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The Chronicle.

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THE NEW LOAN.

The turmoil at the Stock Exchange this week has not withdrawn attention from the new loan. On the contrary, the bears have endeavored to sustain themselves by it, and have thereby put down the prices of gold as well as of stocks. The result has been that a needless element of unpopularity has been added, and the new loan, by its announcement at a critical time, has seemed to unsettle still further the too sensitive elements of popular confidence and public credit.

Among the prominent questions relative to the new loan the most frequent is—how many tenders are likely to be made? As twelve days are to intervene before the official

answer will be announced, it is premature to say much about this point. Still several things are pretty well known. In the first place, the new National banks will need part of these new fives, and the old banks hold some twelve millions of the bonds which will be called in should the whole 179 millions of new fives be taken, which are now offered by Mr. Secretary Bristow.

In the next place, there are a large number of trust and insurance companies, and of private investors all over the country, that will be likely to desire these new fives. For the past twenty years we have scarcely ever had a time in which this important class of investors have had to confess such heavy losses by unfortunate ventures. Their recent severe mishaps will make thousands of our frugal citizens less likely to buy fancy stocks or to put their savings into doubtful bonds hereafter. Experience should dispose them to prefer Government bonds, especially when they learn that the batch now offered are the last which can be issued at 5 per cent, and that under the law of 1870 the next bonds negotiated will be the 4½ or the 4 per cents.

Thirdly, we should look abroad for a probable market for these new fives. We believe Mr. Bristow has not seen fit to announce his offer in London. Still it is certain that the European markets are in a favorable state for the reception of our bonds. The CHRONICLE has often expounded the popular reasons for believing this. In spite of the threatening aspects of European finance, and of the loss of gold by the Bank of England, we still adhere to the popular view. We are glad to find it expressed in a suggestive article by the *Railway News* of June 20, as follows:

"Now that the tide of investment gives indication of flowing towards the best established of American railroads it may be useful to summarize briefly the facts and figures connected with the leading lines of the Continent. Every indication would lead us to believe that never before has there been so steady a demand for the better class of American securities, and the reason is not far to seek. A vast amount of capital has accumulated in this country, and the investments offering have considerably narrowed. It is felt that with a declining trade the continued growth of prosperity of home railways must be at least temporarily checked, and that present quotations offer no margin for profitable investment. Foreign stocks, again, are under a cloud, the heavy losses of holders of South American and other inferior securities having destroyed the market, while miscellaneous industrial undertakings and not a few mining enterprises suffer from the discredit of various notorious swindles of the character of those recently described in our columns. Unless, therefore, some new speculative mania, at present undeveloped, seizes the public mind, the flow of a considerable portion of capital to those American companies, whose home market has been destroyed by the late financial crisis, may be considered certain; and should sound securities generally be selected the result will be advantageous to all parties concerned."

The deductions argued by our London contemporary for

American railroad securities apply with still more force to Government bonds, and accordingly we are not surprised to find that no less than three Syndicates have been making overtures to our Treasury in the hope of getting exclusive control of the 179 millions of new fives, of which so much has been said.

These three Syndicates represent very different degrees of financial strength. And it is evident that, other things being equal, it will be for our advantage to choose if possible that channel of negotiation which promises to absorb hereafter the $4\frac{1}{2}$ and the 4 per cents by the foreign markets. If either of the Syndicates can offer evidence that it can help us the most efficiently in the ulterior task of negotiating the fours, with these men it will be most to our advantage to place our new fives.

It must not be forgotten that these fives were at first limited by the act under which the refunding was authorized. Their amount was to be 200 millions, while the $4\frac{1}{2}$ per cents were 300 millions and the 4 per cents 1,000 millions. By the amendment of January 20, 1871, 300 millions more of the fives were authorized. The last of these 500 millions are now offered, and no more will need to be authorized.

The residue of the funding loan to be hereafter put on the market will be 300 millions of $4\frac{1}{2}$ per cents and 700 millions of 4 per cents. We repeat that as the fives were authorized in expectation that their negotiation would open a market for the fours, the allotment should be made if possible in such a way that that object may be subserved. To this end a publication of Mr. Bristow's announcement in the London papers would certainly have been judicious and may even now be made with advantage.

THE REDEMPTION OF BANK NOTES.

In nearly all the great reforms which have shed their radiance on the civil history and political growth of the nineteenth century, it has been observed that men have builded wiser than they knew. The same remark may be made of the promoters of the New Finance Bill. They have built new bulwarks to our national banking system which have long been seen by its friends to be the great and indispensable condition of its permanence and continued prosperity. These bulwarks constructed for the protection and support of the National Banking fabric are the new arrangements for the redemption of bank notes. These arrangements are now rapidly taking shape and efficiency under the able hands of Mr. Graves the newly appointed Superintendent of the Redemption Agency in the Treasury Department at Washington. In illustration of this we find that of the \$17,700,000 of greenbacks which are to be deposited under section 3 of the law, the Treasury has already received more than one-half, or nine millions of dollars, and the fund is accumulating at the rate of about \$500,000 a-day. From the great plethora of currency in the banks all over the country these deposits of 5 per cent reserves in the Treasury are easily made. The greater part are paid in greenbacks, and the smaller part in drafts on New York, Philadelphia and Boston, made expressly payable in greenbacks. In addition to the arrangements specified in the CHRONICLE last week Mr. Graves has given the information that until further notice the department will receive packages of notes not only from banks but from individuals. This concession we doubt the propriety of. It will probably be revoked. National banks should alone be permitted to open accounts with the Treasury for the purpose of redeeming notes. That certain individuals might feel aggrieved at not being able to get National bank notes changed into greenbacks except by the National banks is very possible. Indeed, a speculative clique have

already been agitating the project of taking advantage of this arrangement to lock up greenbacks at some convenient season hereafter. We do not think they will succeed. Still their hopes of success would be less if they were not encouraged by the arrangement we are discussing, and if they had been obliged to send their notes for redemption through a national bank whose officers are amenable to severe penalties if they are found helping any clique to lock up greenbacks. To meet the difficulty a change should be made in the circular which reads at present as follows:

"Under that portion of section 3 requiring every association to keep on deposit in the Treasury of the United States, in lawful money, a sum equal to five per centum of its circulation, for the redemption of such circulation, any person is permitted to send bank notes, assorted or unassorted, and of any national banks whatever, to be sent in packages by express under Government contract, in sums of \$1,000 or multiple thereof, for which returns will be made in new legal tender notes under the contract. The expenses of expressage and for assorting the notes will be charged to the banks by which the notes were issued, and not those by which delivered, in proportion to the circulation redeemed. The notes redeemed will be assorted among the 2,000 national banks of the United States, in the following manner:

Assorting tables with 52 tills, the size of the notes, will be provided. The 2,000 banks will be divided into 50 sections of about 40 banks each, arranged alphabetically. The notes will be twice assorted—first among the 50 sections, and second the notes of each section will be assorted among the banks in the 40 sections. The notes fit for circulation, it is found, constitute a very small fraction of the total received thus far—about one-tenth. These notes, after assortment, will be returned to the banks which issued them. Those unfit for circulation will be forwarded to the Controller of the Currency who will furnish new notes, the banks being required to make good the amount charged to the five per cent fund for the redemption of their notes."

It will be remembered that we lately expressed the opinion that the redemption of notes would begin chiefly if not exclusively with the mutilated notes. This is already verified. But there is an assurance that the system of redemption once set on foot will extend itself and become very efficient if the Treasury will adopt the simple rule we have more than once suggested, and send home for redemption to the banks the bank notes which are paid into the Treasury for taxes and other dues.

We have the more confidence in offering these suggestions to the Treasury not only because of the intelligent energy with which the redemption machinery has been set at work, but for the reason that the public mind is alive to the question, and now it has been fairly aroused, it will not be allowed to sleep until the problem of redemption is so completely solved as to give that elasticity to the currency which has been so long sought in vain.

It is instructive to look back through the past ten years and see the successive changes which the banking system has undergone. The first banking law was approved 1st July, 1863, limiting the circulation to 300 millions, and under it about 450 banks were organized, with a capital of nearly 70 millions. The second law was approved 3d June, 1864, and was amended 12th July, 1870, so as to increase the circulation from 300 millions to 354 millions. It was pointed out that under these acts no effective provision was practically set up for the redemption of the bank notes. Experience fully proved this allegation; and now, after ten years' practical trial, a remedy for the defect has been contrived in the Assorting House at Washington. Thus have the desires of the inflationists been baffled; and the bill, from which they hoped other things, not only promises to turn out less mischievous than was expected, but has some good features, and among them that now under review.

We need not multiply examples to show how the profound uncertainty which hides from us the result of human legislation is especially conspicuous when that legislation

enters the domain of finance and trade. Hence the fundamental principle of political economy has long established itself that when governments make laws to touch trade or to regulate finance they tread on dangerous ground and are more liable to do harm than good.

Hasty observers who love financial prophecy have indeed too rashly concluded that governments ought not to regulate banking at all. They tell us that finance will always regulate itself better than legislation can regulate it. They would make an end of national banking systems at a single blow, and would throw commerce and business, the material forces of modern civilization, into chaos and confusion. These "radicals" evidently go too far for the conservative majority which make up the bulk of the nation. What is wanted by practical men of business is a wise regulation of banking by law. And although they may be far from approving all the provisions of our national banking law; still moderate men from the first have accepted it as the best which they are able to get, and they are thankful it is no worse. The new machinery for redemption, when in good working order, will it is hoped rid our banking system of one of its chief defects, and will thus contribute to ward off the panic which some people have predicted for next fall.

WISCONSIN RAILROAD DECISION—NO CRUMB OF COMFORT FOR THE GRANGER.

The past week the full text of the decision of the United States Court at Madison, Wisconsin, has been published, denying the application of the Northwestern Railroad bondholders for an injunction restraining the enforcement of the so-called Potter Law. Much discussion has arisen as to the effect of this decision, and we see that the Governor of Wisconsin very unwisely had one hundred guns fired in honor of the victory, as the decision is called.

As we look at it, however, there are no important points settled against the railroad by the court. The application was made in an action brought by certain creditors of the Northwestern Railroad to prevent vexatious litigation, and probably with the expectation of raising and settling in this one action all the questions involved. The facts alleged in the bill or complaint were, in substance, that the company asked only just and reasonable rates for passengers and freight; that there had been a gradual reduction since May, 1867, amounting to 20 per cent on passenger rates, and 32 per cent on freight rates; that the revenues of the company from all sources have never been sufficient to pay running expenses, the interest on its bonds, and at the same time a dividend on the capital actually invested equal to the lawful interest in Wisconsin; that the average amount of dividends paid since 1864 was at the rate of 6.67 per cent on the preferred stock, and 3.75 per cent on the common stock—no dividend at all having been made on the common stock since December, 1872, and none on the preferred stock since June, 1873; that the net earnings of the year 1873 were \$4,486,510, of which, after paying the interest on bonds and the rental of leased roads, only \$553,305 were left with which to pay dividends on a road the total cost of which was \$65,090,805; that the law of the State would reduce the receipts twenty-five per cent and leave only \$747,752 net earnings with which to meet the annual interest on the bonds, amounting to \$3,004,783, and nothing for dividends. The petitioners claimed, therefore, that the money loaned for the construction and equipment of the road was loaned under the laws of the State, which laws secured to the company the right so to operate its roads as to derive from them a revenue sufficient to pay the interest upon the money thus borrowed and provide a reasonable sinking fund for the payment thereof. Hence on these facts the application

for an injunction against the execution of the Potter act was made. The court, to be sure, has denied this application, but in such a way as to indicate pretty clearly that they have no faith in any ultimate advantage accruing from this law to this Granger movement.

We see, however, that one point referred to by the judge who gave the decision of the court is thought to be very unfavorable to the railroad. We refer to his statement that the charters of all Wisconsin railroad corporations must be held to contain this condition of the constitution of the State, that "they may be altered or repealed by the Legislature at any time after their passage." Very few perhaps, doubted this simple fact; but what that provision amounts to—or in other words what power the State really has under that provision, is as we suppose the very question at issue, and the court in no way expressed an opinion upon it as we shall in a moment see. It is believed with reason that if a railroad charter is granted and capitalists are induced by it to come into the State and spend their money and build and equip the road, that charter cannot be taken away under any such provision as the above without just cause, unless the State first reimburses the parties making the expenditure. It will be said of course that the State is not in this instance repealing or attempting to repeal the charter and so this extreme case does not arise. True, and we only cited it to illustrate the fact that although a State may make some such reservation, its powers under that reservation are modified and governed by a higher law which requires any individual any corporation, and we believe any State, to pay regard to rights vested with its approval and under its sanction and inducement. It is evidently against public policy—it is against every sentiment of justice to allow the contrary idea to prevail. If a State induces money to be spent and contracts to be made within its limits, it will certainly never be allowed at its will to confiscate that money or repudiate or compel others to repudiate those contracts. Now we did not and do not propose to argue this case; we only throw out this suggestion to relieve anxiety wherever it may exist, and indicate how very far from a settlement of the points at issue the present decision is.

What then has been decided? As near nothing as possible. An application we have seen was made for an absolute injunction against the executing or carrying out of the law. The court appears to have come to the conclusion that as the questions involved were very important, it was desirable to get the opinion of the court of last resort as soon as possible. Hence, they did not write any opinion, or express any opinion on the merits of the controversy, but in substance had an order entered we might almost say *pro forma*, denying the application and advising a rapid pushing forward of the litigation so as to obtain a final adjudication as soon as possible. At the same time the court justified its action by holding that this provision of the constitution as to modifying or repealing charters was a part of the Northwestern's charter, and hence to grant a general injunction before the court of last resort had determined whether under that provision the law might not be held to be constitutional in some of its features, would not be advisable. To be sure, the judge who gave the conclusions of the court made one or two remarks which some may think go a little further than this; but as we take it they were simply his own off-hand views, very loosely and by no means clearly expressed, and in no sense could the court be held responsible for them or be said to have adopted them. On the contrary, the entire proceedings at the time of rendering the decision show evidently that no more was intended than we have indicated.

That this was the position of the court, and the real extent

of its conclusion, is further made evident from the final point given or raised in the opinion, and that was "whether it is competent for the State arbitrarily to fix certain rates for the transportation of persons and property of this inter-State commerce," (that is where persons or property were to be transported from other States into Wisconsin or from Wisconsin into other States), "as the right to lower rates implies also the right to raise them. There may be serious doubts whether this can be done." This was said by the very same justice who stated that the portion of the Wisconsin constitution allowing the Legislature to alter or repeal was a part of the Northwestern's charter. Evidently he saw one modification of the doctrine which some would have us believe is to prevail, that the provision in question gives the Legislature absolute power over the railroad and its franchises. No, it is clear that the court did not wish to be understood as putting any interpretation upon this portion of the constitution of the State, only to say that whatever rights and power it gave in any case the Legislature had in this case.

Finally, it would seem that there is very little consolation for the Granger to be extracted from this decision. If, as the court intimated, property and persons to be carried from Wisconsin to another State cannot come under any restrictions made by the Legislature of the State (for it is inter-State commerce which is to be regulated by Congress alone), the main object sought to be obtained by this species of legislation has failed of accomplishment. The products of Wisconsin cannot reach other States or the seaboard at any lower rates than heretofore. How little then really does this legislation and litigation even in its most favorable view promise to the people who are engaged in it? The great point they have been seeking is thus all but admitted to be beyond their grasp; and even if they can force the railroads to accept ruinous rates for property taken from place to place within the State, they have gained nothing, for this very action may compel the same companies, in order to meet their expenses and obligations, to make much higher charges than at present for everything taken beyond the State. Thus instead of improving their situation, there is danger that this agitation may result even in this particular in an absolute loss to the Wisconsin farmer.

RAILROAD EARNINGS IN JUNE, AND FROM JAN. 1 TO JUNE 30.

It will be observed that in the railroad earnings for the month of June the table given below shows a decrease, as compared with the same month of 1873, in almost every case. The Central Pacific is an exception, and shows an increase of \$78,797; St. Louis & Iron Mountain is also \$22,387 ahead of last year. The decrease as to many roads is small, but it is evident that the month was a poor one for railroad business, and the persecution of railroads by the Western States comes at a time when the companies already have too much to bear in the way of decreased business and financial troubles arising from the crisis of last year. There is one very conspicuous point to be noticed in the annual reports of leading roads at the West as they are now being published for the year 1873, and this is in regard to the large and steady reduction in freight rates which has already been made during the past five years. The Rock Island, Lake Shore, Milwaukee & St. Paul, Michigan Central, and other roads, all report a large percentage of reduction in their charges for freight transportation, and a reduction which has made an immense difference in their gross receipts. But it is hardly to be expected that this fact should have much influence with the Grangers, whose sole purpose is to get produce to the seaboard cheaply, without any regard to the rights and interests of the carriers.

The following are the official returns of the Union Pacific Railroad, just published, for the month of May:

	May, 1874.	May, 1873.	Jan. 1 to May 31, 1874.	Jan. 1 to May 31, 1873.
Earnings.....	\$910,065 13	\$1,007,831 27	\$3,660,751 29	\$3,613,112 59
Expenses.....	458,322 62	490,322 23	2,013,684 20	1,935,796 79
Net earnings....	\$451,742 51	\$517,509 04	\$1,647,067 09	\$1,677,315 80

GROSS EARNINGS IN JUNE.

	1874.	1873.	Increase.	Decrease.
Atlantic & Great Western.....	\$413,302	\$423,514	\$..	\$10,212
Burlington, Cedar Rapids & Minn.	91,205	96,696	.....	5,491
Central Pacific.....	1,380,000	1,301,203	78,797	.....
Chic., Milwaukee & St. Paul.....	836,900	929,211	.....	42,311
Cleveland, Col. Cin. & Ind.....	330,754	403,721	.....	72,967
Denver & Rio Grande.....	39,292	41,489	.....	2,197
Erie.....	*1,246,700	1,331,994	.....	85,294
Illinois Central.....	678,728	742,600	.....	63,872
Michigan Central.....	*383,018	392,384	.....	9,366
Missouri, Kansas & Texas ..	237,420	249,343	.....	11,923
Mobile & Ohio.....	120,407	143,691	.....	23,284
St. Louis, Alton & T. H. (main).	98,363	116,365	.....	18,002
do do branches	43,226	48,956	.....	5,730
St. Louis, Iron Mt. & Southern..	238,610	216,223	22,387	.....
St. Louis & Southeastern.....	*72,683	91,970	.....	19,187
Toledo, Peoria & Warsaw.....	84,358	111,683	.....	27,325
Toledo, Wabash & Western.....	388,535	541,192	.....	152,657
West Wisconsin.....	74,937	71,135	3,802	.....
Total.....	\$6,808,438	\$7,258,270	\$104,986	\$554,818
Net decrease.....				\$449,832

* Three weeks only of June in each year.

For the six months of the year the sixteen roads embraced in the following table show a total net decrease of \$1,036,648, which on a total gross earnings of \$39,576,001, is not a bad exhibit for the first half of a year following immediately on the panic of 1873, in which railroad interests above all others suffered most severely.

GROSS EARNINGS FROM JANUARY 1 TO JUNE 30.

	1874.	1873.	Increase.	Decrease.
Atlantic & Great Western.....	\$2,422,037	\$2,442,605	\$..	\$20,568
Burl., Cedar Rapids & Minn...	540,277	481,807	58,470	.....
Central Pacific.....	6,407,026	6,325,408	81,618	.....
Chic., Milwaukee & St. Paul....	4,481,915	3,622,989	858,956	.....
Cleveland, Col. Cin. & Ind.....	1,955,692	2,441,819	.....	486,127
Erie.....	*8,548,670	9,127,209	.....	578,539
Illinois Central.....	3,593,103	3,792,400	.....	199,300
Michigan Central.....	*3,553,422	3,455,481	102,941	.....
Missouri, Kansas & Texas.....	1,435,535	1,440,900	.....	5,365
Mobile & Ohio.....	1,084,271	1,398,607	.....	314,336
St. Louis, Alton & T. H. (main).	575,446	698,510	.....	123,064
do do branches	246,069	296,125	.....	50,056
St. Louis, Iron Mt. & Southern..	1,126,230	1,398,607	.....	272,377
St. Louis & Southeastern.....	*574,556	613,789	.....	39,233
Toledo, Peoria & Warsaw.....	549,443	568,518	.....	19,075
Toledo, Wabash & Western.....	2,477,292	2,705,018	.....	227,726
West Wisconsin.....	469,249	.....	.....	.....
Total (excluding West Wis) \$39,576,001		\$40,612,649	\$1,101,985	\$2,138,633
Net decrease.....				\$1,036,648

* Three weeks only of June in each year.

MISSOURI KANSAS & TEXAS RAILROAD.

This is one of the important trunk lines of the country, its balance sheet now showing a total of \$44,427,852; the fiscal year terminates March 31. The present annual report is a clear and comprehensive document issued over the signature of Mr. William Bond, President *pro tem*, the President being absent in Europe. It is of more than usual interest from the fact that the company was among those which unfortunately failed to meet their obligations after the crisis of 1873, and the details of operations, together with the financial condition and the proposition for funding will be looked to very carefully.

The Union Pacific Railway Company, Southern Branch, was incorporated September 20, 1865, under the laws of the State of Kansas. The name of this corporation was changed by the action of the stockholders, on the 3d day of February, 1870, to the Missouri, Kansas & Texas Railway Company, and by filing a new certificate with the Secretary of State, and by the operation of the laws of the State of Kansas became a new corporation, under such name, on the 7th day of April, 1870. The company is now a consolidation of the following-named corporations, and owns all of the rights and property which belonged to the separate organizations: The Union Pacific Railway Company, Southern branch; the Labette & Sedalia Railway Company; the Tebo & Neosho Railroad Company; the Neosho Valley & Holden Railway Company; the St. Louis & Santa Fe Railroad Company; the Hannibal & Central Missouri Railroad Company. During the past year there have been completed and accepted by the company 73 miles of road extending from Sedalia northeast to Moberly. There has also been added, by the purchase of the Hannibal & Central Missouri Railroad, a finished railway, 70 miles in length, extending from Hannibal to Moberly. The whole number of miles of railway now owned and operated by this company is 786. The road now in operation is the main line from Hannibal in Missouri, to Denison in Texas, a distance of 575½ miles; the Junction City line in Kansas, from Junc-

tion City to Parsons, 156½ miles; and the Holden line from Holden, Missouri, to Paola, Kansas, a distance of 54 miles.

The iron bridge across the Missouri River at Boonville, Mo., designed for railway and road travel, was opened for railway purposes, upon an agreed schedule for tolls, in January last, and has since been in successful operation. This bridge is now owned by a corporation known as the Boonville Railroad Bridge Company, and is subject to a builder's lien of about \$350,000. During the past year there has been added to the equipment of the railroad, property to the cost of \$427,952 07, and new machinery, tools, etc., costing \$77,403 65.

Upon the entire road, together with the lands granted and all other property of the company, there is a bonded indebtedness now outstanding, secured by mortgage, as follows:

Union Pacific, Southern Branch.....	\$3,220,000
Tebo & Neosho.....	350,000
Missouri, Kansas & Texas, consolidated.....	13,504,000
Hannibal & Central Missouri, first.....	768,000
Hannibal & Central Missouri, second.....	32,000

Total.....\$17,874,000

being at the rate of \$22,740 per mile of completed road, exclusive of side tracks. The annual interest charge upon the foregoing bonded debt is \$1,218,980.

In November, 1872, an additional mortgage was authorized to cover the projected road from a point near Fort Gibson in the Indian Territory, to Fort Smith, in Arkansas—a distance of about eighty miles. Bonds amounting to \$1,250,000 were executed by the railway company under this mortgage, and were delivered to the Land Grant Railway and Trust Company, which had undertaken a contract for the construction of this branch road. Subsequently the purpose to build this road was abandoned, but the bonds which had been issued thereon were not returned or cancelled, and it was ascertained that they had been hypothecated by the Land Grant Railway & Trust Company as collateral security. In the panic of September, 1873, a considerable number of these bonds were sold, under such hypothecation, in New York and Amsterdam. The amount of these bonds is not included in the preceding statement of the funded debt, as the Land Grant Railway and Trust Company are to return those now under hypothecation, and arrangements have been made to exchange all those which have been sold for bonds of regular issue; at the expense of the Land Grant Railway and Trust Company.

In September, 1873, the directors authorized an issue of second mortgage bonds to the extent of \$10,000,000. None of these bonds have been sold, although \$1,900,000 have been used and pledged as additional collateral security for some of the obligations of the company. The arrangements recently made between the company and its bondholders and creditors requires that these bonds be cancelled and the mortgage discharged of record, and therefore this amount is not included in the statement of outstanding debt.

In December, 1871, the Tebo & Neosho Railroad Company executed a mortgage to secure bonds to be issued on its railroad between Sedalia and Moberly. Of this issue of bonds \$1,000,000 only were executed, and these were delivered to the Land Grant Railway & Trust Company. Subsequently, it was determined to withdraw the bonds under this mortgage, and \$1,000,000 of the consolidated bonds of the M. K. & T. Railway were delivered to the Land Grant Railway & Trust Company in exchange therefor. It appears that only \$535,000 were thus exchanged, and that \$465,000 are now outstanding, pledged as collateral security for liabilities of the L. G. R. & T. Co. It is provided in the agreement with the bondholders that these bonds shall be retired and the mortgage cancelled. It also appears that \$50,000 of the bonds of the consolidated mortgage of this company, reserved for exchange of outstanding Tebo and Neosho bonds, have been issued to the Land Grant Railway & Trust Company, without being exchanged for such Tebo and Neosho bonds, and said company will therefore have to purchase \$50,000 of such bonds for this purpose.

The floating debt of the company on the 31st of March was \$3,615,748 67, as follows:

Due to the Land Grant Railway & Trust Co. for advances made for construction, extra equipment, and for payment of interest on funded debt.....	\$1,774,579 13
Bills payable and accounts payable.....	\$1,498,051 02
Less bills and accounts receivable.....	420,841 95—1,077,209 07
Coupons due and unpaid (including premium on gold).....	763,960 47

Total.....\$3,615,748 67

The floating debt on March 31, 1873, was \$2,235,241 17, being an increase since that time of \$1,380,507 50.

The results of the operation of the railway for the year ending March 31, 1874, show that the gross earnings were \$3,522,074 33;

operating expenses, including insurance and taxes, \$1,879,360 76; net earnings, \$1,642,713 57.

The net earnings are accounted for as follows:

Interest on funded debt.....	\$636,156 89
Amount paid through Railway Company on account of construction and equipment.....	547,808 70
Amount received by Land Grant Railway and Trust Company and charged in general account.....	458,747 98

Total.....\$1,642,713 57

The general balance sheet March 31, 1874, shows an increase for the previous year of \$7,614,480 04.

On the two sides of this account the increase is made up as follows:

Cr.	
Increase in capital stock.....	\$4,460,000 00
Increase in bonded debt.....	1,380,000 00
Increase in bills and accounts payable.....	898,486 02
Increase in land credits.....	112,592 21
Increase in due and unpaid coupons.....	703,462 70
Increase in income account.....	56,939 11
Total.....	\$7,614,480 04
Dr.	
Cost of railroad.....	\$6,940,161 07
Cost of equipment.....	427,152 07
Cost of real estate and property accounts.....	19,716 51
Cost of material and supplies.....	6,799 05
Increase in land obligations receivable.....	77,885 78
Increase in bills and accounts receivable and cash.....	\$376,115 98
Less decrease income account.....	231,150 42
Total.....	141,965 56

\$7,614,480 04

In the Land Department the sales for the year were 32,814.76 acres, and the total sales from November, 1869, to March 31, 1874, after deducting cancelled contracts, amount to 301,229.53 acres. The total consideration for these sales, including interest on deferred payments, amounts to \$1,905,322.63. The grant of lands from Junction City to Southern boundary line of Kansas will amount to about 640,000 acres net. The Kansas State land grant was 125,000 acres, of which there are remaining unsold 55,183 acres. The most important grant to this company was in the Indian Territory, granted by an act of Congress, approved July 25, 1866, subject at present to Indian occupation, under treaty stipulation. This grant amounts to 3,110,400 acres of land, and has been already earned by the construction of the road. The company is offering its lands on terms considered very favorable.

The Land Grant Railway & Trust Company is a corporation organized under the laws of Missouri with a capital of \$1,500,000, which under contracts, beginning in November, 1868, and terminating in October, 1873, has constructed or purchased and mainly equipped the entire line of the M. K. & T. Railway Company. Until October, 1873, the L. G. R. & T. Company controlled the operations and received all the income of the Railway Company.

These contracts for building the road were exhaustive of all the stock, bonds and income of the railway company, but made no provision for payment of interest. The payment of interest and extraordinary expenses were, however, made by the Land Grant Railway & Trust Company, from time to time, in the expectation of a settlement therefor on a final adjustment.

The company entered upon the last fiscal year with a floating indebtedness of \$2,235,241 17, mostly due to the L. G. R. & T. Co., and this was largely increased by further payments of that company up to August, 1873. This indebtedness being much in excess of the capital of the Land Grant Railway & Trust Company, was carried largely by the active promoters of the enterprise, both in the Land Grant and in the Railway Company, and in the financial panic of September, 1873, which prevented realizing upon any securities of the company, the outstanding obligations could not be provided for by either company or by the directors who had endorsed the same. This condition of affairs resulted in a failure to provide for the interest of the company, maturing Dec. 1, 1873, Jan. 1 and Feb. 1, 1874, respectively.

A thorough and exhaustive examination of the road and the company's affairs was made by experts, and a report submitted to the creditors, and it appeared from this that foreclosure proceedings would probably be attended with loss to the bondholders. The Amsterdam bondholders were represented in New York by Mr. L. H. Meyer, and negotiations finally resulted in a proposition for funding coupons and the issue of preferred stock. An issue of \$7,000,000 eight per cent preferred stock was authorized at a meeting of stockholders held April 25, 1874, to be used only for funding coupons and settling existing debts. An agreement has been prepared and executed by the company and by a majority of floating debt creditors in this country, and has been forwarded to Europe for the action of bondholders. The main points of this agreement embrace the following:—1. The appointment of three trustees to represent bondholders and look into the earnings and management of the company. 2. The issue of preferred stock for

coupons due up to August, 1874, in the proportion of \$100 in stock for \$80 in coupons. 3. The issue of preferred stock for one half of coupons falling due after August, 1874, up to February, 1876, and the payment of the other one-half in gold as they respectively mature. 4. The issue of preferred stock in discharge of floating debt at the rate of 80 per cent of stock for the face value of the debts.

ROAD AND EQUIPMENT.

Main Line.—Hannibal, Mo., to Denison, Texas..... 575.5 miles.
Branches owned.—Junction City Line—Junction City, Mo., to Parson, Mo..... 156.5 "
Holden Line.—Holden, Mo., to Paola, Kan..... 54.0 "

Total length of road owned..... 786.0 miles.
Sidings..... 47.5 "

Total equivalent single track owned..... 833.5 miles.
Average length of road operated in 1873-74..... 754.0 "
Gauge 4 feet 8½ inches. Weight of rail 50 and 56 pounds to the yard.
Equipment.—Locomotives 66. Passenger train cars—first-class 24, second-class 11, baggage 21, other 7. Total of all passenger train cars 63. Freight train cars—box 440, stock 339, coal 179, flat 181, caboose 30, magazine 1. Total of all cars of freight trains 1,170. Total construction train cars 27. Grand Total of all cars 1,260.

