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The Chronicle.

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MR. BRISTOW AND THE GREENBACKS.

In looking forward to the opening of Congress, and to the probable suggestions of our new Secretary of the Treasury, the question has often been asked whether he might not utilize the experience of the Bank of France, which, although it suspended in 1870, in the midst of unprecedented financial and political gloom, has contrived to keep its notes at par, while during the whole time its issues have of necessity been enormously

expanded. A suggestive answer to some of these questions may be derived from an attentive perusal of an article by M. Victor Bonnet in the *Revue des Deux Mondes* for 15th July. A brief summary of his elaborate statements is all we have space to give. It may be of use, not only for the purpose referred to above, but also for the elucidating of some vital dangers in our financial policy both present and prospective.

When war was declared by Louis Napoleon in July 1870, the note-issues of the Bank of France were 251 million dollars and the coin reserve 229 millions. Three weeks later the war disasters of France had begun. The circulation had risen to 300 million dollars, and the coin reserve had fallen below 200 million dollars. It was then that the Bank of France suspended; its notes being declared legal tender and their amount limited to 360 million dollars. This limit was soon extended by the Government of National Defence to the maximum of 480 million dollars. After the Commune, in June, 1871, the first bank statement showed a reserve of 110 million dollars and a circulation of 442 million dollars. The two-billiard loan was then made; the foreign exchanges rose 3 to 5 per cent; and gold rose to the premium of 2½ per cent.

At the end of the year the notes of the Bank of France were authorized to be extended to 560 million dollars, that the bank might be enabled to lend the requisite aid to the government. This liberty of expanding its circulation would probably have been fatal to the Bank. Fortunately the Bank managers were too wary to use it until they could safely do so. The note issues, except for a few days in February, 1872, did not rise above the old limit of 480 millions. On the contrary a contraction was made; and until the negotiation of the second loan of three milliards in the following September, the circulation was not allowed to expand. At that time several things had happened to render expansion safe. First, the three-billiard loan, and the enormous payments which it generated to and from the French Treasury, could not be adjusted without the use of an increased volume of bank notes. Secondly, the demand thus arising for an increased volume of circulating money was enhanced by a sudden demand for French bank notes throughout the continent of Europe, where they passed current with more freedom and frequency than formerly. Thirdly, this foreign demand for French notes was followed by a similar expansion throughout the interior of France, where gold had disappeared from the circulation to the extent of 300 million dollars or more. The small note circulation of the Bank enabled it to fill both the foreign and the domestic

channels of the circulation, which thus absorbed all the new issues. Another process had also been quietly in progress during the previous two years. French investors who held foreign securities had sold them, as is computed, to the extent of 300 million dollars. The foreign credits hence arising were so considerable and accumulated so suddenly as to give a sharp turn to the foreign exchanges, which have ruled ever since in favor of France. Such is a summary of the facts set forth by M. Bonnet. He mentions also the heavy foreign subscriptions to the three-milliard-loan, but adds that France has since purchased at an advanced price the greater part of the new Rentes which had been placed abroad.

In view of these facts, which are elaborately expounded, M. Bonnet suggests three reasons for the stability of the French currency. First, he ascribes the merit chiefly to the good management of the Bank of France. He maintains that during the whole period of suspension the principle of Adam Smith was never violated—that “to keep inconvertible notes at par they should vary with the coin that they replace.” In France the old specie circulation was hoarded and ceased to pass; but it was there, hidden away, a latent element of wealth—a source of secret stability to the financial and industrial mechanism.

There is obvious truth in this view, but M. Bonnet pushes it too far when he compares the notes of the Bank of France, as they are now, with the liabilities of the old deposit banks of Venice, Amsterdam and Hamburg. All claims on those banks were payable on demand in gold. But the Bank of France, while under suspension, is not obliged to pay out any gold. Notwithstanding, therefore, the heavy coin reserve in the vaults of the Bank, no noteholder has a claim to a single franc of the hoard. Secondly, M. Bonnet lays great stress on the fact that the foreign exchanges during the whole period under review have ruled in favor of France. He explains how they were somewhat artificially manipulated in 1872. He expresses the opinion that but for this favorable bias in the foreign exchanges the notes of the Bank of France could not so easily have been kept at par. Whether he is right or not we may perhaps have an early opportunity of discovering; for the exchanges seem to be turning in the opposite direction. Thirdly, the main support of the bank note in France has of course been the gold reserve which the Bank has so wisely accumulated. It is in this point of view that the example of the Bank of France is most fertile in suggestions with regard to our own financial situation. We trust that Mr. Bristow will give due weight to this point in the report to Congress which he is said to be at present preparing. All that he can officially do to promote specie payments seems to be limited to a few simple suggestions. Of these one of the most important is the accumulation in the Treasury of an adequate reserve of coin pledged and set apart for the ultimate redemption of the greenbacks at par.

THE OUTFLOW OF OUR BREADSTUFFS TO EUROPE.

For some days proofs have multiplied and have received much elucidation in the daily press as to the outflow of American breadstuffs to Europe. Several suggestions were offered a few weeks ago in the CHRONICLE, with a view to show that this outflow depends somewhat upon two or three conditions which are under our control, as well as upon other conditions which are beyond our reach. Among the latter we must reckon, of course, the crop deficiency abroad, which originates the demand for American breadstuffs. Another foreign condition regulating the demand and beyond our control is the com-

bination of capitalists and importers, who have their agents in all the grain-growing countries and can sell in Liverpool wheat or barley or oats or flour which are at the moment of sale in Odessa or Chicago, but which the telegraph can set in motion towards the Mersey at very short notice. A third condition is the rate of ocean freights, which we can but partially control, as our grain for the most part is exported in foreign bottoms.

Turning to the other class of conditions, we may first cite the railroad freights, which form so important a regulator of the American facilities of export. If any combination among our railroad magnates raises the price of our grain in Liverpool, the telegraph flashes orders to our rivals in the Baltic which were destined for ourselves. Hence our railroad men, if they wish it, can do both their roads and the country a great wrong. Under our institutions these railroad men are free to make combinations, free to check the movement of our crops to the seaboard, free to put up the rates of freight so as to shut down the gate which lets American breadstuffs into Liverpool. We may apply the same rule to the farmer. He also is free to make his combinations adversely to himself or otherwise. He can promote his own best interests and the commercial interests of the country, or he can act hostilely to himself and hostilely to his country. At present it is said that our farmers are holding back their crops from market because the price is low. If they wait long enough, the farmers of Russia, of Poland, of Germany and of France will all have had time to get their grain to Liverpool or wherever else it may be that the granaries invite and are refused American breadstuffs. What price our farmers will be able to command when their European competitors have filled and satiated the market, we do not suggest to men of so much intelligence and education as our Western farmers.

Thirty years ago an eminent political economist, Mr. James Wilson, pointed out a fact which was just then beginning to show itself as one of the fruits of railroad extension. He said that in proportion as railroad facilities brought the consumer and the producer closer together, the stocks of goods in the hands of middlemen were diminished, and there was less time required in conveying commodities from the place of production to the place of consumption. This was very obvious when once pointed out. For everyone can see that if six days' journey by canal be shortened to one day's transit by rail, six days' supply had been permanently shut up in the canal boats, and that of these six days' dormant supply five-sixths would be saved when the swifter mode of transportation became general by the multiplication of railroads. Mr. Wilson elaborated this principle by very instructive and luminous illustrations. Since his day it has been accepted as one of the best established doctrines of practical economics.

Applying it to the case before us, we may say that it gives to our farmers some advantages over their rivals in northern Europe. First, the stocks held between the farmer and the consumer are so small, that when a mass of grain is sold in Liverpool it is often of the highest possible moment that it should be set in motion without delay. Now, Yankee ingenuity has covered this continent with the best mechanism that the world has ever seen for moving grain swiftly and in prodigious quantities. No nation in Europe has such advantages for this purpose or can man her machinery with more energetic, intelligent operators. In competing, therefore, with the European grain producers, we have many advantages to counterbalance our three thousand miles of greater dis-

tance, our deficiency of farming capital, and our high rate of wages and of other productive power. Moreover, the ocean steamers, as if to aid us in the struggle, have marked down their freights to a level which has for some years constituted one of our most effective aids in fulfilling the function of raising food for Europe.

With these facts in view, we get a glimpse of some of the grounds of the general anxiety which prevails about the outflow of our crops and breadstuffs to Europe. If our great trunk railroads will keep down their rates, instead of putting them up, they will secure, so far as lies in them, one of the conditions for relieving the effects of the last year's panic by helping this year to market the surplus products which Providence has so bountifully given us. If our farmers, with that wisdom which they can so well exhibit in other matters, will accept the low rates now current for their produce in preference to a lower price hereafter, they, also, will have the satisfaction of accomplishing their part towards the solution of one of the financial difficulties which threaten the country. We hear much in these days of combinations, of their power for evil, of the mischiefs they have done and the dangers they forebode; but the combination we have suggested between the Liverpool capitalists and our Western farmers is one of which the country would not complain. We should like to see it tried on a greater scale than has of late seemed probable. As a further incentive to such a wholesome combination, we submit the following comparative view of the quantity of wheat and wheat flour supplied to Great Britain during the last thirteen years from this continent, and from the chief competing countries—Russia, Germany and France:

EXPORTS OF WHEAT, ETC., TO GREAT BRITAIN FROM VARIOUS COUNTRIES, 1861—1873.

Years.	U.S. and Can. cwt.	Russia. cwt.	Germany. cwt.	France, cwt.
1861.....	18,998,421	4,540,483	6,658,462	1,359,882
1862.....	26,882,785	5,755,789	7,930,849	1,961,335
1863.....	15,067,366	4,538,934	5,728,626	1,857,403
1864.....	11,909,338	5,139,410	6,842,721	2,834,424
1865.....	2,027,035	8,033,989	7,224,371	6,058,902
1866.....	1,045,830	9,181,432	6,801,657	8,023,530
1867.....	5,926,739	14,166,794	7,873,216	2,140,832
1868.....	7,551,894	10,055,338	7,224,597	846,863
1869.....	18,716,768	9,187,236	7,546,698	2,153,350
1870.....	18,459,926	10,326,844	4,497,773	1,060,120
1871.....	19,408,107	15,689,943	4,258,823	182,262
1872.....	11,791,519	17,938,977	5,183,601	4,553,781
1873.....	26,041,838	9,630,000	3,012,911	3,257,217

RAILROAD EARNINGS IN AUGUST, AND FROM JAN. 1 TO SEPT. 1.

Earnings for the month of August are not at all uniform, some roads showing an increase, while others show a considerable falling off. It will be observed, however, that the old and leading roads, whose traffic has come down to a rather settled basis by some years' continuance, generally show a very decided decrease as compared with the previous year; the Central Pacific, Ohio & Mississippi, and Michigan Central for three weeks, being the most conspicuous exceptions to this, as they all present a better exhibit than last year. We have reports of earnings from several roads, not brought up to the month of August or irregular in some other respect, so as to be unfitted for classification in the tables below, some of which are as follows:

UNION PACIFIC RAILROAD DURING JULY.

	1874.	1873.
Gross earnings.....	\$850,142 90	\$876,838 39
Expenses.....	370,080 89	437,183 02
Net earnings.....	\$480,062 01	\$439,655 37
Increase in net earnings.....		40,410 64

INDIANAPOLIS CINCINNATI & LAFAYETTE IN JULY.

	1874.	1873.
Earnings.....	\$141,539	\$159,174
Expenses.....	88,174	109,148
Net earnings.....	\$53,364	\$50,025

A Philadelphia journal has the following: "The re-

ceipts of the Philadelphia and Erie Railroad for July, 1874, were \$313,615; expenses, \$231,291.64; net earnings, \$82,323.36. This amount added to the receipts for the previous six months, makes \$428,656.60 for seven months of this year, making an amount equal to the whole net receipts of last year within one hundred dollars, leaving five month's receipts to be added."

The following statement of the earnings and expenses of the Chesapeake & Ohio Railroad will be of much interest to its bondholders:

	1873.			1874.		
	Earnings.	Expenses.	Net.	Earnings.	Expenses.	Net.
January...	49,476 82	47,427 92	2,048 90	82,914 76	83,815 03	899 27
February...	68,498 99	51,441 28	17,057 71	93,081 63	88,274 45	4,807 18
March....	89,312 09	69,035 28	20,276 81	102,935 31	98,686 12	4,249 19
April....	87,837 18	80,276 05	7,561 13	130,181 35	96,869 79	33,311 56
May.....	124,941 26	83,046 61	41,894 65	121,624 16	102,138 31	19,485 85
June....	115,901 16	91,600 31	24,300 85	125,564 07	106,735 21	18,828 86
July....	123,375 33	88,321 28	35,054 05	154,268 17	*	*
August...	152,047 81	99,713 25	52,334 56	183,009 50	*	*
Septemb'r	176,652 60	91,425 04	85,227 56			
October...	125,305 50	109,487 10	15,818 40			
November	105,614 55	78,145 05	27,469 50			
December	75,934 81	79,040 44				
	1,296,473 10	974,459 71	322,013 39			

* Statement of operating expenses for July and August not yet received.

It is curious to observe the different hearings of the Granger's movement upon the railroad question, and one of its singular phases has recently been brought to our attention, in the ardent hopes expressed by a stockholder in this city, that the agitation would lead to the passage of laws compelling full and regular returns of railroad traffic. Here we see the stockholder of a western road—the person supposed to be most injured by the reduction of fares and freights—hopefully looking to the Granger movement as a possible means of getting some information about a railroad property, of which he is himself, in the view of the law, a part owner. "It is an ill wind which blows nobody any good."

[RAILROAD EARNINGS IN AUGUST.

	1874.	1873.	Increase.	Decrease.
Atlantic & Great Western.....	\$361,265	\$345,667	\$15,598	\$44,402
Atlantic & Pacific.....	459,853	451,529	8,324	
Burlington, Cedar Rapids & M.....	116,280	108,100	8,180	
Central Pacific.....	1,301,000	1,251,622	49,378	
Chic., Milwaukee & St. Paul.....	704,300	767,871		63,571
Cin., Lafayette & Chicago.....	35,155			
Cleveland, Col. Cin. & Ind.....	403,175	457,964		54,789
Denver & Rio Grande.....	24,683	25,728		1,045
Illinois Central.....	708,808	769,748		60,940
Michigan Central.....	357,329	334,723	22,606	
Missouri Kansas & Texas.....	289,000	336,823		47,823
Ohio & Mississippi.....	324,360	306,561	17,799	
St. Louis, Alton & T.H.(main).....	118,448	127,777		9,329
do do branches.....	49,993	54,046		4,053
St. Louis, Iron Mt. & Southern.....	254,230	222,753	31,477	
St. Louis & Southeastern.....	76,770	82,532		5,762
Toledo, Peoria & Warsaw.....	90,718	136,931		46,213
Toledo, Wabash & Western.....	478,475	647,080		168,605
West Wisconsin.....	66,791	66,092	699	
Total (excluding C. L. & C.).....	\$6,120,485	\$6,493,537	\$373,052	\$511,515
Net decrease.....				\$378,052

* Three weeks only of August in each year.

GROSS EARNINGS FROM JANUARY 1 TO AUGUST 31.

	1874.	1873.	Increase.	Decrease.
Atlantic & Great Western.....	\$3,131,821	\$3,215,698		\$83,877
Atlantic & Pacific.....	3,143,636	3,208,458		64,822
Burlington, Cedar Rapids & M.....	743,992	678,545	65,447	
Central Pacific.....	8,911,903	8,791,582	120,321	
Chic., Milwaukee & St. