710 55,443,906 9,528,545 8,440,588	1,329,384 694,787 3,801,310 118,264 8,536,910 78,000,000 †26,398,800 ‡ 112,935,710 86,026,351 10,468,189 9,860,437	1,246,890 597,584 3,587,028 1,133,257 The Year. 8,536,910 78,000,000 26,398,800 2,517,301 115,453,011 86,296,900 10,751,184 11,191,472	\$98,337 \$98,050 1,569,437 5,377,765 368,888 8,536,910 78,000,000 37,917,142 2,714,103 127,168,155 86,556,405 12,883,724 12,189,963
Rents leased roads	3,122,445 292,021 292,021 fondition at 8,536,910 75,000,000 23,398,800 106,935,710 55,443,906 9,528,545	1,329,384 694,787 3,801,310 118,264 8,536,910 78,000,000 †26,398,800 ‡ 112,935,710 86,026,351 10,468,189 9,860,437	1,246,890 597,584 3,587,028 1,133,257 The Year. 8,536,910 78,000,000 26,398,800 2,517,301 115,453,011 86,296,900 10,751,184 11,191,472	898,337 398,050 1,569,437 5,377,765 368,888 8,536,910 78,000,000 37,917,142 2,714,103 127,168,155 86,556,405 12,883,724
Rents leased roads. Loss Atlantic & Gt. West. RR. Miscellaneous payments. Dividends on stock. Total. Credit balance. Financial C Preferred stock. Common stock. Funded debt. Floating debt. Total. New York & Erie R. R. Permanent way & structures. Equipment Ferries.	3,122,445 292,021 3,122,445 292,021 fondition at 8,536,910 75,000,000 23,398,800 \$	1,329,384 694,787 3,801,310 118,264 Close of Eac 8,536,910 78,000,000 †26,398,800 † 112,935,710 86,026,351 10,468,189 9,860,437 549,385	597,584 3,587,028 1,133,257 h Year. \$ 8,536,910 78,000,000 26,398,800 2,517,301 115,453,011 86,296,900 10,751,184 11,191,472 568,131	\$98,337 \$98,050 1,569,437 5,877,765 368,888 8,536,910 78,000,000 37,917,142 2,714,103 127,168,155 86,556,405 12,883,724 12,189,963 688,917
Rents leased roads. Loss Atlantic & Gt. West. RR. Miscellaneous payments. Dividends on stock. Total. Credit balance. Debit balance. Financial C Preferred stock. Common stock. Funded debt. Floating debt. Total. New York & Erie R. R. Permanent way & structures. Equipment	3,122,445 292,021 292,021 292,021 292,021 293,021 293,021 55,000,000 23,398,800 \$ 106,935,710 55,443,906 9,528,545 8,440,588	1,329,384 694,787 3,801,310 118,264 Close of Eac 8,536,910 78,000,000 †26,398,800 † 112,935,710 86,026,351 10,468,189 9,860,437 549,385	597,584 3,587,028 1,133,257 2h Year. \$ 8,536,910 78,000,000 26,398,800 2,517,301 115,453,011 86,296,900 10,751,184 11,191,472 568,131	\$98,337 \$98,050 1,569,437 5,377,765 368,888 8,536,910 78,000,000 37,917,142 2,714,103 127,168,155 86,556,405 12,883,724 12,189,963

† Including \$3,000,000 new bonds issued, but not sold until 1872.

‡ Not reported, but probably large.

§ The cost of the New York & Erie Railroad was stated in the reports to the State Engineer previous to that of 1868-69 at \$38,964,728, and the discount on convertible bonds at \$4,774,220. In the report for 1868-69 these two items were improperly combined, and this has been continued to the present time. The difference between the original cost and the amount charged from year to year has been as follows: In 1868-69 the difference was \$9,587,222; in 1869-70, \$16,479,177; in 1870-71, \$47,061,622; and in 1871-72, \$47.332,172.

DIRECTORS AND OFFICERS FOR 1874.

Samuel D. Babcock... New York City.
Samuel L. M. Barlow New York City.
Herman R. Baltzer. New York City.
George H. Brown... New York City.
W. Butler Duncan... New York City.
John T. Johnson... New York City.
Giles W. Hotchkiss. Binghampton, N.Y.
Giles W. Hotchkiss. Binghampton, N.Y.
Edwin D. Morgan... New York City.
Watson... New York City.
William T. Hart..... Boston, Mass.
Peter II. Watson... New York City.
Henry L. Lansing... Buffalo, N. Y.
Lucius Robinson... Elmira, N. Y.
Homer Ramsdell... Newburgh, N. Y.
William W. Shippen... Hoboken, N. J.

Provident Poter H. Watson, New York City.

President, Peter H. Watson, New York City; Vice-President, Lucius Robinson, Elmira, N. Y.; Treasurer, W. P. Shearman, New York City; Secretary, A. R. McDonough, New York City; Transfer Agent, Duncan, Sherman & Co., New York City.

GENERAL OFFICES. Twenty-third street, corner Eighth avenue, New York City Pacific of Missovri.-The Atlantic & Pacific Railroad did not pay the dividend of 11 per cent guaranteed on the stock of the Pacific of Missouri on the 20th inst.

Philadelphia & Reading.—The annual report of the Philadelphia & Reading Railroad, for 1873, shows in the main item of its business a considerable increase—the total receipts for 1873 being \$14,832,661, expenses \$9,474,845; net profits \$5,357,767; against in 1872, total receipts \$12,125,038; expenses \$8,003,542; net profits \$4,061,496, showing an increase in 1873 of \$1,296,270. A full review will be published as soon as the company's report is ready.

Portland and Ogdensburg.—This railroad has been fortunate among the new enterprises for having met all its interest and other obligations promptly, and still further for having completed running arrangements with the Eastern Railroad of Massachu setts, by which it secures a traffic guaranty. We are informed that the stock of the Portland and Ogdensburg, Vermont Division, already paid up, amounts to \$1,000,000, and that the full subscriptions to be paid amount to \$1,200,000.

Rockford, Rock Island & St. Louis.-Mr. Joseph Gaskell, financial agent for this road, who has been in Europe securing the 50 per cent reduction on the \$9,000,000 bonds of that road, has returned, having accomplished the object of his mission, as we are informed that less than \$1,000,000 of bonds remain to be set-

Union Pacific.—The following is the latest official report of the operations of the Land Department of this company; Land sales December, 1873, 15,715 96-100 acres for \$66,393 24; average price per acre, \$4 22. Total sales to Dec. 31, 1873, 848,682 4-100 acres, for \$3,840,585 23; average price per acre, \$4 52. Lands belonging to the company remaining unsold, 11.231,317 96-100 acres. Land grant bonds issued, \$10,400,000; less cancelled by department, \$1,470,000; less cancelled by trustees, \$352 000; total land grant bonds cancelled, \$1,822,000; leaving bonds outstanding, \$8,578,000. Land notes on hand December 31, 1873, principal (interest not included), \$2,042,606 61.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Jan. 23, 1874.

Trade during the past week has presented features of considerable interest. The subsidence of the speculation which was based on anticipated tampering with the currency, has tended to develop and increase legitimate business, as well as direct attention to considerations of supply and demand, and the result has in most cases been favorable—fully as much so as could have been expected. The time has come when preparations begin to be made for the Spring trade, and this contributed somewhat to revive business.

Groceries have been irregular. Stocks of coffee have been reduced by liberal sales, and Rio has further advanced ½c. per lb., being quoted at the close at 25@28½c., gold; other coffees, however, show less advance. Rice has recovered tone, with some large sales of Rangoon at 3½c., gold, in bond. Molasses has been depressed by large supplies of domestic, and the sales of the week embrace a cargo of choice grocery Porto Rico at 55c., with prime New Orleans going at 70@73c. Sugars have declined ½c., and fair to good refining were quoted at 7½@7½c. Receipts have been light, and stocks are moderate, but there is a notable absence

Hhds.	Boxes.	Bags.	Melado.
Receipts past week 841	3,458	3,500	345
Sales past week 2,913	1.951		• • • •
Stock January 22, 1873 20,977	17,313	228,904	729
Stock January 23, 1873 20,345	45,568	129,007	419

Freights have ruled moderately active and rather firmer, especially by the Liverpool steamers, owing in part to the disabling of one of the White Star Line. 12½@13d. has been paid for grain, 55s. for bacon, and 7-16d.@½d. for cotton, with the shipments of the latter materially increased. Shipments of flour to London have been renewed on a large scale, mainly rail at 3s. 4½d@3s. 6d. To Cork for orders, a few vessels have been taken up for grain at 8s. 3d.@8s. 6d. But a leading feature of the freight market has been the increased number of petroleum charters, including refined 6s.@6s.3d. from New York and 6s. 3d. @6s. 6d. from Philadelphia to ports on the continent. To-day the market was less active, but 4s. 6d. was paid for flour to Glasgow, and there were liberal shipments of cotton to Liverpool. Rates for petroleum vessels were higher, and 7s. paid for refined hence to the continent.

There has been some recovery of prices of hog products—not however, without considerable irregularity and frequent fluctuations in prices. Some progress has been made in adjusting difficulties growing out of recent speculative failures, and the market is left in the hands of the regular trade. The season for slaughtering hogs at the West draws to a close, but this means only a reduction of that work, for it is now carried on with more or less activity, with the aid of ice, all the spring and summer. The following is a summary of exports from the United States, and production at principal Western points. The exports from all United States ports from Nov. 1st to Jan 22d have been:

	1872-3.	1873-4.	Increase.	Decrease.
Pork, lbs 1	6,860,991	17,452,200	591,202	2.2
Lard, 1bs		52,412,196	10.000	7,551,594
Bacon, ibs 8	5,451,433	104,789,590	19,338,157	••••••
Total10	62,286,214	174,653,986	19,929,366	7,561,594
No. hogs packed to Jan. 18	4.228.868	4.662,472	433,604	

As compared with last week, there is a diminution of the increase in both items. To-day pork was rather more steady, new crop being held at \$16 on the spot, with \$16 06 bid and \$16 25 asked for March. Lard took an upward turn in consequence of reports that the production had been materially reduced, and prime Western steam sold for 9½c. for January and February, and 9½c. for March. Bacon was less subject to speculative influence, but was firm at 8½c. for long clear, 8½@8½c. for short clear, with half and-half sold for February at 8½c.; dry salted shoulders quoted at 6½c.; pickled and smoked hams are higher, with some improvement in shoulders and bellies. Beef has been comparatively quiet. Butter has ruled; firm for good grades. Cheese has been tending upward, with prime to choice State factories quoted at 14½@15½c.

Kentucky tobacco has been quiet. The sales for the week have been only 400 hhds., of which 250 for consumption and 150 for export. Prices, however, have ruled quite firm, with lugs quoted at 6½@7½c., and common to fine leaf 8@14c. Seed leaf tobacco has a good degree of activity at steady prices. Sales have been: Crop of 1870, 100 cases sundries, 6@8c.; crop of 1871, 200 cases, 7@8c. for common fillers to choice wrappers, and crop of 1872, 800 cases Connecticut and Massachusetts at 4½@8c. for fillers, 9@14c. for seconds, and 18@40c. for wrappers; 500 cases Pennsylvania at 6¾@11c.; 46 cases New York at 7c.; 500 cases Ohios at 5½@6¾c., and 200 cases Wisconsin at 5½@6¾c. Spanish tobacco in moderate request, and the sales embrace 700 bales Havana at 70@95c., currency, duty paid.

Wool has been more active, and stocks of domestic are reduced. Metals have also been quiet. Whiskey closes at 99½c. after slight fluctuations. Rosin has continued in demand for export, and strained has advanced to \$2 60@\$2 65. Spirits turpentine is higher but closed dull at 48@49c.

An important feature in the business of the week has been a movement in petroleum; the sales in the past three days have amounted to about 150,000 bbls., including refined, at the close, 14½c. for first half of February, 14½@14½c. for last half do., 15c for March, and 15½c. for April; crude, 6½c., in bulk, and naphtha, 8½c., in shipping order.

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, 1874, 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:

								EXPO	EXPORTS SINCE JANUARY	JANUARY	1 TO							r		otal since	sh th
ABTIOLES.	Great		Holland	Ger-	Other N.		Other S.	BS.	Aus- B	Br. N. A.	,		Other W.	Mex-	British		Other S.	All oth.	this	January 1,	tal 10v
	Britain.	France.	& Belg.	many.	Europe.	Spain	Kurope.	Japan. t		olonies.	Cuos		Indies.	100.	Gulana.	4	merican.			\$107	8 V 1 O
Breadatuffs-Flour. bbls.			5,610	:	:	:	::		:	4,330	4,700	10,556	21, 102	:	5,950	11,051	4,918			143.973	fo tot
S		:	:	:	:	:	:	:	:	1,928	:	:	100,0	:	nc)	:	0.	- 198	_	0 110 501	r ai
Wheat. bush.	1,974,105	9,000	57,835	:	:	:	78,654	:	:	:	:	•	i	:	:	:	:			50,113,334	th
Rye bush.		:	38,419	21,070	:	:	:	:	:	:	:	;	:	:	:	:	:			59,409	e
Barley bush.	9	:	:	:	:	:	:	:	:	:			200	:	:		:		581	4.360	la lu
Oatsoush.		:	:		:	:		:	:	:	150.0	0000	97.149	:	0000	200	Unic		901 159	363,449	es
Cornbush.	8	400	:	8.551	:	:	18,497	:	:	:	100.0	000	5 126	:	. 255	001	164	110	8328	15.395	t .v 3, i
:	8,345	:	:	:	:	:	:	:	:	: :,	: ¥	609	1,123	:	1,100	.80	640		970	2,172	w.e
:	:	:	:	:	:	:	:	:	:	:	983	50	76	:		3	1.099		1,179	2,157	cl ch
Coaltons.		:	:	:	••••	:	:	:	:	. · ·		:		:					200	525	k, uo e
Coffeebags.	200		200	1 061	:	:	1 019	:	:	}	:								15,221	33,008	ai lii
Cotton Dales.	20,932	027	630	1,501	:	:	35	:	1.720	: :	5.5	6.5	151	274	: :	242	914		637	8,655	nd ng
Mone holos	3	:	:						200	14	:	:	ຄວ	G	:	:	•		7.5	02.0	t
Nevel at Sn Turn hhla	:	:	:	: :			:		25.	.:	58	:	19,	4	:	145	77		6000	000	in he
Rosin bbla.	1,139		2,516	2,000			3.019	:	562	:	1(4	:	:	<u>ත</u>	:	1,057	1,225		0.030	11,000	C
Tar. bbls.		:	:	•	:	:	:	•	:	105	90		:	20	:	:			19.976	43.625	7 a.
:		:		:	:			::			966 640	900	950 00	000	0.70	142 934	300 985	•	245.379	7 716,151	Ja
Oils-Petroleum galls.	7,20	550,912	384,915 2	2,495,760	:	554,688	210,016		224,000		200,002	0.000	35,000	10,500	10,00	140,401	200,000	•			e
Whalegalls.		:	:	:	:	:	•	:	:	:	:	:	•	:	:	:	:		:	15,666	01
Spermgalls.	_	:	•	:	:	:	:	:	:	:	: :	:	786		:		:		1,530	3,928	ry
Lard galls.	7, 589	:	30	29	:	:	20.	:	: ;	1,468	25	3,673	1,831		833	:	33		5,569	15,705	7 1
Reof Phile & tos	•		118	280			100		:	163	388	134	810	•	135	:	56		906	0,000	0
Bacon 100 fbs.	108,297	7,882	4,971	31,672	:	;	103	•	:	•	4,147	950	22.0		:	:		,	406	1.143	T th
Butter100 ps.	88	:	:	: ;	:	<u>:</u>	:	:	:	:	6	164	200	~ α	137	:	23		5,264	13,741	'h er
Cheese100 fts.	12,869	080	14 503	0.57.7	:	;	4.071	:	: :	163	17,262	1,097	2,222	:	573	551	14,416		25.007	88,477	e i
Rice place	71011	2001	22,22			-				5 A	1,240	1,079	:	30	:	:	4.		2.023	2,301	ti
Tallow 100 fbs.	12,659	2,549	15, 299	2,694	:	:	:	:		:	192	ָרָי רָרָ פָּירָי	15	•	:	:	905		830	2,187	st cl
Tobacco, leaf &c hhds.		2.50	323	688	:	150	204	:	:		:	0.15	610	:	93	:	537		2,869	6,511	tv es
" mennfestured The	180.036	: :	15,198	2,454	i i		217	: :	50.747	? :	2,863	O	40,615	411	:	:	21,030		33,577	314,614	VO
Whalebone The		:	. :	. :	:	:	:	:		8	•	:	:	:	:	į	:		601 000	VW 44	li esi
Total Values, 1874 8 927.609	8 927,609	430,263	645,721	1.468,017	10.010	285.973	517.671	803	70 S	316.918	616,512	302,990	502,222	92,529	107.030	192,155	602,408	96,928	1,586,333	10,014,044	ne
"otal Values, 1873 7,427,232	262,126,1	010,750	_	000,000,1	10,525	120'111	000,*10	50,400	,		200	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	222,125								8

Imports of Leading Articles.

The following table, compiled from Custom House return shows the foreign imports of leading articles at this port since Jan. 1, 1874, and for the same period of 1873:

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

))		
	Since	Same		Since	Same
*	Jan.1,'74.			Jan.1,'74.	time 1873
	Jan. 1, 12.			•	
Olders Class and			Metals, &c		
China, Glass and			Cutlery	168	370
Earthenware—	831	1,106	Hardware	71	188
China		4,716	Iron, RR. bars	12,335	27,360
Earthenware	549	40 084	Lead, pigs	14,201	25,184
G.ass	28,136	46,654		11,001	747,606
Glassware	1,483	4,150	Spelter, lbs	3,667	. 11,954
Glass plate	322	748	Steel	21,787	38,004
Buttons	185	298	Tiu, boxes		
Coal, tons	552	2,060	Tin slabs, lbs	156,554	
Cocoa, bags	615		Rags	7,950	9,136
Coffee, bags	101,324	98,5!4	Sugar, hhds, tcs. &	0.005	~ = = = =
Cotton, bales		83	bbls	8,835	7,508
Drugs, &c-			Sugar, bxs & bags.	157,342	
Bark, Peruvian	3,701	1,912	Tea	57,376	
Blea. powders	719	1 -00	Tobacco	2,541	8,335
		-,	Waste	89	212
Brimstone, tons.	200		Wines, &c-		
Cochineal	23	13	Champagne, bks.	6,180	18,063
Cream Tartar	•	2,192	Wines	1,268	
Gambier	1:0			0 4.34	
Gum, Arabic		1 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4			2,000
Indigo			Articles reported by	8	
Madder	150	1 00	ralue-	\$62,971	\$127,650
Oil, essential	64		Cigars		
Oils, Olive	725	1,610	Corks	3,706	
Opium	30	20	Fancy goods	36,813	
Soda, bi-carb		2,510	Fish	2,157	29,364
Soda sal		2,589	Fruits, &c.—		40.004
Soda ash			Lemons,	8.097	12,694
Flax		214	Oranges	77,964	
Furs	314			101,216	98,579
Gunny cloth		1		235,983	151,614
Hair	1			857,637	930,532
		14		8,085	86,530
Hemp, bales	1,117	21,101	Spices, &c	1	
Hides, &c-	4	100		- 2,629	5,249
Bristles			11		
Hides, dressed.				1 . 00	
India rubber			Pepper	1	
Ivory	136	10		10,005	, 10,000
Jewelry, &c	1		Woods-	8,960	30,432
Jewelry	. 103			1	
Watches	. 37				7,39
Linseed	. 104,036	53,116			56,983
Molasses		2,375	Mahogany	120	5,619

Receipts of Domestic Produce.

The receipts of domestic produce since January 1, 1874 and for the same time 1873, have been as follows:

	Since Jan.1,'74.	Same time 1873		Since Jan.1,'74.	Same time 1873
Ashespkgs.	364	265	Pitch Oil cake pkgs.	5,894	93 4,779
Flourbbls.	254,852 1,977,721		Oil, lard Peanutsbags.		
Wheatbush.	441,744 472,235	337,050	Provisions-	48,509	
Oats Rye	12,850 56,900	500	Cheese	22,947 41,847	22,558 44,004
Barley, &c Grass seed.bags.	9,538	11,870	Eggs	9,109 24,557	5,522
Beansbuls. Peasbush.	3,870	3,310	Beef	2,459 27,012	4,787 31,220
C. mealbbls. Cottonbales.	90,990	69,441	Lardkegs.	2,417 3,221	425 813
Hempbales. HidesNo.	33,375 1,273	25,738		13,571 1,498	10,331
Hopsbales. Leathersides.	157,933				79
Molasseshlids. dobbls. Naval Stores—	12,914		Tallow pkgs. Tobacco	3,737 9,807	
Cr. turp bbls.	882 2,207		Tobaccohhds. Whiskeybbls.	2,205 13,731	1,358
Spirits turpen Rosin Tar	13,682	39,146	Woolbales Dressed Hogs. No.	3,273	4,371

COTTON.

FRIDAY, P. M., Jan. 23, 1874.

By special telegrams received to-nightfrom the Southern ports, we are in possession of the returns showing the receipts, exports, &c., of cotton for the week ending this evening, Jan. 23. It appears that the total receipts for the seven days have reached 158,574 bales against 154,284 bales last week, 142,255 bales the previous week and 176,215 bales three weeks since, making the total receipts since the first of September, 1873, 2,365,006 bales against 2,138,808 bales for the same period of 1872-73, showing an increase since September 1, 1873, of 226,198 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 Orleansbales. Mobile	25.114 18.920 8.192 579 2,436	55,400 12,883 12,969 19,138 11,379 5,730 546 1,282	57,936 9,867 9,638 17,727 7,632 5,342 1 276 897	18,109 13,417 29,958 10,961 11,737 544 2,231	46,449 6,457 5.925 15,951 6.822 7,188 287 1,403	23.127 10.511 8,566 14,988 4,3-6 8,282 273 1,446
Total this week Total since Sept. 1		16,671 135,493 2,138,803	10.498	11,429 150,500 2,199,213	98,851 1,625,139	6,135 62,064 1,290,76

The exports for the week ending this evening reach a total of 106,809 bales, of which 73,964 were to Great Britain, 13,140 to France, and 19,705 to rest of the Continent, while the stocks as made up this evening, are now 788,157 bales. Below are the exports and stocks for the week, and also for the corresponding week of last season:

	R	xported	to—	Totalthia	Same w'k	Stock.	
Week ending Jan: 23.	G. Brit.	France		maule	1873.	1874.	1873.
NewOrleans. Mobile	20,504 8,366 8,410 10,005 7,389 13,470 5,820	11,414 1,619	12,178 200 3,125 8,436	44,091 8,566 13,154 13,441 7,339 13,577 6,591	20,656 6,077 6,455 9,849 15,244 12,163 1,606	276,255 64,855 60,356 1(3,987 111,863 106,811 65,000	195,013 51,610 54,032 81,669 65,794 73,735 48,000
Total Since Sept. 1	73,964 842,255	13,140	19,705 200,516	106,809 1,281,647	71,550 1,168,907	798,157	544,853

"The exports this week under head of "other ports" include from Wilmington 368 bales to Bremen, from Boston 613 bales to Liverpool, from Norfolk 3,034 bales to Liverpool, and from Baltimore 2,170 bales and 3 bags Sea Island to Liverpool, 203 bales to Rotterdam, and 200 bales to Bremen.

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 35,259 bales, while the stocks to-night are 243,304 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 Jan. 16, the latest mail dates.

	BECEIPTS		EXPOR	TED SIN	CE SEPT	.1 то—	Coast-	
PORTS.	BINCE	BPT.1.	Great		Other	1	Ports.	Stock,
	1973.	1872.	Britain.	France.	For'gn.	Total.		
New Orleans .	666,611	582,667	215,527	117,082	78,921	411,530	65,472	274,044
Mobile	186,296	209,497	29,294	3,216	6,324	38,864	86,591	61,180
Charleston	2.5.363	243,717	76,004	18,980	8,911	103,895	116,779	65,60
Savannah	450.540	434,391	131,408	23, 57	52,423	207.188	175,054	99,137
Texas	213,831	195,751	61,559	6,047	6,050	73,636	41,089	103,540
New York	74,201	46,085	218,993	6,959	17,362	243,314	0.991	98,939
Florida	8,334	8,022			• • • • •	- :::	8,334	
No. Carolina .	28,825	34,3:3	5,179	••••		5,179	25,905	3,178
Virginia	280,333	224,884	8,573	•••	1 660	5.283	255,411	26,009
Other ports	22,098	23,928	26,774	65	9,160	35,999		31,000
Total this year	2206,432		768,291	175,736	180,811	1:24,838	774,635	762,631
Total last year		2003.315	719,170	133,233	244,954	1097,357	780,119	505,426

We have had a depressed and declining market for spot cotton the past week, with very limited sales. The reduction in prices began last Saturday, when, with very little doing, the quotations were off ic. Monday there was a further reduction of ic. Tuesday and Wednesday the inquiry continued limited, but there was no change in prices. Thursday the quotations were off again ic-, and to-day a further similar decline is to be noted, making the total reduction 1c. for the week. The cause of this unfavorable turn is to be found in the continued heavy receipts at the ports, leaving the belief in a short crop with few advocates, while the stocks are very heavy and increasing. Liverpool has at the same time been dull, and from the same cause, the increasing stocks of goods at Manchester just now, resulting from the decreased movement to India on account of the famine, making the idea of large receipts a heavier weight to carry than would otherwise be the case. For future delivery the decline has been about the same as for spot cotton. To-day the lowest prices of the week were made. There were large offerings for March and April, and an apparent disposition to hammer the market, and the decline was 1@\$ from yesterday's prices. The total sales of this description for the week are 158,300 bales, including — free on board. For immediate delivery the total sales foot up this week 8,549 bales, including 2,303 for export, 3,676 for consumption, 1,318 for speculation, and 1,252 in transit. Of the above 80 bales were to arrive. The following are the closing quotations:

	Upland and Fiorida.	Mobile.	Orleans.	Texas.
Ordinary per b. Good Ordinary Strict Good Ordinary. Low Middling Middling Good Middling	14 ½ @ 14 ½ @ 15 ¼ @ 16 ½ @	184@ 144@ 144@ 15%@ 164@ 174@	13¼@ 14¼@ 15 1-16 15¼@ 16≒@ 17½@	15%@ 14%@ 15 i-16 15%@ 16%@
		A		

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

	-	. SALES.					PRIO	ES.	
·	Exp't.	Con- sump.		Tran-	Total.	Ord'ry.	Good Ord'ry.	Low Midl'g.	Mid
Saturday Monday Tuesday Wednesday Thursday Friday	1,085 100 91 615	447 629 478 406 888 833	250 660 298 110	850 800 102	697 2,564 1,533 795 1,685 1,325	13% 13% 13% 13% 13% 18%	14% 14% 14% 14% 14% 14%	15% 15% 15% 15% 15% 15%	16% 16% 16% 16% 16% 16%
Total	2,303	3,676	1,313	1,252	8,549				••••

For forward delivery the sales (including —— free on board, have reached during the week 158,300 bales (all low middling or on the basis of low middling), and the following is a statement of the sales and prices:

1	den Tennony	bales. cts.	bales. cts	bales. cis
1	for January.	1,50015 17-32	1.40 16 5-32	5001636
١	bales. cts.	3,40015 9-16	4,900	40016 21-32
1	1015 1-32	1,300 15 19-32	2,30016 7-32	1,000 16 11-16
1	700	5,30015%	7,70016%	2,00016 28-52
1	200 s. n15 9-32	6,900 17 21-82	4,200 16 9-32	3,90016%
1	100 15 9-32	2,30015 1!-!6	3,50016 5-16	1,82016 25-82
1	60015 5-16	1,200	1.90016 11-32	2.10016 13-16
1	20015 11-32	1,70015 23-32	50016%	10016 27-82
1	5001536	1,000	1,400 16 13-32	200 16 %
	60015 13-32	.60015 25-32	500 16 7-16	80016 29-82
	1,20015 7-16	800 15 13-16	30016 15-32	000
	80015 15-32	30015 27-32	30019 13-02	30,600 total April.
	1,000	07.000 4 - 4 - 1 73 - 1	ET COO total March	so,ood total April.
	30015 17-32	88,600 total Feb.	57,600 total March.	For Man
	10015%	1 - 1	Ton Annil *	For May.
ŝ	·	For March.	For April.	1,0001614
	5.900 total Jan.	2,20015%	1000 1000	60016 17-92
77		1	1,3^016 3-16	10016 9-16
į	For February.	1,20015 25-32	50016 7-82	80016 19-32
		2:400 15 13-16	1,2001614	1,00016%
	10015 3-16	30015 27-32	10016 5-16	30016 11-16
	200157-32		80016 11 82	200
	1,5001514	50C15 29-32	1,6001636	
	90015 5-16	1,400 15 15-16	1,40016 18-82	20016 18-16
	2,400 15 11-32	80015 81-82	10016 7-16	10016 27-32
	1,20015%	2,60016	30016 15-32	500 16 %
į	70015 13-32	2.700 16 1-32		1,50016 29-32
	2,300 15 7-16	10,90016 1-16	4,70016 17-52	1.50016.15-16
	0 000 15 15 29	3.000 16 3-32	4.10016 9-16	40016 81-82
	8.60015 15-82	1,00016%	50016 19-32	4,00017
	600151	E. Place	MAKITE' SISSER BE AS	-10001111111111111

bales.		bales.	cts.	bales.	cts.	bales.	cts.
100	17 1-32	500	16 29-32	100	171	100	17½
100	17 1-16	600	17	300	17 19-82	100	17 9-16
3,000		100	17 1-22	200	17%	200	17%
1,000	17 5-32	100	171/		17 21-82	300	17 11-16
	17 3-16	500	17 3-16		*	100	17 23-32
700	1734	100	17 9-32	5,200 tota	l June.		17%
	3	200	17 5-16	For J	uly.	100	17 25-32
17,600 total		100	17 11-32	100	1714	400	17 13-16
For J		400	17 13-32	200	17%		
300	16 36		17 7-16		17 7-16	2,800 tot	al July.
Victoria (1977)	1000000		gog have	hoon me	do dumin	a the m	ook .

The following exchanges have been made during the week:

18-32c. pd. to exch. 100 Feb. for A pril.

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.	Fri.
On spot 1	5% 15%	151/4	1514	151/4	15%	151/4
January 15	5 9-16 15 15-3	2 15 13-32	15%	15 7-16	15 5-16	151/4
February is	5 11-16 15 21-33	15%	15 23-32	15%	15 15-32	15 3-16
March 10	6 5-16 1614	16 3-16	16 5-16	1614	16 1-16	15%
	6 27-32 16 23-3	2 16%	16 23-32	16%	16 9-16	16 3-16
May 1	7 3-16 17%	17	17 3-16	1716	16 15-16	161/2
June 1	7 11-16 17 19-3		17 21-32	17 19-32	17 5-16	16%
July 17		17 25-32			17 11-16	17%
Gold 11		1111%	11113	111%	111 %	1111/2
Exchange. 4.		4.80%	4.79%	4.79%	4.813	4.81
Sales, spot		2,564	1,533	795	1,635	1,325
Sales, future 2	4,900 18,700	29,200	18,400	18,900	29,600	43,500

WEATHER REPORTS BY TELEGRAPH.—The weather has, with some exceptions, been unseasonably warm in the cotton States the past week; the rainfall moderate. There has been a drizzling rain at Galveston on two days, the rainfall being only three one-hundredths of an inch. At Vicksburg it has rained on one day, the rainfall reaching nine one-hundredths of an inch. There has been rain on two days at Memphis, and the rest of the week cloudy; a large immigration of freedmen to this section is taking place from Alabama and Georgia, preparatory to the coming season; our correspondent thinks the weekly receipts at that point will be considerably less the remainder of the season. It has rained on two days at Nashville. At New Orleans they had two days showery. They have had rain on two days at Mobile, with the rest cloudy and damp; planters are not holding back their cotton, but are sending it forward freely. It has rained on one day at Montgomery, the rainfall being fifty-eight one-hundredths of an inch; freedmen, owing to tailures in three successive crops, are emigrating by thousands to Texas, Mississippi and Louisiana. They have had two rains at Selma. At Macon it has rained on one day, and at Columbus two days. It has been warm, sultry and wet at Savannah, but at Charleston it has been dry all the week. Thermometer at Savannah has averaged 56; Columbus, 58; Macon, 53; Montgomery, 55; Selma, 60; Mobile, 54; Vicksburg, 55; Galveston, 56; and Memphis, 50.

COTTON IMPORTS, CONSUMPTION, &C., OF GREAT BRITAIN.— Last week we gave the figures from the annual circular of the Liverpool Cotton Brokers' Association, showing the imports, exports, consumption, &c., of Great Britain for the year. To-night we have received from our London correspondent the following return made up by the Board of Trade, which purports to furnish about the same items—that is, the number of bales of cotton imported, exported, forwarded from ports to inland towns, and returned to ports during December and during the twelve months ended December 31, 1873. It will be noticed that the two reports differ very materially.

Amer		East Indian.	Egypt-	Miscel-	TRIOTE
Bale		Bales.	Bales.	Bales.	Bales.
Imports in December 159,59	92 37,130	71,367	52,029	10,533	330,651
Do., in 12 months ended				Appropriate and a second	
Dec. 31	3 462,409	1,040,270	299,783	170,669	3,867,934
Exports in December. 14.90	06 3,076	52,963	249	2,848	74,042
Do., in 12 months ended	-,			,-	
Dec. 31 128,16	33 20,353	420,501	8.427	23,645	601,089
Forwarded from ports to	į.		Parket Section		
inland towns in Dec., 139,95	9 32,935	47,175	32,630	6.028	258,727
Do., in 12 months ended			5.7 53 . 55.5 17.5		
Dec. 311,706,20	06 442,473	576,642	268,926	51,014	3,045,261
Forwarded from inland		•			-,,
towns to ports in Dec. 49	90 24	~		7	528
Do., in 12 months ended					
Dec. 31 10,0	47 67	432	800	224	11,570

The figures of the Brokers' circular will be found in the last CHRONICLE, page 53. We had supposed that the Board of Trade returns were official and accurate. Still their showing is so very unlike the other statement that we defer comment until we get more light. We should think there must be some explanation for the very evident and decided disagreements.

a previous page of this number of the CHRONICLE, may be of | ing week of 1873: interest to some of our readers.

BOMBAY SHIPMENTS.—According to our cable despatch received to-day, there have been 9,000 bales shipped from Bombay to Great Britain the past week and 2,000 bales to the Continent, while the receipts at Bombay during the same time have been 23,000 bales. The movement since the 1st of January is as follows. These are the figures of W. Nicol & Co., of Bombay, and are brought down to Thursday, Jan. 22:

				, v a	~ .		
	-Shipme	ents this v	veek to-	-Shipmen	ts since Jan	n. 1 to-	
	Great	Con-		Great	Con-		Week's
	Britain.	tinent.	Total.	Britain.	tinent.	Total. r	eceipts.
1974	9,000	2,000	11,000	27,000	8,000	35,000	23,000
1873	10,000	1,000	11,000	26,000	17,000	43,000	22,000
1872	9,000	4,000	13,000	55,000	13,000	68,000	37,000

From the foregoing it would appear that compared with last year there is no change this year in the week's shipments from Bombay to Europe, and that the total movement since January 1 shows a decrease in shipments of 8,000 bales compared with the corresponding period of 1873.

GUNNY BAGS, BAGGING, &c.-There has been a light inquiry for gunny cloth, full parcels, since our last, but a fair business has and direction since Sept. 1, 1873; and i been doing in trade lots. The price of domestic cloth has been total for the same period of previous year.

somewhat unsettled, but closes rather firmer at 121@13c, with sales aggregating 5,000 rolls, part for future delivery. Calcutta bales are nominal at 5 c, without sales. Gunny bags have ruled steady and rather quiet; quoted at 124@13c. The Calcutta circular of Messrs. Atkinson, Tilton & Co., under date of November 28th, says: "A fair amount of business is in progress for Bombay, but as stocks are large and there is a lack of inquiry from other quarters; holders are willing to sell at a decline from our last quotations, of 4 annas per 100 pieces." For jute butts there has been a fair distributing business done, but no sales of any magnitude have taken place. We note sales of 150 bales at 2½c currency, cash, 250 bales and 100 bales, all at this figure.

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. 23), we add the item of exports from the United States, including in it the exports of Friday only.

ľ	*	1874.	1873.	1872.
	Stock at Liverpool	613,000	445,000	491,000
	Stock at London	198,000	214,000	171,000
	Total Great Britain stock	811,000	659,000	662,000
	Stock at Havre	84,000	210,000	171,000
	Stock at Marseilles	9,000	12,000	11,000
1	Stock at Barcelona	23,000	39,000	43,000
	Stock at Hamburg	17,000	29,000	13,000
	Stock at Bremen	23,250	38,000	10,000
	Stock at Amsterdam	65,500	67,000	42,000
-	Stock at Rotterdam	21,500	16,000	5,000
	Stock at Antwerp	11,500	33,000	11,000
	Stock at other continental ports	22,000	38,000	30,000
	Total continental stocks	276,750	482,000	336,000
۱	Total European stocks	1,087,750	1,141,000	998,000
1	India cotton afloat for Europe	118,000	118,000	286,000
1	American cotton afloat for Europe	589,000	441,000	332,000
	Egypt, Brazils, &c., afloat for Europe	87,000	103,000	110,000
1	Stock in United States ports	788,157	544,853	535,606
١	Stock in United States interior ports	143,979	91,528	94,483
	United States exports this week	26,000	15,000	17,000
	Total visible supply	2,839,886	2,454,381	2,373,089
	Of the above, the totals of American an American—		ptions are	as follows:
	Liverpool stock	205,000	96,000	156,000
	Continental stocks	84,000	124,000	111,000
	American affoat to Europe	589,000	441,000	332,000
l	United States stock	788,157	544,853	535,606
3	United States interior stocks	143,979	91,528	94,483
3	United States exports this week	26,000	15,000	17,000
200	Total Americanbales. East Indian, Brazil, &c.—	1,836,136	1,312,381	1,246,089
	Liverpool stock	408,000	349,000	335,000
	London stock	198,000	214,000	171,000
1	Continental stocks	192,750	358,000	225,000
,	ndia afloat for Europe	118,000	118,000	286,000
)	Egypt, Brazil, &c., afloat	87,000	103,000	110,000
7	Total East India, &c	1.003.750	1,142,000	1,127,000
L	Total American		1,312,381	1,246,089
3	Total visible supplybales.		2,454,381	2,373,089
•	Price Middling Uplands, Liverpool			10%@10%d.
J	These figures indicate an incre			

These figures indicate an increase in the cotton in sight to night of 385,505 bales as compared with the same date of 1873 and an increase of 466,797 bales as compared with the corresponding date of 1872.

MOVEMENTS OF COTTON AT THE INTERIOR PORTS.—Below we give the movements of cotton at the interior ports—receipts and CROP ESTIMATES.—An editorial article which will be found on | shipments for the week, and stock to-night and for the correspond-

	-	Week endi Receipts. S	ng Jan. 23 hipments	8, 1874 Stock.	-Week en	nding Jan. Shipment	24, 73 ¬
	Augustá Columbus Macon	7,375 2,859 2,240	5,209 1,706 2,107	25,146 17,106 12,499	5,076 2,008 1,424	5,389 1,848 1,555	13,097 11,077 14,320
	Montgomery Selma Memphis Nashville	2,287 18,891	1,046 $2,960$ $14,356$ $2,971$	5,857 6,044 68,748 8,579	833 1,270 14,245 1,482	576 1,654 10,228 1,085	10,748 4,555 33,245 4,486
50 (2) 5	* X	38 817	30 355	143 979	26.313	22 335	91.520

The above totals show that the interior stocks have increased during the week 8,462 bales, and are to-night 52,451 bales more than at the same period last year. The receipts have been 12,474 bales more than the same week last year.

The exports of cotton this week from New York show an increase as compared with last week, the total reaching 13,577 bales, against 8,883 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 e

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

		WEEK 1	ENDING		Total	Same
EXPORTED TO	Dec. 31.	Jan.	Jan. 14.	Jan. 21.	date.	prev. year.
LiverpoolOther British Ports	8,503	9,277	7,211	13,470	232,463	224,046 208
Total to Gt. Britain	8,503	9,277	7,211	13,470	232,463	224,254
Havre Other French ports	1,219	30	672	107	6,126 940	1,928
Total French	1,219	30	672	107	7,056	1,928
Bremen and Hanover Hamburg Other ports	750 811 95	750	400 400 200		11,693 3,193 493	17,153 4,598
Fotal to N. Europe.	1,156	750	1,000		15,879	21,750
Spain,Oporto&Gibraltar&c All others	1,012	::::			1,983	2,607
Total Spain, &c	1,012				1,983	2,607
Grand Total	11,890	10,057	8,883	13,577	256,891	250,539

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

	NEW 7	YORK.	Bos	TON.	PHILADELP'		BALTIMOR	
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	1,802			2,950		2,578		
Texas	1,646	24,296						9,662
Savannah	5,486	107,971	2,253	24,248	1,069	6,914	1,820	9,662
Mobile				827				• • • •
Florida							• • • • • •	- :::
S'th Carolina.	4,297	91,680		11,144			182	
N'th Carolina.	1,454	12,064				4,161	1,683	9,661
Virginia	9,821	146,819	3,805				2,109	39,955
North'rn Ports	232	4,986	3,689	44,889				447
Tennessee, &c	5,773	79,974	1,190	13,334	966	7,782	263	2,463
Foreign	·	766		32		••••	••••	
Total this year	30,511	512,980	10,937	129,283	2,035	21,435	6,057	67,640
Total last year.	25,363	477,885	11,885	153,275	1,887	26,499	3,848	57,429

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 92,466 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in THE CHRONICLE last Friday, except Galveston, and the figures for that port are the exports for two weeks back. With regard to New York, we include the manifests of all vessels cleared up to Wednesday night of this week:

Total	l bales.
NEW YORK-To Liverpool, per steamers City of Brooklyn, 877	
Egypt, 2,214 Republic, 2,321 Wyoming, 2,051 Excelsio	r.
2,293 Russia, 1,129 per ships Lord Strathnairn, 980 Golde	'n
Fleece, 1.105City of Sparta, 500	. 13,470
Theece, 1.103 was half A variety 102	107
To Marseilles, per bark Augustin, 107 New Orleans—To Liverpool, per steamers Bolivar, 3,644 Caledonian	. 101
NEW ORLEANS—10 Liverpool, per steamers bonvar, 5,044 Calculation	11
5,282per ships Empress, 3,637H, L. Richardson, 4,445A	OK 141
bania, 4,224 Duncairn, 3.909	. 25,141
To Havre, per bark D. H. Bills, 1,675	1,675
To Bremen, per bark Livingstone, 1,314	. 1,814
To Hamburg, per ship Gen. Berry, 3,676	3,676
To Barcelona, per brig Nuevo Sabina, 600	. 600
MOBILE—To Liverpool, per ships N & E. Gardner, 4,015 Tonawands	а,
3,997. To Bremen, per ship Speculator, 2.111	. 8,012
To Bremen, per ship Speculator, 2,111	. 2,111
To Hamburg per bark Neptune, 1,786	. 1,786
To Genoa, per bark Omoa, 1,036	. 1,036
CHARLESTON To Liverpool, per ship Island Home, 2,068 Upland an	d
257 Sea Islandper barks Invincible, 1,250 Upland and 76 Se	8.
Island	2,651
Island To Cork, for orders, per bark Kate Harding, 2.100 Upland	. 2,100
To Havre, per bark N. K. Clements, 1,487 Upland and 27 Sea Islan	d
per brig Zawia, 920 Upland	. 2.434
To Bremen, per brig Mira, 700 Upland	
To Antwerp, per bark Johann, 1,200 Upland	1,200
To Barcelona, per bark Osvaldo, 450 Jpland	450
*SAVANNAH—To Liverpool, per ship Ragnar. 3,167 Uplandper bark	. 100
Gersen, 1,200 Upland Graf Otto Zu Solus, 670 Upland	. 5,037
Gersen, 1,200 OpiandGrai Otto Zir Solida, Gio Opiand	1.485
To Cork or Falmouth, per bark Daphne, 1,485 Upland	
To Bremen, per bark Dagmar, 1,000 Upland	1,000
To Barcelona, per barks Joven Hertensia, 620Frosperidad, 1,40	0.840
per brig Lorenzo, 620	. 2,640
TEXAS—To Liverpool, per barks Nenuphar, 2,026 Rajan of Sarawas	,
1,345Udjus, 890Vanguard, 4,050	. 8,911
To Fleetwood, per bark Lord Palmerston, 1,484	. 1,434
BALTIMORE-To Liverpool, per steamer Phænician, 503 and 90 bags Se	8.
Island	. 593
To Bremen, per bark Mozart, 53	. 53
Boston-To Liverpool per steamer Hecla, 577	. 577
PHILADELPHIA To Liverpool, per steamer Kenilworth, 1,273	. 1,273
Total	92,466
The particulars of these shipments, arranged in our usus	11 IOPM
7 11	

are as follows:

	Liver-	Fleet-						Barce-	Madai
	pool.	wood.	Cork.	Havre.	men.	burg.	werp.	iona.	Total.
	New York13,470								13,577
	New Orleans25,141			1.675	1,314	3.676		600	32,406
	Mobile 8,012			• • • •	2,111	1,786			12,945
	Charleston 3,651		2,100	2,434	700		1,200	450	10,535
	*Savannah 5,037		1.485		1,000			2,640	10,162
8	Texas 8,911	1,434					• • • •		10.845
	Biltimore 593				53		• • • •	• • • •	646
	Boston 577								577
	Philadelphia 1,273					• • • •			1,273
					-				

Total........66,665 1,434 3,585 4,109 5,178 5,462 1,200 3.690 92,466 Included in the above totals are from New York 107 bales to Marseilles; from Mobile 1,036 bales to Genoa.

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

Konig Wilhelm I, str., (Ger.,) from New York to Bremen, stranded at Nieuwe Deep, has been sold for £15,000.

Arlington, ship.—Fortress Monroe, Jan. 16.—Seven of the crew of ship Arlington, (Br.,) Hill, from Norfolk for Liverpool, refused to work, and were taken from Hampton Roads to Norfolk, Jan. 16, for trial before the

were taken from Hampton Roads to Norfolk, Jan. 16, for trial before the U. S. Commissioner.

British Vicerov, ship, (Br.,) from New York, collided off the Crosby lightvessel, Jan. 5, with steamship Quail, for Rotterdam, and sustained slight damage. She arrived at Liverpool same day.

Western Empire, ship, Grozier, from New Orleans for Havre, collided, no date, &c., given, with schr. Europa, and the latter sunk. Crew landed at Deal, Jan. 12.

Winona, ship, (of Boston,) Stanley, from New Orleans for Liverpool, (before reported,) struck on Maryland Reef morning of Jan. 4. After laying four hours she was hauled off, reported without damage. Capt. Stanley went into Key West 7th for telegraphic advices.

Exampler, brig, (Br.,) from Wilmington for Liverpool, ran ashore (as before reported), Jan. 1, in Crosby Channel; the cargo was being discharged Jan. 6, in good order, vessel making very little water. The E. was got off 6th and into Liverpool.

Busum, Dec. 28—In addition to the articles already washed ashore here, the following have been saved, viz.: two bales of cotton marked "TINY, CS & Co.,". Resides the articles already found near here, the following have been picked up: in the district of Heeringsanderkoogs, one bale cotton; in the district of Wesselburnerkoogs, one bale cotton. cotton; in the district of Wesselburnerkoogs, one bale cotton.

LIVERPOOL, January 23-3.30 P. M.-By Cable from Liver-POOL—The market opened heavy 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. 31.	Jan. 9.	Jan. 16.	Jan. 23.
Sales of the weekbales. 39,000	90,000	81,000	66,000
of which exporters took 3,000	11,000	9,000	8,000
of which speculators took 1,000	3,000	5,000	5,000
Total stock	614,000	579,000	613,000
of which American 87,000	174,000	156,000	205,000
Total import of the week 43,000	111,000	39,000	98,000
of which American 24,000	71,000	21,000	80,000
Actual export 12,000	13,000	8,000	9,000
Amount afloat	299,000	435,000	418,000
of which American240,000	286,000	334,000	319,000

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

 Sat.
 Mon.
 Tues.
 Wed.
 Thurs.
 Fri.

 Mid. Uplands.
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EUROPEAN COTTON MARKETS.—In reference to these markets our correspondent in London, writing under the date of Jan. 10, states:

LIVERPOOL, Jan. 8.—The following are the prices of middling qualities of cotton, compared with those of last year:

			—F'8	ir &			same date	
٠,	~ 0	rd.& Mid	g'd	fair-	Fin	e.—]	Mid. Fair.	Good
	Sea Island		8 21	23	26	38	20 24	35
	Florida do	15 1	17	18	20	••	19 22	27
	Ord. G.Ord.	L.Mid.	Mid.	3.Mid.	Mid. F.	Mid.	G.Mid.	M.F.
I	Upland 6% 7%	7 15-16	83%	83/	834	10 3-16	10%	10%
١	Mobile 6% 7%	8	8 3-16	8 7-16	8%	10⅓	103/8	10%
ı	N O& Tex 814 774	8 5-16	8 9-16	9+	914	10 7-16	10%	1136

Since the commencement of the year the transactions on specula. tion and for export have been:

				Liv., Hul	l & other	exp'tfron;
-Taken	on spec. to	th	is date-	outports	to date-	U.K. in
			1872.	1874.	1873.	33.
		4	bales.	bales.	bales.	baics
			12:760	4,511	4,568	120,750
			430	596		18,880
			8,050	167	38	9,990
40	70			373	241	29,270
	4,680		8,080	7,810	2,991	412,600
2,780	8,560		24,320	13,457	7,838	591,490
	1874. bales. 1,660 40 30 40 1,010	1874. 1873. bales. 1,660 1,700 40 1,330 790 40 70 1,010 4,680	1874. 1873. bales. 1,660 1,700 40 1,330 790 40 70 1,010 4,680	bales. bales. bales. 1,660 1,700 12,760 40 1,330 430 30 780 3,050 40 70 1,010 4,680 8,080	Taken on spec. to this date— start 1874. 1878. 1872. 1874. 1874. bales. bales. bales. 1,660 1,700 12,760 4,511 40 1,330 430 596 30 790 3,050 167 40 70 373 1,010 4,680 8,080 7,810	1874. 1878. 1872. 1874. 1873. bales. bales. bales. bales. bales. 1,660 1,700 12,760 4,511 4,568 40 1,330 430 596 30 790 3,050 167 38 40 70 373 241 1,010 4,680 8,080 7,810 2,991

BREADSTUFFS.

FRIDAY P. M., Jan. 23, 1874.

-Actual exp. from

Actual

The market for flour the past week has continued to show a downward tendency, and yet no considerable decline in prices can be said to have taken place. Business in shipping extras was quite limited, and buyers were able to fill orders to some exten at \$6 65@\$6 85, with inferior stock even lower, but yesterday there was a considerable revival of demand and about 5,000 bbls. in good lines were taken at \$6 90@\$7, though business continued to be done at extreme inside figures. The weather has been very foggy for several days, and coastwise transportation nearly sus pended, hence the local trade has been dull, with prices weak for the medium and better grades. The fact that wheat has for some time rated relatively higher than flour, has proved an embarrassment to millers, and caused curtailment of production. To-day the market was less active, and although receipts were small, prices were scarcely so firm.

The wheat market tended steadily downward, until on Wednesday receivers accepted \$1.571@1 59 for No. 2 Chicago, \$1 60@ 1 61 for No. 2 Milwaukee, and \$1 61@1 63 for No. 1 Spring. The receipts at the Western markets have continued large, the arrivals here by rail have been liberal, ocean freights have slightly advanced, and foreign accounts have been dull. Still holders have not given way readily, and yesterday there was a partial reaction, with some speculative movements, receivers sending to store rather than accept the lower prices, and with a fair export and milling demand prices were 1c. higher, with a brisk business in No. 2 Chicago at \$1 58@1 60, in store and

In our shipping news last week the ship Annie Goudey, with 3,521 bales Upland, was incorrectly reported as sailing from Savannah to Liverpool; her destination was not Liverpool but Bremen.

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afloat, and No. 2 Milwaukee, \$1 61@1 62, afloat, mostly at the higher figures. Winter wheats have been quite neglected. To day the demand was less active, and prices lost the improvement of yesterday, with sales of No. 2 Chicago at \$1 57@1 59.

Indian corn has been active, but at variable prices, though on the whole showing some advance. The higher quotation on Tuesday from Liverpool caused some excitement, and a large business in prime old mixed was done at 92@93c., in store, with prime new mixed active at 89@91c., afloat; Wednesday there was a further advance, which checked business. Yesterday, with a large supply of new mixed on the market, that description declined to 86@89c., and holders of old mixed abated something of their pretensions, 52,000 bush, selling at 93c, in store, and 95c. The business of the week embraces about 250,000 bush. damaged mixed at 75@772c., in store, and 79@80c., afloat, mostly for export. The receipts of corn at the Western markets are on a liberal scale, but we are more than usually dependent on supplies by rail. To-day the market was dull, drooping and unsettled.

Rye has advanced to \$1 08@1 10 for lots arriving by rail. Barley has been buoyant and fairly active. Oats have been depressed, not so much from the large supply as from want of demand. Yesterday the market closed at 58@50c. for mixed, and 60@62c. for white. To-day the market was a shade firmer.

The following are closing quotations:

FLOUR.	- 1	GRAIN.
No. 2 \$\frac{1}{2}\$ bbl. \$\frac{1}{2}\$ 50@ !	5 25	WheatNo.3 spring, bush. \$1 52@ 1 55
Superfine State and West-	ì	No. 2 spring 1 57@ 1 62
ern 5 752	6 10	No. 1 spring 1 62@ 1 65
Extra State, &c 6 75@	7 00 1	Red Western 1 55@ 1 62
Western Spring Wheat		Amber do 1 65@ 1 68
extras 6 65@	6 90	White 1 70 @ 1 90
do double extras 7 10@	8 25	CornWestern mixed 83@ 93
do winter wheat extras	1	White Western 87@ 95
and double extras 7 25@1		Yellow Western 87@ 94
City shipping extras 6 90.2	7 25	Southern, white
City trade and family		Rye
brands 8 75@1	00 0	Oats-Black
Southern bakers' and fa-	i	Mixed 59@ 61
mily brands 9 00%1		
		Barley-Western 1 60@ 1 85
Rye flour, superfine 5 25@	5 85	Canada West 1 90@ 2 00
Corn meal—Western, &c. 4 40@		
Corn meal—Br'wine, &c. 4 70@	4 85	Peas—Canada 1 10@ 1 40
The movement in breadstu	ffs at	this market has been as follows:

-RECEIPTS AT NEW YORK. EXPORTS FROM NEW YORK .-1874. Same 1873. Since time Jan. For the Jan. 1. 1, 1973. week. For the For the Since Since Jan. 1. Jan. 1. Jan. 1 week. week. Flour, bbls. 96,760254.852 117,288 143,973 . 64,829 8,729 395,425 8,722 2,119,594 3,516 71,3418.219 442,858

C. meal, ". Wheat, ous. 741,690 902,441 231,000 337,050 201,159 353.449 302,050 723,124 Corn, 3,800 12,850 59,489 2,700 440 6,700 1,015 129,305 Barley,&c.. 7.11056.9.10 196,910 472,235 511,306 581 4,360 Oats

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 JAN. 17., AND FROM AUG. 1 TO JAN. 17.

Flour,	Wheat	Corn.		Barley	
bbls. (1961bs.)	bush.	bush.	bush.	bush.	bush. (56 lbs.)
Chicago 37,387	875,380	285,840		94,702	14,684
Milwaukee 34,785	427,931	33,920	15,850	20,687	12,650
'Foledo 9,745	82,000	337,980	64,435	3,814	-75
Detroit 8.518	43,285	17,129	15,558	9,063	1,135
Cleveland* 3,990	10,100	8,750	5,200	5,000	
St. Louis 29,093	132.014	111,715	102,532	16,826	8,670
-		•		-	
Total 123,518	1,570,770	795,331	454,001	150,093	37,214
Previous week 139,035	1,652,732	635,040	411,423	137,131	42,412
Corresp'i.g week,'73. 71,081	466.961	858,625	310,636	101,838	34,987
772. 77,857	330,678	1,251,333	369,572	110,772	44,391
11. 60,424	283,193	288,337	94,906	21,330	8,399
" 170 76.557	286,973	128,738	127.372	51,120	6,160
Total Aug. 1 to date. 3,032,447	48,202,093	28,506,435	13,485,464	4,261,068	1,138,926
	31,199,137	29,773,702	12,507,920	6,541,784	1,110,781
Same time 1871-72 2,858,205	30,252,139	28,614,386	16, 192, 652	5,046,311	2,061,031
Same time 1870-71 3,183,538	29.034.189	19,200,768	11,511,389	4,483,455	1.015.018

* Estimated.

SHIPMENTS of Flour and Grain from the ports of Chicago, Milwaukee Toledo, Detroit, Cleveland, St. Louis and Duluth, for the week ending Jan. 17, 1874:

	Flour,	Wheat,	Corn,	Oats,	Barley,	Rye
Week ending-	bbls.	bush.	bush.	bush.	bush.	bush
Jan. 17, 1874	123,170	752,515	262,091	205,128	105,587	9.071
Jan. 10, 1874	135,339	967,873	315,378	204,267	72,034	13,056
Corresp'ng week 1873	70,484	137,841	227,953	215,192	79,868	3,820
Corresping week 1872	56,687	28,536	509,079	116,149	16.568	10,774
Corresping week 1871	44,829	36,623	226,044	57,599	25,330	1,000
Corresping week 1870	57,918	116,319	55,335	42.865	13,476	5,455
THOMETONG ON THE	TID ARTD	CDATM	AM OTAATI	ALDD DA	ANT PINCE	T) (1) (1)

RECKIPTS OF FLOUR AND GRAIN AT SEABOARD PORTS FOR THE

W	EEK E	NDING J	AN. 17,	1874.	0 1	
	Flour.	Wheat,	Corn,	Oats,	Barley,	Rye,
At	bbls.	bush.	bush.	bush.	bush.	bush.
New York	99,519	679,660	189,850	151,845	1,593	1,650
Boston	29,079	74,045	82,400	73,500	5,991	1,200
Portland	34,430	29,600		-600	36	
Montreal	8,300	3.150	350	5,500		
Philadelphia	28,068	96.700	32,400	32,400	25,500	1,730
Baltimore	19,563	121,000	150,400	4,500		1,000
New Orleans	26,488	• • • •	41,300	77,896		• . • .
Total	245,447	1,004,155	499,700	347,241	33,120	5,580
Previous week	210,748	942,796	428 600	354,614	35,649	9,880
Week Jan. 3	222,823	760,739	327,183	215,673	40,168	13,370
Week Dcc. 27	211,825	1,168,420	404,956	335,226	72,735	24,406
Week Dec. 20	227,641	1,068,111	431,635	315,576	66,558	14,247
Cor. week, '73	131,054	186,330	407,015	334,185	75,705	1,075
41 YY C					. 7	

THE VISIBLE SUPPLY OF GRAIN; including the stocks in granary at the principal points of accumulation at lake and seaboard ports, in transit by rail and frozen in in transit on the New York canals, was, on Jan. 17, 1874:

•		Wheat,	Corn, bush.	Oats, bush.	Barley bush.	
	In store at New York		1,002,881	516,653		o.
	In store at Albany		30,500	59,000		
	In store at Buffalo	230,289	87,109	32,232	68.352	
	In store at Chicago*		1,642,268	593,486	405,060	
	In store at Milwaukee	1.699,055	89,719	53,840	69,977	gr.
	In store at Duluth	8,865	••••			
	In store at Toledo		297,369	92,816	3,952	
	In store at Detroit		43,477	3,456	13,921	
	In store at Oswego*	650,000	220,000	1,000	150,000	
١	In store at St. Louis	174,724	104,295	101,181	51,008	
۱	In store at Boston		130,251	187,879	31,908	19
l	In store at Toronto		11,079	10,055	31,774	
İ	In store at Montreal		240,098	22,868	6,826	
İ	In store at Philadelphia*		130,000.	185,000	62,500	
۱	In store at Baltimore	195,472	169,671	65,000	8,500	
١	Rail shipments	752,515	202 091	205,128	105,587	
١	Amount on New York canals	1,400,000	1,059,000	400,800	320,000	
I	_					
	Total	10,087,180	5,519,307	2,530,394	1,663,638	
	Total in store & in transit Jan. 10, '74.	9,913,343	5,404,896	2,428,838	1,791,871	
	" Jan. 3, '74.	9,624,910	5,151,875	2,131-515	1,871,116	
1	" Dec. 27, '73.	9,259,204	5,814,134	2,173,181	1,929,016	
	" Dec. 20, '73.		5,704.450	2,205,561	2,028,268	
	" Jan. 19, '73.	5,757,210	9,223,814	3,667,027	+1,811,992	
				37 aula		

+ Exclusive of stock affoat in New York. * Estimated.

THE DRY GOODS TRADE.

FRIDAY, P. M., Jan. 23, 1874.

The general position of the drygoods market has undergone no important changes since our last report. Trade improves slowly with agents, but does not brighten up, as yet, to the. extent that has been usual in some past seasons. The only notable increase in traffic is in the distribution from first hands, and the movement in this direction is mainly to the full package buyers from the more distant sections of the interior. There is a moderate attendance of this class of buyers, who are visiting the market for the purpose of canvassing the situation, and beginning their spring purchases and the resident buyers of the larger houses in the interior are extending their purchases, and laying in their opening assortments. Local jobbers have not begun to operate with any degree of freedom as yet, and the steadily upward tendency of the market has failed to develope that degree of speculation which might naturally be expected to ensue from such cause. The raw materials continue firm, and are favorable for a still further advance in goods, while at the worst there is no prospect of a shrinkage of values.

Financially the trade is in a very satisfactory condition, and the closing of last years accounts has shown a better state of affairs than many of the more hopeful members of the trade had expected. Paper maturing this month has been met very promptly, and there is now nothing to lead dealers to look for any financial troubles later in the season, unless they be brought about by causes affecting the general commerce of the country.

DOMESTIC COTTON GOODS.—The general distribution has not been very active, sales being restricted to some of the more staple qualities of goods, which have been taken out in moderate amounts both in piece and full package lots. Brown sheetings and shirtings have been inquired for mostly in fine and standard grades. Wide goods have also sold moderately, and some marks are higher. The lighter weight fabrics are in full supply and light demand, but are firmly held. Bleached goods are mostly unchanged, and sell only moderately, though the call is rather more active than for brown fabrics. There has been a partial revision of rates on wide sheetings, which are in small stock, and are firm at a shade better figures. The demand for colored cottons is not essentially changed. There is a slight improvement in the call for goods adapted to the wants of cutters, but for other lines the inquiry is light. The offerings of prints are becoming more liberal, and nearly all makes are now offered in pretty full assortments of light effects, with 101c. the ruling price on standard work, and a prospect for an active season. Printing cloths are steady at 61 @61c. Other cotton fabrics are rather slow of distribution, and are unchanged in price.

DOMESTIC WOOLEN GOODS.—There has been a moderate demand from the clothiers and cloth jobbers for the lighter weight fabrics to fill up their Spring stocks, and a limited busi ness has been done in fine fancy cassimeres and coatings in Spring weights. The medium and low cost goods have not begun to move with much animation as yet, but the production has been carried on with marked caution, and the supply is unusually light for this period of the year. The raw material is very firm, and the stock is well controlled by strong hands, so that manufacturers have the prospect before them of higher cost wool, while at the present prices goods pay only a bare profit. Worsted dress fabrics are selling moderately, and the offerings are being considerably increased. The stocks include liberal varieties, and are attracting the attention of buyers more than ome of the more staple lines of goods, as the early selections of these fabrics are considered desirable by most buyers. Hosiery and knit goods are dull. Flannels are quiet but steady.

Foreign Goods.—The importing houses have begun to open their spring importations, and are showing more liberal stocks of dress and other fabrics adapted to the current distribution. Still the offerings are not large, and buyers are not operating with much freedom, most of them holding off in the absence of pressing wants to afford themselves time for a more thorough canvass of the market. The styles of goods offered are very similar to those shown last Spring, and the goods most popular at that time are likely to be well received this season. Nothing is doing in silk goods, and the market is without notable feature. White goods are in light demand, with no essentially new features to note. Linens remain quiet.

The importations of dry goods at this port for the week ending Jan. 22, 1874, and the corresponding weeks of 1873 and 1872

have been as follows:	The second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second secon
ENTERED FOR CONSUMPTION FOR THE	HE WEEK ENDING JAN. 22, 1874.
Pkgs. Value.	
Manufactures of wool1,S81 \$1,003,526	
	1 100 100
111	000 000 400
	110 050
	2,000
Miscellaneous dry goods. 1,900 361.697	000 110,000
0 =11 00 617 01	5 6,091 \$2,374,917 3,119 \$1,338,818
Total	
WITHDRAWN FROM WAREHOUSE AND THR	DVOD
SAME PE	
Manufactures of wool 559 \$234,430	500 400 440
do cotton. 636 169.082	100 040 844
30 9117 1.14 903 026	197 209.633 198 218, 764

silk..... 144 flax..... 1,260 203,026 221,981 26,397 203,205 1,023 180.18 27,884 2,408 35,759 Miscellaneous dry goods. 635 3,580 \$1.101,738 6,091 2,374,917 \$869,577 Total 3,231 \$855,516 3,119 1,338,813 Addent'a for consumpt'n 9,511 3,617,315 9,671 \$3,476,655 7,806 \$2,208,390 Total thrown upon m'k't. 12,745 \$4,472,831

ENTERED FOR WAREHOUSING DURING SAME PERIOD.

Manufactures of wool.... 1,601 \$743,804 1,152 \$518,117

do cotton... 1,650 492 429 1,641 502,715 6 \$518,117 502,715 547,785 289,659 690 \$393,199 do cotton. 1,650
do silk... 550
do flax... 1,074
Misceilancous dry goods. 234 260,557 893 141 154,851 493,660 291,732 96,516 656 1,250 766 99,383 35,403 956 44,539 \$952,829 1,338,813 5,465 \$1,993,679 6,091 2,374,917 5,109 \$2,118,141 3,119 Addent'd for consumpt n 9,511 3,617,315

Total entered at the port 14,620 \$5,735,456 11,556 \$4,368,596 6,143 \$2,291,642 We annex a few particulars of leading articles of domestic manufacture our prices quoted being those of leading jobbers:

re our	prior	B que o loca					-	
TP w	NECES	Suectin	200	an	d	SI	iri	tings.

	Bro	wn	SHECKL			I frir 2 at	
	Width. Pr	rice I		Width.	Price.	Width.	Price:
		11%	Indian H	ead 36	12	Pepperell 10-4	321/4-35
	Adriatic 36		0	ch W 30	836	do11-4	3716-40
		91/2	do.	BB. 33	914	do12-1	421/2-45
	Alabama 36	9	do	C. 36	10%	do E fine. 39	12
	Albion A 36	91/2	do	A. 36	12	do R 36	
	Atlantic A 36	12		d'w 36	12%	do O 33	- 15 G
		10%	do		1672	do N 30	
	do H 36	111/2	do	do. 40	16	Dognot A 26	
	do P. 37	97	Laconia	O 39		Pequot A 36	1572
	do L fine 36	10	do	R 37	10%	do B 40	15
	do LL 36	9	do	E 36	91/2	do9-4	371/2
	Appleton A., 36	12	do	9-4	321/3	do10-4	421/2
	do N. 33	10	do	10-4	321/2-35	Pittsfield A., 36	
	Augusta 36		do	11-4	40	Pocaset Canoe 39	12
	do 30	9	Laurel I	D 36	111/2	Portsmouth A 36	
	do I 48		Lawrence	e D., 36	11%	do P 30	
	do A 27	7	do	S 36	9	do B 27	
		12%		S 36 XX 36	9 13	Saranac fine O 36	
		17	do	LL. 36	91/2	do R 36	111/2
	do 45	181/2	do	J., 36	121/2	do E 39	13
	do 49	10/2	do.	Y. 36	10%	Stark A 36	
	do 60	23	Langdon	GB.4-4		do B 36	11
	Broadway 36	10				Swift River. 36	
	Bedford R 30	71/2	Langley			C C 11- A 94	9
	Boott S 40		Lyman (1112		
	do W 48	15%		$\underbrace{\mathbf{E} \dots 36}_{90}$	111%		
	do FF 36	12		T 36	9	Utica 36	
	Cabot A 36	11	Mass. J	29	81%		
	Continental C 36	12	do E	33	9	do 48	
	Conestoga D. 28		do B	B 36	10	do 18	
	do G. 30	9	do M	40	11	do 76	
	do S 33	10	do sta	ndard 36	111/2	do 86	
		11	Maxwell	1 40	171/2		50
		12		36	11	do Non 40	18
		81/2		River. 36	10%		13%
	Dwight X 30	0,73	Mascono	met. 40	13%	do5-4	
	do Y 33	9	do		12	do9-1	271/2
	do Z 36	934	Maghua	fine O 33	10%		
	do ZZ 40	10%			11%	do11-1	
	do Star. 36	11%	. 40		13	Warren A 40	
	do do 40	13	do			do AA 40	
	do do 46	181/2	do	W 48	17%	Waterford W. 30	
	Exeter A 36	91/2	do	9-4	35		
	Great Falls M 36	10%	do	10-4	40	do BB. 33	972
	do S 33	91/2		ket A 36	10	do C 36	
	do E 36	11%	do	D 36		do Λ 40	12
	harrisburg A. 26	11	Nevada	A 36	10	do d'w 36	121/2
	do B. 30	914	Pacific e	xtra 37	1:1/2	Wachusett 26	111/2
	Indian Head.7-8	11	Peppere	11 7-4	221/2		
	do 48	113	do	8-4	271/2	do 40	
	do 40	1514	do	9-4	30-321/2	do 48	181/2
1		/2		icking			
	1	90		ČE 3		Omega B	. 20
	Amosk'g ACA	28		No. 2.		do A	~ .
	do A	22		No. 3.		do ACA 3	
	do B	19	do	No. 4		do do 3	
	do . C	17	do	No. 4		do medal	
	do D,.	15	do	No. 5	. 15	Pearl Rive:	
	do awning	22		No. 6			
-	Arasapha	121/2	_ do	No. 7	12	Pemberton AA .	40
	Algodon 36	22	Easton.	1	1%-13%	do B	
	do B7-8	• • • •	Hampde	n CC 3		do E	
	Albany	81/2	do	вв		do Bars.	. 22
	Beaver Creek	22	do	TRA.		Pittsfield	
	Conestoga A p	27	Hamilto	nreg		Swift River	. 11%
	do B p7-8	26	do	D		Thorndike A	
	do A p.7-4	23		n A 3		do C	. 13
	do ex4-4	23	do	A 3		Willow Br'k No	1 20
		20	do	A 3		do 3	
	do ex	20		n AA		do extra .	
	do Gld mdl		do a	wning	2714-30	WhittentonXXX	
	do CT 6	18	Minneh	ah 1 7-	8 25	do A.	. 16
	do CCA	17		4-		York 3	
	do AA .7-8	15	Omoge			do 3	
	ordis AAA 32	22	Omega	C	, . 10	1 40	
						_	

1.		<u> </u>			3	==
-			d Sheetings and Forestdale 36	Shi	rtings. Pequot5-4	221/6
-	do 42	18 16½	Gem of the Spin-	1314	do6-4 do8-4 32	
	do . 6-4	14 14 22	Gold Medal4-4 do33	12 10%	do9-4 373 do10-4 42	≼-40
	-do Z. 33	35 9	Green G 36 Gr't Falls Q 36	10	do11-4 Pocasset Can. 35	12%
	do AA 36	141/2	do S 31 do M 33	10	do F 30 do FF. 36	101/2
	do9-4 35-	37%	do A 32	11%	Pride of West 36 Red Bank 36	19 9½
	do10-4 40- ArkwrightWT 36	15%	do E. 36		do 33 Reynolds AA. 36	8 × 10
	Ballon & Son36	14½ 12½	Harris 36 Hill's S. Idem 33	13	Star W	9½ 10½
	do .31 Bartletts36	9½ 14	do 36 Hope 36	14 121/2	do 33	81%
1	do 33 do 31	13½ 12	Howe 36 Indian Riv X. 36	121/2	do L 36	10
	Bates 45 do BB 36	15	Ind. Orch.AA. 36 do H dw 36	15 13	Suffolk A 36 do B 36	12 8½
3	Bay Mills 36 Blackst, neAA 36	16 13	James 36	14/6	do L 36 Thorndike B. 36 10	½-11 18
-	Boott B 36 do C 33	13 11	Lawrence S 31 Laconia 8-4	30	Tuscarora XX 36 do 45	24
	do E 36 do R 28	10½ 8	do9-4 32 do10-4 37	½ -40	Utica 35 do ex hvy 36	16 17½ 25
1	do S 36 do W 42	11½ 15	Langdon 42 do 46	16% 18	do5-4 do6-4	2736
7	do X 45 Cabot7-8	16 11¼		18 -14½	do8-4 do9-4	37½ 45
	do 36 do9-8	13 16⅓	Lyman camb 36	20 20	do 10-4 do Nonp 36	50 19
E	do5-4 Canoe27	18½	Linwood 36 Medal 36	14 15½	Waltham X 33	111%
7	Chapman fine 56 do X., 36	14½ 10½	Masonville 36 Masconomet 36	15 14	do8-4	22 27½
6	Clinton CCC 36 do C 36	14 101/4	Maxwell 36	12× 19	do,9-4 do .10-4	30 35
9	Davol 4-4 do 42	16½ 22½	Nashua E 36 do5-4	14 17%	Wamsutta9-8 do OXX 36	24 19
7	do5-4 Dwight D 40	23 18	do9-4 do10-4	$\frac{35}{40}$	do OHH 36 do 5-4	19 25
3	do Star 36 do do 42	14 16	Newmarket C 36 do A 36	ii .	Washington 33 Wauregan 36	9 16
0	do do 45 do cambr. 36	18 16½	do W 36 N. Y. Mills 36	16 19	do camb White Rock 36	19 14½
9	Elmwood 36 Fruit of the	••••	Pawtucet 36 Peabody 36	13 11	Whitinsville 36 do 33	13 10½
1 3	Loom 36	15 13½	Peoperell6-4 do7-4	201/2 271/2	Wessacumcon	
9	do 42	19 20	do8-4 do9-4	30 35	B 36 Warren AA 36	12 17
9	do6-4 FranklinMfgCo36	27	do10-4	40	Williamsville. 35	••••
2			Prints. Garner's fancies		Oriental shirting.	10
C	Ancona fancy do Jap. strip's	10 9 11	do purple	9)4	do buffs Pacific Mills	10 10½
	do oil colors	10	do shirting Gloucester	9 10년	Peabody solid Richmond's	91/2
:	do gn & ogn do pnk chks	10½ 10½		914 914	do purples	101/2
50	Anchor shirt's	10½ 10	Hamilton	10 101/2	do frocks	10% 11
5	Albion solid do fancy	10 10½		10%	Simpson mourn	91/2
	do suiting Allens' fancies	10 10	do shirt'gs.	910		10½ 10½
4	do checks	••••	do Swiss	10%	do purples.	ii
2	do cheviot do Jap. strps	••••	do sol chks.	10 1016	do solids	
2	Amoskeag do purples		do, palm	10%	do chuz rbs.	11
2	Bristol pinks Cocheco L	10 11	do c&rplks Miner shirt's	9	do robes	11 91/2
•	do robes	111/2	do robes. Merrimac D fcy.	11%		914
2	do purples do shirtings.	12 10½		11 10	Wamsutta	8 10%
ź	do fancy Conestoga fancies	10	do shirtgs do robes	91/2 10/2	do fancies do grastripes	10 11
2	Carleton mourn'g Dunnell's	10 10½			do fan & choc	10 10½
ź	do purples do checks.	11 10½	do frock	• • • • •	do greenwor.	10½ 10½
4	freeman fancies.	81/4 91/2		10	do paim robe	10% 10%
ź	do Swiss do	91/2	do robes	11 11	do pink	11 101/2
•	do pinks do purples	10½ 9½		11.	, and pade a series	/2
,	Woodberry, Druid	Mills	Cotton Sail Du		USA Standard 281/4	in
ર્	and Fleetwing.	46	No. 9	26	do 802.	24 26
ź	No. 1 No. 2	44	Light duck— Bear (8 oz.) 29 in	20	do 10 oz.	28 33
ź	No. 3	40 38	do heavy (9 oz.) Mont.Rayens29in	23	do 15 oz. Ontario twls. 29 in.	40 20
,	No. 5	36 34	do 40in Ontario and Wood	30	do 31 in (8 oz) do 36 in.	22 25
€ €	No. 7	32	Cotton Yarı		Ex twls"Polhem's"	15
6	Empre s 6 to 12 Pendleton do	27 27	Sargeant do Fontenoy 6 to 12	26	IXL 6 to 12	27 28
2	Ellerton		Glazed Camb	rics	Washington	71%
2	Franklin	716	Pequot		Wauregan High colors 1c. hig	her.
	*	24	Denims. Columb'n h'y bro	2216	Thorndike A	15
	do B Boston	18 11	do XXX brn Haymaker	22½ 13	Uncasy'e UCA. York	17 221/2
	Beaver Cr. AA.	19½ 17½	Lewiston Otis AXA	24 21	Warren AXA., do BB	20 1/8 18
4	Chester D'k B	14 21	do BB	19	do CC	161/2
2			Cotton Flann Nashua A	els. 14	Great Falls	19
3	Amoskeag AA	23 13½	Pemberton Y	11	Hamilton XX	20 15½
J	Arlington	21 21	Whittenton AA	17	Lyman F	15½ 26
ź	Ellerton N Everett X Hamilton FF	12½ 16	BLEACHED. Amoskeag AA	26	Massachusetts RR. Nashua XX	12 21
	Lyman F Laconia	14	Chicopee N	22 221⁄4	Naumkeag Pemberton, Y	17
	Massachusetts, B.	10%	Everett X Ellerton N	1334	Tremont H Whittenton AA	12 17
	MICHIGH MALIET	/2				

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GENERAL

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PRICES CURRE	NT.		
ASHES- Pot, 1st sort # 100 b		@	7 00
BREADSTUFFS—Seespecial report. BUILDING MATERIALS—			
Bricks—Common hard, afloat. M. Croton fronts	4 00 14 00 28 50	@ 1	8 25 7 00 0 50
Lime-Rosendale # bbl. Lime-Rockland, common # bbl. Rockland, lump	••••	.0	1 75 1 10 1 75
Lumber—Southern pine	25 00	@ 8	8 00 0 00 1 00
Clear pine	65 00 24 00 18 00	@ 2	5 00- 6 00 0 00
Nails—:10@60d.com, fen & sh, ₩ keg. Clinch, 1 to 3 in. & longer 2d and 3d fine. Cut spikes, all sizes.	4 00 5 50 6 25	0	4 25 6 25 8 25
FIGURE LENG. White Am hire in oil	4 25	. a	4 50 11 10
Lead, wh., Amer., pure dry. Zinc, wh., Amer. dry, No. 1 Zinc, wh Amer., No. 1, in oil Paris white, English, pr # 100 lbs.	11½ 2 12½	4	8½ 12 2 37½
BUTTER AND CHEESE— Butter—Firkins, per invoice	23	@	38
Butter—Firkins, per invoice	34 29 28	999	40
do State dairy, common to fair	9	8	13
Auction sale of Scranton, Dec. 31: 8,000 tons steamboat	4 80	@	-
14,000 tons grate. 10,000 tons egg. 23,000 tons stove.	4 85 5 15 5 25	@	4 90 5 30 5 37½
10,000 tons chestnut		@	4 27%
COFFEE- Rio ordinary cargoes, 60@90 days, gld.	251	. @ 2 (@	25 ¼
do fair, dogold. do good, dogold. do prime. dogold.	26) 27) 28)	(@	264/ 274/ 281/
Native Ceylon	30 261	3	35 23 23 23
Laguayragoid. St Domingogold. Savanillagold.	27 24 26 ½	(0)	29 211/2 271/2
Mexicangold.	26	@	27
Bolts. Sheathing, new (over 12 oz) # b Braziers' (over 16 oz.) American ingot, Lake cash.		.0	35 33 35
COTTON—See special report.	24%	4	-25
DRUGS & DYES— Alum, lump Argols.crudegold	8¼ 16	@	22
Argols, crude	25	@	31 3 3 5 50
Bleaching powder	2 50	@ @	17½ 2 62½ 4 00
Brimstone, Am. roll	3	@	90
Caustic soda	5 75 5 75	(a)	5 80 60
Cream tartar, prime	-	@	55 841/3 63/4
Cutch	4 % 6	@ @	5°
Lac dve, good & fine gold	20	(8) (1) (8) (8)	1 30 30 30%
Licorice paste, Calabria. Licorice paste, Sicily Madder, Dutchgold Madder, Fr. E.X.F.F.	311/2	0	$\frac{36}{28}$
Nutgalls, blue Aleppo	6 1634 234	800	9 7 17 3½
Prussiate potash, yellow	5 25 36 1 29	B	38 1 30
Rhubarb, China, good to pr Bal soda, Newcastle	2 50 35 1 80		70 1 95
Soda ash gold Sugar lead, white		@	2 75 17
Vitriol, blue, common FISH— Dry cod. % cwt	10	@ @ !	10½°
Dry cod.	16 00	@ 2 @ 1	6 00 8 00
Mackerel, No. 1, Bay Mackerel, No. 2, Mass. shore Mackerel, No. 2, Bay	15 00 13 50	@ 1 @ 1	
North River		@	18
Raisins, Seedless, new. % frail do Layer, new. do Sultana.	5 10 123	@ @ @	5 20 2 80 13
do Loose Muscatel, new. # box	2 85 6 54	(@	3 00 6 %
Citron, Leghorn Prunes, Turkish, new. Prunes, French.	275 125	2 B	28 12%
Dates Figs, Smyrna, new	7 25		9 18 7 50
Sardines, # hf. box Sardines, # or box. Macaroni, Italian Domestic Dyted—	27 14% 10%		23 151/2
Apples, Southern, sliced, 1873 cropdo State, sliced do	11	@@@	12½ 12½
do do Quarters do do do Western do Peaches, pared, pr. Ga., new do pr. North Carolina	18	@	10 9 1/2 20 25
do unpared, halves & quarters Blackberries. Cherries, pitted	181	@ @ @ @	12 14 25
UNNIES See report under Cotto			

	THE CHRUNICLE.	January 24, 1874.
	GUNPOWDER— Shipping \$25 m keg. @ 4 25 Min. & Blasting @ 8 75	SALTPETRE—
	HAY— North River.shipping \$\mathbb{R}\$ 100 \text{ b} 1 05 \text{ @} \$ HEMP— American dressed \$\mathbb{R}\$ ton.200 30 \text{ @250 00}	SEED— Clover, new
	American undressed	Flaxseed, American, rough, new 2 30 @ 2 35 Linseed, Calcutta # 55 bgold (time) @ 2 721/ SILK— Tsatlee, No. 3 chop # b 6 75 @ 7 00
,	HIDES— Dry—Buenos Ayres W D gold 26 @ 27	Tsatlee, re-reeled
	Corrientes	Plates, foreign
,	California	do Singapore 22½@ Cassia, China Lignea 25 do Vera 20 3luger African
6	Chili	de Calcutta
4	Texas	do steins
	Calcutta, buffalo	St. Croix, 3d proof
	Crop of 1871	Whiskey
1	Pig, American, No. 1. \$\partial \text{ton.} 35 00 @ 36 00 Pig, American, No. 2. 30 00 @ 33 00 Pig, American Forge. 27 00 @ 31 00 Pig, Scotch 49 30 @ 47 00	English blister, 2d & 1st quality
2	Bar, refined, English& Arctican Store Prices. Bar, Swedes, ordinary sizes 162 50 6 Scroll 100 00 @135 00 Hoop 110 00 @155 00	American machinery
1	Sheet, Russia, as to assortgold. 17 @ 171/ Sheet, single, double & treble, com. 41/2 53/ Rails, English, \$\foat tongold 55 00 @ 60 00 Rails, American at works in Pa 62 50 @ 65 60	do fair to good refining
	LEAD— Span'sh, ordinary. #100 bgold 6 75 @ 6 87½ German. " 6 75 @ 6 87½ English 6 87½ 7 00 Bar 9 25	Melado
	LEATHER—	do do do 16 to 18 9%@ 9% do do 19 to 20 9%@ 10% do do white 9%@ 10% Porto Rico refining. com. to prime. 7 @ 10%
	Hemlock, Buenos Ayres 15 27% 30 26 28 28 27% 25% 27% 25% 27% 30 27% 30 30 30 30 30 30 30 30 30 30 30 30 30	do grocery, fair to choice. S @ 8% Brazil, bags, D. S. Nos. 8 to 12 6%@ 7% Manila 6%@ 7% Refined—Hard, crushed
	Oak, rough	Hard, granulated
'	N. Orleans new, good to prime. # gal 68 @ 71 Porto Rico	Yellow do 9%@ 9% TALLOW— American # D 7%@ 7%
2/2	Barbadoes	TEA - Hyson, Common to fair
4	Tar, Washington	do Super to fine
	Rosin com. to good strain'd \$\beta\$ bbl & 2 65 \\ \text{``No. 1} \\ \text{``No. 2} \\ \text{``pale} \\ \text{``extra pale} \\ \text{``extra pale} \\ \text{500} \\ \text{\$\text{60}} \\ \text{60}	do Sup. to fine
	NUTS— Filberts, Sicily, new. 145, 6 155, do Barcelona. 14 6 145	do Extra fine to finest
	Walnuts, Bordeaux, new 11 @ 11½ Pecan nuts 9 @ 10 Hickory nuts 8 bush 1 50 @ 1 62 Chestuts 3 00 @ 4 00	do do Choicest
	Peanuts. Virginia	Oolong, Common to fair 30 @ 83 do Superior to fine 35 @ 50 do Exfine to finest 65 @ 1 00 do Choicest 1 10 @ 1 35 Souc. & Cong., Com. to fair 23 @ 35
2	do Ivica	do Ex. fine to finest 40 @ 60 do Ex. fine to finest 70 @ 90
	OIL CAKE— City thin, oblong, in bbls \$\pi\ton, \text{gold} \cdots \text{\text{\$\alpha\$}} \cdots \text{\text{\$\alpha\$}} \cdots \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \text{\text{\$\alpha\$}} \t	Straits
	OILS— Olive, in casks % gall	TOBACCO— Kentucky lugs, heavy (new crop) 71/4 73/4 14 leaf, 81/4 14 Seed leaf, Conn. & Mass., wrprs. 72. 18 4 50 fillers. 72. 5 4 7
	Cotton Seed Crude to white. 48 56 Menhaden, prime light. 45 Neatsioot. 55 100 Whale, bleached winter. 68 60 70 Whale, Northern 62 62	Pennsylvania wrappers. '71 25 @ 60 Havana, com. to fine 70 @ 1 10 Manufac'd, in bond, dark wrk 15 @ 22 " bright work 18 @ 10
	Sperm, crude 1 50	WOOL— American XX
	PETROLEUM— Crude, ord'v grav., in bulk, # gal. 6% 6% Crude in bbls	Extra, Pulled
•	Naptha 6 8½ PROVISIONS— 15 75 6 16 00 Pork new mess % bbl 15 75 6 16 00 Pork, extra prime 18 50 6 18 87½	Medium 27 @ 30 Common 19 @ 22 South Am. Merino unwashed 29 @ 32 Cape Good Hope, unwashed 33 @ 36 Texas, fine 29 @ 35
6	Pork, prime mess city 17 50 6 18 50 Beet, plain mess	Texas, medium
4	Hams, pickled	FREIGHTS— STEAM.— SAII— S. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d. s. d.
	Carolins, poor to exceptional 7 @ 9' SALT— Turks Islands # bush @ 80	Heavy goods. % ton. 85 0 @50 0 36 0 @ 40 0 Oit
	Liverpool, various sorts \$ sack. 1 10 @ \$ 00	Beef

SALTPETRE— Refined, pure #B Crude gold Nitrate soda "	18%@ 6%@ 8%&	14 6% 8%
Clover, new# D Timothy#bush. Hemp, foreign Flaxseed, American, rough, new Linseed, Calcutta # 56 bgold (time).	914 @ 2 00 @ 2 30 @ @	3 50 2 10 2 35 2 721
SILK— Tsatlee, No.3 chop* Tsatlee, re-reeled Taysaam, Nos. 1 & 2 Canton, re-reeled No. 1 SPELTER—	6 75 @ 5 25 @ 5 75 @ 5 00 @	7 00 6 09 6 50
Plates, foreign # 100 m, gold. Plates domestic # b SPICES— Pepper, Sumatra	7 37 % @ 8 @ 22 % @ 22 % @	62½ 11
do Vera	20 @ @ 1 25 @ 1 02 k@ 12 k@ 48 @ 18 @	13 12 1 80 1 05 18 50
SPIRITS— Brandy, foreign brandsgold. Rum—Jam., 4th proof St. Croix, 3d proof Gin, Swan and Swallow	~-₩ g	all.— 15 00 5 50 8 50 3 85
Domestic aquors—Cash. Alcohol (88 per ct) C. & Wcur. Whiskey	1 93 @ 99 % @ 17 @ 9 % @	1 95 1 00 21 10%
English, spring, 2d & 1st quality English blister, 2d & 1st quality American blister American cast, Tool American cast spring American machinery American German spring SUGA!:—	14 @ @ @ @ 11 % @	16 % 11 % 17 11 12
Cuba, inf. to com. refining. do fair to good refining do prime, refining do fair to good grocery do pr. to choice grocery do centrifugal, hhds. & bxs	6%@ 7%@ 7%@ 8%@ 6%@ 6%@ 4%@	6% 6% 8% 8% 8%
Melado	6 %@ 7 %@ 8 % @ 9 % @ 9 % @	7% 8% 8% 10% 10%
Porto Rico, refining, com. to prime. do grocery, fair to choice. Brazil, bags, D. S. Nos. 8 to 12 Manila Refined—Hard, crushed do powdered Soft white, A standard centrif	10%@ 10%@ 10%@ 9%@	8% 7% 7%
do do off A		
White extra CYellow do	914@ 914@ 914@ 914@	934 934
White extra C Yellow do TALLOW— American & B. TEA— Hyson, Common to fair	9%@ 9%@ 7%@ 30 @ 40 @.	934 134 35 55
White extra C Yellow do TALLOW— American & B	9% @ 9% @ 7% @ 30 @ 40 @ 65 @ 40 @ 70 @ 1 20 @	934 35 55 1 00 35 60 1 00 1 40
White extra C Yellow do TALLOW— American & B. TEA— Hyson, Common to fair	9 % @ 9 % @ 30 @ 40 @ 55 @ 20 @ 1 20 @ 1 20 @ 30 @	934 35 55 1 00 35 60 1 00
White extra C Yellow do TALLOW— American & B. TEA— Hyson, Common to fair	9 % @ @ @ @ @ @ @ @ @ @ @ @ @ @ @ @ @ @	93% 35 55 1 00 35 60 1 00 1 40 45 70 1 40 35 60 90 24 28 mal
White extra C Yellow do TALLOW— American & B. TEA— Hyson, Common to fair	9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	934 35 55 1 00 35 60 1 00 1 40 45 70 1 05 1 40 36 60 90 24 28 101 1 40 44 56 90 35 60 90 28
White extra C Yellow do TALLOW— American & B. TEA— Hyson, Common to fair	9 % 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	93% 35 55 1 00 35 60 1 00 1 40 35 60 24 28 1 40 28 1 40 35 60 90 24 28 1 40 35 80 90 90 90 90 90 90 90 90 90 90 90 90 90
White extra C Yellow do TALLOW— American & b. TEA— Hyson, Common to fair	9 1	934 35 55 60 1 00 1 40 45 70 1 05 1 40 35 60 90 24 80 81 81 1 40 45 60 90 24 81 81 1 40 1 56 60 90 1 56 80 1 00 1 00 1 00 1 00 1 00 1 00 1 00 1
White extra C Yellow do TALLOW— American & b. TEA— Hyson, Common to fair	9 1 1 20 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	934 35 50 35 60 1 00 1 40 45 70 1 05 1 40 28 1 40 45 1 00 24 28 1 1 00 1 00 28 1 00 28 1 00 28 1 00 28 1 00 28 1 00 26 1 00 27 1 00 28 1 28 28 28 28 28 28 28 28 28 28 28
White extra C Yellow do TALLOW— American & b. TEA— Hyson, Common to fair	9	934 35 55 1 00 1 40 45 1 00 1 40 45 1 00 1 40 45 1 00 1 40 45 1 00 1 40 45 1 00 1 40 1 40 1 40 1 40 1 40 1 40 1 40
White extra C Yellow do TALLOW— American & b. TEA— Hyson, Common to fair	9	934 35 50 0 35 60 0 1 40 45 0 60 1 44 45 0 60 60 60 60 60 60 60 60 60 60 60 60 6
White extra C Yellow do TALLOW— American & b. TEA— Hyson, Common to fair	99 4 0000000000000000000000000000000000	934 35 56 100 100 100 100 100 100 100 10
White extra C Yellow do TALLOW— American B. TEA— Hyson, Common to fair	9 4 6 6 8 6 8 6 8 6 8 6 8 6 8 6 8 6 8 6 8	934 35 550 35 600 1 40 45 705 600 1 44 500 1 1 40 45 705 600 1 1 40 45 705 600 1 1 40 500 1 1 50 500 1 1
White extra C Yellow do TALLOW— American B. TEA— Hyson, Common to fair	99 4 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	934 35 550 35 500 35 600 1 40 450 1 000 1 44 5 600 1 44 6 603 1 000 1 1 35 600 1 1 35 600 1 1 35 600 1 1 35 600 1 1