OPERATIONS AND FISCAL RESULTS.

Train Mileage.—Passenger 646,899, freight 900,403, other 325,183. Total, 1,872,485.

Passenger Traffic.—Passengers carried—first-class, 162,158; second-class, 2,253; third-class, 4,197. Total, 168,608. Of these passengers 160,342 were way, and 8,266 through. Passengers carried one mile 16,985,591.

Freight Traffic.—Tons carried, 329,712, of which 28,272 tons were carried through. Included in freight were 23,260 bales of cotton. Tons carried one mile 61,701,206.

Gross Earnings.—Passenger, 1,012,375 92; freight, \$2,248,310 37; express, \$73,800 00; mail, \$123,591 42; mileage and car service, \$17,166 36; other, \$46,830 26. Total (\$4,671 18 per mile operated), \$3,522,074 33

Operating Expenses.—Maintenance of roadway, \$511,526 10; engines, cars and machinery, \$236,337 61; transportation expenses, \$563,493 05; extraordinary repairs and renewals, \$68,466 49; mileage and car service, \$37,370 25; other expenses, \$404,066 42. Total (being 51.7 per cent of gross earnings), 1,821,259 92

Net Earnings over operating expenses..... 1,700,814 41

Payments for interest and gold premium..... \$1,339,619 59

Insurance taxes and stamps..... 58,100 84

Profit and loss for year transferred..... 12,004 45

Surplus of the year..... \$291,089 53

Deduct deficiency arising from previous year's operations..... 234,150 42

Balance..... \$56,939 11

FINANCIAL CONDITION AT CLOSE OF YEAR.

Liabilities.

Capital stock..... \$21,405,000 00
1st mortgage bonds, Union Pacific Railway, South branch..... 3,320,000 00
1st mortgage bonds, Tebo & Neosho Railroad..... 350,000 00
1st mortgage consolidated bonds..... 13,504,000 00
Hannibal & Central Missouri 1st mortgage bonds..... 768,000 00
Hannibal & Central Missouri 2d mortgage bonds..... 32,000 00
Land sales accounts (less expenses Land Department)..... 1,054,950 22
Loan accounts..... 240,042 35
Coupons due and unpaid..... 763,960 47
Bills payable..... 877,011 56
Due other railroad companies..... 47,055 55
Due land grant, Railway and Trust Company..... 1,774,579 13
Unadjusted accounts..... 272 50
Income account..... 56,939 11
Due sundry persons..... 333,941 06

Total liabilities..... \$44,427,852 45

Assets.

Cost of road..... \$40,696,991 51
Cost of equipment..... 2,016,176 17
Cost of real estate..... 64,602 45
Property accounts (stocks and bonds)..... 64,500 00
Material and supplies on hand..... 73,886 62
Land obligations receivable..... 946,872 49
Due from sundry persons..... 270,128 94
Bills receivable..... 56,169 83
Due from other railroad companies..... 94,543 18
Unadjusted accounts..... 1,034 65
Cash on hand and in bank..... 142,946 61

Total assets..... \$44,427,852 45

Land Sales (less Sales Cancelled) for the Year Ending March 31, 1874, and from November, 1869, to March 3, 1874.

	Year ending Mch. 31, '74.	Nov., '69, to Mch. 31, '74.
Number of acres sold.....	30,179 56	301,229 53
Cash paid at time of purchase.....	\$17,829 53	\$.....
Deferred payment.....	119,476 27	.....

	Year ending Mch. 31, '74.	Nov., '69, to Mch. 31, '74.
Total consideration.....	\$137,305 80	\$1,290,745 93
Interest to mature on deferred payments.....	62,777 19	614,617 40

	Year ending Mch. 31, '74.	Nov., '69, to Mch. 31, '74.
Total consideration and interest.....	\$200,082 99	\$1,905,363 33
Average price per acre.....	\$4 61	\$4 30
Average proceeds per acre.....	6 75	6 35

Cash Receipts and Expenditures of Land Department from November, 1869, to March 31, 1874.

Cash received at time of sale.....	\$226,075 79
Cash received from deferred payments matured.....	117,756 95
Cash received from interest on deferred payments.....	119,917 64

Total cash receipts.....	\$463,750 38
Total expenditures.....	359,722 69

Net receipts..... \$104,027 69

COMPARATIVE STATEMENT FOR THREE YEARS.

Road and Equipment.

	1871-72.	1872-73.	1873-74.
Miles of road owned.....	551.00	642.95	786.00
Total equivalent single track.....	573.13	675.98	833.50
Locomotives.....	41	50	66
Passenger train cars.....	40	59	63
Freight & construct'n tr'n cars.....	835	1,028	1,197

Operations and Fiscal Results.

	1871-72.	1872-73.	1873-74.
Passengers carried.....	166,253	152,148	168,608
Pass'gers carried one mile.....	6,701,485	13,541,176	16,985,591
Freight moved.....(tons).	143,601	248,222	329,712
Freight moved one mile (tons).....	16,736,900	34,512,497	61,701,206
Passenger earnings.....	\$434,835 22	\$638,026 73	\$1,012,375 92
Freight earnings.....	814,693 06	1,552,541 46	2,248,310 37
Other earnings.....	109,385 30	138,693 44	261,388 04

Total gross earnings.....	\$1,358,913 58	\$2,329,261 63	\$3,522,074 33
Operating expenses.....	974,099 98	1,376,907 70	1,821,259 92

Net earnings.....	\$384,813 65	\$952,353 93	\$1,700,814 41
Interest and gold premium.....	384,011 67	1,042,302 43	1,339,619 59
Insurance and taxes.....	72,681 07	76,380 24	58,100 84
Profit and loss.....	1,956 84	67,821 68	12,004 45
Balance.....	deficit 73,835 93	deficit 234,150 42	surplus 291,089 53

Financial Condition at Close of Each Year.

	1871-72.	1872-73.	1873-74.
Capital stock.....	\$11,920,000 00	\$16,945,000 00	\$21,405,000 00
Funded debt.....	12,796,000 00	16,491,000 00	17,874,000 00
Land sales accounts (less expenses Land Department).....	883,210 78	942,358 01	1,054,950 22
Floating debt.....	109,591 26	250,000 00	877,011 56
Due land grant, Railway & Trust Company.....	1,442,562 82	1,929,698 10	1,774,579 13
Other accounts and liabilities.....	11,979 57	255,316 30	1,442,311 54

Total liabilities.....	\$27,163,344 43	\$36,813,372 41	\$44,427,852 45
Road, buildings, &c.....	\$24,757,137 18	\$33,820,216 38	\$40,761,593 96
Equipment.....	1,120,452 47	1,588,224 10	2,016,176 17
Land obligations receivable.....	758,629 82	868,986 71	946,872 49
Stocks and bonds.....	46,000 00	46,000 00	64,500 00
Materials and cash on hand.....	61,079 05	67,087 57	216,833 23
Accounts, &c.....	420,045 91	422,857 65	421,876 60

Total property and assets.....\$27,163,344 43 \$36,813,372 41 \$44,427,852 45

Latest Monetary and Commercial English News

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

EXCHANGE AT LONDON— JUNE 26.			EXCHANGE ON LONDON.		
ON -	TIME.	RATE.	LATEST DATE.	TIME.	RATE.
Amsterdam...	short.	11.18 @ 11.19	June 26.	short.	11.90
Antwerp.....	25.50 @ 25.55	"	.....	25.24
Hamburg.....	20.57 @ 20.62	"	3 mos.	20.27
Paris.....	short.	25.15 @ 25.25	"	short.	25.18
Paris.....	3 months.	25.42 @ 25.50	June 26.	3 mos.	11.17
Vienna.....	11.40 @ 11.45	"	.....	6.22½
Berlin.....	3.25½ @ 3.26½	"	short.	119
Frankfort.....	119½ @ 120½	.....	.....	.....
St. Petersburg.....	32½ @ 32½	.....	.....	.....
Cadiz.....	49 @ 49½	.....	.....	.....
Lisbon.....	90 days.	52½ @ 52½	.....	.....	.....
Milan.....	3 months.	28.15 @ 28.25	.....	short.	27.80
Genoa.....	28.15 @ 28.25	June 26.	60 days.	\$4 88½ per £.
Naples.....	28.15 @ 28.25	June 6.	90 days.	25½
New York.....	May 8.	.....	25 @ 25½
Rio de Janeiro.....	May 15.	.....	49
Bahia.....
Buenos Ayres.....	May 8.	.....	26½ @ 26½
Valparaiso.....	April 27.	.....	51½ @ 51½
Pernambuco.....	June 25.	6 mos.	1s. 10½ d.
Montevideo.....	June 22.	.....	1s. 10½ d.
Bombay.....	June 18.	.....	4s. 4d.
Calcutta.....	June 20.	.....	5s. 11½ d.
Hong Kong.....
Shanghai.....	April 28.	.....	52½
Penang.....
Singapore.....
Alexandria.....

[From our own correspondent.]

LONDON, Saturday, June 27, 1874.

There has been some increase in the demand for money during the week, but it has arisen almost entirely out of the requirements incidental to the quarter, and to the payments which will have to be made next week at the termination of the half year. The supply of money being very abundant, these additional demands have no material effect upon the rates, which remain extremely easy, the open market quotations being about one-fourth per cent beneath those current at the Bank of England. The week's Bank return, however, presents no important change, the proportion of reserve to liabilities having increased from 48 to only 48½ per cent. This is nevertheless a high point, and it would appear to be evident that unless business sufficiently improve to absorb some of our supplies of idle money, it will be found difficult to maintain even the low minimum of 2½ per cent. A feature in the return is that although only £96,000 was received by the Bank from external sources during the week, the increase in the stock of bullion amounts to £343,816, the total being now nearly £24,000,000. The total of "other securities" continues to diminish, and is now only £17,623,326, against £21,853,717, showing therefore a diminution of £4,230,391.

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

	1870.	1871.	1872.	1873.	1874.
Circulation, including bank post bills.....	23,572,131	24,556,228	25,576,497	25,633,156	26,250,855
Public deposits.....	13,683,699	9,893,184	13,673,109	12,642,270	8,768,385
Other deposits.....	17,826,647	21,139,721	17,353,103	16,437,312	17,722,423
Government securities.....	13,017,279	12,991,579	13,500,052	13,398,934	13,839,394
Other securities.....	22,854,906	20,661,763	21,274,406	21,853,717	17,623,326
Reserve of notes and coin.....	13,696,210	17,559,790	14,338,794	11,990,740	13,074,740
Coin and bullion in both departments....	21,892,360	26,609,540	24,552,319	22,270,010	23,969,450
Bank-rate.....	3 p. c.	2½ p. c.	3 p. c.	6 p. c.	2½ p. c.
Consols.....	92½ d.	92½ d.	92½ d.	92½ d.	92½ d.
English wheat.....	50s. 5d.	59s. 11d.	59s. 0d.	58s. 10d.	60s. 8d.
Mid. Upland cotton....	9½ d.	8½ d.	11½ d.	8 15-16d.	*8½ d.
No. 40 mule yarn fair 2d quality.....	1s. 2½ d.	1s. 1½ d.	1s. 4½ d.	1s. 2d.	*1s. 0½ d.
Clearing House return.	67,524,000	73,240,000	89,449,000	97,459,000	97,705,000

* Price June 18.

The demand for money during the week has been moderate. The Bank rate is unaltered and the quotations are as under:

	Per cent.		Per cent.
Bank rate.....	2½	4 months' bank bills.....	2½@3
Open-market rates:		6 months' bank bills.....	2½@3
30 and 60 days' bills.....	2½	4 and 6 months' trade bills.	2½@3½
3 months' bills.....	2½@2¾		

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

	Per cent.
Joint-stock banks.....	1½@...
Discount houses at call.....	1½@...
Discount houses with 7 days' notice.....	1½@...
Discount houses with 14 days' notice.....	1½@...

The rates of discount at the leading cities abroad are as under:

Bank rate.	Open rate.	Bank rate.	Open rate.
per cent.	per cent.	per cent.	per cent.
Paris.....	4 3½	St. Petersburg.....	5½ 5½
Amsterdam.....	3½ 3½	Brussels.....	4 3½
Hamburg.....	2½ 2½	Turin, Florence and Rome.....	5 4
Berlin.....	4 2½	Antwerp.....	6 5½
Frankfort.....	3½ 2½	Bremen.....	4 3½
Vienna and Trieste.....	5 5	Leipzig.....	4½ 4½
Madrid, Cadiz and Barcelona.....	6 6	Genoa.....	5 4½
Lisbon and Oporto.....	7 7	New York.....	5-6

The demand for gold for export has been very limited. There have been but few arrivals and consequently the operations have not been important. Silver is rather firmer, owing to a demand for Spain. The following prices are from the circular of Messrs. Pixley & Abell:

GOLD.		s.	d.	s.	d.
Bar Gold.....	per oz. standard.	77	9	@	...
Bar Gold, fine.....	per oz. standard.	77	9	@	...
Bar Gold, refinable.....	per oz. standard.	77	11	@	...
South American Doubloons.....	per oz.			@	...
United States Gold Coin.....	per oz.	76	3½	@	...
SILVER.		s.	d.	s.	d.
Bar Silver, Fine.....	per oz. standard, firm.	4	11	@	...
Bar Silver, containing 5 grs. Gold.....	per oz. do. last price.	4	11½	@	...
Fine Cake Silver.....	per oz.			@	...
Mexican Dollars.....	per oz.	4	9½	@	...
Spanish Dollars (Carious).....	per oz. none here.			@	...
Five Franc Pieces.....	per oz. none here.			@	...

Business in the stock markets has been exceedingly quiet, but during the last few days a somewhat steadier tone has prevailed. The chief movements have been in Erie shares, which have been dealt in as high as 28½ to 28¾. There has been a large speculation in these securities, and numerous adverse rumors have been circulated with a view to induce *bona-fide* holders to part with their stock; but it appears that nothing will be made public until the accountants have completed their investigation of the accounts, which will be finally accomplished on their journey home. We shall be surprised, however, if this is strictly adhered to. Confidential news about Erie affairs leaks out so freely that even this last secret is not expected to be kept until the accountants have had time to finally endorse their report. It is remarkable, however, that notwithstanding the uncertainties about the Erie and Atlantic & Great Western Railway Companies, sound American railroad mortgage bonds continue to attract the attention of the investing public, and several of these have risen in value during the week. Indian Government and Indian railway securities have been in demand and have realized higher quotations, while Colonial Government securities and sound foreign stocks have remained firm. Turkish five per cents have improved, and in the telegraph market rather more business has been transacted; but in other departments of the Stock Exchange a very quiet tone has prevailed. The following were the closing prices of consols and the principal American securities at to-day's market:

Consols.....	92½@92½
United States 6 per cent 5-20 bonds, ex 4-0.....	103½@103½
do 1865 issue.....	107½@108
do 1867 issue.....	105½@105½
do 5 per cent 10-40 bonds, ex 4-0.....	104½@104½
do 5 per cent Funded Loan, 1871, ex 4-0.....	104½@104½
Atlantic and Gt. West., 8 per cent. Debent's, Bischoffsheim's cts.....	48½@49
Ditto 2d Mortgage, 7 per cent bonds.....	26½@27
Ditto 3d Mortgage.....	12½@13
Erie Shares, ex 4-0.....	27½@28½
do preferred.....	43 @ 44
Ditto 6 per cent. Convertible Bonds.....	92 @ 93
Ditto 7 per cent Consolidated Mortgage Bonds.....	86½@87
Ditto 7 per cent Convertible Gold Bonds.....	62 @ 63
Illinois Central Shares, \$100 pd., ex 4-0.....	88½@89½
New York Central \$100 shares.....	90 @ 91
Virginia 6 per cent. bonds, ex 4-0.....	35 @ 40

Genial rains have fallen over the country during the week which, though delaying the harvest, are productive of unmeasurable benefit to the grass and root crops, as well as to the crops of spring corn. Wheat is now in bloom in the early districts of the country, and there is still the promise of a good yield. The hay crop has proved to be a very light one, owing to the continuance of dry weather; but with such weather as the present, farmers will not be so anxious to forward their stock of beasts and sheep to market, as the growth of the grass will be rapid. The wheat trade during the week, owing to the limited supplies of grain offering, has been firm, and though millers have been operating with extreme caution, rather higher prices have been obtained. The quantity of wheat now afloat to the United Kingdom is estimated at 1,193,450 quarters, against 1,296,630 quarters last year. The average prices of English wheat, barley and oats in England and Wales for last week, compared with the four previous years, are subjoined:

	1874.	1873.	1872.	1871.	1870.
	s. d.	s. d.	s. d.	s. d.	s. d.
Wheat.....	60 3	58 10	59 0	59 11	48 0
Barley.....	42 0	38 9	33 3	36 10	32 5
Oats.....	30 4	26 8	24 2	27 8	25 0

The following figures show the imports and exports of cereal produce 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 previous years:

IMPORTS.				
	1873-74.	1872-73.	1871-72.	1870-71.
Wheat.....cwt.	33,307,286	36,089,717	32,218,160	26,127,943
Barley.....	7,682,014	12,301,561	10,534,212	6,571,254
Oats.....	8,492,357	9,093,553	8,380,285	7,348,787
Peas.....	980,976	1,243,764	816,478	807,515
Beans.....	3,216,086	2,309,900	2,817,742	1,586,078
Indian Corn.....	13,912,687	16,629,836	14,864,577	12,591,764
Flour.....	5,383,102	5,527,717	2,621,207	3,733,214
EXPORTS.				
Wheat.....cwt.	2,095,363	502,374	2,168,046	3,098,941
Barley.....	232,461	17,211	15,403	110,130
Oats.....	85,872	18,160	103,209	1,421,676
Peas.....	10,528	6,877	9,605	53,212
Beans.....	2,373	2,458	3,041	18,019
Indian Corn.....	115,890	34,390	21,062	64,351
Flour.....	149,350	20,641	79,450	1,344,494

English Market Reports—Per Cable.

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

London Money and Stock Market.—Ten-forties are ½ lower while 1865's and 1867's have advanced ¼@½.

The bullion in the Bank of England has decreased £673,000 during the past week.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Consols for money.....	92½	92½	92½	92½	92½	92½
do account.....	92½	92½	92½	92½	92½	92½
U. S. 6s (5-20s), 1865, old.....	108½	108½	108½	108½	108½	108½
do 1867.....	108½	108½	108½	108½	108½	108½
U. S. 10-40s.....	104½	104½	104½	104½	104½	104½
New 5s.....	104½	104½	104½	104½	104½	104½

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

U. S. 6s (5-20s) 1862.....	97½	97½	97½	...
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Liverpool Cotton Market.—See special report of cotton.

Liverpool Breadstuffs Market.—Breadstuffs close dull, with flour and wheat lower.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Flour (Western).....	27 6	27 6	27 0	27 0	27 0	27 0
Wheat (Red W'n. spr.).....	10 5	10 5	10 3	10 3	10 2	10 0
do (Red Winter).....	12 0	12 0	12 0	12 0	12 0	11 0
do (Cal. White club).....	12 5	12 5	12 5	12 5	12 4	12 4
Corn (West. m'd) ½ quarter.....	35 0	35 0	34 0	34 0	34 0	35 0
Peas (Canadian) ½ quarter.....	42 0	42 0	42 0	42 0	42 0	42 0

Liverpool Provisions Market.—Beef and cheese have declined in price, while bacon and lard are higher.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Beef (mess) new ½ tce.....	94 0	94 0	94 0	94 0	92 6	92 6
Pork (mess) new ½ bbl.....	67 6	67 6	67 6	67 6	67 6	67 6
Bacon (long cl. mid.) ½ cwt.....	46 0	46 0	46 0	46 0	46 0	46 0
Lard (American).....	52 6	52 9	53 0	53 3	53 6	53 9
Cheese (Amer'n fine).....	65 0	65 0	65 0	65 0	64 0	63 0

Liverpool Produce Market.—Common rosin closes 3d. lower than last Friday, with other prices unchanged.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Rosin (common).....	6 6	6 3	6 3	6 3	6 3	6 3
do fine.....	17 0	17 0	17 0	17 0	17 0	17 0
Petroleum (refined).....	11 11	11 11	11 11	11 11	11 11	11 11
do (spirits).....	8½	8½	8½	8½	8½	8½
Tallow (American).....	39 6	39 6	39 6	39 6	39 6	39 6
Cloverseed (Am. red).....	37 0	37 0	37 0	37 0	37 0	37 0
Spirits turpentine.....	27 0	27 0	27 0	27 0	27 0	27 0

London Produce and Oil Markets.—Linseed and whale oils are all lower than a week ago.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Lins'd c'ke (obl). # tn	11 5 0	11 5 0	11 5 0	11 0 0	11 0 0	11 0 0
Linseed (Calcutta)...	60 3	60 3	60 3	60 3	60 3	60 3
Sugar (No. 12 D'ch std)						
on spot, # cwt.	25 0	25 0	25 0	25 0	25 0	25 0
Sperm oil. # tun	99 0 0	99 0 0	99 0 0	99 0 0	99 0 0	99 0 0
Whale oil. " "	30 15 0	30 15 0	30 15 0	30 15 0	30 15 0	30 15 0
Linseed oil. " "	28 9 0	28 6 0	28 6 0	28 9 0	28 3 0	28 3 0

COMMERCIAL AND MISCELLANEOUS NEWS.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports this week show a decrease in both dry goods and general merchandise. The total imports amount to \$5,107,430 this week, against \$6,646,571 last week, and \$6,854,641 the previous week. The exports are \$7,387,186 this week, against \$7,191,644 last week, and \$6,429,678 the previous week. The exports of cotton the past week were 3,915 bales, against 2,552 bales last week. The following are the imports at New York for week ending (for dry goods) July 2, and for the week ending (for general merchandise) July 3:

	1871.	1872.	1873.	1874.
Dry goods.....	\$1,485,468	\$1,519,228	\$859,925	\$1,173,442
General merchandise...	5,210,780	4,566,011	3,252,084	3,933,988
Total for the week..	\$6,696,248	\$6,085,239	\$4,112,009	\$5,107,430
Previously reported....	195,778,813	232,125,858	219,390,510	211,153,581

Since Jan. 1..... \$202,475,061 \$238,211,097 \$223,502,519 \$216,261,011

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 July 7:

	1871.	1872.	1873.	1874.
For the week.....	\$4,903,228	\$3,965,813	\$4,964,510	\$7,387,186
Previously reported....	118,190,496	111,123,604	140,209,601	144,980,677

Since Jan. 1..... \$123,093,724 \$115,089,417 \$145,174,111 \$152,367,863

The following will show the exports of specie from the port of New York for the week ending July 3, 1874, and since the beginning of the year, with a comparison for the corresponding date in previous years:

June 29—Schr. Northern Home..	Maracaibo.....	American gold coin....	\$15,000
June 30—Str. Herder.....	Paris.....	One keg Am. gold coin	50,000
		S. B.—24 silver bars...	27,500
June 30—Str. Crescent City....	Havana.....	Spanish gold.....	7,500
		American gold.....	9,500
July 2—Str. City of Merida...	Havana.....	American gold coin....	2,000
July 3—Str. China.....	Liverpool.....	Silver bars.....	339,354
July 3—Str. America.....	Paris.....	Gold bars.....	33,331
	For London..	Gold coin.....	50,000

Total for the week \$531,186
Previously reported..... 28,408,596

Total since Jan. 1, 1874..... \$28,942,782

Same time in—	1873.	1872.	1871.	1870.
1873.....	\$28,204,646	1869.....	\$15,541,446	
1872.....	39,262,456	1868.....	51,350,825	
1871.....	46,441,084	1867.....	26,553,723	
1870.....	18,185,566	1866.....	47,123,865	

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

June 29—Str. Oceanic.....	Liverpool.....	Silver.....	\$7,299
June 29—Str. China.....	Liverpool.....	Gold.....	9,908
July 2—Str. Calabria.....	Liverpool.....	Gold.....	16,553
July 2—Schr. Portland.....	Truxillo.....	Gold.....	697
July 3—Str. Henry Chauncey....	Aspinwall.....	Silver.....	6,452
		Gold.....	7,819
		Gold dust.....	946
July 3—Str. Etna.....	Kingston.....	Gold.....	2,643

Total for the week \$52,517
Previously reported..... 2,449,467

Same time in—	1873.	1872.	1871.	1870.
1873.....	\$2,738,782	1869.....	\$9,671,486	
1872.....	755,540	1868.....	3,971,151	
1871.....	3,219,930	1867.....	1,589,049	
1870.....	7,222,251			

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

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

Week ending	For Circulation.	For U. S. Deposits.	Total.	—Bal. in Treasury.—	Coin certificates outst'd'g.
Jan. 3..	392,985,900	16,360,200	409,346,100	85,360,430	4,871,996
Jan. 10..	392,983,900	16,360,200	409,344,100	85,867,361	3,705,405
Jan. 17..	392,515,900	16,360,100	408,876,000	85,949,553	2,261,022
Jan. 24..	392,410,900	16,360,200	408,771,100		
Jan. 31..	392,494,300	16,320,200	408,814,500		
Feb. 7..	392,645,200	16,511,200	409,156,400	84,565,085	4,976,886
Feb. 14..	392,740,200	16,210,200	408,950,400	80,689,404	4,124,197
Feb. 21..	392,604,200	16,220,200	408,824,400	86,580,377	2,868,609
Feb. 28..	392,515,950	16,265,200	408,781,150		
March 7..	392,656,200	16,245,200	408,901,400	84,246,933	3,234,362
March 14..	392,773,200	16,215,200	408,988,400	86,240,743	3,002,629
March 21..	392,890,200	16,270,200	409,160,400	87,817,545	2,730,408
April 4..	392,916,700	16,365,200	409,281,900	87,360,169	4,086,124
April 11..	392,970,700	16,465,200	409,435,900	86,801,529	3,781,554
April 18..	392,747,200	16,510,200	409,257,400	87,835,628	3,658,803
April 25..	392,869,200	16,570,000	409,439,200	87,759,000	3,021,874
May 2..	392,909,100	16,535,200	409,444,300		
May 9..	409,580,800	16,535,200	426,066,000	89,031,885	7,977,097
May 16..	409,980,600	16,535,200	426,515,800	88,611,729	9,583,126
May 23..	393,073,000	16,569,000	409,642,000	87,585,937	8,724,633
June 6..	392,719,000	16,560,200	409,279,200	82,999,903	10,548,965
June 13..	392,857,500	16,560,200	409,417,700	81,083,263	11,492,177
June 20..	392,863,500	16,535,200	409,398,700	80,139,437	13,327,435
June 27..	392,016,200	16,635,200	408,651,400	80,715,577	18,780,171

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

Week ending	Notes in Circulation	Fractional Currency Received.	Fractional Currency Distributed.	Leg. Ten. Distrib'd.
Nov. 29..	348,536,499	812,800	186,800	2,469,500
Dec. 6..	348,630,134	1,213,000	262,000	2,099,500
Dec. 13..	348,578,551	986,800	723,200	1,503,800
Dec. 20..	348,581,729	913,100	694,000	2,035,000
Dec. 27..	348,435,328	155,200	616,800	1,349,000
Jan. 3..	348,575,178	23,200	222,800	2,265,000
Jan. 10..	348,489,571			
Jan. 17..	348,525,547	647,200	686,400	1,688,500
Jan. 24..	348,662,175	798,500	859,600	979,800
Jan. 31..	348,603,188	998,800	410,000	1,028,200
Feb. 7..	348,637,504	889,600	485,200	1,021,000
Feb. 14..	348,583,468	860,000	644,000	1,292,000
Feb. 21..	348,648,605	770,000	462,800	82,600
Feb. 28..	348,586,000	1,105,609	891,400	1,298,060
March 7..	348,695,954	1,055,000	438,700	1,394,000
March 14..	348,334,389	1,054,200	634,300	980,800
March 21..	348,571,869	1,196,300	566,200	914,000
April 4..	349,071,057	326,900	958,200	
April 11..	348,977,883	353,560	541,100	1,015,500
April 18..	349,081,083	357,000	830,300	1,486,000
April 25..	349,086,208	357,000	356,400	761,500
May 2..	349,059,558	357,000	628,900	972,500
May 9..	348,858,508	357,000	709,800	1,017,500
May 16..	349,039,869	672,000	942,200	816,500
May 23..	349,132,276	466,900	667,200	1,380,500
June 6..	348,911,683	548,100	528,100	1,198,500
June 13..	348,778,738	604,800	683,500	889,500
June 20..	350,581,932	690,900	979,100	1,070,000
June 27..	350,620,062	878,500	613,600	749,000

St. Louis City Bonds.—Proposals were made for the whole \$2,072,000 of 6 per cent gold bonds by Messrs. J. S. Morgan & Co., of London, at 90 per cent in gold, less 2 per cent for commissions. Messrs. Allen, Copp & Nisbett, of St. Louis, bid 98½ currency for \$165,000.

—Attention is directed to the notice of the Treasurer of the State of California, of the redemption of a further amount of the civil bonds of 1857. This notice is published for the first time in our advertising columns to-day, and is distinct from the other notice which has been running for several weeks. It is satisfactory to observe that the State of California is so rapidly paying off her bonded indebtedness, and not taking the other course of rushing into all manner of so-called internal improvements, and issuing new bonds to be a burden to her people and a check to her future growth.

—We call attention to the Philadelphia & Reading Coal and Iron first mortgage bonds, guaranteed both principal and interest by the Philadelphia & Reading Railroad Company, offered by Messrs. William T. Meredith & Co., whose advertisement appears in our to-day's issue of the CHRONICLE.

BANKING AND FINANCIAL.

L. W. HAMILTON & CO., Stock and Privilege Brokers, 48 Broad street New York, having contracted with responsible parties, can, for the coming week, negotiate Stock Privileges at the following distance from the market price of the stock. A Put or Call on 100 shares, including commission, will cost \$106 25, and for a Double Privilege the cost will be \$212 50. Privilege Certificates for less than 100 shares will be issued at the same rates.

Rates for week ending July 17, 1874.	"PUTS" Below Market Price.	"CALLS" Above Market Price.	DOUBLE PRIVILEGES. Distance from Market.
N. Y. Central.....	1½	2½	1½
Lake Shore.....	2½	3½	2½
Erie.....	2½	3	2½
Rock Island.....	1½	2½	2
Wabash.....	2½	3	2½
Northwestern.....	1½	2½	2
Mil. & St. Paul.....	1½	3	2
Ohio & Mississippi.....	1½	2½	1½
C. C. & I. C.....	1½	2½	2½
Union Pacific.....	1½	2½	1½
Western Union.....	2½	3½	2½
Pacific Mail.....	1½	3	2½

A copy of the last number of the *Wall Street Reporter*, containing a full report of the operations of the past week, and explaining how large profits are made in stock speculations, with but a small risk of loss, will be mailed free to any address.

COTTON CONTRACTS

Bought and sold on Commission only
Advances made on Cotton and approved Stock Exchange Collaterals.

R. M. WATERS & CO., 56 Broad street.

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

MONEY invested in Stock Privileges at the present time will be sure to yield large returns during the next thirty days.

We are prepared to negotiate Puts and Calls on members of the Stock Exchange, or equally reliable parties, at a distance of 1 to 2½ per cent from the market on the active stocks, costing \$100 for 100 shares. Double Privileges, \$200 for 100 shares, time 30 days. Parts of 100 shares at same rates. Stock speculations are carried on with privilege contracts by all the principal operators in New York, and has become the favorite system of operating. Losses are limited to very small amounts, while the chance of profit is made more certain. Parties entrusting us with their orders may rely on our making the most advantageous contracts possible. We will also make operations against contracts negotiated by us, and hold contracts as margin in place of cash. Among the best stocks for privilege operations are Erie, Lake Shore, C. C. I. C., Union Pacific, and Pacific Mail. All contracts the last 30 days on these stocks have proven profitable ventures. The indications are that we shall continue to have an active market. Quotations and full information will be found in the "Week's Doings in Wall Street," containing the highest and lowest prices of stocks for the past ten years, with a general review of the present and prospective market. Copy mailed free to any address.

TUMBRIDGE & CO., Bankers and Brokers,
2 Wall street, corner Broadway, N. Y.

The Bankers' Gazette.

DIVIDENDS.

The following Dividends have recently been announced:

COMPANY.	PER CENT.	WHEN PAYABLE.	BOOKS CLOSED.
Railroads.			
Albany & Susquehanna.	3½	July 1	
Berkshire (quar.)	1½	July 10	
Cheshire, pref.	\$2	July 15	
Dayton & Michigan, guar. (quar.)	2	July 7	June 30 to July 9
Little Schuylkill R.R. & Coal Co.	3½	on dem.	
Minchill & Schuylkill Haven.	3½	July 16	
Banks.			
Produce	3½	July 15	July 7 to July 15
Insurance.			
Adriatic	5	on dem.	
American Fire	7	July 11	
American Exchange Fire	5	on dem.	
Arctic Fire	5	on dem.	
Atlantic	5	on dem.	
Citizens'	5	on dem.	
Columbia Fire	5	on dem.	
Commercial Fire	8	on dem.	
Continental	5	on dem.	
Firemen's Fund	5	on dem.	
German-American	5	on dem.	
Globe Fire	7½	on dem.	
Great Western (Marine)	5	July 15	
Guardian Fire	5	July 11	
Importers' & Traders'	5	on dem.	
Knickerbocker Fire	10	July 15	July 9 to July 15
Lamar	5	on dem.	
Long Island	8	on dem.	
Lorillard	5	on dem.	
Manufacturers' & Builders' Fire	5	July 10	
National Fire	5	on dem.	
New York Equitable	10	July 11	
Phenix	5	on dem.	
Relief Fire	5	on dem.	
Resolute Fire	5	on dem.	
Tradesmen's Fire	5	July 10	
United States Fire	7	on dem.	
Miscellaneous.			
Schuylkill Navigation Co., pref.	60c scrip	July 27	
" " com.	30c scrip	July 27	

FRIDAY, July 10, 1874—6 P. M.

The Money Market and Financial Situation.—The principal topic of discussion in Wall street this week has been the decision of the U. S. Circuit Court in Wisconsin against the Railroad Companies and in favor of the recent Wisconsin law. The Court refuses the injunction applied for by the companies against the railroad commissioners, and holds that by the State constitution the right is reserved to alter or repeal the charters, and consequently to regulate the freight rates. The important question of inter-State commerce, however, was not passed upon, and by consent of counsel the case has been put in such shape, by formal proceedings, that an appeal can be taken directly to the U. S. Supreme Court and argued probably at the next term in October. It is very unfortunate that railroad property should be subjected to an accumulation of evils; the Grangers' movement and the hostile laws passed through their instrumentality come just at a time when the companies are struggling to recover themselves after the unparalleled financial disasters of 1873, and to pursue them now with injurious or embarrassing laws is like striking a man who is already down. A very important consideration, also, is the fact that large reductions have already been made in the rates of leading Western railroads, and the prices now obtained for transportation of freight are much below those of a few years ago. We have referred briefly to these matters in our article upon railroad earnings, but their prominence this week in connection with financial transactions seems to warrant a notice of them in this place also.

There is little new in regard to the offer of Secretary Bristow to sell the balance of the 5 per cent loan, and there appears to be no decided opinion as to the amount of bids likely to be received by him on the 23d inst.; we believe that the feeling towards the new Secretary is generally good, and the hope is entertained that his administration will be successful both in this transaction and in the general working of his department. The new currency law is being quietly put in operation and bankers are hardly less divided in their opinions of its ultimate effects on the money market than they were when it was first passed. So far, there is no decided influence to notice, and at this season perhaps none should be expected.

Money on call is very abundant at 2@3 per cent; on commercial paper the rates are 5@7 per cent for first-class names at three and four months, while choice endorsed paper of 60 days has been negotiated as low as 5 per cent. The affairs of Hoyt, Spragues & Co., on the petition of the executors of the estate of Edwin Hays have been placed in the hands of Mr. A. D. Juillard as receiver. Mr. Juillard has been connected with the firm for several years, and is favorably regarded, we believe by both sides.

Cable advices from London on Thursday reported a steady market for securities, a decrease of £673,000 for the week in the Bank's bullion, but no change in the discount rate which remains at 2½ per cent.

The following table shows the changes from the previous week and a comparison with 1873 and 1872:

	1874.		1873.	1872.
June 27.	July 3.	Differences.	July 5.	July 6.
Loans and dis.	\$281,791,500	\$287,422,200 Inc.	\$5,630,700	\$286,905,800
Specie	19,714,300	21,934,300 Inc.	2,220,000	33,551,400
Circulation	26,511,300	25,863,900 Dec.	647,400	27,276,200
Net deposits	232,929,200	241,445,500 Inc.	8,516,300	232,369,400
Legal tenders	62,923,200	63,660,500 Inc.	737,300	48,168,000
				\$2,508,600

United States Bonds.—The week opened with a heavy tendency in Government securities, arising chiefly from the offering of numerous lots from parties who had been unsettled by the circular of Secretary Bristow. The possibility that \$179,000,000 of new bonds might be thrown on the market gave them the idea that prices must decline, forgetting the fact that an equal amount of five-twenties would be called in. Others who held five-twenties were disturbed with the prospect of their being paid off, and the general effect was, as above stated, to make a good many sellers, and cause a decline in prices. The weakness in gold also assisted the decline. Yesterday and to-day there has been a reaction, and prices close considerably better.

Closing prices daily have been as follows:

	July 4.	July 6.	July 7.	July 8.	July 9.	July 10.
Int. period.	4.	6.	7.	8.	9.	10.
5s, funded, 1881, coup.	113½	*113	112½	112½	*112½	*112½
6s, 1881, reg.	116½	116	115½	115½	115½	115½
6s, 1881, coup.	*116½	*117	116½	116½	117	
6s, 5-20's, 1862, coup.	*113½	112½	*112½	*112½	*112½	*112½
6s, 5-20's, 1864, coup.	*116½	116½	*115	*115	*115	*115
6s, 5-20's, 1865, coup.	*116½	*116½	*116½	*116½	*116½	*116½
6s, 5-20's, 1865 new, coup.	115½	115½	115½	115½	115½	115½
6s, 5-20's, 1867, coup.	116½	116½	116½	116½	116½	116½
6s, 5-20's, 1868, coup.	*116½	*116½	116	116½	*116½	*116½
5s, 10-40's, reg.	113½	113½	112½	112½	112½	112½
5s, 10-40's, coup.	*112½	*113	112½	*112½	*112½	*112½
6s Currency	116½	*115½	115½	116	116½	

* 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 July 1, 1874, were as follows:

	Lowest.	Highest.	Registered.	Coupon.
5s, funded 1881, coup.	111 Jan.	2117 Apr.	28	\$178,472,450
6s, 1881, reg.	115½ July	9 120½ May	27	193,185,750
6s, 1881, coup.	116½ July	8 122 Apr.	29	89,550,600
6s, 5-20's, 1862, coup.	112½ Jan.	6 113½ Apr.	29	16,641,400
6s, 5-20's, 1864, coup.	114 Jan.	6 120½ Apr.	29	25,974,150
6s, 5-20's, 1865, coup.	115 Jan.	3 121½ Apr.	15	33,729,500
6s, 5-20's, 1865 new, coup.	114½ Jan.	3 120½ June	23	56,835,050
6s, 5-20's, 1867, coup.	114½ Jan.	2 121½ June	22	87,822,550
6s, 5-20's, 1868, coup.	114 Jan.	20 121½ June	22	12,936,500
5s, 10-40's, reg.	110½ Feb.	2 115½ May	22	141,214,200
5s, 10-40's, coup.	112½ July	8 116½ Feb.	23	53,353,100
6s, Currency	114 Jan.	6 117½ Apr.	2	64,623,512

Closing prices of securities in London have been as follows:

	June 26.	July 3.	July 10.	Lowest.	Highest.
U. S. 6s, 5-20's, 1865	107½	108½	108½	106½ Apr. 22	110 Feb. 19
U. S. 6s, 5-20's, 1867	108½	108½	108½	107½ Jan. 5	110½ June 10
U. S. 5s, 10-40's	105½	105½	104½	103½ Feb. 16	105½ Jan. 24
New 5s	104½	104½	104½	102½ Jan. 15	105 May 28

State and Railroad Bonds.—There have been a few more transactions in state bonds at the Board but usually in small amounts. There is no further news of importance from the Southern States; two per cent is now being paid on Virginia bonds as previously announced. Railroad bonds have shown a declining tendency, particularly the gold bearing issues, and some of the leading bonds are now selling at prices which are low as compared with their former range, and should apparently tempt purchasers. The principal negotiations of new bonds this year have been made in the London markets where a number of loans have been placed for the better class of railroads whose financial standing is unquestioned. The low rates for money and difficulty of employing funds profitably in London furnish a great inducement for investment in our sound securities paying 6 to 7 per cent per annum, and there seems to be no difficulty in placing bonds there if they are of a sufficiently high class to meet the demand. The Union Pacific road shows net earnings for May of \$451,742 against \$517,509 in the same month of 1873.

The following were sold at auction this week:

- \$4,500 Georgia State six per cent bonds, issued to Western and Atlantic Railroad Company, dated January, 1841, due July, 1871, coupons paid, four of \$1,000 each and one of \$500, 91.
- \$4,000 Georgia State six per cent bonds, issued to Western and Atlantic Railroad Company, dated January, 1841, due July, 1871, coupons paid, three of \$1,000 each and two of \$500 each, 90.
- \$1,000 the North and South Railroad Company of Georgia first mortgage seven per cent gold bond, No. 341, due May 6, 1892, coupon due May 6, 1874, attached, unexecuted by either the State officers of Georgia or the Trustees, (hypothecated), \$50.
- \$10,000 City of Jersey City seven per cent bonds, due 1899, interest coupons payable January and July, \$1,000 each, 95 and interest.
- \$10,000 Jersey City soldiers' bounty fund six per cent coupon bonds, due April 1, 1884, interest April 1 and October 1, \$1,000 each, 58½.
- \$4,000 Petersburg Railroad Company (Virginia) eight per cent coupon bonds, payable January 1, 1885, interest January 1 and July 1, \$1,000 each, 71.
- \$2,000 Petersburg Railroad Company (Virginia) eight per cent coupon bonds, payable January 1, 1886, interest January 1 and July 1, \$1,000 each, 71.

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

	July 4.	July 6.	July 7.	July 8.	July 9.	July 10.	Lowest.	Highest.
6s Tenn., old, ex c	60	*59	60	*59½	*58		*59½ July 8	*63 June 27
6s Tenn., new ex c	59½	59½	59½	59	*19		*59½ July 9	*63 June 27
6s N. Car., old	*10	*10	*10	*19			20½ May 1	29½ Jan. 24
6s N. Car., new	*10	*10	*10	*19			16 Jan. 6	21½ Mch. 21
6s Virg., old	*28	*28	*30	*30			40 Jan. 9	42 Jan. 30
do consolid.	*50½	*50½	*50½	*50	*50		50 Feb. 17	53½ June 18
do deferred	19½	20	*19	*19			10½ May 13	11½ Feb. 18
6s S. C., J. & J.	94½	94½	93½	93½			7 Apr. 28	20 July 7
6s Mo. long bonds	90½	89½	89½	89½			90½ Jan. 2	98 May 25
Cent. Pac., gold	89½	89½	89½	89½			89½ May 22	96½ Jan. 14
Un Pac., 1st	83½	83	82½	82½			81½ Jan. 2	88 June 30
do L'd Gr't	*80½	*80	*80½	*80½			75 May 21	88 Mch. 31
do Income	79	78½	78½	77½			78½ Jan. 9	89 Mch. 27
Erie 1st M. 7s	102	101	101	*101			101 Jan. 5	105 Apr. 7
N. J. Cen. 1st 7s	*108			*106½	*106½		102½ Feb. 3	109 Apr. 28
Rt Wayne 1st 7s							104 Jan. 27	107 June 16
Rock Isl'd 1st 7s	103½	103½	*108½	103	103		101 Jan. 6	107 June 25

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

† Range since June 27, 1874.

Railroad and Miscellaneous Stocks.—The stock market has been unsettled, with frequent fluctuations in prices and transactions of considerable amount. At the opening of the week there was a decline, and, notwithstanding the reactions of

more or less importance which have occurred in the meantime, the general course has been towards lower figures, and the closing prices are as a rule materially below those given in our last report. To-day, the market commenced weak, particularly on Lake Shore, which was sold down to 70½, but subsequently rose again to 74, and closed at 73½. The general tone was better at the close, and stocks closed steady at a fraction off from the highest point of the day. Railroad earnings are reported on another page.

The daily highest and lowest prices have been as follows:

	Saturday, July 4.	Monday, July 6.	Tuesday, July 7.	Wednesday, July 8.	Thursday, July 9.	Friday, July 10.
N.Y. Cen. & H.R.	99 1/4	100	99 1/4	99 1/4	98 1/4	97 1/4
Harlem	31 1/4	32 1/4	30 1/4	31 1/4	30 1/4	31 1/4
Erle	31 1/4	32 1/4	30 1/4	31 1/4	30 1/4	31 1/4
Lake Shore	36 1/4	37 1/4	35 1/4	36 1/4	35 1/4	36 1/4
Wabash	36 1/4	37 1/4	35 1/4	36 1/4	35 1/4	36 1/4
Northwest	40 1/4	41 1/4	39 1/4	40 1/4	39 1/4	40 1/4
do pref.	53 1/4	54 1/4	52 1/4	53 1/4	52 1/4	53 1/4
Rock Island	99 1/4	100	99 1/4	99 1/4	98 1/4	97 1/4
St. Paul	36 1/4	37 1/4	35 1/4	36 1/4	35 1/4	36 1/4
do pref.	53 1/4	54 1/4	52 1/4	53 1/4	52 1/4	53 1/4
At. & Pac. pref.	15 1/4	15 1/4	15 1/4	15 1/4	15 1/4	15 1/4
Ohio & Miss.	25 1/4	25 1/4	25 1/4	25 1/4	25 1/4	25 1/4
Bost., H. & E.	107 1/4	107 1/4	107 1/4	107 1/4	107 1/4	107 1/4
Central of N.J.	26 1/4	26 1/4	26 1/4	26 1/4	26 1/4	26 1/4
Del., L. & West	26 1/4	26 1/4	26 1/4	26 1/4	26 1/4	26 1/4
Han. & St. Jos.	18 1/4	18 1/4	18 1/4	18 1/4	18 1/4	18 1/4
Union Pacific	74 1/4	74 1/4	73 1/4	74 1/4	73 1/4	74 1/4
Col. Chic. & I.C.	74 1/4	74 1/4	73 1/4	74 1/4	73 1/4	74 1/4
Panama	42 1/4	43 1/4	41 1/4	42 1/4	41 1/4	42 1/4
West. Un. Tel.	107 1/4	107 1/4	107 1/4	107 1/4	107 1/4	107 1/4
Quicksilver	42 1/4	43 1/4	41 1/4	42 1/4	41 1/4	42 1/4
do pref.	107 1/4	107 1/4	107 1/4	107 1/4	107 1/4	107 1/4
Pacific Mail	42 1/4	43 1/4	41 1/4	42 1/4	41 1/4	42 1/4
Adams Exp.	107 1/4	107 1/4	107 1/4	107 1/4	107 1/4	107 1/4
American Ex.	42 1/4	43 1/4	41 1/4	42 1/4	41 1/4	42 1/4
United States	42 1/4	43 1/4	41 1/4	42 1/4	41 1/4	42 1/4
Wells, Fargo	42 1/4	43 1/4	41 1/4	42 1/4	41 1/4	42 1/4

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:

	Lowest.	Highest.	Lowest.	Highest.
N. Y. Cen. & Hud. R.	95 1/4 May 19	105 1/4 Mch. 11	77 1/4 Nov. 5	106 1/4 Feb. 4
Harlem	118 1/4 Jan. 7	134 1/4 Feb. 18	90 Sept. 19	140 Apr. 1
Erle	26 1/4 June 20	51 1/4 Jan. 15	35 Nov. 7	69 Feb. 4
Lake Shore	67 1/4 June 19	84 1/4 Jan. 16	57 1/4 Nov. 1	97 Feb. 15
Wabash	29 June 17	55 1/4 Jan. 16	32 1/4 Oct. 15	75 Jan. 2
Northwest	35 June 17	62 1/4 Jan. 9	31 1/4 Oct. 14	85 Feb. 4
do pref.	53 June 17	78 1/4 Feb. 9	53 Nov. 8	91 Feb. 3
Rock Island	92 1/4 June 19	109 1/4 Feb. 9	80 1/4 Oct. 14	117 1/4 Mch. 11
St. Paul	31 1/4 May 18	49 1/4 Jan. 10	21 1/4 Nov. 1	62 1/4 Apr. 21
do pref.	48 May 5	74 1/4 Feb. 1	43 1/4 Nov. 7	79 1/4 Jan. 24
Atlantic & Pacific pref.	12 1/4 Jan. 6	22 Feb. 16	10 Nov. 15	38 1/4 Jan. 29
Ohio & Mississippi	21 1/4 June 17	36 Jan. 10	21 1/4 Oct. 14	49 1/4 Jan. 21
Boston, Hartf. & Erie	3 1/4 Jan. 24	3 1/4 Jan. 8	1 Nov. 12	10 Feb. 3
Central of New Jersey	98 Jan. 3	109 1/4 Feb. 10	85 Nov. 10	106 1/4 June 7
Del., L. & Western	99 Jan. 2	112 1/4 Feb. 10	79 Nov. 1	106 June 7
Hannibal & St. Jo.	23 1/4 June 17	34 1/4 Jan. 12	15 Nov. 7	52 1/4 Feb. 7
Union Pacific	23 June 17	38 1/4 Mch. 30	14 Nov. 1	39 1/4 Jan. 4
Col. Chic. & I. C.	14 June 17	32 1/4 Mch. 30	16 Nov. 5	43 1/4 Feb. 11
Panama	101 Apr. 20	118 Jan. 9	77 Nov. 6	130 Jan. 6
Western Union Tel.	68 Apr. 24	82 1/4 Mch. 25	43 Nov. 1	94 Feb. 6
Quicksilver	22 1/4 Apr. 28	35 1/4 Feb. 5	18 Sept. 30	46 1/4 Jan. 2
do pref.	29 June 29	40 1/4 Feb. 9	25 Nov. 6	57 Feb. 1
Pacific Mail	37 1/4 Apr. 21	49 1/4 Mch. 27	25 Oct. 15	76 1/4 Feb. 7
Adams Express	92 1/4 Jan. 13	109 1/4 May 28	76 Nov. 3	100 Jan. 29
American Express	58 1/4 Jan. 2	65 Feb. 9	41 Nov. 1	70 1/4 Jan. 8
United States Express	66 1/4 Apr. 27	73 Feb. 9	44 Oct. 15	82 Jan. 6
Wells, Fargo & Co.	69 1/4 Jan. 5	80 1/4 July 1	56 Sept. 30	86 Jan. 29

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 discount from the market.

	Puts below.	Calls above.	Puts below.	Calls above.
Gold for 1/2 bonus.	1/2 @ 3/4	1/2 @ 1	Rock Island	1/2 @ 3/4
W. Union Tel.	1/2 @ 3/4	1/2 @ 1	Mil. & St. Paul	1/2 @ 3/4
Pacific Mail	1/2 @ 3/4	1/2 @ 1	Wabash	1/2 @ 3/4
N. Y. C. & Hud.	1/2 @ 3/4	1/2 @ 1	Ohio & Mississippi	1/2 @ 3/4
Harlem	1/2 @ 3/4	1/2 @ 1	Union Pacific	1/2 @ 3/4
Erle	1/2 @ 3/4	1/2 @ 1	Han. & St. Joseph	1/2 @ 3/4
Lake Shore	1/2 @ 3/4	1/2 @ 1	C. C. & I. C.	1/2 @ 3/4
Northwestern	1/2 @ 3/4	1/2 @ 1		

Explanatory Pamphlet, how money is lost and made in Wall street, with references, mailed on application. Price, 30 cents.

The Gold Market.—Gold has been quiet with a declining tendency. The opening price on Monday was 110½, from which it declined to 109½ on Wednesday, and closes firmer to day at 110. There is no new element in the market; the opinions of the future are indicated to a slight extent, perhaps, by the quotations for time loans which have been given as follows: 30 days 1/4 for carrying, 60 days 1-16 for carrying, 90 days flat, and the same for four to six months' loans. To-day, the terms were 2, 1, 1½, and 1 per cent for carrying and flat. At the Treasury sale of \$1,000,000 on Thursday the total bids amounted to \$4,280,000, Custom receipts for the week have been \$2,002,000.

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

	Open.	Low.	High.	Clos.	ing.	est.	est.	ing.	Total Clearings.	Balances.	Gold.	Currency.
Saturday, July 4	110 1/2	110	110 1/2	110	110	110	110	110	\$36,145,000	\$1,695,540	\$1,881,635	
Monday	110 1/2	109 1/2	110 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	31,133,000	1,401,176	1,569,437	
Tuesday	110 1/2	109 1/2	110 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	48,621,000	1,536,440	1,753,674	
Wednesday	110 1/2	109 1/2	110 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	33,646,000	1,058,597	1,168,906	
Thursday	110 1/2	109 1/2	110 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	28,468,000	994,000	1,094,637	
Friday	110 1/2	109 1/2	110 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2				
Current week	110 1/2	109 1/2	110 1/2	110	110	110	110	110	\$178,013,000	\$	\$	
Previous week	111 1/2	110 1/2	111 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	156,859,000	1,717,424	1,906,363	
Jan. 1, 1874, to date	110 1/2	109 1/2	114 1/2	110	110	110	110	110				

The following are the quotations in gold for foreign and American coin:

Sovereigns	\$4 90 @ \$4 90 1/2	Fine gold bars	par @ 1/4
Napoleons	3 83 @ 3 92	Dimes and half dimes	94 @ 96
German X thalers	7 85 @ 8 00	Five francs	93 @ 95
Prussian X thalers	8 00 @ 8 15	Francs	18 1/2 @ 19 1/4
German Kronen	6 50 @ 6 70	English silver	4 80 @ 4 85
X guilders	3 90 @ 4 20	Prussian thalers	7 00 @ 7 25
Spanish doubloons	16 25 @ 16 50	Specie thalers	1 04 @ 1 06
Patrol doubloons	15 60 @ 15 75	Mexican dollars	99 @ 1 01
American silver (new)	94 @ 96	Spanish dollars	93 @ 1 00
Fine silver bars	1 28 1/2 @ 1 29		

Foreign Exchange.—The principal feature of the market during the past week was the weakness in rates, arising apparently from the small demand. Nominal rates of prime bankers do not show so much decline but actual business is done consider-

ably below their figures, and a lot of £100,000 sixty-day bills ranking next to prime was sold to-day at about 4.86½ net; short sight bills being negotiated at 4.89@4.89½.

The nominal rates for exchange are as follows:

	60 days.	3 days.
London prime bankers' sterling	4.87 1/2 @	4.90 @
London good bankers' do.	4.87 @ 4.87 1/2	4.89 1/2 @ 4.90
Londona prime com. ster do.	4.84 @ 4.86	
Paris (bankers)	5.13 1/2 @ 5.15	5.10 @ 5.11 1/2
Antwerp	5.15 @ 5.15 1/2	5.10 @ 5.10 1/2
Swiss	5.15 @ 5.15 1/2	5.10 @ 5.10 1/2
Amsterdam	41 @ 41 1/2	41 1/2 @ 41 1/2
Hamburg	96 @ 96 1/2	96 1/2 @ 97
Frankfurt	41 1/2 @ 41 1/2	41 1/2 @ 41 1/2
Bremen	96 @ 96 1/2	96 1/2 @ 97
Prussian thalers	72 @ 72 1/2	72 1/2 @ 72 1/2

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

	Custom House Receipts.	Sub-Treasury Receipts.	Sub-Treasury Payments.
July 4		Gold.	Currency.
6	\$412,000	\$1,333,071 66	\$777,434 99
7	642,000	1,543,206 96	734,953 79
8	394,000	443,444 74	1,429,502 14
9	319,000	415,216 68	690,079 15
10	235,000	1,181,387 77	2,091,095 65
Total	\$2,002,000	4,916,327 81	6,488,735 21
Balance, July 3		\$50,270,004 22	\$54,952,139 31
Balance, July 10		\$49,424,663 41	\$56,379,604 99

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on July 3, 1874:

	Capital.	Loans and Discounts.	Specie.	Legal Tenders.	Net Deposits.	Circulation.
BANKS.						
New York	\$2,000,000	\$10,141,800	\$2,399,800	\$1,890,400	\$9,18,600	\$818,200
Manhattan Co.	2,050,000	6,410,900	734,100	1,816,000	5,501,200	9,700
Merchants	3,000,000	10,579,000	1,983,100	2,120,900	10,028,200	871,700
Mechanics	2,000,000	6,297,800	210,500	1,089,800	4,299,200	483,900
Union	1,500,000	5,162,200	266,800	1,119,900	3,839,300	473,800
America	3,000,000	8,077,100	1,476,200	2,335,000	7,538,800	1,200
Phoenix	1,800,000	4,842,300	288,600	710,000	3,745,600	496,300
City	1,000,000	6,397,600	1,519,000	1,450,000	5,760,000	
Tradesmen's	1,000,000	3,298,200	140,300	359,900	1,778,300	760,200
Fulton	600,000	1,928,100	238,400	201,800	1,361,300	
Chemical	300,000	7,921,400	410,000	1,475,700	6,554,300	
Merchants' Exch'g.	1,000,000	3,767,500	257,000	637,900	3,279,100	435,200
Gallatin, National	1,500,000	4,335,200	574,600	745,700	3,055,300	481,200
Butchers & Drovers	800,000	2,519,700	49,200	389,300	1,724,400	248,000
Mechanics & Traders	600,000	1,920,700	17,600	368,500	1,284,400	195,700
Greenwich	200,000	1,075,700	166,100	1,075,000	1,075,000	2,700
Leather Manuf.	600,000	3,332,100	418,500	573,800	3,054,900	258,200
Seventh Ward	500,000	1,359,000	60,200	310,600	1,156,800	167,400
State of N. York	2,000,000	4,801,700	261,100	1,974,200	4,115,500	535,400
American Exch'g.	5,000,000	12,187,000	656,000	2,569,000	9,277,000	873,400
Commerce	10,000,000	19,199,100	92,240	5,566,000	10,348,400	3,088,500
Broadway	1,000,000	5,540,000	148,400	95,700	3,380,700	881,200
Mercantile	1,000,000	3,897,900	111,500	841,800	3,291,500	474,000
Pacific	422,700	1,912,300	14,000	820,100	2,099,900	
Republic	2,000,000	5,307,200	98,700	970,100	3,847,100	826,900
Chatham	450,000	2,521,400	271,400	455,700	2,578,900	128,700
People's	412,500	1,505,000	10,000	1,100	1,320,800	5,500
North America	1,000,000	2,184,400	167,200	503,000	2,208,400	
Hanover	1,000,000	4,637,500	99,000	1,264,700	4,522,700	293,500
Irving	510,000	2,561,000	26,000	506,000	2,584,000	162,600
Metropolitan	1,000,000	14,187,000	1,155,000	1,377,000	9,450,000	1,260,000
Citizens	400,000	1,381,700	32,000	377,400	1,389,100	182,300
Nassau	1,000,000	2,447,700	46,100	200,700	2,240,000	8,900
Market	1,000,000	2,960,700	169,400	434,900	2,579,200	357,80

Hamilton.....	750,000	1,695,900	48,900	61,400	968,900	242,600
Howard.....	1,000,000	2,454,800	41,400	131,000	871,800	445,500
Manufacturers.....	500,000	1,041,800		68,600	443,400	120,000
Market.....	800,000	1,603,900	23,800	71,400	593,500	851,400
Massachusetts.....	800,000	2,117,600	73,900	369,100	1,822,400	898,000
Maverick.....	400,000	1,369,400	17,600	56,400	602,700	240,100
Merchants.....	3,000,000	8,312,900	347,100	991,800	4,530,600	1,497,900
Mount Vernon.....	200,000	578,300	31,300	43,000	342,500	172,100
New England.....	1,000,000	2,577,600	70,300	204,300	946,700	720,500
North.....	1,000,000	3,416,100	23,500	216,900	1,597,300	724,300
Old Boston.....	900,000	2,091,600	152,500	330,500	1,344,300	338,400
Shawmut.....	1,000,000	2,537,100	7,200	191,900	873,200	592,700
Shoe & Leather.....	1,000,000	3,162,300	50,600	235,700	1,251,600	500,000
State.....	2,000,000	3,906,300	84,200	130,900	1,491,500	969,600
Suffolk.....	1,500,000	3,370,600	81,500	232,100	1,416,300	722,300
Traders.....	600,000	1,443,500	42,700	231,700	995,000	172,700
Tremont.....	2,000,000	3,463,700	86,300	309,900	1,011,200	691,400
* Washington.....	750,000	1,793,900	4,300	131,500	530,500	578,100
First.....	1,000,000	4,259,900	19,600	543,300	1,139,300	683,300
Second (Granite).....	1,000,000	4,839,700	251,900	905,600	2,153,600	666,600
Third.....	300,000	1,256,700	45,600	84,800	998,600	169,200
Bank of Commerce.....	2,000,000	5,032,400	1,000	880,700	2,737,100	658,700
Bank of N. America.....	1,000,000	2,029,100	55,500	176,100	572,200	576,400
Bk of Redemption.....	1,000,000	5,856,500	169,700	547,300	1,292,200	712,500
Bank of Republic.....	1,500,000	3,730,600		211,500	807,800	771,000
Commonwealth.....	500,000	3,418,000	215,000	308,000	2,412,000	500,000
City.....	1,000,000	1,822,200	37,600	146,700	639,300	457,500
Eagle.....	1,000,000	2,102,300	38,900	191,700	1,400,900	335,000
Exchange.....	1,000,000	2,022,200	221,200	332,800	2,084,700	789,500
Hide & Leather.....	1,500,000	3,411,400	15,500	276,600	827,500	724,000
Revere.....	2,000,000	5,361,100	27,900	319,300	2,183,100	173,500
Security.....	200,000	929,100	1,800	126,200	774,500	541,800
Union.....	1,000,000	2,541,600	53,800	146,700	1,097,100	439,700
Webster.....	1,500,000	2,481,600	33,900	221,400	848,100	439,700

Total..... \$49,350,000 \$127,841,200 \$2,571,200 \$11,244,600 \$53,672,200 \$25,102,000
The total amount "due to other Banks," as per statement of July 6, is \$24,922,600.

*Not received—same as last week.

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

Loans.....	Decrease.....	Deposits.....	Increase.....
Specie.....	Decrease.....	Circulation.....	Decrease.....
Legal Tenders.....	Decrease.....		

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

Date.	Loans.	Specie.	Legal Tender.	Deposits.	Circulation.
Feb. 24.....	126,924,600	3,647,100	10,654,600	53,723,300	25,564,700
March 2.....	126,491,900	3,411,600	10,904,000	52,800,700	25,561,800
March 9.....	127,005,900	3,509,900	10,885,100	53,174,400	25,525,900
March 16.....	127,610,700	3,339,400	10,670,400	53,271,500	25,491,200
March 23.....	127,425,000	3,162,800	10,760,400	52,873,000	25,418,400
March 30.....	126,639,900	2,775,500	11,131,200	53,031,500	25,413,800
April 6.....	127,593,700	3,123,600	10,561,100	51,121,900	25,160,800
April 13.....	127,400,600	2,871,600	9,811,100	54,707,600	25,160,300
April 20.....	126,567,900	3,016,900	9,753,300	54,156,300	25,524,000
April 27.....	125,475,500	2,444,300	10,417,500	52,558,000	25,502,600
May 4.....	125,615,900	2,826,300	10,515,200	53,421,100	25,506,900
May 11.....	125,627,500	2,929,200	10,193,600	52,742,600	25,431,100
May 18.....	125,949,600	2,901,600	10,319,600	52,232,600	25,139,900
May 25.....	125,450,700	2,719,300	10,681,200	52,260,300	25,422,800
June 1.....	125,259,000	2,384,100	10,035,200	52,035,000	25,385,000
June 8.....	126,684,200	2,150,900	10,036,200	52,651,600	25,365,500
June 15.....	127,881,900	2,176,400	10,934,700	51,368,900	25,241,200
June 22.....	127,336,200	2,070,000	11,015,100	50,615,100	25,221,600
June 29.....	128,106,900	2,122,500	11,427,300	51,691,700	25,200,400
July 6.....	127,831,200	2,511,200	11,244,600	53,672,200	25,102,000

Philadelphia Banks.—The following is the average condition of the Philadelphia National Banks for the week ending Monday, July 6, 1874:

Banks.	Capital.	Loans.	Specie.	L. Tender.	Deposits.	Circulation.	Total net
Philadelphia.....	\$1,500,000	\$3,420,000	\$62,000	\$1,360,000	\$1,035,000	\$1,000,000	\$1,000,000
North America.....	1,000,000	4,717,000		1,301,000	3,644,000	794,300	794,300
Farmers and Mech.....	2,000,000	6,516,700	47,200	1,817,600	6,056,600	1,000,000	1,000,000
Commercial.....	810,000	3,394,000	3,500	750,000	1,544,000	621,000	621,000
Mechanics.....	800,000	2,393,000	7,000	357,000	1,516,000	460,000	460,000
Bank N. Liberties.....	500,000	2,440,000	10,000	578,000	2,181,000	431,000	431,000
Southwark.....	250,000	1,377,000	3,000	532,000	1,812,000	205,000	205,000
Kensington.....	250,000	1,011,891		241,000	712,761	220,032	220,032
Penn.....	500,000	1,336,308	1,000	338,867	979,700	170,775	170,775
Western.....	400,000	1,986,311	66,717	653,569	2,213,719	214,030	214,030
Manufacturers.....	1,000,000	2,318,000		355,000	1,392,352	526,210	526,210
Bank of Commerce.....	250,000	793,059	209	317,140	781,971	209,655	209,655
Grand.....	1,000,000	3,758,000	19,000	1,151,000	3,267,000	595,000	595,000
Tradesmen's.....	200,000	1,549,300	10,000	369,000	1,159,000	158,000	158,000
Consolidation.....	300,000	1,105,600	6,300	263,601	934,651	270,000	270,000
City.....	400,000	1,505,155	885	339,351	953,810	346,180	346,180
Commonwealth.....	300,000	786,558		174,505	562,334	218,745	218,745
Corn Exchange.....	500,000	2,212,000	9,200	857,000	2,368,000	450,000	450,000
Union.....	500,000	1,687,000	7,000	392,000	1,455,000	844,000	844,000
First.....	1,000,000	4,294,000	20,000	1,288,000	3,333,000	795,000	795,000
Third.....	300,000	1,029,811	3,000	279,000	912,927	262,661	262,661
Sixth.....	150,000	571,000		117,000	461,000	135,000	135,000
Seventh.....	250,000	517,000	2,000	126,000	273,000	217,500	217,500
Eighth.....	275,000	1,013,000		241,000	770,000	247,675	247,675
Central.....	750,000	4,306,000	36,000	938,000	3,613,000	570,000	570,000
Bank of Republic.....	1,000,000	2,100,000	9,700	581,000	1,156,000	800,000	800,000
Security.....	250,000	626,000		94,000	357,000	182,000	182,000

Total..... \$16,435,000 \$39,692,269 \$323,861 \$15,946,633 \$43,622,908 \$11,427,363

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

Loans.....	Dec.....	Deposits.....	Inc.....
Specie.....	Inc.....	Circulation.....	Dec.....
Legal Tender Notes.....	Dec.....		

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

Date.	Loans.	Specie.	Legal Tender.	Deposits.	Circulation.
Feb. 16.....	59,003,311	791,895	17,112,121	47,012,724	11,425,996
March 2.....	57,021,442	736,417	17,732,330	47,131,169	11,419,502
March 9.....	58,533,317	774,170	17,441,139	47,441,795	11,456,893
March 16.....	58,870,982	743,403	16,576,640	47,515,435	11,475,342
March 23.....	51,136,604	664,530	17,224,186	47,761,121	11,430,138
March 30.....	59,374,945	617,500	17,139,983	47,841,136	11,498,281
April 6.....	60,293,626	551,936	15,528,478	47,411,231	11,522,128
April 13.....	60,229,606	526,613	15,809,219	44,101,337	11,494,846
April 20.....	60,003,777	545,203	16,164,714	48,667,176	11,509,989
April 27.....	54,191,639	338,783	15,955,097	47,728,340	11,522,107
May 4.....	59,193,258	377,919	16,131,746	48,257,660	11,501,030
May 11.....	58,916,082	374,463	16,697,581	48,104,971	11,514,947
May 18.....	53,938,978	338,351	16,801,605	48,650,469	11,161,142
May 25.....	54,891,391	332,393	16,939,537	47,450,635	11,477,151
June 1.....	58,753,720	332,327	17,218,608	49,431,654	11,470,167
June 8.....	59,049,626	271,799	17,235,920	49,229,480	11,443,383
June 15.....	54,327,603	272,052	16,963,842	49,495,332	11,440,156
June 22.....	58,937,103	263,812	16,517,655	45,210,233	11,439,714
June 29.....	58,694,599	262,454	16,333,179	47,732,763	11,427,363
July 6.....	59,692,269	323,851	15,946,633	43,622,908	11,427,363

WASHINGTON, D. C.—PRICES.

	Bid.	Ask.		Bid.	Ask.
Wash. Co. S. bonds, 7s, 1874.....	90		Ches & O Can stk (1847) 6s do		
Chicago Relief bonds, 7s, 1877.....		105	Board of Public Works—		
Perm. Imp., 6s, 1891.....	50		Cers., Gen. Imp. 5s, 1874.....	33	
do 7s, 1891.....	81	85	do 1875.....	79	
Water Stock bonds 7s, 1901.....			do 1876.....	79	
do do 1903.....			do 1877.....	80	82
Water Stock 6s, 1869.....			Series.....	81	
do 1874.....			do 1878.....	80	
5 year Cers., 7-10, 1875.....	90	94	do 1879.....	66	72
Ten year Bonds, 6s, 1878.....	79	83	do 1880.....	66	70
Fund. Loan (Cong.) 6, g, 1892.....			do 1881.....	65	70
do (Leg.) 6s, g, 1902.....			do 1882.....	65	70
Cers. of Stock (1828) 5s, at pleas			Series.....	69	
do (1843) 6s do	70	80	Water Certificates, 6s, 1877.....	80	100

QUOTATIONS IN BOSTON, PHILADELPHIA, BALTIMORE, &c.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
BOSTON.			Pennsylvania, gen. m., reg., 1910	92	92 1/2
Maine 6s.....	101		Perkiomen 1st m. 6s, '97.....	89	90
New Hampshire, 6s.....	99 1/2	100	Phila. & Erie 1st m. 6s, '81.....	89	
Vermont 6s.....			do 2d m. 7s, '88.....	23 1/2	23 3/4
Massachusetts 6s, Gold.....	107 1/2		Philadelphia & Reading 6s, '81.....	100	
do 5s, Gold.....			do do 7s, '92.....	105	
Boston 6s, Currency.....	100 1/2		do deb. bonds, '98.....	105 1/2	108
do 5s, gold.....	99		do g. m. 7s, c. 1911.....	102 1/2	103
Chicago Sewerage 7s.....	99 1/2		do do reg.....	104 1/2	
do Municipal 7s.....	99 1/2		do 6s, g. 1911.....		
Portland 6s.....			do new conv. 7s, '893.....	105	105 1/2
Burlington & Mo. L. G. 7s.....	98	98 1/2	Phil. & Read. C. & I. Co. deb. 7s, '92.....		
Cheshire, 6s.....			Phil. & Wilm. & Bal., 6s, '84.....		
Eastern Mass., 7s.....	94		Pitts., Cin. & St. Louis 7s.....	68	69
Hartford & Erie, 1st M. (new) 7s.....	20 1/2		Sunbury & Erie 1st m. 7s, '77.....		
Waldenburgh & Lake (Ch. 8s.....			Warren & F. 1st m. 7s, '96.....	75	79
Old Col. & Newport Bds, 7, '77.....			West Chester cons. 7s, '91.....	103 1/2	105
Putnam, new 7s.....	70		West Jersey 6s, '83.....	90	
Winsted & Chamblay 7s.....			do 1st m. 6s, '96.....	94 1/2	
Winsted Cen., 1st M., cons. 7, '86	23		do do 7s, '97.....	102 1/2	103 1/2
do 2d Mort., 7, 1891.....	2		Western Penn. 6s, '93.....		
Vermont & Can., new 8.....	75		do do 6s, p. b., '90.....		
Vermont & Mass., 1st M. 6, '83.....			Wilmington & Read., 1st M., 7, 1900.....	90	92 1/2
Boston & Albany stock.....	32 1/2		do do 2d Mort., 1902.....	40	45
Boston & Lowell stock.....	104	107	CANAL BONDS.		
Boston & Maine.....	107 1/2		Chesapeake & Dela. 6s, '82.....	36	
Boston & Providence.....	149 1/2	150	Delaware Division 6s, '73.....	96	97
Cheshire preferred.....	78		Lehigh Navigation 6s, '94.....	97	97 1/2
Chic., Bur. & Quincy.....	104	106	do do R.R., '97.....	87	
Cin., Sandusky & Clev. stock.....	8 1/2	8 1/2	do do conv., '72.....	99	100
Concord.....	134		do do conv., '94.....	95 1/2	96 1/2
Connecticut River.....			do do gold, '97.....	93	
Connecticut & Passumpsic, pf.....	55 1/2	55 1/2	Morris, 1st M., 6, 1876.....	98	98 1/2
Eastern (Mass.).....			do 2d M., 1876.....	93	
Eastern (New Hampshire).....			do boat, '85.....	67	
Fitchburg.....			Pennsylvania 6s, 1910.....	58 1/2	
Manchester & Lawrence.....			Schuylkill Nav. 1st m. 6s, '97.....	76	77 1/2
Northern of New Hampshire.....	104	123 1/2	do 2d m., 6s, 1907.....	75	76
Norwich & Worcester.....	122	123 1/2	do m. 6s, c., '95.....		
Waldenburgh & L. Champlain.....	50		do 6s, imp., '80.....		
do do pref.....	117	107 1/2	do 6s, boat & car, 1913.....	88 1/2	
Old Colony.....	113 1/2		do 7s, boat & car, 1915.....	73 1/2	74
Port., Saco & Portsmouth.....			Susquehanna 6s, '94.....		
Putnam common.....			do 7s, 1902.....		
do preferred.....	51 1/2	34	Union 1st mort. 6s, '83.....		
Vermont & Canada.....	82	83	Wyoming Valley 1st m. 6s, '78.....		
Vermont & Massachusetts.....			BALTIMORE.		
* Ex dividend.			Maryland 6s, Jan. A. J. & O.....	95	
PHILADELPHIA.			do 6s, Defence.....	104	105 1/2
STATE AND CITY BONDS.			Baltimore 6s of '75.....	100	101
Pennsylvania 5s, coup.....	100	100 1/2	do 1884.....	100	
do 6s, '67, 5-10, 1st.....	107 1/2		do 6s, 1900.....	100	
do do 10-15, 2d.....	110 1/2	111	do 1890 Park 6s.....	98 1/2	
do do 15-25, 3d.....	101 1/2	101 1/2	Baltimore & Ohio 6s of '75.....	98 1/2	
Philadelphia 6s, c. 11.....	101 1/2	104 1/2	do do 6s of '80.....	101	101 1/2
do 6s, new.....	76		do do 6s of '85.....	91	91 1/2
Allegheny County, 5s, coup.....			Central Ohio, 1st M., 6.....	103 1/2	104
Allegheny City 6s.....			Marietta & Cin., 1st M., 7, 1891.....	89 1/2	90
do 7s.....			do do 2d M., 7, 1896.....		
Pittsburg 5s.....	102 1/2	103	do do 3d M. 8s.....	80 1/2	87
do 6s.....			Norfolk Water 6s.....	90	93
do 7s.....			North. Cent. 2d M., S. F., 4, '85.....	89	90
New Jersey State 6s, Exempts.....			do do 3d M., S. F., 6, 1900.....	90	
Delaware State 6s.....			do do 3d M. (Y. & C.) 6, '77.....	83	83 1/2
RAILROAD STOCKS.			do do Cons. (gold) 6, 1900.....		
Camden & Atlantic.....	35	38	Pitts. & Connellsv., 1st M., 7, '98.....	97	
do do pref.....	43	43	do do 1st M., 6, 1888.....	97	
Catawissa.....	15	19	West Md., 1st M., endorsed, 6, '94.....	60	90
do pref.....	41 1/2	42	do 1st M., unend., 6, '90.....	97	
Elmira & Williamsport.....	30	31	do 2d M., endorsed, 6, '90.....	168	169
Elmira & Williamsport pref.....	37 1/2	52	Baltimore & Ohio stock.....	5	10
East Pennsylvania.....			Parkersburg Branch.....		42
Harrisburg, Lancaster & C.....	7	8 1/2	Central Ohio.....		42
Huntington & Broad Top.....	13	14	do do preferred.....		
do do pref.....	60 1/2	60 1/2	CINCINNATI.		
Lehigh Valley.....	45 1/2	45 1/2	Cincinnati 5s.....	80	83
Little Schuylkill.....			do 6s.....	90	94
Minehill.....	53	53 1/2	do 7s.....	98	100
Nesquehoning Valley.....	54		do 7-30s.....	100	102
Norristown.....	39	90	Cincinnati Southern RR. 7s.....	96	97
Northern Central.....	44 1/2	45	Ham. Co., Ohio 6 p. c. long bds.....	97	100
North Pennsylvania.....	5 1/2	5 1/2	do do 7 p. c. 105 yrs.....	100	102
Oil Creek & Allegheny River.....	48 1/2	48 1/2	do do 7 1/2 p. c. 105 yrs.....	90	95
Pennsylvania.....	19 1/2	20	Cin. & Cov. Bridge stock, pref.....	94	95
Philadelphia & Erie.....	54 1/2	54 1/2	do bonds, short.....	84	87
Philadelphia & Reading.....	54 1/2	54 1/2	do bonds, long.....	98	99
Phila., Wilming. & Baltimore.....	123 1/2	124	Cin., Ham. & D., 1st M., 7, 80.....	89	91
United N. J. Companies.....	51		do do 2d M., 7, '85.....	100	102
West Chester.....	52		do do 3d M., 8, 77.....	79	81
do pref.....	51 1/2		Cin., Ham. & Ind. 7s guar.....	84	85
West Jersey.....			Cin. & Indiana, 1st M., 7.....	73	75
CANAL STOCKS.			do do 2d M., 7, 1877.....	92	95
Chesapeake & Delaware.....	46	48	Colum., & Xenia, 1st M., 7, '90.....	93 1/2	95
Delaware Division.....	43 1/2	43 1/2	Dayton & Mich., 1st M., 7, '81.....	89	91
Lehigh Navigation.....	49	50	do do 2d M., 7, '84.....	84	86
Morris.....	124 1/2	126	do do 3d M., 7, '83.....	87	89
do pref.....			do To do dep. bds, 7, '81-'94.....	86 1/2	87
Pennsylvania.....	6	10	Dayton & West., 1st M., 7, 1905.....	73	75
Schuylkill Navigation.....	12 1/2	12 1/2	do do 1st M., 6, 1905.....	73	75
do pref.....			Ind., Cin. & Laf., 1st M., 7.....	86	87
Susquehanna.....			do (I. & C.) 1st M., 7, 1888.....	89	90
Union.....			Little Miami, 1st M., 6, 1883.....	63	69
do pref.....			Cin. Ham. & Dayton stock.....	97	98
RAILROAD BONDS.			Columbus & Xenia stock.....	40	41
Allegheny Valley 7 3-10s, 1896.....	94		Dayton & Michigan stock.....	103	105
Belvidere Delaware, 1st m. 5, '77.....	93		do 8 p. c. st'k guar.....	97	98
do do 2d M., '85.....	83		Little Miami stock.....		
do do 3d M., '87.....	89	99 1/2	LOUISVILLE.		
Camden & Amboy, 6s, '75.....	94		Louisville 6s, '82 to '87.....	81 1/2	82
do do 6s, '83.....	86		do 6s, '97 to '98.....	79 1/2	80
do do 6s, '89.....	99	100 1/2	do Water 6s, '87 to '89.....	80	80 1/2
do do mort. 6s, '89.....	102		do Water Stock 6s, '97.....	81	82
do consol. 6s, '94.....	102	101	do Wharf 6s.....	81	82
Cam. & Atlan. 1st m. 7s, g. 1908.....	100		do special tax 6s of '89.....	86	86 1/2
do 2d m. 7s, '80.....	101		Jeff., Mad. & I., 1st M. (I. & M.) 7, '81.....	86	86 1/2
Catawissa, 1st M. conv., '82.....	103	104	do do 2d M., 7.....	86	87
do chat. m. do '88.....	83	89	do do 1st M., 7, 1906.....	75	76
do new 7s, 1900.....	99		Louisv. C. & Lex., 1st M., 7, '97.....	87	87 1/2
Connecting 6s 1900-1904.....	100		Louis. & Frk., 1st M., 6, '70 '73.....	86	87
East Penn. 1st mort. 7s, '88.....	99		do Louisv. Loan, 6, '81.....	97	98
El. & W'msport, 1st m. 7s, '80.....	63		L. & Nash. 1st M. (m. s.) 7, '77.....	82	83
do do 5s.....	102	104 1/2	do Lou. Loan (m. s.), '86-'87.....	82	83
Harrisburg 1st mort. 6s, '83.....	97		do do (Leb. Br.) 6, '86.....	96	97
H. & B. T. 1st mort. 7s, '90.....	60	61	do 1st M. (Mem. Br.) 7, '70-'75.....	88	88 1/2
do 2d mort. 7s, '75.....	100		do 1st M. (Leb. br. ex) 7, '80-'85.....	80	81
do 3d m. cons. 7s, '95.....			do Lou. L'n (Leb. br. ex) 6, '93.....	38 1/2	39
Ithaca & Athens g. 7s, '90.....			do Consol. 1st M., 7, 1898.....		
Junction 1st mort. 6s, '65.....			Jefferson, Mad. & Ind.....	10	15
do 2d do 1900.....	99 1/2		Louisv., Cin. & Lex., pref.....	10	11
Lehigh Valley, 6s, 1898.....	102 1/2		do do common.....	41	42
do do do reg.....	106 1/2	107	Louisville & Nashville.....		
do do do 7s, 1910.....	98	100	ST. LOUIS.		
Little Schuylkill, 1st M., 7, 1877.....	91	93	St. Louis 6s, Long Bonds.....	98 1/2	99
Northern Central 2d m. 6s, '85.....	89	90	do Water 6s gold.....	97 1/2	98 1/2
do do 3d m. 6s, 1900.....	91	93	do do do (new).....	31 1/2	32
do con. m. g. 6s, 1900.....	97 1/2	100	North Missouri, 1st M. 7s.....	34	37
North Penn. 1st m. 6s, '85.....	102 1/2		At. & Pacific guar. land grants.....	25	25
do 2d m. 7s, '96.....	44	47	do 2d M.....	80 1/2	81
do 10s, chat. m., '77.....	65	75	Pacific (of Mo.) 1st M. gld.....	71 1/2	71 1/2
do gen. mort. 7s, 1903.....	103	103 1/2	do do 2d M. bds.....	3 1/2	4
Oil Creek & Al. R., con. 7s, '88.....	101		Kansas Pacific stock.....		
Oil Creek 1st m. 7s, '82.....	100 1/2		do 1st M. gld 6s, J. & D.....		
Penn. & N. Y. Canal 5s, '96-1906.....	100 1/2		do do do F. & A.....	39 1/2	40
Pennsylvania, 1st M., 6, 1880.....	100 1/2	101	Pacific RR. of Mo. stock.....		
do 2d M., 6, 1875.....	90 1/2		* And interest.		

QUOTATIONS OF STOCKS AND BONDS IN NEW YORK.

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

SECURITIES.		Bid.	Ask.	SECURITIES.		Bid.	Ask.	SECURITIES.		Bid.	Ask.	SECURITIES.		Bid.	Ask.
U. S. Bonds. (Others quoted previously.)															
5-20s registered, 1862.....	112½			Toledo, Wab. & Western, pref.				Col., Chic. & Ind. C., 1st Mort.	82½	84		N. J. Midland 2d 7s.....		25	
5-20 Called Bonds, 1862.....				Miscellaneous Stocks				do do 2d Mort.....	58	59		N. Y. & Osw. Mid. 1st 7s, gold.	30	35	
5-20s, registered, 1864.....	115			American District Telegraph.				St. L. & Iron Mountain, 1st M.	92½			do do 2d 7s, conv.	5	10	
5-20s, registered, 1865.....	115	116		Atlantic & Pacific Telegraph.				do do 2d M.....	68			do West. Extension 7s.....	15		
5-20s, registered, new issue, '65	115	115½		Boston Water Power.....				Alton & T. H., 1st M.....	101			N. Haven, Middle & W. 7s.....	35	45	
5-20s, registered, 1867.....	115½	115½		Canton Co., Baltimore.....				do do 2d M. pref.....	36			North Pac. 1st m. gold 7 3-10s	27	30	
5-20s, registered, 1868.....				Cent. N. J. Land Improv. Co.				do do 2d M. income.....	76			do Land Warrants.....	25	35	
5s, registered, 1881.....	112½			Delaware & Hudson Canal.....	119			Bellevue & S. Ills. R. 1st M. 8's	99	99½		Omaha & Southwestern R.R. 8's		90	
State Bonds.				American Coal.....				Tol., Peoria & Warsaw, E. D.	79½			Oregon & California 7s, gold..			
Alabama 5s, 1883.....				Consolidation Coal of Md.....	43½			do do W. D.....				Oswego & Rome 7s, guar.....	91	94	
do 8s, 1886.....	45			Cumberland Coal and Iron.....				do do Bur'n Div.....				Peoria, Pekin & I. 1st m.....	72	75	
do 8s, 1888.....	45	55		Mariposa Land & M. Co.....	5			do do 2d M.....	56			Peoria & Rock I. 7s, gold.....		75	
do 8s Mont. & Eufla R.....				do do pref.....	17	19		do do Consol. 7s.....				Port Huron & L. M. 7s, gld. end.	25	35	
do 8s, Alab. & Chat. R.....				Maryland Coal.....				Tol. & Wab'h, 1st Mort. ext'd.				do do 7s, gold.....			
do 8s of 1892.....				Pennsylvania Coal.....				do 1st M. St L div.....	79			Pullman Palace Car Co. stock		100	
Arkansas 6s, funded.....	20			Spring Mountain Coal.....	71			do 2d Mort.....	79			do bonds, 5s, 1st series			
do 7s, L. R. & Ft. S. 18s.				Railroad Bonds.				do Equip. Bds.....				Rockf'd R. I. & St. L. 1st 7s, gld		22	
do 7s, Memphis & L. R.....				Albany & Susq'h'a, 1st bonds	101½	102½		do Cons. Convert.....	69½			Rome & Watertown 7s.....	95		
do 7s, L. R., P. B. & N. O.				do do 2d do	100½			Hannibal & Naples, 1st M.....				Rome, W. & Ogdensburg 7s...	97½		
do 7s, Miss. O. & R. Riv.				do do 3d do				Great Western, 1st M., 1888.				Rondout & Oswego 7s, gold...		60	
do 7s Ark. Cent R.....	15			Bost., Hartf. & Erie, 1st M.	23			do 2d M., 1893.....	78			Sioux City & Pacific 6s.....		60	
California 7s.....	110	112½		do do Guaranteed				Quincy & Tol., 1st M., 1890.	80	80½		South Pacific 6s, gold.....	75		
do 7s, large bonds.....				Bur., C. Rapids & Minn. 1st 7s, g	54	55		Ill. & So. Iowa, 1st Mort.....				Steubenville & Indiana 6s.....			
Connecticut 6s.....	102			Chesapeake & O. 6s, 1st m.				Lafayette, Bl'n & Miss. 1st M.				do do 2d 7s.....			
Georgia 6s.....	89			do do ex cour				Han. & Cent. Missouri 1st M.	72½			Southern Minn. construc. 3s.		50	
do 7s, new bonds.....	89			Chic. & Alton Sinking Fund.....	100			Pekin, Lincoln & Decatur 1st M.				do do 7s.....			
do 7s, endorsed.....	80			do do 1st Mortgage.....	103½	104½		Cin., Lafayette & Chic. 1st M.	103			St. Jo. & C. Bl. st M., 10s.....			
do 7s, Gold bonds.....	80			do do Income.....	96			Del. & Hudson Canal 1st M. '91	103	104		do do 8 p. c.....			
Indiana 5s.....	101			Joliet & Chicago, 1st Mort.....	97½			do do 1884.....	102			St. Jo. & Den. C. 8s, gold, W. D.	20	25	
Illinois 6s coupon, '77.....	100			Louisiana & Mo., 1st M. guar.	97½	96		do do 1887.....				do do 8s, gold, E. D.	81	40	
do do 1879.....	100			St. Louis, Jack. & Chic. 1st M.	108			Long Island R.R. 1st M.....	90			Sandusky, Mans. & Newark 7s	82	85	
do War Loan.....				Chic., Bur. & Q. 8 p. c. 1st M.	103	103½		Nashville & Decatur 1st M. 7s				St. Louis, Vandalia & T. H. 1st	95	100	
Kentucky 6s.....	100			Chic. R. Island & Pacific.....	108½	109		South Side, L. I., 1st Mort. bds				do do 2d guar	83½	95½	
Louisiana 6s.....	20			Central of N. J., 1st M. new.				Western Union Tel. 1st M. 7s.	97	93		St. L. & So. eastern 1st 7s, gold		60	
do do new bonds.....	20			do do 2d Mort.				Miscellaneous List.				St. L. & St. Joseph, 1st 6s, gld			
do do new floating debt.				do do con. conv.	101½	102½		Arkansas Levee bonds 7s.....	11	13		Southern Central of N. Y. 7s..	75	80	
do 7s, Penitentiary.....	20			Am. Dock & Improve. bonds.	107	108		Atchison & P. Pk., 6s gold	30	40		Teho & Neosho 7s, gold.....			
do 6s, levee bonds.....	22			Mil. & St. Paul 1st M. 8s P.D.	91½			Atlantic & Pacific L. G. 6s gld	60			Union & Logansport 7s.....		85	
do 8s do.....				do do do 7 3-10 do				Atchison, Top. & S. Fe 7s gld.	40			Utah Central 6s, gold.....			
do 8s do 1875.....				do do 7s gold R. D.				Atchison & Nebraska 8 p. c.	40	45		Union Pac., So. branch, 6s, gld	40	50	
do 8s of 1910.....				do do 1st Mort. La.C.D.				Bur. & Mo. River, stock.....	101	102		Walkill Valley 1st 7s, gold	70	70	
Michigan 6s, 1878-79.....	101			do do 1st M. I. & M. D.				do do Land M. 7s.....	97½	98½		West Wisconsin 7s, gold.....	70	80	
do 6s, 1883.....	100			do do 1st M. I. & J.				do do 2d S., do 7s.....				Wisconsin Valley 8s.....	70	75	
do 7s, 1878.....	93			do do 1st M. H. & D.				do do 3d S., do 8s.....	97			Southern Securities.			
Missouri 6s, due in 1874.....	93			do do 1st M. C. & M.				do do 4th S., do 8s.....	97			CITIES.			
do do 1875.....	93			do do 2d M.				do do 5th S., do 8s.....	97			Atlanta, Ga., 7s.....	75	85	
do do 1876.....	94			Chic. & N. Western S. Fund.....	113			do do 6th S., do 8s.....	97			do 8s.....	80	85	
do do 1877.....	94			do do Int. Bonds.....	95½			do do Creston Branch.....	97	100		Augusta, Ga., 7s, bonds.....	60	65	
do do 1878.....	94			do do Consol. bds.....	86½			do do Charlton Branch.....	97	100		Charleston stock 6s.....	50	55	
do do 1879.....	95			do do Extn. Bds.....	99			Bur., C. R. & M. (M. div.) 7s.	50	55		Charleston, S. C., 7s, F.L. bds.	72		
Long bonds due '81 to '91 incl	93	95		do do 1st Mort.....	76			Burl. & M. (in Neb.) 1st conv.	95½	99		Columbia, S. C., 6s.....	62		
Asylum or Univrs., due 1872				do do coup gld bds	77			Cairo & Fulton 1st 7s, gold.	57½	72		Columbus, Ga., 7s, bonds.....	75	75	
Han. & St. Joseph, due 1874.				do do reg'd do				California & Oregon 6s, gold.	75	55		Lynchburg 6s.....	73	74	
do do 1875.....				Iowa Midland, 1st mort., 8s.....	91			California Pac. R.R. 7s, gld.	80			Macon 7s, bonds.....	75	75	
do do 1876.....	91½			Galena & Chicago Extended.....	98			do 6s, 2d M., gld	70			Memphis old bonds, 6s.....	43	45	
do do 1877.....	91½			do 2d Mort.....				Canada Southern 1st 7s, gold.	56	60		do new bonds, 6s.....	43	45	
do do 1878.....	91½			Peninsula 1st Mort., conv.				Central Pac. 7s, gold, conv.	90			do end., M. & C. R.R.....	48	55	
do do 1879.....	91½			Chic. & Milwaukee 1st Mort.....				do Land G. 6s g.	85			Mobile 5s.....	30	40	
New York Bounty Loan, reg.....	105	107½		Winona & St. Peters 1st m.	77			Central of Iowa, 1st M. 7s gld.	40			do 8s.....	37	45	
do do do coup.....	105			do 2d m.				do 2d M. 7s, gld				Montgomery 7s.....	80	80	
do 6s, Canal Loan 1874.....	106			C. C. C. & Ind's 1st M. 7s, S. F.	101			Keokuk & St. Paul, 8s.....	97	100		Nashville 6s, old.....		80	
do 6s, do do 1875.....	106			Del., Lack. & Western, 1st M.	104			Carthage & Bur. 8s.....	97	100		do 6s, new.....	70		
do 6s, do do 1877.....	106			do do 2d M.				Dixon, Peoria & Han., 8s.	97	100		New Orleans 5s.....	50	65	
do 6s, do do 1878.....	106			do do 7s, conv.	103			O. O. & Fox R. Valley 8s.	97	100		do do consol. 6s.....	50	65	
do 6s, Gold reg. 1857.....				Morris & Essex, 1st Mort.....	103½	104½		Quincy & Warsaw, 8s.....	98½	100		do do bonds, 7s.....	40	45	
do 6s, do coup. 1877.....				do do 2d Mort.....	103½	104½		Ill. Grand Trunk.....	59			do do 10s.....	60	70	
do 6s, do loan. 1883.....				do do Conv. bonds.....	92			Ch. Bur. & Q. traffic guar.	59			do do to railroads, 6s	45	55	
do 6s, do do 1891.....	105														

NEW YORK LOCAL SECURITIES.

Bank Stock List.

COMPANIES.	CAPITAL.		DIVIDENDS.				PRICE.	
Marked thus (*) are not National.	Par	Amount.	Periods.	1872	1873	Last Paid.	Bid.	Asked
America*	100	3,000,000	J. & J.	10	10	July 1, '74. 5	146	
American Exchange.	100	5,000,000	M. & N.	8	8	May 1, '74. 4	110	111
Bowery	100	250,000	J. & J.			July 1, '74. 6		
Broadway	25	1,000,000	J. & J.	24	24	July 1, '74. 12		
Bull's Head*	25	300,000	Q-J.	20	16	Oct. '73. 4		
Butchers & Drovers	25	800,000	J. & J.	10	10	July 1, '74. 5		123
Central.	100	2,000,000	J. & J.	8	8	July 1, '74. 4	98 1/2	100
Chatham	25	450,000	J. & J.	12	12	July 1, '74. 5		
Chemical.	100	800,000	ev. 2 mos	36	100	May 1, '74. 15	1,001	
Citizens*	25	400,000	J. & J.	10	10	July 1, '74. 5		
City.	100	1,000,000	M. & N.	20	20	May 1, '74. 10		
Commerce.	100	10,000,000	J. & J.	8	8	July 6, '74. 4		120
Commonwealth.	100	750,000	J. & J.		3 1/2	July 1, '73. 3 1/2		
Continental.	100	2,000,000	J. & J.	7		July 1, '74. 4		
Corn Exchange*	100	1,000,000	F. & A.	10	10	Feb. 2, '74. 5	123	130
Currency	100	100,000	Q-J.	16	12	July 1, '74. 4		
Dry Goods*	100	1,000,000	J. & J.	6 1/2	7	July 10, '73. 3 1/2		
East River	25	850,000	J. & J.	8	8	July 1, '74. 4		
Eleventh Ward*	25	200,000	J. & J.	7	7	July 1, '74. 3 1/2		
Fifth	100	150,000	Q-J.	14	14	July 1, '74. 3		
First.	100	500,000	Q-J.	20	15	Apr. 1, '74. 3		
Fourth	100	5,000,000	J. & J.	8	9	July 1, '74. 4	101	102
Fulton.	80	600,000	M. & N.	10	10	May 1, '74. 6 1/2		170
German American*	100	2,000,000	F. & A.	3	8	Feb. 1, '74. 3	92	
German Exchange.	100	200,000	M. & N.			May 1, '74. 10		
Germania*	100	200,000	M. & N.	7	10	May 1, '74. 10		
Greenwich*	25	200,000	M. & N.	20	20	May 1, '74. 10		
Grocers.	40	800,000	J. & J.	10	10	July 1, '74. 5	99	100
Hanover	100	1,000,000	J. & J.	8	8	July 1, '74. 4	101	
Harlem*	100	100,000	M. & S.	4	9	May 1, '74. 4		
Importers & Traders.	100	1,500,000	J. & J.	12	14	July 1, '74. 7	190	
Irving	50	500,000	J. & J.	8	8	July 1, '74. 5	123	
Leather Manufacts.	100	600,000	J. & J.	12	12	July 1, '74. 6		
Loaners*	100	500,000	F. & A.	7	7	Feb. 12, '74. 3 1/2		
Manufacturers & Build.*	100	100,000	J. & J.	10	10	Jan. 10, '74. 5		
Manhattan*	50	2,050,000	F. & A.	10	10	Feb. 10, '74. 5		
Manuf. & Merchants*.	100	500,000	J. & J.	8	4	Jan. '73. 4	50	
Marine	100	400,000	J. & J.	12	12	July 1, '74. 5		
Market.	100	1,000,000	J. & J.	10	10	July 1, '74. 5		
Mechanics	25	2,000,000	J. & J.	10	10	July 1, '74. 5	132	
Mech. Bkg Ass'n.	50	500,000	M. & N.	8	8	May 1, '74. 4	90	
Mechanics & Traders.	25	600,000	M. & N.	10	10	May 1, '74. 5		
Mercantile	100	1,000,000	M. & N.	10	10	May 1, '74. 5		115
Merchants	50	3,000,000	J. & J.	8	8	July 1, '74. 4	117 1/2	
Merchants' Ex.	50	1,000,000	J. & J.	6	6	July 1, '74. 4	106	110
Metropolis*	100	500,000	J. & J.			July 1, '74. 4		
Metropolitan.	100	4,000,000	J. & J.	10	10	July 6, '74. 5	123 1/2	130
Murray Hill*	100	230,000	A. & O.		4	Apr. 1, '74. 4		
Nassau*	100	1,000,000	M. & N.	8	8	May 11, '74. 4	106	
National Gallatin.	50	1,500,000	A. & O.	8	8	Apr. 10, '74. 4		
New York	100	3,000,000	J. & J.	10	10	July 1, '74. 5		125
New York County.	100	200,000	J. & J.	15	14	Jan. 2, '74. 6	200	
N. Y. Nat. Exchange.	100	500,000	J. & J.	7	6	July 1, '73. 3	87 1/2	95
N. Y. Gold Exchange*	100	500,000	J. & J.	5	5	May, '73. 5	110	112
Ninth.	100	1,500,000	J. & J.	9	8	July 1, '74. 4	100	101
Ninth Ward*	100	200,000	J. & J.		8	Jan. '73. 3		
North America*	100	1,000,000	J. & J.	7 1/2	8	July 1, '74. 4		
North River*	50	400,000	J. & J.	7	7	July 1, '74. 3 1/2		
Oriental*	25	300,000	J. & J.	12	12	July 1, '74. 6		
Pacific*	50	422,700	Q-F.	16	12	May 1, '74. 3	165	180
Park.	100	2,000,000	J. & J.	12	12	July 1, '74. 6	140	
Peoples*	25	412,500	J. & J.	10	10	July 1, '74. 5		
Phoenix	20	1,800,000	J. & J.	7	7	July 1, '74. 3 1/2		96
Republic.	100	2,000,000	F. & A.	8	8	Feb. 9, '74. 4	108 1/2	
St. Nicholas.	100	1,000,000	F. & A.	9	3	Feb. 9, '74. 4	93	
Seventh Ward.	100	500,000	J. & J.	6 1/2	6	July 2, '74. 3		
Second.	100	300,000	J. & J.	10	10	July 1, '74. 7		
Shoe and Leather.	100	1,000,000	J. & J.	12	12	July 1, '74. 6		
Sixth	100	200,000	J. & J.		9	Jan. '74. 4		
State of New York.	100	2,000,000	M. & N.	8	8	May 9, '74. 4	108	110
Tenth	100	1,000,000	J. & J.			Jan. 2, '74. 2 1/2		
Third	100	1,000,000	J. & J.	8	8	July 1, '74. 4 1/2		
Tradesmen's	40	1,000,000	J. & J.	12	12	July 1, '74. 5		
Union.	50	1,500,000	M. & N.	10	11	May 1, '74. 5	135	
West Side*	100	200,000	J. & J.	4	8	July 1, '74. 4		

Gas and City R.R. Stocks and Bonds.

[Quotations by Charles Otis, 47 Exchange Place, and other brokers.]

	Par	Amount.	Periods.	Rate.	Last dividend.	Bid.	Asked
Brooklyn Gas Light Co.	25	2,000,000	Q-F.	5	Jan. 15, '74	218	
Citizens' Gas Co. (Bklyn.)	20	1,200,000	J. & J.	3 1/2	July 15, '74		x165
do certificates		300,000	A. & O.			97	100
Harlem	50	1,850,000	F. & A.	5	Feb. '74	130	133
Jersey City & Hoboken	20	386,000	J. & J.	5	Jan. '74		
Manhattan	50	4,000,000	J. & J.	5	Mch. '74	225	
Metropolitan	100	2,800,000	M. & S.	5	Mch. 16, '74	130	
do certificates		750,000	J. & J.			85	90
Mutual, N. Y.	100	5,000,000					82 1/2
Nassau, Brooklyn	25	1,000,000	M. & N.	10s.	Nov. 1, '73	112	115
do scrip		500,000				97	100
New York	100	4,000,000	Q-F.	5	May 1, '74		140
People's (Brooklyn)	10	1,000,000	M. & S.	4	Jan. '74	82	84
do bonds		300,000	F. & A.			93	98
Westchester County	50	400,000		5	Jan. '73	90	100
Williamsburg	50	1,000,000	J. & J.	5	Jan. '74	130	
do scrip		1,000,000	J. & J.	7		99	102
Bleecker St. & Fulton Ferry—stock	100	900,000	J. & J.	7	1880		70
1st mortgage	100	694,000	J. & J.	3	July, '74	68	
Broadway & Seventh Ave—stock	100	2,100,000	J. & J.	7	1884		95
1st mortgage	1000	1,600,000	J. & D.	7	1884		187
Brooklyn City—stock	10	2,000,000	Q-F.	3	May, '74	105	107
1st mortgage	1000	800,000	J. & J.	7	1872	100	102
Broadway (Brooklyn)—stock	100	200,000	J. & J.	5	Jan. '74	63	72 1/2
Brooklyn & Hunter's Pt—stock	100	400,000	J. & J.	5	Jan. '74		
1st mortgage bonds	1000	300,000	J. & J.	7	1888	82 1/2	
Atlantic Av., Brooklyn—1st mort.	500	115,000	A. & O.	7	1881		
2d do	500	100,000	A. & O.	7	1884		
3rd do	500	164,000	J. & J.	7	1885		
Central Pk. N. & E. River—stock	100	1,164,000					
1st mortgage	1000	550,000	F. & A.	7	1882		
2d do	1000	600,000	M. & N.	7	1890		
Coney Island & Brook'n—1st mort	1000	214,000	J. & J.	7	1877		
Dry Dock, E. B. & Battery—stock	100	1,200,000	Q-F.	2	May, '74	85	
2d mortgage, cons'd	1000	900,000	J. & D.	6	Jan. '74	161	
High Avenue—stock	100	1,000,000	J. & J.	7	1888	100	
1st mortgage	1000	208,000	J. & J.	7	1877		
42d St. & Grand St Ferry—stock	100	750,000	M. & N.	4	May, '74		
1st mortgage	1000	230,000	A. & O.	7	1873		
Grand Street & Newtown—stock	20	170,000		2	July '70	60	70
Park Avenue—stock	100	254,000					
1st mortgage	1000	300,000	M. & N.	7	1878		
Ninth Avenue—stock	100	797,000					
1st mortgage	1000	167,000	J. & J.	7	1877		
Second Avenue—stock	50	800,000	Q-F.	2	Feb. '74	65	75
1st mortgage	1000	350,000	J. & D.	7	1877		
2d mortgage	1000	200,000	F. & A.	7	1876		
3d mortgage	1000	150,000	A. & O.	7	1885		
Cons. Convertible	1000	315,000	M. & N.	7	1888		
Sixth Avenue—stock	100	750,000	M. & N.	5	Nov. '73	135	
1st mortgage	1000	250,000	J. & J.	7	1890		100
Third Avenue—stock	100	2,000,000	Q-F.	2	Feb. 1, '74		
1st mortgage	1000	2,000,000	J. & J.	7	1890		100
Williamsburg & Flatbush—stock	100	300,000					
1st mortgage	1000	125,000	M. & S.	7	1890	45	55

* his column shows last dividend on stocks, also date of maturity of bonds.

Insurance Stock List.

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

COMPANIES.	CAPITAL.		NET SUR. PLUS. JAN. 1, 1874.*	DIVIDENDS.					PRICE.	
	Par	Amount.		1870	1871	1872	1873	Last Paid.	Bid.	Asked
Adriatic.....	25	200,000	15,285	10	....	10	3 1/2	July, '74. 5	60	65
Aetna.....	100	200,000	6,598			5		Jan., '74. 5	83	....
American.....	50	400,000	200,533	13	17	14	14	Jan., '74. 7	150	....
American Exch'e..	100	200,000	45,287	12	12	6	10	July, '74. 5	100	....
Arctic.....	25	250,000	15,193	10	10	10	5	July, '74. 5	65	....
Atlantic.....	50	200,000	48,768					Jan., '71. 5	95	100
Bowery.....	25	300,000	318,257	20	20	20	20	June, '74. 10	180	200
Brewers' & M'lt's	100	200,000	10,462							....
Broadway.....	25	200,000	214,850	16	15	13	20	Feb., '74. 10	170	....
Brooklyn.....	17	153,000	224,365	20	20	20	20	July, '74. 10	190	200
Citizens'.....	20	300,000	227,332	33 1/2	13	15 1/2	7	July, '74. 8 1/2	135	....
City.....	70	210,000	193,994	14 1/2	14 1/2	10	14	Feb., '74. 10	150	....
Clinton.....	100	250,000	98,640	14	14	17	10	July, '74. 0	130	....
Columbia.....	30	300,000	20,349	10	10	10		July, '74. 5	80	85
Commerce Fire..	100	200,000	27,093	11	10	10	5	July, '74. 5	70	....
Commercial.....	50	200,000	50,131	10	10	11	5	July, '74. 8	105	....
Continental.....	100	1,000,000	137,974	18	20	8 1/2	8 1/2	Jan., '74. 5	110	115
Eagle.....	40	300,000	891,016	20	20	20	20	Apr., '74. 15	210	218
Empire City.....	100	200,000	69,113	10	10	10	10	July, '74. 100	....	....
Exchange.....	30	200,000	36,872	4		10	10	July, '74. 5	80	90
Farragut.....	50	200,000	36,766				7	Jan., '74. 5	....	30
Firemen's.....	17	200,000	74,204	20	10	5	5	July, '74. 8	105	....
Firemen's Fund..	10	150,000	21,755					July, '74. 5	75	....
Firemen's Trust..	10	150,000	70,493	10	10	10	10	Jan., '74. 5	104	....
Gebhard.....	100	200,000	15,645	10	10	10	5	Feb., '74. 5	80	....
German-American	100	1,000,000	158,248				4	Jan., '74. 5	90	....
Germania.....	50	500,000	257,122	10	10	10		July, '74. 5	95	97
Globe.....	50	200,000	80,640	11	11	12 1/2	12 1/2	July, '74. 7 1/2	120	....
Greenwich.....	25	200,000	217,374	20	20	24	28	Jan., '74. 25	250	250
Guardian.....	100	200,000	24,653	10	10	8 1/2		July, '74. 5	70	75
Hamilton.....	15	150,000	112,555	16	15	17 1/2	20	July, '74. 10	140	....
Hanover.....	50	400,000	187,544	10	8 1/2	10	10	July, '74. 5	95	100
Hoffman.....	50	200,000	33,329			10		July, '74. 5	72 1/2	80
Home.....	100	2,500,000	238,958	10	10	5		Jan., '74. 5	102	....
Hope.....	25	150,000	9,930	5	10	5		July, '74. 5	65	75
Howard.....	50	500,000	62,187	12	9 1/2		7 1/2	July, '74. 5	97	100
Importers' & Trad..	50	200,000	57,210	10	10	10	5	July, '74. 5	95	100
Irving.....	50	200,000	4,520					July, '74. 7	80	....
Jefferson.....	30	200,010	244,672	10	10	10	10	Mch., '74. 31	130	....
Kings Co. (B'klyn)	20	150,000	123,827	10	10	10	10	July, '74. 10	130	135
Knickerbocker....	40	280,000	93,874	20	15	20	20	July, '74. 10	140	....
Lafayette (B'klyn)	50	150,000	59,418	5		10	10	Jan., '74. 5	102	106
Lamar.....	100	200,000	22,538					July, '74. 5	75	....
Lenox.....	25	150,000	53,082	10	10	10	10	Jan., '74. 5	85	90
Long Island (Bkly.)	50	200,000	147,745	14	14	15	15	July, '74. 5	145	....
Lorillard.....	25	300,000	85,438					July, '74. 5	85	90
Manuf. & Builders'	100	2 000	77,573				10	July, '74. 5	100	....
Manhattan.....	100	250,000	85,087					Jan., '74. 5	90	95
Mech. & Trad'rs...	25	200,000	260,705	16	18	20	20	July, '74. 10	165	....
Mechanics' (Bklyn)	50	150,000	74,470	10	10	10	10	July, '74. 5	....	....
Mercantile.....	50	200,000	18,336	10	11	5	5	July, '74. 5	75	....
Merchants'.....	50	200,000	87,540	20	20	20	7	Jan., '74. 7	160	....
Metropolitan.....	10	300,000	26,101				4	Jan., '74. 5	65	70
Montauk (B'klyn.)	50	150,000	137,086	11	12	16	20	July, '74. 10	170	....
Nassau (B'klyn)..	50	200,000	190,248	20	20	25	20	Jan., '74. 10	180	190
National.....	37 1/2	200,000	46,539	12	12	6		July, '74. 5	95	100
N. Y. Equitable..	85	210,000	250,706	18	20	20	20	July, '74. 10	170	....
New York Fire....	100	200,000	176,013	16	16	16	18	Feb., '74. 10	147	150
N. Y. & Yonkers..	100	200,000	11,340					July, '74. 5	65	70
Niagara.....	50	500,000	327,554	10	3 1/2		10	July, '74. 5	100	105
North River.....	25	350,000	111,467	10	18	10	12	Apr., '74. 6	....	112
Pacific.....	25	200,000	255,684	16	23	20	20	July, '74. 10	190	....
Park.....	100	200,000	131,379	10	11	14	18	July, '74. 10	140	150
Peter Cooper.....	20	150,000	184,417	12	12	16	20	Feb., '74. 10	190	....
People's.....	50	150,000	96,107	12	12	12	14	July, '74. 10	135	....
Phenix (B'klyn.)	50	1,000,000	183,209	11	12	10	10	July, '74. 5	100	105
Relief.....	50	200,000	11,634	12	11	10	5	July, '74. 5	75	85
Republic.....	100	300,000	57,888	10	10		9 1/2	Jan., '74. 6	80	85
Resolute.....	100	200,000	15,799	10	3 1/2			July, '74. 5	60	65
Rutgers'.....	25	200,000	165,316	16	16	20	20	Feb., '74. 10	165	....
Safeguard.....	100	200,000	47,779				5	July, '74. 5	....	....
St. Nicholas.....	25	150,000	33,235	10	10	10	10	Feb., '74. 5	....	95
Standard.....	50	200,000	66,279	10	7	13 1/2	6	Jan., '74. 5	100	....
Star.....	100	200,000	32,893	10	10	10	5	July, '74. 5	85	90
Sterling.....	100	200,000	43,447	10	10	10	10	Feb., '74. 5	80	....
Stuyvesant.....	25	200,000	131,409	10	10	12	13	Jan., '74. 7	140	....
Tradesmen's.....	25	150,000	62,186	14	14	14	10	July, '74. 5	105	....
United States....	25	250,000	216,767	14	14	14	14	July, '74. 7	135	....
Williamsburg City.	50	250,000	158,628	10	10	10	10	Jan., '74. 5	125	....

Investments

AND

STATE, CITY AND CORPORATION FINANCES.

EXPLANATION OF STOCK AND BOND TABLES.

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

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

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

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

Illinois Municipal Bonds.—Mr. Rutz, State Treasurer of Illinois, commenced this week to pay interest on some of the township, county, and city bonds, and on the State bonds of that State. It appears that the authorities have determined that the interest can only be paid by the State in those cases where the money is raised by special or surplus means of taxation.

South Carolina Finances.—The Treasurer of South Carolina has published a statement of the receipts and expenditures of the State from Nov. 1, 1873, to June 30, 1874, from which it appears that in the space of eight months nearly \$1,500,000 have been expended to carry on the State Government. The following are official figures:

Receipts from taxes and other sources.....	\$1,636,684 38
Expenditures.....	1,458,152 32
Balance.....	\$178,532 06
The items of expenditure are as follows:	
Salaries and contingents.....	\$157,765 14
Penal, charitable and educational institutions.....	138,804 48
Free schools.....	270,020 29
Legislative expenses.....	202,466 32
Public printing.....	135,004 00
Deficiencies.....	438,762 46
South Carolina Bank and Trust Company.....	100,435 83
Miscellaneous.....	14,893 80
Total.....	\$1,458,152 32

One hundred and thirty-five thousand dollars of the \$178,532 06 remaining in the Treasury has been especially appropriated to pay the interest on the new conversion bonds. The expenditures have been strictly kept within the appropriations, and for this, the *Charleston News* says, the State Treasurer deserves commendation.

Iowa Railroad Law.—President Keep, of the Northwestern Railroad Company, has written a letter to the Governor of Iowa similar in tone to that recently written by Superintendent Riddell, of the Chicago, Rock Island, and Pacific Road. He says his company accepts the Iowa Railroad laws, and will conform with their requirements under protest. At a meeting of railroad presidents in Chicago, Mr. Horace Williams, who is the President of the leased portion of the Iowa Division of the Northwestern Railroad, deplored Mr. Keep's determination to comply with the law, and stated that he would sue out an injunction restraining the company from complying with the law as far as his portion of the road was concerned. Mr. Newell, the President of the Illinois Central, stated that he could not possibly comply with the law, as his Iowa Division was composed of the three leased lines which receive a part of the net earnings for their share. One of these lines had already served him with an injunction restraining him from complying with the law, and the other two lines would undoubtedly do the same. Mr. Walker, President of the Chicago, Burlington & Quincy Railroad, gave similar reasons for not being able to comply with the law.

Wisconsin Railroad Law.—In the suit of the Chicago & Northwestern and Milwaukee & St. Paul roads against the Railroad Commissioners of Wisconsin in the U. S. Circuit Court, a decision was rendered July 4 at Madison, Wis., against the companies and in favor of the constitutionality of the railroad law. As to the question of inter-State commerce no decision was made. Subsequently, by agreement of counsel, the bill on which an injunction was applied for and denied was demurred to by the counsel for the defendants. As a matter of form the demurrer was sustained and the bill dismissed. Thereupon complainants appealed to the Supreme Court of the United States, where the whole question will be argued at the October term.

Alabama & Chattanooga.—The Alabama & Chattanooga Railroad was offered for sale at Mobile, July 6, by the Commissioners. Three million dollars was the only offer bid, and that being less than the minimum price fixed by the Court, the sale was adjourned till the first Monday in October.

The *Chattanooga Times* of the 30th of June said: "We were shown yesterday a dispatch from the Clerk of the United States Court at Mobile to some gentleman in this city, stating that a decree had been signed by Judge Woods, ordering the road to be turned over to Mr. Balch and his associates, the purchasers from Governor Lewis under the former decree, and that, upon compliance with the terms, the title to the A. & C. R.R. be vested in them, subject to the first mortgage lien and other such liens as the court may decree to be valid upon the road. We understand that Mr. Balch will take possession at once, and that immediately thereafter contracts will be made for restocking the

road and putting it in first-class order in every respect. The rehabilitation of this important road will be a grand thing for Chattanooga."

Central of Iowa.—The bondholders of the Central Railroad Company of Iowa have appointed a committee to confer with the Board of Directors with a view of reconciling conflicting interests, and putting the affairs of the road upon a sound basis.

Chicago Milwaukee & St. Paul Railway.

LATE MILWAUKEE & ST. PAUL RAILWAY.

Exclusive of side and double tracks, amounting to 182 miles, the length of road owned by the company at the close of 1873 was 1,399 miles, an increase over the length owned at the close of 1872 of 110 miles, the additional tracks being extensions in Illinois, Iowa and Minnesota. The company also operate the Madison & Portage and the Oshkosh & Mississippi Railroads, paying to the owners thereof an agreed proportion of the earnings made on them. In addition to the above the company own \$2,000,750 of the capital stock of the Western Union Railroad, being a majority of the capital stock of that company. The cost of the 1,399 miles of road, including equipments, supplies, bridges and elevators amounted in stocks and bonds up to December, 1873, to \$53,936,244, or less cost of Western Union Railroad stock to \$52,435,494. The comparative earnings, expenses, and general condition of the company as per reports of 1872 and 1873 are exhibited in brief as follows:

	1872.	1873.	Increase.
Miles of road.....	1,289	1,399	107
Cost in stocks and bonds.....	\$46,689,081	\$52,435,494	\$5,746,413
Cost, &c., per mile.....	36,390	37,480	1,090
Miles run by trains.....	3,783,801	4,728,555	944,754
Freight (tons) moved.....	1,697,826	1,752,706	54,880
Passengers carried.....	956,172	967,754	11,582
Gross earnings.....	\$6,957,771	\$9,046,123	\$2,088,352
Operating expenses.....	4,695,616	6,594,560	1,898,944
Net earnings.....	2,262,155	2,451,563	189,408
Gross earnings per mile of road..	5,535	6,536	1,000
Expenses per mile run.....	1 24	1 39	0 15
Interest on mortgage bonds.....	1,435,860	1,839,643	403,783
Value of materials Dec. 31.....	410,611	427,116	116,505

These figures speak for themselves, and show that the company have nothing to complain of. The business of the road is increasing, and the prospect is that, with the further settlement of the country traversed, the several lines will pay much better. The net earnings, as above, do not show as well as might be expected from the large advance in gross earnings. A reference to the tables which follow will show that the extraordinary expenses for track, &c., have been very large—about \$1,600,000, or nearly 25 per cent of the total. A large portion of this amount ought properly to be charged to the general account.

There is one feature in the earnings account which is prominently favorable. The earnings from freight, which have increased so rapidly, have been made on a constantly decreasing tariff. The report in relation to this matter gives the results of nine years' operations. In 1865 the charge per ton per mile was 376 cents, in the middle year of the series (1869) it had been reduced to 31 cents, and in the years ending with 1873 to 25 cents. In the meanwhile the newer portions of the line are paying little or nothing, awaiting as they are the advance of population into the territories penetrated. This is a step in advance of the Granger movement, and shows that the managers of railroads have made large concessions which their customers do not give them credit for.

In March, 1874, in pursuance of authority previously obtained from the stockholders, the directors authorized the execution and issue of a consolidated mortgage upon the entire property and franchises of the Company, to secure the payment of bonds to the amount of \$35,000,000. Of these \$26,225,000 are set apart to exchange for an equal amount of bonds previously issued and secured by mortgage on different divisions of the road, and the remainder are to be used only for the purchase of steel rails, the erection and completion of bridges across the Mississippi River, the erection of elevators at Chicago and Milwaukee, and the further equipment and permanent improvement of the mortgaged property.

In February last, in accordance with legislative authority, the corporate name of the Company was changed from that of the "Milwaukee and St. Paul" to that of the "Chicago Milwaukee and St. Paul" Company, the extension of their lines to Chicago having rendered such change necessary and proper.

A dividend of seven per cent was paid in March last, and the payment thereof made in consolidated bonds, the earnings of 1873 having been used in construction and improvements.

ROAD AND EQUIPMENT.

Milwaukee, Wis., to Chicago, Ill.....	85 miles.
Milwaukee, Wis., to La Crosse, Wis.....	195
La Crosse, Minn., to St. Paul, Minn.....	129— 324 "
Milwaukee, Wis., to Prairie du Chien, Wis.....	193
North McGregor, Minn., to St. Paul, Minn.....	212— 405 "

Milwaukee, Wis., to Portage City, Wis.....	96	"
Milton (64 miles west Milwaukee), Wis., to Monroe, Wis.....	42	"
North Milwaukee, Wis., to Schwartzburg, Wis.....	6	"
Horicon (54 m. west Milwaukee), Wis., to Berlin & Winneconne.....	57	"
Watertown (44 m. west Milwaukee), Wis., to Madison, Wis.....	37	"
Calmar (43 m. west North McGregor), Iowa, to Algona, Iowa.....	126	"
Conover (3 m. west Calmar), Iowa, to Decorah, Iowa.....	10	"
Austin (111 m. west McGregor), Minn., to Mason City, Iowa.....	40	"
Mendota, Minn., to Minneapolis, Minn.....	9	"
Hastings (20 m. southeast St. Paul), Minn., to Glencoe.....	75	"
Sabula, Iowa, to Marion, Iowa.....	87	"

Total of all lines owned..... 1,399 miles.
Second and side tracks..... 182 "

Total length (owned) in equivalent single track..... 1,581 miles.
Gauge 4 feet 4½ inches. Rail (steel 118-88 m.) 60 pounds.

The company also operate and include in their accounts the following railroads:

Oshkosh & Mississippi R. R.—Ripon, Wis., to Oshkosh, Wis.....	19 miles.
Madison & Portage R. R.—Madison, Wis., to Portage, Wis.....	39 "

Total roads operated and included in accounts..... 58 miles.
—making the total length of railroad operated 1,457 miles.

The company own a majority of the stock (viz.: \$2,001,000) in the Western Union Railroad, and by virtue of that control and operate the same, but the accounts are kept separately. The length of this road is 197 miles, with a branch of 17 miles.

Equipment.—Locomotive engines 198. Passenger cars, 1st class, 64; 2d class, 32, and sleeping 11; baggage, mail and express cars, 57; box freight and caboose cars, 2,984; flat and coal cars, 671, and boarding cars 2. Total of all cars 3,821.

OPERATIONS AND FISCAL RESULTS.

Train Mileage.—Passenger trains run, 1,352,256; freight trains, 3,376,299, and wood and gravel train 477,333 miles. Total of all trains 5,205,888 miles.

Passenger Traffic.—Passengers carried—eastward, 469,754, and westward, 498,000, or a total of 967,754, of which 27,582 were through, and 940,172 way passengers. Passengers carried one mile, 52,252,558. Average fares 3-58 cents per mile.

Freight Traffic.—Freight moved—eastward, 1,358,745, and westward, 432,759, or a total of 1,791,504 tons. Freight moved one mile, 257,638,532 tons. Average charge per ton per mile 2-5 cents.

Gross Earnings.—Passenger, \$1,857,197; freight, \$6,421,369; mail service, \$181,049; express service, \$177,347; news service, \$6,840; rents, \$6,468; telegraph service, \$7,142; extra baggage, \$7,779; sleeping cars, \$39,579; elevator service, \$314,456, and stock yards, \$26,897. Total (\$6,536 22 per mile)..... \$9,046,123

Operating Expenses.—Roadway and structures, \$1,038,221; repairs of machinery, \$986,275; operating, including taxes, insurance, salaries and miscellaneous expenses \$2,970,012..... \$4,994,508
Extraordinary expenses (track \$1,405,460)..... 1,600,052— 6,594,560

Net Earnings.—Income from operations (\$1,771 36 p. m)..... \$2,451,563

The earnings and expenses, as distributed over the several divisions of the roads, are shown in the following statement:

Divisions.	Earnings.	Expenses.	Gains.	Losses.
Chicago & Milwaukee.....	\$774,287	\$430,458	\$343,729	....
La Crosse.....	2,710,167	2,261,221	448,946	....
River.....	737,120	427,176	309,944	....
Prairie du Chien.....	2,361,654	1,467,292	894,662	....
Iowa & Minnesota.....	1,480,395	1,290,371	190,024	....
Northern.....	836,904	549,454	289,450	....
Hastings & Dakota.....	66,014	77,289	....	\$11,275
Illinois & Iowa.....	179,283	91,200	....	11,917
Total.....	\$9,046,123	\$6,594,560	\$2,451,563	....
Total per mile.....	\$6,536 22	\$4,764 86	\$1,771 36	....

FINANCIAL CONDITION AT CLOSE OF YEAR.

Capital stock—common.....	\$15,399,261
Capital stock—preferred.....	12,274,483
Funded debt (see COM. AND FIN. CHRONICLE, June 27).....	26,281,610
Unpaid pay-rolls and bills.....	1,533,759
Loan account.....	195,000
Deferred payments on real estate, Chicago.....	99,911
Due other companies.....	\$24,645
Miscellaneous accounts.....	116,526— 141,171
Dividends unpaid.....	8,213
Coupon account.....	68,203— 76,416
Income account.....	1,587,032

Total liabilities.....	\$57,588,643
Road and equipment.....	\$54,103,267
Western Union Railroad stock.....	1,500,750
St. Paul, Stillwater & T. F. Railroad stock.....	\$15,000
City of Hastings bonds.....	14,000
City of St. Paul bonds.....	25,000
Madison & Portage Railroad bonds.....	129,771— 183,771
Stock of materials on hand.....	527,116
Post Office Department.....	\$54,215
Agents and other companies.....	230,877
Temporary loans to companies.....	165,378
Miscellaneous accounts.....	249,098— 699,568
Taxes on real estate, Milwaukee.....	79,420
Cash on hand.....	494,751

Total property and assets..... \$57,588,643

COMPARATIVE STATEMENT FOR FIVE YEARS.

	1869.	1870.	1871.	1872.	1873.
Road and Equipment.					
Road (miles) Dec. 31.....	917	1,018	1,018	1,289	1,399
Average miles operated.....	858	950	1,018	1,187	1,344
Locomotive engines.....	145	155	155	182	198
Passenger cars.....	90	96	103	103	107
Baggage, &c., cars.....	54	58	62	56	57
Box freight, &c., cars.....	2,273	2,373	2,470	2,720	2,984
Flat and coal cars.....	480	580	590	629	671
Total revenue cars.....	2,897	3,107	3,225	3,508	3,819

	1869.	1870.	1871.	1872.	1873.
Operations and Fiscal Results.					
Passenger tr'n, miles.....	946,786	963,802	1,023,376	1,164,170	1,352,256
Freight train, miles.....	2,063,899	2,371,454	2,296,027	2,619,631	3,376,299
Passengers.....	810,903	810,060	849,631	956,172	967,754
Passenger miles.....	45,408,400	43,918,671	45,729,478	49,193,242	52,252,558
Charge p. pass. p. mile.....	3.90c.	3.88c.	3.65c.	3.59c.	3.58c.
Freight (tons).....	1,344,358	1,522,753	1,463,155	1,697,826	1,791,594
Freight (tons), miles.....	157,749,854	181,428,573	173,676,258	187,361,638	257,638,532
Charge p. ton p. mile.....	3.10c.	2.82c.	2.54c.	2.43c.	2.50c.
Passenger earnings.....	\$1,781,135	\$1,735,154	\$1,698,569	\$1,775,715	\$1,857,196
Freight earnings.....	\$4,909,525	\$5,148,356	\$4,444,469	\$4,566,391	\$6,421,369
Miscellaneous receipts.....	\$60,009	\$57,551	\$47,658	\$615,065	\$767,558
Gross earnings.....	\$7,250,669	\$7,421,061	\$6,690,696	\$6,957,771	\$9,046,123
Operating expenses.....	\$4,229,882	\$4,653,274	\$3,850,355	\$4,695,616	\$6,594,560
Net earnings.....	\$3,020,787	\$2,767,787	\$2,840,341	\$2,262,155	\$2,451,563
Int. on mortg. bonds.....	\$1,246,582	\$1,251,310	\$1,317,735	\$1,435,860	\$1,839,643

Financial Condition at Close of Each Year.

	\$ (917 m.)	\$ (1,018 m.)	\$ (1,018 m.)	\$ (1,289 m.)	\$ (1,399 m.)
Common stock.....	7,665,104	11,422,878	11,823,496	13,398,554	15,399,261
Preferred stock.....	9,744,263	10,425,103	10,825,719	10,825,777	12,274,483
Funded debt.....	17,154,841	18,205,573	18,151,339	23,985,023	26,281,610
Other accounts.....	589,515	896,045	600,009	1,242,344	2,046,257
Income account.....	1,983,356	265,091	1,781,801	1,458,461	1,587,032
Total liabilities.....	\$7,137,084	\$41,214,690	\$43,182,364	\$50,910,159	\$57,588,643
Road and equipment.....	35,518,838	38,623,680	39,700,789	47,375,529	54,103,267
West'n Union RR. st'k.....	....	1,500,750	1,500,750	1,500,750	1,500,750
Other st'ks and bonds.....	14,009	14,000	89,033	183,771	183,771
Materials.....	323,072	307,033	300,213	410,511	527,116
Other accounts.....	317,190	338,132	1,696,375	1,298,412	778,588
Cash on hand.....	963,984	431,095	495,704	141,186	494,751

Tot. prop. & assets. 37,137,084 41,214,690 43,182,364 50,910,159 57,588,643

Erie.—In the matter of Angell against the Erie Railway Company, the plaintiff's counsel have applied to the Attorney-General in Albany to commence suit against the Company's officers, on account of their management. The question was discussed at length by counsel on both sides, and the Attorney-General reserved his decision as to whether he would bring suit.

International Railroad, Texas.—On the former trial before the Supreme Court of Texas, the four judges were equally divided. This made it necessary to add a judge to the bench, before which the case has just been heard at Austin and decided against the International road. The question involved the issue of bonds by the State, and the road has again been thrown out of its rights.

An application was made in this suit for a mandamus against the Comptroller to compel him to sign bonds to be issued by the State to the company. The decision is on the ground that the Court has no jurisdiction to issue a mandamus against an executive officer. Two of the five judges dissented. No opinion was given on the merits of the case.

Leavenworth Lawrence & Galveston.—The circular of Messrs. Hassler & Co., says: "On the 8th of May the Board of Directors passed a resolution in which they say that 'having been advised that the lands of the Company, covered by mortgage, are about to be or have been sold for the payment of taxes amounting to \$52,000, and it appearing that the Company have no resources to meet the same,' they would request bondholders to 'contribute towards the payment of those taxes,' and that 'such committee arrange if it may be, that the tax titles, so far as sales have been made, be assigned to them in trust for the subscribers.' The lands were bid in by County Treasurers who are willing to assign their tax titles upon payment of the amount of their bid, without penalty or costs, at any time during the month of May and that interest at the rate of fifty (50) per cent per annum, with costs of sale is now threatened. But it is stated that the amount 'now to be provided for is \$41,833 34, and that if all the bondholders concur in furnishing their *pro rata* of this sum, the tax titles will be purchased or held in trust for them,' or otherwise the chance of losing the lands mortgaged to secure the payment of principal and interest of the ten per cent bonds is very great."

Montclair Railway.—A meeting of the first-mortgage bondholders of the Montclair Railway was held Thursday. There was about \$500,000 worth of the bonds represented. Mr. Abram S. Hewitt made a statement of the present condition of the road. The first mortgage, he said, was in the process of foreclosure. The road would have been running as far as Greenwood Lake but for the intervention of Mr. Clark, who had taken up the rails. He had since been enjoined by the Chancellor, and he now recommended that an assessment be made upon the bondholders to put the road on a paying basis. If completed to the lake it would be a good paying road. The following resolution was passed:

Resolved, That a committee of five be appointed to examine the affairs of the road and the situation of its interests, with power to negotiate with the second mortgage bondholders or others respecting the same, to provide for the payment of the necessary expenses, and report for the bondholders what, in their judgment, is to the interest of the holders of the first mortgage bonds.

The following gentlemen were appointed: William B. Leonard, C. L. Perkins, M. de Neufville, James Yearance, and C. W. Hassler.

Monticello & Port Jervis.—The necessary papers have been filed in the Clerk's office of Orange County, N. Y., for the commencement of a suit for the foreclosure of the first mortgage on this road.

New Jersey Midland.—The funding plan adopted was that coupons maturing during 1874 and 1875 should be funded into scrip, which shall bear interest at seven per cent per annum, and the principal payable in five years. The coupons to be placed in escrow in the hands of a trustee. A large number of the bondholders have accepted this proposition, and the scrip certificates will soon be ready for issue. This scrip is fundable into the consolidated bonds.

New York Central & Hudson.—The New York Central Railroad tax case, which has just been tried at the term of the U. S. Circuit Court held at Canandaigua, Judge Wallace presiding, terminated in a verdict for the company to the amount of \$594,002 89. The *Times* refers to the facts of the case as follows: On December, 19, 1868, the directors of the New York Central Railroad Company passed a resolution authorizing the issue to the stockholders of certain interest certificates to the amount of eighty per cent of the capital stock of the company—that being the percentage of former earnings expended in the construction and equipping of the road—these certificates being payable only out of the future earnings of the company. Collector Lathrop, of Albany, on the 3d of March, 1870, four months after the New York Central Railroad Company had been consolidated with the Hudson River Railroad Company, made an assessment against the New York Central Railroad Company of \$1,151,800 on

FRIDAY NIGHT, July 10, 1874.

The market for Kentucky tobacco has been active, excited and higher, owing to injury to the growing crop; lugs are advanced to 6½@9c, and leaf to 10@15c; the sales and re-sales for the week amount to 4,000 hhds, almost all for speculation. Seedleaf has been less active; the sales embrace: Crop 1870, 36 cases Connecticut at 7½c; crop 1872, 82 cases Ohio at 6½@7½c, 55 cases Wisconsin at 6c., and 100 cases Connecticut, on private terms; crop 1873, 128 cases Ohio, at 6½c, 386 cases Connecticut, at 7@16c, 60 cases Wisconsin at 5½c, and 150 cases Pennsylvania, on private terms. Spanish tobacco continues in moderate demand, and steady, the sales were 400 bales at 80c@\$1.

ARTICLES.	EXPORTS SINCE JANUARY 1 TO													Total this week.	Total since January 1, 1874.	Same time last year.		
	Great Britain.	France.	Holland & Belg.	Ger. many.	Other N. Europe.	Spain.	Other S. Europe.	China & Japan.	Australia.	Br. N. A. Colonies.	Cuba.	Hayti.	Other W. Indies.				Mex. ico.	British Guiana.
Breadstuffs—Flour, bbls.	602,038	6,434	34,152	3,989	100,365	35,374	65,194	191,539	65	26,700	59,583	44,354	7,804
Corn meal, bbls.	18	35	35,888	680	29	67,318	...	3,514	43	19	1,183,943
Wheat, bush.	14,330,933	903,764	4,780,066	468,537	3,000	1,159	...	20,071,587
Rye, bush.	236,968	276,694	513,662
Barley, bush.	17,441
Oats, bush.	6,925	7,260	1,275	48,642	...	500	41	...	64,643
Corn, bush.	9,336,953	23,063	21,778	297,489	49,366	190,409	813	107,474	...	9,100	9,858	3,193	10,067,235
Peas, bush.	191,777	35	33	50,656	...	11,200	844	220	254,765
Candles, pkgs.	...	334	45	4	29	635	7,200	18,772	131	200	259	5,861	34,668
Coal, tons.	6,087	15,081	...	1,292	1,550	...	128	...	35,089
Coffee, bags.	8,930	1,630	1,760	1,405	373	965	...	160	4,101
Cotton, bales.	212,810	1,903	2,440	11,350	492	216	104	1,809	403	1,509	214	11	2,661	8,298	2,089
Drugs, pkgs.	1,875	619	...	300	227	15	6	27	28	24	2,090
Hops, bales.	47	161	444	21	63	29	6,919
Navalst.—Sp. Turp. bbls.	1,369	30	...	35,127	23,115	100	894	505	20	8	148	230	1,147	558	5,741
Rosin, bbls.	43,142	1,313	5,553	2,540	748	98	247	361	130	11,377	7,001	164
Tar, bbls.	19,242	100	100	10	...	25,139
Oil cake, 100 lbs.	622,284	623,384
Oil—Petroleum, galls.	12,270,108	3,697,542	4,969,834	18,18,713	7,043,629	2,381,018	10,043,279	893,246	1,774,136	29,619	1,521,154	76,419	632,142	368,177	54,000	1,201,774	1,162,238	69,885,112
Whale, sperm, galls.	286,241	25,317	400	2,251	630	...	532	198	...	148	370	29,298
Lard, galls.	27,339	...	400	287,360
Provisions, Pork, bbls. & ts.	43,148	987	139	2,079	17,880	670	140	3,359	...	975	8,335	1,437	43,554
Beef, bbls. & ts.	25,251	734	736	3,270	...	60	2,486	688	551	16,873	11	4,660	562	839	112,967
Bacon, 100 lbs.	960,262	44,634	39,702	152,506	61,908	101	3,758	305	35,842	90	479	...	1,230	210	642	57,672
Butter, 100 lbs.	6,257	50	...	188	136	...	1,836	1,692	1,394	4,750	270	...	75	1,875	1,329,560
Cheese, 100 lbs.	286,851	39,101														

Imports of Leading Articles.

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

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

	Since Jan. 1, '74.	Same time 1873		Since Jan. 1, '74.	Same time 1873
China, Glass and Earthenware—			Metals, &c.—		
China.....	5,495	9,789	Cutlery.....	2,198	3,761
Earthenware.....	18,320	28,706	Hardware.....	1,558	1,872
Glass.....	233,885	311,848	Iron, R.R. bars....	172,160	358,462
Glassware.....	14,094	21,692	Lead, pigs.....	109,575	189,268
Glass plate.....	4,863	6,003	Spelter, lbs.....	1,143,907	4,190,009
Buttons.....	2,235	2,939	Steel.....	56,873	120,892
Coal, tons.....	20,925	26,535	Tin, boxes.....	570,268	582,973
Cocoa, bags.....	10,681	18,711	Tin slabs, lbs....	6,584,797	2,334,614
Coffee, bags.....	802,728	653,458	Rags.....	64,567	65,216
Cotton, bales.....	2,199	5,732	Sugar, hds, tcs. & bbls.....	446,866	351,698
Drugs, &c.—			Sugar, bxs & bags.	707,671	645,793
Bark, Peruvian....	16,644	19,413	Tea.....	701,777	759,333
Blea, powders....	13,493	18,201	Tobacco.....	51,111	40,779
Cochineal.....	2,788	1,887	Waste.....	2,250	2,445
Cream Tartar....	741	827	Wines, &c.—		
Gambier.....	22,312	5,283	Champagne, bks.	61,034	85,217
Gum, Arabic.....	2,714	2,337	Wines.....	85,580	88,483
Indigo.....	2,588	2,781	Wool, bales.....	25,868	33,245
Madder.....	1,348	386	Articles reported by value—		
Oils, essential....	533	387	Cigars.....	\$1131,323	\$1227,647
Oils, Olive.....	14,995	26,033	Corks.....	37,241	63,788
Opium.....	994	462	Fancy goods....	485,925	746,099
Soda, bi-carb....	26,029	38,154	Fish.....	101,767	184,858
Soda sal.....	36,736	36,619	Fruits, &c.—		
Soda ash.....	25,226	32,333	Lemons.....	506,271	542,910
Flax.....	6,097	4,566	Oranges.....	1,284,528	1,155,947
Furs.....	3,290	3,767	Nuts.....	747,700	611,103
Gunny cloth.....	625	1,761	Raisins.....	1,084,063	645,908
Hair.....	2,356	2,294	Hides, undressed..	7,215,249	7,128,689
Hemp, bales.....	160,585	71,377	Rice.....	574,120	433,098
Hides, &c.—			Spices, &c.—		
Bristles.....	779	1,012	Cassia.....	51,104	182,914
Hides, dressed....	4,331	6,665	Ginger.....	59,312	45,287
India rubber.....	30,501	21,813	Pepper.....	327,754	65,433
Ivory.....	1,004	995	Saltpetre.....	213,108	164,190
Jewelry, &c.—			Woods—		
Jewelry.....	1,530	1,886	Cork.....	152,684	268,852
Watches.....	515	594	Fustic.....	14,863	59,025
Linseed.....	435,664	307,294	Logwood.....	148,954	243,773
Molasses.....	73,688	73,015	Mahogany.....	64,382	57,465

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
Ashes.....pkgs.	4,909	3,616	Oil cake.....pkgs.	91,121	103,610
Breadstuffs, &c.—			Oil, lard.....	1,668	962
Flour.....bbls.	2,094,581	1,586,756	Peanuts.....bags.	22,053	61,313
Wheat.....bush.	23,239,198	7,992,107	Provisions—		
Corn.....	13,864,239	7,470,965	Butter.....pkgs.	428,940	389,176
Oats.....	5,079,289	5,526,945	Cheese.....	604,042	579,938
Rye.....	432,298	348,381	Cutmeats.....	225,415	388,092
Barley, &c.....	597,408	706,782	Eggs.....	312,912	291,593
Grass seed, bags.	34,354	59,686	Pork.....	85,450	100,567
Beans.....bbls.	32,847	21,897	Beef.....	15,130	15,931
Peas.....bush.	326,049	87,072	Lard.....	167,498	268,162
C. meal.....bbls.	124,949	132,081	Lard.....kegs.	22,768	17,603
Cotton.....bales.	518,129	497,661	Rice.....pkgs.	11,963	7,306
Hemp.....bales.	2,210	3,349	Starch.....	191,354	164,927
Hides.....No.	303,668	380,577	Stearine.....	12,949	10,407
Hops.....bales.	9,283	6,379	Sugar.....bbls.	234	681
Leather.....sides.	1,890,301	1,402,059	Sugar.....hds.	234	681
Molasses.....bbls.	23,406	22,615	Tallow.....pkgs.	20,934	27,754
Naval Stores—			Tobacco.....	104,591	85,912
Cr. turp.....bbls.	8,389	5,800	Tobacco.....hds.	56,563	66,531
Spirits turpen....	36,775	32,350	Whiskey.....bbls.	109,899	97,383
Rosin.....	232,361	297,223	Wool.....bales.	34,785	39,822
Tar.....	37,529	25,820	Dressed Hogs..No.	106,793	93,812
Pitch.....	2,363	966			

COTTON.

FRIDAY, P. M., July 10, 1874.

By special telegrams received to-night from the Southern ports we are in possession of the returns showing the receipts, exports, &c., of cotton for the week ending this evening, July 10. It appears that the total receipts for the seven days have reached 8,751 bales against 8,428 bales last week, 12,389 bales the previous week and 12,121 bales three weeks since, making the total receipts since the first of September, 1873, 3,749,084 bales against 3,538,635 bales for the same period of 1872-73, showing an increase since September 1, 1873, of 210,449 bales. The details of the receipts for this week (as per telegraph) and for the corresponding weeks of the five previous years are as follows:

Received this week at—	1874.	1873.	1872.	1871.	1870.	1869.
New Orleans.....bales.	2,140	3,195	470	6,900	2,613	1,070
Mobile.....	270	784	77	730	456	411
Charleston.....	1,153	1,762	610	1,309	1,253	578
Savannah.....	372	1,118	363	929	1,840	532
Galveston.....	339	493	9	2,532	484	157
Tennessee, &c.....	1,565	2,806	500	1,577	1,126	995
Florida.....	14	.....	.....	47	73	73
North Carolina.....	331	201	7	310	103	69
Norfolk.....	2,587	4,322	1,226	1,099	611	775
Total this week.....	8,751	15,181	3,267	15,386	8,565	4,640
Total since Sept. 1.....	3,749,084	3,538,635	2,699,925	3,945,832	2,835,607	2,066,610

The exports for the week ending this evening reach a total of 13,651 bales, of which 11,723 were to Great Britain, none to

France, and 1,928 to rest of the Continent, while the stocks as made up this evening, are now 218,541 bales. Below are the exports and stocks for the week, and also for the corresponding week of last season:

Week ending July 10.	Exported to—			Total this week.	Same w'k 1873.	Stock.	
	G. Brit.	France	Cont'n't			1874.	1873.
New Orleans.....	6,850	.....	.....	6,850	4,279	31,129	43,608
Mobile.....	.....	.....	495	495	.....	6,835	12,868
Charleston.....	.....	.....	.....	.....	.....	6,447	7,332
Savannah.....	.....	.....	619	619	.....	11,725	6,267
Galveston.....	.....	.....	.....	.....	.....	9,189	13,087
New York.....	3,181	.....	784	3,965	8,286	122,216	80,922
Other ports*.....	1,712	.....	.....	1,712	105	28,000	26,000
Total.....	11,723	.....	1,928	13,651	12,670	218,541	195,584
Since Sept. 1.....	1,787,407	361,986	6,0262	2,759,655	2,551,657	.....	.....

* The exports this week under the head of "other ports" include from Baltimore 1,742 bales.

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 931 bales, while the stocks to-night are 22,957 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 July 3, the latest mail dates.

PORTS.	RECEIPTS SINCE SEPT. 1.		EXPORTED SINCE SEPT. 1 TO—				Coast-wise Ports.	Stock.
	1873.	1872.	Great Britain.	France.	Other For'gn.	Total.		
New Orleans.....	1207,937	1235,223	609,821	249,969	262,914	1122,707	182,740	88,225
Mobile.....	295,174	325,996	87,663	7,245	36,783	131,696	166,841	8,124
Charleston.....	430,020	360,519	163,189	37,974	41,577	242,740	188,942	9,812
Savannah.....	612,113	602,284	226,711	35,522	161,068	423,301	220,405	12,307
Galveston.....	366,924	331,793	195,966	22,578	48,406	266,850	94,761	10,202
New York.....	192,819	151,885	400,727	8,633	29,627	438,987	.....	130,980
Florida.....	12,914	12,014	.....	.....	.....	.....	12,914	.....
No. Carolina.....	51,207	54,907	.....	5,955	.....	6,326	44,183	937
Norfolk.....	492,048	404,550	14,496	.....	7,293	21,729	471,014	907
Other ports.....	49,177	54,783	69,245	65	20,058	89,868	.....	28,500
Total this year.....	3740,333	.....	1775,694	361,986	608,334	2746,004	1382,000	239,944
Total last year.....	.....	3523,454	1798,322	247,472	493,193	2538,987	1399,973	204,207

There has been a steady decline in the market for cotton on the spot during the past week. Quotations were reduced $\frac{1}{4}$ c on Tuesday, and again $\frac{1}{4}$ c on Thursday to $16\frac{1}{4}$ c for low middling uplands. At this reduction, attended as it was by a slight reaction in gold, there was a more active business for consumption, and the close was comparatively steady. To-day, although gold was lower, and accounts from abroad were dull, prices were steady, with a fair business for consumption. For future delivery the decline has been even more decided than for cotton on the spot, and about the same for each month. The bull party seems to have lost confidence, and to be unable or unwilling to withstand the bears. The depression on the Stock Exchange, and the almost uniform weakness in values, have not been without their influence upon our Cotton Exchange. Crop accounts have continued to be generally favorable, but from Georgia much has been said of complaints of too much rain. To-day, there was a demand to cover contracts, which put up prices $1-16\frac{1}{4}$ c, but without much activity or buoyancy of tone. It was regarded as simply one of those reactions which naturally follows a sharp decline. After 'Change, however, the market continued firm, with sales at $16-23$ c for August, $16-31-32$ c for September, and $16-19-32$ c for December. The total sales for forward delivery for the week are 94,500 bales, including — free on board. For immediate delivery the total sales foot up this week 3,966 bales, including 108 for export, 3,717 for consumption, 141 for speculation, and — in transit. Of the above, — bales were to arrive. The following are the closing quotations:

	Upland and Florida.	Mobile.	New Orleans.	Texas.
Ordinary.....per b.	14 @.....	14 @.....	14 @.....	14 @.....
Good Ordinary.....	15 @.....	15 @.....	15 @.....	15 @.....
Strict Good Ordinary.....	16 @.....	16 @.....	16 @.....	16 @.....
Low Middling.....	16 @.....	16 @.....	16 @.....	16 @.....
Middling.....	17 @.....	17 @.....	17 @.....	17 @.....
Good Middling.....	18 @.....	18 @.....	19 @.....	19 @.....

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

	SALES.				PRICES.			
	Exp't.	Con-sump.	Spec-ula'n	Transit.	Total.	Ord'ry.	Good Ord'ry.	Low Midl'g.
Saturday.....	.....	.....	.....	.....	Holiday	.....	.....	.....
Monday.....	.....	286	61	.....	347	14 $\frac{1}{4}$	15 $\frac{1}{4}$	16 $\frac{1}{4}$
Tuesday.....	103	147	16	.....	271	14 $\frac{1}{4}$	15 $\frac{1}{4}$	16 $\frac{1}{4}$
Wednesday.....	.....	30	.....	.....	300	14 $\frac{1}{4}$	15 $\frac{1}{4}$	16 $\frac{1}{4}$
Thursday.....	.....	1,579	49	.....	1,619	14	15 $\frac{1}{4}$	16 $\frac{1}{4}$
Friday.....	.....	1,405	24	.....	1,429	14	15 $\frac{1}{4}$	16 $\frac{1}{4}$
Total.....	108	3,717	141	.....	3,966	.....	.....	.....

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.....	16 $\frac{1}{4}$	16 $\frac{1}{4}$	16 $\frac{1}{4}$	16 $\frac{1}{4}$	16 $\frac{1}{4}$
July.....	16 23-32	16 9-16	16 $\frac{1}{4}$	16 3-16	16 5-16
August.....	17 1-32	16 $\frac{1}{4}$	16 13-16	16 11-16	16 23-32
September.....	17 7-32	17 3-32	16 3-32	16 $\frac{1}{4}$	16 31-32
October.....	17	16 13-16	16 $\frac{1}{4}$	16 21-32	16 25-32
November.....	16 $\frac{1}{4}$	16 11-16	16 $\frac{1}{4}$	16 $\frac{1}{4}$	16 19-32
December.....	16 $\frac{1}{4}$	16 23-32	16 $\frac{1}{4}$	16 $\frac{1}{4}$	16 9-16
Gold.....	110 $\frac{1}{4}$	109 $\frac{1}{4}$	109 $\frac{1}{4}$	109 $\frac{1}{4}$	109 $\frac{1}{4}$
Exchange.....	4.96	4.86	4.86	4.86	4.85 $\frac{1}{2}$
Sales spot.....	347	271	300	1,619	1,429
Sales future.....	14,900	15,600	20,200	19,900	23,800

For forward delivery the sales (including — free on board) have reached during the week 94,500 bales (all low middling or on the basis of low middling), and the following is a statement of the sales and prices:

For July.		bales.	cts.	bales.	cts.	bales.	cts.
bales.	cts.	100 no not.	100 no not.	5,000	16 27-32	700	16 15-16
		till 20th.	16 16-15	4,000	16 27-32	100	16 31-32
100 s. n. 11th.	16 3-16	7,800 total July.		3,500	16 29-32	800	16 17
400 s. n. 16 3-16				3,200	16 15-16	300	16 17-32
900	16 16 1/2	For August.		3,400	16 31-32	200	17 1-16
800	16 9-32	700	16 16 1/2	2,000	17		
100 no not.		1,800	16 21-32	2,100	17 1-32	9,300 total Oct.	
till 9th.	16 5-16	6,300	16 11-16	2,900	17 1-16	For November.	
100	16 5-16	9,500	16 23-32	1,200	17 2-32	1,500	16 13 1/2
200	16 16 1/2	1,600	16 16 1/2	100	17 1/2	200	16 17-32
100 s. n.	16 13-32	4,200	16 13-16	4,600	17 5-32	700	16 19-32
400	16 13-32	3,000	16 27-32	1,500	17 8-16	400	16 16 1/2
400	16 7-16	2,400	16 16 1/2	1,800	17 7-32	300	16 21-32
100	16 15-32	2,750	16 29-32	600	17 1/2	300	16 11-16
300	16 16 1/2	100	16 15-16	900	17 9-32	200	16 25-32
400	16 17-32	1,400	16 31-32	200	17 5-16	100	16 25-32
100 n. s.	16 9-16	1,000	17	500	17 11-32	100	16 16 1/2
200	16 9-16	700	17 1-32	100	17 1/2		
400	16 19-32	1,100	17 1-16	35,800 total Sept.		3,800 total Nov.	
100	16 16 1/2	1,300	17 3-32	For October.		For December.	
100	16 21-32	200	17 1/2	1,100	16 16 1/2	1,000	16 16 1/2
700	16 11-16	1,700	17 5-32	1,700	16 21-32	1,300	16 17-32
1,000	16 23-32	1,000	17 3-16	1,000	16 11-16	300	16 9-16
100 no not.		100 no not.		800	15 23-32	200	16 16 1/2
till 6th.	16 16 1/2	this month.	177-32	800	16 16 1/2	100	16 11-16
1,000	16 16 1/2	31,700 total Aug.		1,300	16 16 1/2	100	16 23-32
100 no not.		For September.		500	16 25-32	500	16 13-16
till 6th.	16 25-32	500	16 13-16	300	16 13-16	100	16 16 1/2
100 no not.				400	16 29-32		
till 6th.	16 13-16						

The following exchanges have been made during the week:

3c. pd. to exch.	100 August for September.
3c. "	100 July for August.
13-32c. "	200 July for August.

WEATHER REPORTS BY TELEGRAPH.—Our reports of the weather and crop by telegraph to-night are as a general thing very satisfactory. The only rains spoken of are local showers and storms; one of great violence at Savannah, but of limited extent. In some sections this rain was greatly needed, and therefore was very beneficial, but in others, although no serious damage has yet been done, without doubt more wet weather is quite undesirable; this is especially true of Texas, and also spots in Alabama and Georgia. From many districts we are receiving marvelous accounts of the growth of the plant. Our Galveston correspondent states that it has been showery on four days there; that they are having too much rain, and do not want any more for the balance of the season, the rainfall this week being one inch and thirty-seven hundredths; some caterpillars have appeared in the fields, but they have done no serious damage; the apprehension is for the future; worm poisoning is being generally prepared for in the low country; the usual preparations of Paris green or arsenic appear to show from experiments here that great care is necessary in applying, or it will kill the cotton as well as the worms. At New Orleans rain has fallen on six days of the week, on four days showers, and two days heavy, the rainfall aggregating twelve inches. It has rained at Memphis on one day the rest of the week being pleasant and the rainfall for the week reaching forty-two hundredths of an inch; at some other localities in the Memphis district it has rained on two days; the crop is doing finely. They have had no rain all the week at Nashville. At Mobile it has rained on three days severely and on two days it has been showery with the balance of the time pleasant; the crop is developing promisingly; the rains are not general but "spotted"; the rainfall here has reached four inches and seventy-one hundredths. It has rained on three days at Selma and is now raining; we are having too much rain; no serious damage has been done, only the grass is getting ahead; otherwise the crop is developing finely; the rainfall has reached one inch and twelve hundredths of an inch. At Montgomery it has been showery on two days the rainfall, however, reaching only twenty hundredths of an inch; good progress is being made in clearing the fields and getting rid of the grass. They have had one light shower at Macon, the rainfall reaching six hundredths of an inch; last week it was one inch and twenty-four hundredths. At Columbus it was also a little showery on one day, the rainfall reaching eight hundredths of an inch. It has been showery on one day at Atlanta, the rest of the week being pleasant, the rainfall reaching twenty-eight hundredths of an inch; the crop is developing finely; planters are holding back the remnant of the crop they still have. It has rained on three days at Savannah, one slight and two heavy, the rainfall reaching seven inches and sixty hundredths; Sunday there was a very severe storm of rain and wind here, doing much damage to roofs and buildings in the city. We do not hear that this storm extended inland in Georgia, but appears to have divided, passing northerly, one portion going somewhat away from the coast, and not striking it again until it reached the vicinity of Wilmington, and the other passing inland into South Carolina, having a width of one to two miles, and touching Columbia, though in a modified form; in portions of its course through a narrow belt in South Carolina it was very severe, stripping off every green leaf. At Augusta they have had rain on only one day, and that showery, the rest of the week being pleasant; rainfall forty-one hundredths of an inch. The thermometer has averaged at Augusta 80, at Savannah 78, at Atlanta 87, at Macon 80, at Columbus 85, at Montgomery 82, at Selma 84, at Mobile 78, at New Orleans 80, at Galveston 83, at Nashville 88, and at Memphis 85.

ACREAGE IN COTTON, AND THE AGRICULTURAL BUREAU.—We have received this week from the Agricultural Department a copy of their last Monthly Report, with a request to look at page 266, where are marked the following lines:

"As an illustration of this fact it will be remembered that during the war, great efforts were made to grow cotton largely near the northern limits of its possible maturity, and the area

was estimated accordingly; and strange to say, though the effort was long since mainly abandoned, those same figures, (ten times too large for the present day,) with annual percentage modifications, are still doing duty in journalistic statistics."

We suppose, under the circumstances, we are expected to take these words as referring to ourselves. As such we accept them, and what is more, we accept the criticism as entirely correct, for while using those figures we have made the same criticism ourselves. It will be understood that the Department and we refer to the acres put under the heading "All others." They are evidently too large. But how is it they happen to be so?—and of what significance or importance is the error?

First. If our readers will go back to 1870, they will find in the records of the Agricultural Bureau a statement of the actual acreage that year in cotton in the United States; as will, we presume, be admitted that was several years after the war. How those figures were reached we do not know. We supposed it was through some very severe painstaking labor, somewhat resembling a census—all government work is of course done in that careful way. Hence we accepted them, and have since based all our calculations upon them. Our own correspondents have never in any case attempted to give us the actual acreage in any State or county. It would be utterly impossible for them to do so. They simply see or correspond with, or both, as many of the planters and representative men in their vicinity as they can, and from the actual instances thus obtained they base a percentage of increased or decreased planting as compared with the previous year. This information we have obtained in this manner since 1870, and accepting the Agricultural Bureau statement of that year as correct, we have upon their figures worked out the actual results in acres; all statements in acres, whether given by ourselves or others, have been obtained in this same manner. Thus an entire country in its simplicity has trusted the Bureau figures, but now, with the utmost complacency and assurance, the statistician of the Bureau indignantly turns on us, expressing great wonder that we should have been so simple. Well, we deserve to be laughed at for accepting as correct anything with such a parentage. One consolation we have, however—they are the only facts (?) we ever followed issued by the Bureau. That our readers may understand just the point referred to, we give the following statement, the first being the Agricultural Department figures in 1870, and the others our own figures based upon the percentage of increase or decrease reported to us by our correspondents each subsequent year:

	1870.	1871.	1872.	1873.	1874.
Other ports.					
Per cent increase or decrease.	7 dec.	7 inc.	7 inc.	6 inc.	15 dec.
Acres.....	218,828	203,611	218,828	231,957	197,164

If the statement made by the Bureau in 1870 was correct, then all the subsequent statements above are correct also. But as the Department admits now that there is no reliance to be placed upon its figures for 1870, of course we are at liberty to throw dirt at them too; and, therefore, before another year comes around we shall put ourselves in position to substitute for them something less faulty.

Second. It is satisfactory to know, however, that the error, so far as acreage reports are concerned, does not effect materially the important conclusions which are drawn from them. The points to be determined are, what are the percentages of increase or decrease in each State and in the entire country compared with last year, and then how do these results compare with previous years? The mere fact that the total acreage as stated is a hundred thousand acres or more too large or too small out of a total acreage of over nine millions, could not in any event materially affect the result; and especially would this be true if there be a corresponding error in each previous year—the percentages of change from year to year remaining as given. That is to say, if the acreage published last year was ten million acres, and this year ten per cent less, or say nine million acres, an error of one hundred thousand acres or more in both totals has manifestly no effect on the conclusions drawn from the statement. And more than that—and this is an important consideration worthy of even the Bureau's notice—we should have committed a gross error had we, like the Bureau, any year dropped out those figures without going through the entire series of years and correcting the error in each. It may do for the Bureau to put them in when it wants to, and drop them out when the inclination prompts—now you see them and now you don't—but that fast and loose way will not do for "journalistic statistics." Suppose we inserted them last year and left them out this year; our friends will see at once that our percentage of total decrease would be made larger than the facts warrant, and hence the conclusion from our statement would be actually misleading and wrong. Perhaps this is the reason no one has ever been found able to reconcile the Bureau's total percentage of increase or decrease with its percentages for each State; it has been balancing between the two plans, putting in and leaving out, and not until this month has its courage reached the point of repudiating the whole thing. We are only sorry that in doing this very proper act it should have seen fit to throw its dirt in the faces of a public whose only sin has been that they were so charmingly simple and confiding as to put their trust in figures issued by the Agricultural Bureau.

BOMBAY SHIPMENTS.—According to our cable dispatch received to-day, there have been 10,000 bales shipped from Bombay to Great Britain the past week and 3,000 bales to the Continent, while the receipts at Bombay during the same time have been 5,000 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, July 9:

Shipments this week—			Shipments since Jan. 1—			Receipts—	
Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.	This week.	Since Jan. 1.
1874..... 10,000	3,000	13,000	724,000	354,000	1,078,000	5,000	1,191,000
1873..... 12,000	.....	12,000	622,000	191,000	813,000	2,000	908,000
1872..... 6,000	.....	6,000	569,000	225,000	797,000	5,000	896,000

From the foregoing it would appear that compared with last year there is an *increase* of 1,000 bales this year in the week's shipments from Bombay to Europe, and that the total movement since January 1 shows an *increase* in shipments of 265,000 bales compared with the corresponding period of 1873.

GUNNY BAGS, BAGGING, ETC.—Nothing whatever is doing in bags, and we quote nominally 11½c. Bagging has been in large inquiry from the South for consumption, and the market has become firmer; at the close both dealers and brokers anticipate higher prices, as the advance in the price of butts has increased the cost of making. Sales are 900 bales light weight at 11½@12c.; 500 rolls full weight at 12c. cash; 800 rolls at 12½c. cash; 300 rolls at 12½c. cash, and in Boston 500 rolls at 12½c. We quote the market firm at 14½c. cash at the close. In Borneo cloth we hear of a sale of 50 bales at 12½c. cash. Native is not inquired for and quoted nominally 9½@10c. cash. Jute butts have ruled very firm but rather quiet, the large sales of last month supplying manufacturers for the moment. At the close the arrival of a cargo of 3,701 bales is announced, and 2½c. cash, at which the last sales were made, may be shaded. The stock on hand and on the way is comparatively small. The sales are 700 bales at 2½c. cash; 200 bales at 2 1-16c. cash, and 400 bales to-day at 2½c. cash.

Our present form of making up the Visible Supply was begun the first of last June. During June, however, through a misunderstanding between our London correspondents and ourselves, a portion of the figures were incorrectly given in THE CHRONICLE. Hence, we have had to revise the statement for each week of last June. We make this explanation that our readers may understand why some of the totals now given differ from those published then.

VISIBLE SUPPLY OF COTTON AS MADE UP BY CABLE AND TELEGRAPH.—Below we give our table of visible supply, as made up by cable and telegraph to-night. The continental stocks 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 (July 10), we add the item of exports from the United States, including in it the exports of Friday only.

	1874.	1873.	1872.
Stock at Liverpool.....	999,000	918,000	992,000
Stock at London.....	127,000	186,000	234,000
Total Great Britain stock	1,126,000	1,104,000	1,226,000
Stock at Havre.....	165,750	133,000	214,000
Stock at Marseilles.....	14,000	15,250	19,000
Stock at Barcelona.....	75,000	51,750	65,000
Stock at Hamburg.....	28,250	38,000	39,000
Stock at Bremen.....	45,300	56,500	28,000
Stock at Amsterdam.....	83,500	100,500	81,000
Stock at Rotterdam.....	27,750	37,000	8,000
Stock at Antwerp.....	13,000	29,500	43,000
Stock at other continental ports.....	56,000	96,000	127,000
Total continental stocks.....	509,250	547,500	624,000
Total European stocks.....	1,635,250	1,651,500	1,850,000
India cotton afloat for Europe.....	575,000	430,000	522,000
American cotton afloat for Europe.....	92,000	172,000	81,000
Egypt, Brazil, &c., afloat for Europe.....	51,000	55,000	40,000
Stock in United States ports.....	218,541	195,584	124,293
Stock in United States interior ports.....	31,729	30,390	10,466
United States exports to-day.....	3,000	3,000	.....

Total visible supply..... 2,606,520 2,537,474 2,623,759
Of the above, the totals of American and other descriptions are as follows:

American—			
Liverpool stock.....	482,000	376,060	328,000
Continental stocks.....	294,000	246,000	200,000
American afloat to Europe.....	92,000	172,000	81,000
United States stock.....	218,541	195,584	124,293
United States interior stocks.....	31,729	30,390	10,466
United States exports to-day.....	3,000	3,000	1,000

Total American.....bales.			
1,121,270	1,022,974	744,759	
East India, Brazil, &c.—			
Liverpool stock.....	517,000	542,000	664,000
London stock.....	127,000	186,000	234,000
Continental stocks.....	215,250	301,500	424,000
India afloat for Europe.....	575,000	430,000	522,000
Egypt, Brazil, &c., afloat	51,000	55,000	40,000
Total East India, &c.....	1,485,250	1,514,500	1,884,000
Total American.....	1,121,270	1,022,974	744,759

Total visible supply.....bales.			
2,606,520	2,537,474	2,623,759	
Price Middling Uplands, Liverpool.....	8½d.	8½d.	10½d.

These figures indicate an *increase* in the cotton in sight to-night of 69,046 bales as compared with the same date of 1873, and a *decrease* of 22,239 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 shipments for the week, and stock to-night and for the corresponding week of 1873:

Week ending July 10, 1874—			Week ending July 11, 1873.—		
Receipts.	Shipments.	Stock.	Receipts.	Shipments.	Stock.
Augusta..... 116	384	9,156	494	1,660	3,731
Columbus..... 54	197	1,762	96	169	2,415
Macon..... 101	174	2,258	38	426	2,304
Montgomery .. 28	126	369	47	191	2,267
Selma..... 85	388	546	16	107	601
Memphis..... 593	3,360	12,032	1,503	3,850	11,659
Nashville..... 76	443	5,606	192	192	7,409

Total, old... 1,053 5,572 31,729 2,386 6,595 30,390

Shreveport.... 107	427	184	310	346	808
Atlanta..... 37	84	608	110	225	665
St. Louis..... 227	549	7,289	175	418	1,466
Cincinnati 364	1,087	9,983	618	1,273	10,423

Total, new.. 735 2,147 17,964 1,213 2,262 13,362

Total, all... 1,788 7,719 49,693 3,599 8,857 43,752

The above totals show that the old interior stocks have *decreased* during the week 5,140 bales, and are to-night 1,339 bales *more* than at the same period last year. The receipts have been 52½ bales *less* 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 3,915 bales, against 2,552 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 total for the same period of previous year.

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

EXPORTED TO	WEEK ENDING				Total to date.	Same time prev. year.
	June 17.	June 24.	July 1.	July 8.		
Liverpool.....	3,209	2,365	2,533	3,131	403,858	469,438
Other British Ports.....	.....	.....	.....	.....	.....	1,507
Total to Gt. Britain	3,209	2,365	2,533	3,131	403,858	470,945
Havre.....	.....	.....	.....	.....	6,932	5,985
Other French ports.....	.....	.....	.....	.....	1,701	.....
Total French.....	.....	.....	.....	.....	8,633	5,985
Bremen and Hanover.....	.....	.....	19	794	20,458	18,383
Hamburg.....	.....	.....	.....	.....	4,043	4,697
Other ports.....	.....	.....	.....	.....	3,238	8,324
Total to N. Europe.	.....	.....	19	784	27,739	31,404
Spain, Oporto & Gibraltar &c	.....	.....	.....	.....	25	.....
All others.....	.....	.....	.....	.....	2,647	2,741
Total Spain, &c.....	.....	.....	.....	.....	2,672	2,741
Grand Total.....	3,209	2,365	2,552	8,915	442,902	511,075

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

RECEIPTS FROM—	NEW YORK.		BOSTON.		PHILADELPHIA		BALTIMORE.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
New Orleans..	7,141	123,904	.....	33,415	.....	4,371	.....	.....
Texas.....	172	47,147	1,018	13,687	.....	2,732	.....	.....
Savannah.....	295	136,823	.....	40,751	18	10,009	1,000	15,982
Mobile.....	.....	5,212	.....	14,942	.....	.....	.....	.....
Florida.....	.....	17	.....	.....	.....	.....	.....	.....
S'th Carolina..	968	135,991	.....	22,669	.....	.....	69	8,133
N'th Carolina..	123	24,250	.....	.....	.....	7,930	257	17,131
Virginia.....	551	249,844	1,292	80,451	.....	.....	134	63,056
North'n Ports	1	12,157	1,552	94,857	.....	.....	.....	447
Tennessee, &c	1,311	194,130	135	24,499	206	15,721	.....	4,911
Foreign.....	.....	2,981	39	62	.....	.....	.....	.....
Total this year	10,562	932,456	3,827	325,333	294	40,763	1,460	109,660
Total last year.	14,439	909,873	1,702	325,060	641	51,145	590	100,224

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 8,640 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in THE CHRONICLE last Friday, except Galveston, and the figures for that port are the exports for two weeks back. With regard to New York, we include the manifests of all vessels cleared up to Wednesday night of this week.

NEW YORK—To Liverpool, per steamers Spain, 954 and 6 Sea Island		Total bales.
China, 190.... City of Paris, 360.... Oceanic, 811.... Calabria, 332.... Lady Lyett, 478.....	.....	3,131
To Bremen, per steamers America, 351.... Hermann, 433.....	.....	784
NEW ORLEANS—To Barcelona, per bark Aretusa, 499.....	.....	499
MOBILE—To Liverpool, per ship Friga, 3,100.....	.....	3,100
TEXAS—To Liverpool, per steamer San Antonio, 99.....	.....	99
NORFOLK—To Liverpool, per steamer Vanguard, 50.....	.....	50
BALTIMORE—To Liverpool, per steamer Potomac, 702 and 55 bags.....	.....	757
BOSTON—To Liverpool, per steamer Siberia, 146.....	.....	146
PHILADELPHIA—To Liverpool, per steamer Pennsylvania, 74.....	.....	74

Total..... 8,640

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

	Liverpool.	Bremen.	Barcelona.	Total.
New York.....	3,131	784	.....	3,915
New Orleans.....	.....	.....	499	499
Mobile.....	3,100	.....	.....	3,100
Texas.....	99	.....	.....	99
Norfolk.....	50	.....	.....	50
Baltimore.....	757	.....	.....	757
Boston.....	146	.....	.....	146
Philadelphia.....	74	.....	.....	74
Total.....	7,857	784	499	8,640

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

ARABINTA, bark (Br.), from Savannah for Liverpool, remained at Bermuda, July 2, reloading.
ENERGI, bark (Nor.) An agreement has been made at Narva, to save the Energi, from New Orleans, stranded there, for 25 per cent on the ship and cargo.

Cotton freights the past week have been as follows:

	Liverpool.	Havre.	Bremen.	Hamburg.
	Steam.	Steam.	Steam.	Steam.
	d.	d.	c.	c.
Saturday.....	5-16@%	5-16@%	5-16@%	5-16@%
Monday.....	5-16@%	5-16@%	5-16@%	5-16@%
Tuesday.....	5-16@%	5-16@%	5-16@%	5-16@%
Wednesday.....	5-16@%	5-16@%	5-16@%	5-16@%
Thursday.....	5-16@%	5-16@%	5-16@%	5-16@%
Friday.....	5-16@%	5-16@%	5-16@%	5-16@%

LIVERPOOL, July 10—3.30 P.M.—BY CABLE FROM LIVERPOOL.—The market opened quiet and closed heavy 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 6,000 bales were American. The weekly movement is given as follows:

	June 26.	July 3.	July 10.
Sales of the week.....	55,000	70,000	75,000
of which exporters took.....	8,000	13,000	13,000
of which speculators took.....	3,000	5,000	7,000
Total stock.....	est. 970,000; act. 960,000	993,000	999,000
of which American.....	est. 496,000; act. 462,000	485,000	483,000
Total import of the week.....	79,000	95,000	71,000
of which American.....	21,000	53,000	30,000
Actual export.....	8,000	10,000	11,000
Amount afloat.....	613,000	586,000	471,000
of which American.....	125,000	80,000	55,000

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

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Mid'g Uplands.....	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
do Orleans.....	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2

EUROPEAN COTTON MARKETS.—In reference to these markets our correspondent in London, writing under the date of June 27, 1874, states:

LIVERPOOL, June 25.—The following are the prices of middling qualities of cotton, compared with those of last year:

	Ord. & Mid.	Fair & g'd fair.	Good & Fine.	Same date 1873.
Sea Island.....	16 19	22 24	26 38	19 22 30
Florida do.....	15 17	18 19	20 24	17 19 22
Ord. G. Ord. L. Mid. Mid. G. Mid. Mid. F. Mid. G. Mid. M. F.				
Upland.....	6 1/2	7 1/2	8 1/2	9 1/2
Mobile.....	6 1/2	7 1/2	8 1/2	9 1/2
N.O. & Tex.....	6 1/2	7 1/2	8 1/2	9 1/2

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

—Taken on spec. to this date—			Actual exp. from Liv., Hull & other ports to date.	Actual exp't from U.K. in
1874. bales.	1873. bales.	1872. bales.	1874. bales.	1873. bales.
American.... 124,830	85,290	166,300	62,601	61,715
Brazilian.... 18 080	2,200	81,090	9,760	7,811
Egyptian, &c. 12,570	5,450	31,330	5 018	4,853
W. India, &c. 2,140	820	3,520	6,874	5,784
E. India, &c. 38,600	37,610	195,240	137,439	88,200
Total. 196,220	131,370	477,480	221,692	168,463
				591,490

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

	Sales this week.	Total year.	Same period 1873.	Average weekly sales 1874.	Average weekly sales 1873.
	Trade.	port.	tion.	Total.	year.
American.....	24,660	980	2,820	23,460	1,072,640
Brazilian.....	4,080	2,560	10	6,650	200,300
Egyptian.....	3,430	100	120	3,650	151,930
Smyrna & Greek.....	700	280	.....	980	40,080
West Indian.....	10,860	4,280	460	15,560	459,350
East Indian.....	.....	.....	.....	.....	404,220
Total.....	43,730	8,150	3,410	55,290	1,926,600
					1,760,360
					61,180
					58,870

	This date 1874.	To this date 1873.	Total. 1873.	This date 1874.	Same date 1873.	Dec. 31. 1873.
American.....	21,111	1,305,751	1,245,467	1,871,991	461,830	365,420
Brazilian.....	6,401	267,986	238,506	468,070	150,280	113,310
Egyptian.....	3,274	175,172	167,594	309,739	102,500	72,950
Smyrna & Gr'k.....	.....	1,959	15,615	16,102	2,110	12,210
W. India.....	3,810	29,543	40,172	113,041	21,780	19,840
East Indian.....	44,692	329,995	380,090	757,603	221,480	299,430
Total.....	78,788	2,110,406	2,087,436	3,536,546	959,960	883,160
						592,960

LONDON, June 27.—The cotton trade has been dull during the week and prices are the turn lower. Annexed are the particulars of imports, deliveries and stocks:

	1872.	1873.	1874.
Imports, Jan. 1 to June 25.....	264,029	117,103	115,983
Deliveries.....	192,512	172,066	169,830
Stocks.....	231,901	172,967	131,224

BREADSTUFFS.

FRIDAY P. M., July 10, 1874.

The downward tendency in flour noted at the close of our last report has been continued throughout the week, and some further decline in prices has taken place. The export demand has been good, but under a decline in gold, and large supplies of flour coming forward, there has been a pressure to sell, which has weakened prices. Still the variation in quotations has been unimportant. To-day, the principal feature of the market was the sale of 3,000 bbls. of straight baker's brands from Winter wheat at \$6 10@ \$6 25 for export, with regular shipping extras from Spring wheat, quoted \$5 75@ \$5 85.

In the wheat market there was also a feeling of depression and weakness, accompanied with some decline in prices. Receipts at all points have continued large for the season, and with dull accounts from abroad and lower gold, holders have been compelled to make concessions in order to realize. Yesterday, a reaction in gold to 110, and a decline in ocean freights, stiffened up the market a little, when No. 2 Chicago sold at \$1 30@ \$1 32, No. 1 Spring at \$1 35@ \$1 37, and red and amber Winter \$1 30@ \$1 35. To-day, the market was firmer, but quiet, with buyers at \$1 32 for No. 2 Chicago, but little was done.

Indian corn has been variable, but closes without much change in prices. The prospects of the growing crops have been somewhat impaired by drought in various parts of the West, and with comparatively low rates of freight the export demand is good. To-day, there was a large business at 76 1/2 @ 77 c for prime mixed. The report of shipments to Liverpool on consignment was denied.

Rye has been dull, but being scarce is held higher. Canada peas quiet and unchanged. Oats have been in demand and firm; yesterday, three boat loads of No. 2 Chicago sold at 61 c, but were held at 62 c at the close. To-day, the market was quiet and prices unsettled.

The following are the closing quotations:

FLOUR.		GRAIN.	
No. 2.....	\$4 00@ 4 35	Wheat—No. 3 spring, bush.....	\$1 25@ 1 28
Superfine State and West-ern.....	4 35@ 5 25	No. 2 spring.....	1 31@ 1 37
Extra State, &c.....	5 75@ 5 90	No. 1 spring.....	1 37@ 1 40
Western Spring Wheat.....	5 60@ 6 00	Red Western.....	1 32@ 1 38
do double extras.....	6 25@ 8 00	Amber do.....	1 35@ 1 37
do winter wheat extras.....	6 00@ 9 00	White.....	1 35@ 1 55
and double extras.....	6 00@ 6 50	Corn—Western mixed.....	76@ 77
City shipping extras.....	7 25@ 8 75	White Western.....	85@ 87
City trade and family brands.....	8 00@ 9 25	Yellow Western.....	77@ 78
Southern bakers' and family brands.....	5 60@ 6 15	Southern, white.....	.....
Southern shipping extras.....	3 75@ 4 25	Rye.....	1 10@ 1 16
Rye flour, superfine.....	4 40@ 4 50	Oats—Black.....	58@ 59
Corn meal—Western, &c.....	.....	Mixed.....	60@ 62
Corn meal—Br'wine, &c.....	.....	White.....	63@ 65
		Barley—Western.....	nominal.
		Canada West.....	do.
		State.....	do.
		Peas—Canada.....	1 05@ 1 30

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

RECEIPTS AT NEW YORK.		EXPORTS FROM NEW YORK.	
1874.	Since Jan. 1.	1874.	Since Jan. 1.
For the week.	Jan. 1.	For the week.	Jan. 1.
Flour, bbls.	69,620	2,094,581	1,586,756
C. meal, "	5,028	124,949	122,681
Wheat, bus.	1,495,856	23,239,198	7,992,107
Corn, "	1,530,434	13,864,239	7,490,965
Rye, "	14,277	432,298	348,381
*Barley ".....	4,628	597,408	706,782
Oats ".....	279,306	5,079,289	5,526,945
			1,965
			64,643
			333
			17,441

* In "Receipts" at New York includes also malt.

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 JULY 4, AND FROM AUGUST 1 TO JULY 4.

	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	bbls.	bush.	bush.	bush.	bush.	bush.
	(196 lbs.)	(60 lbs.)	(56 lbs.)	(32 lbs.)	(48 lbs.)	(56 lbs.)
Chicago.....	28,990	506,702	2,013,457	216,370	3,120	2,440
Milwaukee.....	23,272	803,553	81,560	22,090	.....	.....
Toledo.....	5,513	105,636	293,600	48,426	.....	.....
Detroit.....	6,786	31,896	1,602	9,957	.....	.....
Cleveland.....	2,875	11,850	3,850	10,600	.....	1,611
St. Louis.....	12,562	69,115	58,055	46,698	.....	.....
Duluth.....	5,500	92,338	.....	.....	.....	.....
Total.....	85,498	1,621,120	2,452,124	354,141	3,120	7,120
Previous week.....	92,572	1,754,533	2,828,083	534,798	3,667	11,085
Corresp'g week '73.....	92,174	1,254,072	1,428,746	794,975	3,215	58,442
" '72.....	50,203	454,477	2,264,606	359,621	7,013	14,082
" '71.....	84,454	964,004	1,759,574	279,424	7,162	24,082
" '70.....	70,523	712,018	572,370	252,855	12,901	16,980
Total Aug. 1 to date.....	5,868,590	73,889,493	57,947,092	25,371,647	5,948,506	1,710,489
Same time 1872-73.....	5,403,810	49,922,530	55,396,747	26,569,609	9,099,588	1,829,880
Same time 1871-72.....	2,846,122	38,175,491	63,168,575	27,948,401	6,309,315	2,717,786
Same time 1870-71.....	5,363,921	44,691,982	40,377,844	18,735,775	5,222,823	1,570,518

* Estimated.

SHIPMENTS OF Flour and Grain from the ports of Chicago Milwaukee, Toledo, Detroit, Cleveland, St. Louis, Peoria and Duluth, for the week ending July 4, 1874, and from January 1 to July 4:

	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	bbls.	bush.	bush.	bush.	bush.	bush.
	(196 lbs.)	(60 lbs.)	(56 lbs.)	(32 lbs.)	(48 lbs.)	(56 lbs.)
Week ending—						
July 4, 1874.....	87,990	991,542	2,052,059	249,059	3,781	10,963
June 27, 1874.....	92,559	1,362,241	1,826,894	371,400	6,219	6,845
Corresp'g week 1873.....	90,099	938,297	1,292,109	872,176	4,875	37,864
Corresp'g week 1872.....	57,267	702,503	1,431,523	539,121	4,224	31,311
Corresp'g week 1871.....	91,388	515,782	1,510,149	208,276	2,700	6,470
Corresp'g week 1870.....	54,552	701,696	727,890	538,444	11,060	6,910
Total Jan. to date.....	2,946,824	80,180,444	20,679,454	8,045,229	1,231,683	2,352,122
Same time 1873.....	3,031,024	17,029,989	19,214,099	10,632,016	1,528,739	611,842
Same time 1872.....	1,980,336	6,280,864	30,089,250	8,295,779	960,830	573,680
Same time 1871.....	1,951,755	13,816,812	23,580,300	4,304,536	262,499	266,784

RECEIPTS OF FLOUR AND GRAIN AT SEABOARD PORTS FOR THE WEEK ENDING JULY 4, AND FROM JANUARY 1 TO JULY 4.

	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	bbls.	bush.	bush.	bush.	bush.	bush.
	(196 lbs.)	(60 lbs.)	(56 lbs.)	(32 lbs.)	(48 lbs.)	(56 lbs.)
At—						
New York.....	57,777	1,456,197	1,139,411	294,345	.....	8,510
Boston.....	21,935	4,472	12,400	16,275	5,855	.....
Portland.....	5,500	.....	5,500	.....	.....	.....
Montreal.....	38,511	224,733	125,942	3,500	.....	.....
Philadelphia.....	13,861	187,000	103,700	23,700	.....	.....
Baltimore.....	9,724	81,000	141,800	7,420	.....	.....
New Orleans.....	11,500	.....	140,533	28,400	.....	.....
Total.....	158,858	1,908,502	1,669,286	878,640	15,855	8,510

Previous week.....	196,160	1,997,205	1,613,670	350,345	4,000	13,297
Week June 20.....	202,523	2,506,316	1,398,806	686,548	85	4,630
Week June 13.....	204,118	2,620,548	1,652,712	589,981	1,000	14,450
Cor. week '73.....	159,908	1,174,788	1,146,024	612,973	6,796	76,799
Total Jan. 1 to date..	5,880,036	31,430,509	26,200,672	8,670,303	712,230	612,983
Same time 1873.....	4,465,547	12,654,827	20,615,647	11,629,546	1,096,455	367,313
Same time 1872.....	3,906,689	4,930,435	37,292,700	10,556,433	1,276,570	350,916
Same time 1871.....	3,910,056	13,073,751	19,163,713	5,988,551	527,797	138,798

* Estimated. † Four days.

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, on the Lakes and on the New York canals, was, on July 4, 1874:

	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.
In store at New York.....	794,083	227,623	381,512	...
In store at Albany.....	6,000	19,000	33,000	...
In store at Buffalo.....	202,047	119,438	18,728	...
In store at Chicago.....	1,189,119	1,967,699	296,838	5,301
In store at Milwaukee.....	984,625	70,874	18,885	1,324
In store at Duluth.....	32,008	...	...	...
In store at Toledo.....	277,456	237,609	31,202	...
In store at Detroit.....	79,290	42,275	22,619	...
In store at Oswego.....	60,000	110,000	8,500	...
In store at St. Louis.....	86,919	417,087	45,948	...
In store at Peoria.....	2,819	116,181	18,668	1,623
In store at Boston.....	4,222	74,919	165,221	...
In store at Toronto.....	49,661	...	20,492	...
In store at Montreal.....	244,685	66,439	8,170	509
In store at Philadelphia.....	145,000	150,000	50,000	...
In store at Baltimore.....	35,928	299,528	25,000	...
Rail shipments.....	829,350	2,064,089	53,615	379
Lake shipments.....	264,621	152,360	272,824	6,466
Amount on New York canals.....	1,255,689	1,328,289	113,723	...
Total.....	6,653,668	7,467,710	1,384,945	15,498
Total in store & in transit June 27, '74	7,120,662	7,128,543	1,812,002	62,810
June 20, '74	7,737,614	6,790,923	1,901,306	34,883
June 13, '74	8,093,202	6,631,603	1,874,956	64,539
June 6, '74	10,019,808	6,876,659	2,071,476	71,906
July 4, '73	5,348,459	9,048,507	4,032,559	109,029

* Estimated

THE DRY GOODS TRADE.

FRIDAY, P. M., July 10, 1874.

The market has not as yet fully recovered from the effects of the dulness consequent upon a very general observance of the national holiday. There is a fair business in progress, however, all things considered, and the general features of the market are as satisfactory as when we last wrote. The far Western buyers have not been operating to any extent during the past week, as their wants were mostly supplied by previous purchases, which during the latter part of June aggregated a heavy amount. Buyers from the nearer sections of the West and South have not begun to operate to any extent as yet, but the demand from this source is likely to open early in the current month. Prices are sufficiently low to be inviting, and will probably induce a pretty free distribution early in the season. There have been some price revisions on bleached cotton fabrics during the past week, and upon certain marks which have accumulated to some extent a decline has been established. The tendency of the general market, however, is toward an advance rather than a decline, and on the medium priced goods advances are taking place in many instances. At present the list is irregular by reason of the changes in both directions which are making, but with the opening of the fall season and the more liberal distribution of goods, values are likely to become established on a more equitable basis. That there will be a general decline to the level of the few exceptional lots that have been recently reduced, is wholly improbable, as these reductions resulted simply from an accumulation of stock which will be speedily reduced by the revision. The raw material lacks firmness at the moment, but remains relatively above the level of the manufactured goods. Trade prospects are all encouraging, and the outlook for the fall is favorable if business is not checked by a too sudden rise in prices.

DOMESTIC COTTON GOODS.—Brown shirtings are in good request, and the medium and low grades are firmly held with stocks uniformly light. Standards are not in over supply, and the prices are firmly maintained. Bleached goods have not moved very freely, and the list has been partially revised in consequence of an accumulation. Prints are selling fairly, and the demand for dark work is beginning to develop. Prices are not fully established as yet, but orders are taken by the manufacturers "at value." Colored cottons are steady, with but little trade doing. Canton flannels have been opened for the season, and there is a limited business doing. Quotations have not been fixed as yet, except on a few brands.

DOMESTIC WOOLEN GOODS.—The demand for cloths and overcoatings has been fairly active during the past week and considerable aggregate amounts have been distributed. Cassimeres have sold to a moderate extent but have not been so active as faced goods. There is no improvement in fabrics, but the market is steady and the firmness of the raw material both here and abroad leads many to look for an advance early in the season. It should be borne in mind that the production has been materially less-

ened by the stoppage of machinery and that there is little probability of an accumulation of stock while prices remain at their present low point.

Flannels and blankets are beginning to move with a little more freedom and prices are becoming more fully established.

Hosiery has been quiet and quotations are somewhat irregular.

FOREIGN GOODS.—There is no business doing in imported fabrics, and the market is without notable feature. Goods are arriving in considerable amounts, but no demand, except on a few staples, has as yet developed. The auction business is restricted to the cash houses, and is wholly unimportant.

The importations of dry goods at this port for the week ending July 9, 1874, and the corresponding weeks of 1873 and 1872, have been as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING JULY 9, 1874.

	1872	1873	1874
Pkgs. Value.	Pkgs. Value.	Pkgs. Value.	Pkgs. Value.
Manufactures of wool....	123 \$53,552	704 \$363,182	657 \$330,466
do cotton....	366 106,904	908 264,930	927 207,971
do silk....	385 350,562	317 222,433	385 252,852
do flax....	845 149,715	669 115,634	601 142,626
Miscellaneous dry goods.	196 59,110	641 80,884	194 57,883
Total.....	1,915 \$750,143	3,239 \$1,047,063	2,967 \$1,092,418

WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET DURING THE SAME PERIOD.

	1872	1873	1874
Pkgs. Value.	Pkgs. Value.	Pkgs. Value.	Pkgs. Value.
Manufactures of wool....	201 \$95,627	456 \$225,096	276 \$133,958
do cotton....	200 53,020	388 133,923	206 70,862
do silk....	85 99,501	99 109,693	47 36,816
do flax....	284 54,972	358 91,407	283 60,756
Miscellaneous dry goods.	37 16,201	304 13,896	59 4,513
Total.....	807 \$319,321	1,605 \$574,015	871 \$306,705

	1872	1873	1874
Pkgs. Value.	Pkgs. Value.	Pkgs. Value.	Pkgs. Value.
Add'd for consumpt'n	1,915 750,143	3,239 1,047,063	2,967 1,092,498

Total thrown upon m't. 2,722 \$1,069,464 4,844 \$1,621,078 3,838 \$1,399,203

ENTERED FOR WAREHOUSING DURING SAME PERIOD

	1872	1873	1874
Pkgs. Value.	Pkgs. Value.	Pkgs. Value.	Pkgs. Value.
Manufactures of wool....	976 \$452,826	714 \$340,211	699 \$347,638
do cotton....	584 195,959	298 121,442	197 71,770
do silk....	174 186,504	183 191,403	182 152,884
do flax....	1,404 99,700	568 132,270	382 105,136
Miscellaneous dry goods.	140 38,427	50 7,749	35 11,610
Total.....	3,278 \$973,416	1,813 \$793,075	1,495 \$689,038

	1872	1873	1874
Pkgs. Value.	Pkgs. Value.	Pkgs. Value.	Pkgs. Value.
Add'd for consumpt'n	2,915 750,143	3,239 1,047,063	2,967 1,092,498

Total entered at the port. 5,193 \$1,723,559 5,052 \$1,810,138 4,462 \$1,781,586

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

Prints.

Ancona fancy....	8%	Garner's fancies..	7%	Oriental shirting.	8%
do Jap. strip's	9	do purple....	9	do buffs....	10%
do shirtings..	8%	Gloucester.....	8%	Pacific Mills....	10
American.....	8%-9%	do mourning..	9%	Peabody solid....	9
do gn & ogn	10	do shirting	8%	Richmond's.....	9%
do pink chks	10	Hamilton.....	9%	do purples	10%
do robes....	10	do checks..	10	do Qkr sty	9%
Anchor shirt's....	8%	do h'r cord.	10%	do frocks..	10%
Albion solid.....	9	do purples..	10%	do dbl pink	10%
do fancy....	10	do shirt'gs.	9	Simpson mounr..	9%
do suiting....	9	Hartel's fancies..	9%	do solid blacks	9
Allens' fancies..	8%-9%	do Swiss....	10%	Sprague's froc's..	10%
do checks....	10	do ruby & bk	10%	do reds....	10
do pink.....	10%	do sol chks.	10	do purples..	10
do chevot....	8%	do grn & oge.	10%	do pinks....	...
do shirtings..	8%	do palm....	10	do solids....	9
Amoskeag.....	6%	do c&r pl'ks	10	do fancies..	8%-9%
Bristol fancies..	9	Lancaster cam...	12%	do chnz rbs.	10%
Cochecho L.....	9%	Miners' shirts...	8%	do blue & wh	11
do robes....	10	Manchester.....	8%-9%	do robes....	10%
do pinks....	11	do robes....	10%	do suitings..	9%
do purples..	10%	Merrimac D fcy.	9%	Southbridge fan..	8%
do shirtings..	8%	do F pk&pur	11	do shirting	8
do fancy....	9%	do G.....	9%	Wamsutta.....	6
Conestoga fancies	9%	do percales	15%	Washington rbs.	10%
Carleton moun'g	9	do robes..	10%	do grn stripes	11
Dunnell's.....	8%	do shirtings	8%	do pad'd fan.	10%
do purples	10	Mallory pinks....	10	do fancies...	10%
do checks..	10	do buffs....	9	do fan & choc	10%
Freeman fancies.	8	do frock....	9%	do Swiss rub.	10%
do ruby....	9	do h'r cord.	9	do green & or.	10%
do Swiss....	9	do checks...	...	do T'rkey red	10%
do frocks....	9%	Oriental.....	9%	do palm robe	10%
do pinks....	9%	do robes....	10%	do purples..	10%
do purples..	9%	do purple....	10%	do pink.....	11
		do rubies....	10%		

Tickings.

Amosk'g ACA..	25	Cordis ACE... 32	23	Omega C.....	15
do A... ..	21	do No. 1. 32	23	do B.....	19
do B... ..	18	do No. 2. ..	20	do A.....	23
do C... ..	16	do No. 3. ..	18	do ACA... 30	23
do D... ..	14%	do No. 4. ..	15	do do... 36	26
do E... ..	13%	do No. 5. ..	13	do medal... 36	36
do awning..	21	do No. 6. ..	12	Pearl River....	23%
do do ACA	27	do No. 7. ..	11	Pemberton AA..	21%
Albany.....	8%	Easton.....	...	do B.....	17
Beaver Creek..	22	Hampden CC.. 30	14%	do E... ..	15
Conestoga A p.	25	do BB.....	12	do Bars ..	22
do B p. 7-8	26	do TRA ..	21	Pittsfield.....	7%
do A p. 7-4	23	Hamilton reg..	18	Swift River....	10%
do ex. 4-4	22%	do D... ..	14%	Thorndike A... 12	12
do ex. 7-8	19	Lewiston A... 36	27%	do C... ..	12
do Gld mdl	20	do A... 32	22	Willow Brk No 1	20
do CT... 36	18	do A... 30	21	WhittentonXXX.	25
do CCA... 17	17	Methuen AA... 20	20	do A... ..	16
do AA 7-8	14	do awning... 27%-30	27	York..... 50	19
Cordis AAA... 32	21	Minnehaha... 7-8	23	do 32	22%
		do 4-4	27%		

Cotton Sail Duck.

Woodberry and Druid	No. 7.....	30	Ontario and Woodberry	23 1/2 in.
Mills.	No. 8.....	28	USA Standard	22
No. 0.....	No. 9.....	26	do 8 oz.	24
No. 1.....			do 10 oz.	26
No. 2.....	Light duck—		do 12 oz.	28
No. 3.....	Bear (8 oz.) 29 in..	18	do 15 oz.	30
No. 4.....	do heavy (9 oz.)... 21	21	Ontario Twis, 29 in.	18
No. 5.....	Mont. Ravens 29 in.	20	do 36 in.	23
No. 6.....	do 40 in.	28	Ext twis "Polhem's"	13

GENERAL PRICES CURRENT.

ASHES—			
Pot.....	6 1/2	@	....
BREADSTUFFS—See special report.			
BUILDING MATERIALS—			
Bricks—Common hard, float.....	3 75	@	8 75
Croton.....	14 00	@	17 00
Philadelphia.....	28 50	@	30 50
Cement—Rosendale.....	1 10	@	1 75
Lime—Rockland, common.....	1 10	@	1 35
Rockland, finishing.....	1 10	@	1 35
Lumber—Southern pine.....	29 30	@	35 00
White pine box boards.....	23 00	@	28 00
White pine merchant. box boards.....	24 00	@	30 00
Clear pine.....	85 00	@	75 00
Oak and ash.....	50 00	@	60 00
Black walnut.....	100 00	@	130 00
Spruce boards & planks.....	22 00	@	26 00
Hemlock boards & planks.....	18 00	@	21 00
Nails—@60d. com. fen & sh. # keg.....	3 80	@	3 90
Clinch, 1 to 3 in. & longer.....	5 50	@	9 00
3d fine.....	4 00	@	6 15
Cut spikes, all sizes.....	4 00	@	4 15
Paints—Lead, white, Am. pure, in oil.....	9 1/2	@	11 1/2
Lead, wh., Amer. pure dry.....	9 1/2	@	10
Zinc, wh., Amer. dry, No. 1.....	11 1/2	@	8 1/2
Zinc, wh., Amer. No. 1, in oil.....	11 1/2	@	12
Paris white, English, prime.....	1 90	@	2 25
BUTTER—			
Half fir' tubs, per inv. (N.Y., N.J. & Pa.).....	25	@	80
Welsh tubs, per inv.....	22	@	29
Half fir' tubs, per inv. (Western).....	16	@	23
Welsh tubs, per inv.....	16	@	22
CHEESE—			
State factory, good to fan.....	11	@	18
State dairies, fine.....	11 1/2	@	12 1/2
COAL—			
Auction sale of Scranton, June 24:			
5,000 tons steamboat.....	4 8 1/2	@	4 90
5,000 tons grate.....	5 00	@	5 00
5,000 tons egg.....	5 00	@	5 15
5,000 tons stove.....	5 00	@	5 65
5,000 tons chestnut.....	4 57 1/2	@	4 62 1/2
Liverpool gas cannel.....	11 00	@	11 00
Liverpool house cannel.....	18 00	@	19 00
COFFEE—			
No ordinary cargoes, 60 @ 90 days, gld.....	19 1/2	@	21
do fair, do.....	20 1/2	@	21
do good, do.....	21 1/2	@	21 1/2
do prime, do.....	22 1/2	@	22 1/2
Java, mats and bags.....	21	@	29
Native Ceylon.....	19	@	23
Maracaibo.....	19	@	23
Laguayra.....	21	@	23 1/2
St Domingo.....	17	@	13
Savanna.....	18	@	23 1/2
Costa Rica.....	20	@	22 1/2
COPPER—			
Boils.....	35	@	35
Sheathing, new (over 12 oz.).....	33	@	33
Braziers (over 16 oz.).....	35	@	35
Ingot.....	24 1/2	@	24 1/2
COTTON—See special report.			
DRUGS & DYES—			
Alum, lump.....	3 1/2	@	3 1/2
Argols, crude.....	22 1/2	@	23
Argols, refined.....	29 1/2	@	32 1/2
Arsenic, powdered.....	3 1/2	@	3 1/2
Bicarb. soda, Newcastle.....	5 12 1/2	@	5 12 1/2
Bl. chro. potash, Scotch.....	17	@	17 1/2
Bleaching powder.....	2 50	@	2 50
Brimstone, crude.....	37 00	@	37 50
Brimstone, Am. roll.....	37 00	@	37 50
Camphor, refined.....	29	@	30
Castor oil, E.I. in bond, # gal. gold.....	87 1/2	@	87 1/2
Caustic soda.....	5 06 1/2	@	5 18 1/2
Chlorate potash.....	25 1/2	@	26
Cochineal, Honduras.....	47 1/2	@	52 1/2
Cochineal, Mexican.....	47 1/2	@	52 1/2
Cream tartar.....	8 1/2	@	8 1/2
Cubebs, East India.....	8 1/2	@	8 1/2
Cutch.....	5 1/2	@	5 1/2
Gambier.....	5 1/2	@	5 1/2
Ginseng, Western.....	1 40	@	1 50
Ginseng, Southern.....	1 40	@	1 50
Jalap.....	19	@	20
Lac dye, good & fine.....	15	@	15
Licorice paste, Calabria.....	29	@	36 1/2
Licorice paste, Sicily.....	25	@	28
Madder, Dutch.....	7	@	8 1/2
Madder, French.....	6	@	7 1/2
Nutgalls, blue Aleppo.....	15 1/2	@	16
Oil vitriol (66 degrees).....	2 1/2	@	3
Opium, Turkey, in bond.....	8 00	@	8 00
Prussiate potash, yellow.....	1 42 1/2	@	1 45
Quicksilver.....	1 42 1/2	@	1 45
Quinine.....	2 50	@	2 50
Rhubarb, China, good to pr.....	80	@	1 25
Sal soda, Newcastle.....	1 62 1/2	@	1 65
Shellac.....	62	@	70
Soda ash.....	2 12 1/2	@	2 37 1/2
Sugar of lead, white.....	20 1/2	@	20 1/2
Vitriol, blue, common.....	10 1/2	@	10 1/2
FISH—			
George's Bank cod.....	4 50	@	4 75
Mackerel, No. 1, shore.....	17 00	@	19 00
Mackerel, No. 1, Halifax.....	14 00	@	17 00
Mackerel, No. 1, Bay, late catch.....	18 00	@	15 00
Mackerel, No. 2, shore.....	14 00	@	15 00
Mackerel, No. 2, Halifax.....	12 00	@	13 00
Mackerel, No. 2, Bay.....	12 00	@	13 00
FLAX—			
North River.....	15	@	17
FRUIT—			
Raisins, Seedless.....	5 75	@	....
do Layer.....	2 95	@	....
do Sultan.....	14	@	14 1/2
do Valencia.....	12 1/2	@	12 1/2
do Loose Muscatel.....	3 65	@	3 75
Currents.....	6 1/2	@	6 1/2
Citron, Lezhorn.....	27	@	27
Prunes, Turkish.....	11 1/2	@	11 1/2
Dates.....	8	@	8
Figs.....	13	@	18
Canton Ginger.....	7 00	@	7 00
Sardines, # hf. box.....	25	@	28
Sardines, # qr. box.....	15	@	15 1/2
Macaroni, Italian.....	11	@	12
Domestic Dried—			
Apples, State, sliced, 1873 crop.....	12 1/2	@	13 1/2
do do quarters do.....	10	@	12
do other, do.....	9	@	10
Peaches, pared, poor stock.....	12	@	14
do unpared, halves & quarters.....	7	@	11
Blackberries.....	....	@	....
Raspberries.....	....	@	....
Cherries, pitted.....	....	@	....
Plums.....	....	@	....

GUNNIES.—See report under Cotton.

GUNPOWDER—			
Shipping # 25 lb keg.....	4 25	@	4 25
Min. & Blasting.....	8 75	@	8 75
HAY—			
North River shipping.....	1 60	@	1 65
HEMP AND JUTE—			
American dressed.....	205 30	@	250 00
American undressed.....	130 30	@	135 00
Russia, clean.....	225 00	@	230 00
Italian.....	285 00	@	290 00
Manila.....	9	@	9 1/2
Sisal.....	6 1/2	@	6 1/2
Jute.....	3 1/2	@	5 1/2
HIDES—			
Dry—Buenos Ayres.....	gold	26	@ 27
Montevideo.....	25 1/2	@	25 1/2
Corrientes.....	24 1/2	@	25
Rio Grande.....	24 1/2	@	25
Orinoco.....	24 1/2	@	24 1/2
California.....	23 1/2	@	24 1/2
Maracaibo.....	18	@	19
Bahia.....	18	@	19
Dry Salted—Maracaibo.....	18	@	15
Chili.....	18	@	15
Pernambuco.....	18	@	15
Matamoros.....	18	@	15
Bahia.....	12	@	14
Wet Salted—Buenos Ayres.....	10	@	11
Para.....	10	@	11
California.....	10	@	11
Texas.....	10	@	11
E. I. stock—Calcutta slaught.....	gold	16	@ 17
Calcutta, dead green.....	16	@	17 1/2
Calcutta, buffalo.....	13	@	13 1/2
HOPS—			
Crop of 1873.....	12	@	30
Crop of 1872.....	18	@	25
Crop of 1871.....	9	@	15
Crop of 1870.....	9	@	15
IRON—			
Pig, American, No. 1.....	30 00	@	31 00
Pig, American, No. 2.....	28 00	@	30 00
Pig, American Forge.....	24 00	@	27 00
Pig, Scotch.....	38 00	@	39 00
Store Prices, each.			
Bar, Swedes, ordinary sizes.....	160 00	@	162 50
Scroll.....	100 00	@	135 00
Hoop.....	110 00	@	155 00
Sheet, Russia, as to assort.....	16	@	17
Sheet, single, double & treble, com.....	4 1/2	@	5 1/2
Rails, new, English.....	50 00	@	52 00
Rails new, American.....	60 00	@	60 00
LEAD—			
Ordinary, foreign.....	gold	5 1/2	@ 5 80
Domestic.....	5 1/2	@	5 80
Bar.....	8 1/2	@	9
Sheet and pipe.....	9	@	9
LEATHER—			
Hemlock, Buen, A'res, h., m. & l. cur.....	27	@	30
California, h., m. & l. cur.....	26	@	25 1/2
Orinoco, h., m. & l. cur.....	25 1/2	@	27 1/2
rough.....	27	@	31
Slaughter crop.....	33	@	36 1/2
Oak, rough.....	32	@	35
Texas, crop.....	32	@	36
MOLASSES—			
Cuba, clayed.....	36	@	41
Cuba, centrifugal and mixed.....	30	@	35
Cuba, Muscovado, refining grades.....	38	@	42
do do grocery grades.....	42	@	48
Porto Rico.....	40	@	70
English Islands.....	40	@	48
Demerara.....	40	@	48
N. Orleans good to prime.....	50	@	82
NAVAL STORES—			
Tar, Washington.....	2 50	@	2 75
Tar, Wilmington.....	2 50	@	2 75
Pitch, city.....	2 50	@	2 75
Spirits turpentine.....	35	@	35
Rosin com. to good strain d # bbl.....	2 00	@	2 10
No. 1.....	2 75	@	3 25
No. 2.....	2 20	@	2 40
pale.....	4 00	@	5 50
extra pale.....	6 00	@	7 00
NUTS—			
Filberts, Sicily.....	13 1/2	@	13 1/2
do Barcelona.....	12 1/2	@	12 1/2
Brazil nuts.....	10	@	10
Walnuts, Bordeaux.....	10	@	10
do Naples.....	10 1/2	@	11
do Grenoble.....	10 1/2	@	11
Pecans.....	7 1/2	@	8
Peanuts, Tennessee.....	1 65	@	1 75
do Wilmington, new.....	1 65	@	2 50
Almonds, Languedoc.....	19 1/2	@	19 1/2
do Tarragona.....	19 1/2	@	19 1/2
do Ivica.....	29	@	31
do Shelled.....	29	@	31
do Princess.....	38	@	38
OAKUM—			
City, bag.....	gold	43	@ 00
Western.....	cur.	46	@ 00
OILS—			
Cotton seed, crude.....	55	@	56
Olive, in casks # gall.....	1 18	@	1 15
Linseed, casks and bbls.....	86	@	87
Menhaden, prime light.....	36	@	36
Neatfoot.....	55	@	1 10
Whale, bleached winter.....	68	@	70
Whale, Northern.....	59	@	60
Sperm, crude.....	1 33	@	1 50
Sperm, bleached winter.....	1 33	@	1 50
Lard oil, prime.....	89	@	92 1/2
PETROLEUM—			
Crude, in bulk.....	4 1/2	@	5
Crude in shipping order.....	4 1/2	@	5
Refined, standard white.....	7 1/2	@	12 1/2
Naphtha, City, bbls.....	7 1/2	@	7 1/2
PROVISIONS—			
Pork, new mess.....	19 00	@	19 12 1/2
Pork, extra prime.....	17 50	@	18 00
Pork, prime mess city.....	20 00	@	20 50
Beef, plain mess, new.....	14 50	@	15 00
Beef, extra mess, new.....	14 50	@	15 00
Beef hams, new.....	17 00	@	24 00
Hams, pickled.....	13 1/2	@	14
Lard.....	11 1/2	@	12
RICE—			
Carolina, fair to choice.....	7 1/2	@	8 1/2
Louisiana, fair to prime.....	7 1/2	@	8 1/2
Rangoon, in bond.....	8 00	@	3 25
SALT—			
Turks Island.....	25	@	30
St. Martin.....	32	@	35
Caliz.....	32	@	35
Liverpool, various sorts.....	1 65	@	2 75
SALTPETRE—			
Refined, pure.....	12 1/2	@	14
Crude.....	5 1/2	@	5 1/2
Nitrate soda.....	2 1/2	@	2 1/2

SEED—			
Clover, Western.....	10	@	10 1/2
Timothy.....	2 90	@	3 00
Hemp, foreign.....	1 75	@	1 80
Flaxseed, rough.....	2 85	@	2 40
Linseed, Calcutta # 56 lb gold (time).....	....	@	....
SILK—			
Tsatlee, No. 3.....	6 75	@	....
Tsatlee, re-reeled.....	5 00	@	5 75
Taysam, Nos. 1 & 2.....	4 75	@	5 25
Canton, re-reeled No. 1.....	4 50	@	5 50
SPELTER—			
Foreign.....	gold	6 1/2	@ 6 1/2
Domestic.....	cur	6 90	@ 7 00
SPICES—			
Pepper, Sumatra.....	gold	18	@
do Singapore.....	....	....	18 1/2
do white.....	....	25	@
Cassia, China Ligna.....	....	....	23 1/2
do Batavia.....	....	28	@
Sluger African.....	....	11 1/2	@ 12
do Calcutta.....	....	11 1/2	@ 11 1/2
Mace.....	....	1 15	@ 1 25
Nutmegs, Batavia and Penang.....	....	1 15	@ 1 16
Pimento, Jamaica.....	....	11 1/2	@ 12
Cloves.....	....	37	@ 38
do stems.....	....	17	@ 18
SPIRITS—			
Brandy, foreign brands.....	gal.	3 95	@ 15 00
Rum—Jam., 4th proof.....	....	3 75	@ 5 50
St. Croix, 3d proof.....	....	3 55	@ 8 65
Gin, Swan and Swallow.....	....	3 15	@ 3 25
Domestic Liquors—Cash.			
Alcohol (88 per ct) C. & W.....	cur.	1 92 1/2	@ 1 95
Whiskey.....	....	....	99
STEEL—			
English, cast, 2d & 1st quality.....	17	@	21
English, spring, 2d & 1st quality.....	9 1/2	@	10 1/2
English blister, 2d & 1st quality.....	14	@	18 1/2
English machinery.....	....	@	14 1/2
English German, 2d & 1st quality.....	12 1/2	@	11 1/2
American blister.....	....	@	11 1/2
American cast, Tool.....	....	@	17
American cast, spring.....	....	@	11
American machinery.....	11 1/2	@	12
American German spring.....	9	@	....
SUGAR—			
Cuba, inf. to com. refining.....	7	@	7 1/2
do fair to good refining.....	7 1/2	@	8 1/2
do prime, refining.....	8 1/2	@	....
do fair to good grocery.....	8 1/2	@	8 1/2
do pr. to choice grocery.....	8 1/2	@	8 1/2
do centr. hhds. & bxs, No. 8 to 13	8 1/2	@	9 1/2
Molasses, hhds & bxs.....	7	@	7 1/2
Melado.....	4 1/2	@	6 1/2
Hav'a, Box, D. S. Nos. 7 to 9.....	7 1/2	@	7 1/2
do do do 10 to 12.....	8 1/2	@	8 1/2
do do do 13 to 15.....	8 1/2	@	9 1/2
do do do 16 to 18.....	9 1/2	@	10 1/2
do do do 19 to 20.....	10 1/2	@	10 1/2
do do do white.....	9 1/2	@	10 1/2
Porto Rico, refining, com. to prime.....	7 1/2	@	8 1/2
do grocery, fair to choice.....	7 1/2	@	8 1/2
Brazil, bags, D. S. Nos. 8 to 12.....	7 1/2	@	8 1/2
Java, do. D.S., Nos. 10 to 13.....	8 1/2	@	8 1/2
Manila.....	7 1/2	@	7 1/2
Refined—Hard, crushed.....	10 1/2	@	10 1/2
Hard, powdered.....	....	@	11
do granulated.....	....	@	10 1/2
do cut loaf.....	11 1/2	@	11 1/2
Soft white, A. standard centrif.....	....	@	10 1/2
do do off A.....	10 1/2	@	....
White extra C.....	10	@	10 1/2
Yellow do.....	9 1/2	@	9 1/2
Other Yellow.....	8 1/2	@	9 1/2
TALLOW—			
Prime city, # 1.....	....	@	8 1/2
Western, # 1.....	8	@	8 1/2
TEA—			
Hyson, Common to fair.....	cur.	29	@ 35
do Superior to fine.....	....	40	@ 55
do Extra fine to finest.....	....	60	@ 85
Young Hyson, Com. to fair.....	....	30	@ 35
do Superior to fine.....	....	42	@ 65
do Ex. fine to finest.....	....	70	@ 75
do Choicest.....	1 10	@	1 35
Gunpowder, Com. to fair.....	....	35	@ 45
do Sup. to fine.....	....	55	@ 70
do Ex. fine to finest.....	....	80	@ 1 00
do choicest.....	1 19	@	1 85
Imperial, Com. to fair.....	....	29	@ 35
do Sup. to fine.....	....	45	@ 60
do Extra fine to finest.....	....	63	@ 85
Hyson Skin. & Twan. com. to fair.....	....	20	@ 22
do do Sup. to fine.....	....	24	@ 27
do do Ex. fine to finest.....	....	....	Nominal.
Uncolored Japan, Com. to fair.....	....	88	@ 48
do Sup. to fine.....	....	50	@ 60
do Ex. fine to finest.....	....	65	@ 90
Oolong, Common to fair.....	....	25	@ 30
do Superior to fine.....	....	35	@ 48
do Ex. fine to finest.....	....	55	@ 85
do Choicest.....	1 00	@	1 25
Souc. & Cong. Com. to fair.....	....	20	@ 33
do Sup. to fine.....	....	38	@ 55
do Ex. fine to finest.....	....	65	@ 85
do choicest.....	....	95	@ 1 03
TIN—			
Banca.....	gold	....	26
Straits.....	....	28 1/2	@
English.....	....	....	21 1/2
Plates, I. C. charcoal.....	....	10 50	@ 10 75
Plates, char. Terne.....	....	9 00	@ 9 50
TOBACCO—			
Kentucky lugs, heavy, new crop.....	7	@	8 1/2
do leaf.....	9	@	13
Seed leaf, Conn. & Mass., wrprs. '72.....	18	@	30
do fillers, '73.....	5	@	7
Pennsylvania wrappers, '72.....	25	@	40
Havana, com. to fine.....	70	@	1 10
Manufac'd, in bond, black work.....	15	@	25
do bright work.....	20	@	40
WOOL—			
American XX.....	47	@	55
American, Nos. 1 & 2.....	43	@	53
American, Combing.....	51	@	65
Extra, Pulled.....	47	@	53
No. 1, Pulled.....	33	@	40
California, Spring Clip—			
do Fine, unwashed.....	33	@	37
do Medium.....	27	@	31
do Common.....	23	@	25
South Am. Merino unwashed.....	29	@	32
Cape Good Hope, unwashed.....	36	@	38
Texas, fine.....	33	@	37
Texas, medium.....	27	@	30
Smyrna, unwashed.....	15	@	17
ZINC—			
Sheet.....	# 1, gold, net	8 1/2	@ 8 1/2
FREIGHTS—			
To LIVERPOOL			
Cotton.....	# 1, 5-16 1/2	....	....
Flour.....	# 1, 3 0	@	2 6
Heavy goods.....	# 1, 45 0 @ 55 0	....	25 0 @ 30 0
Oil.....	# 1, 55 0	@	55 0 @
Corn, b'k & bgs. # 1 bu.....	10	@	7 1/2
Wheat, bulk & bags.....	9 1/2	@	8 1/2
Beef.....	# 1, 8 0	@	5 6
Pork.....	# 1, 5 9	@	4 0

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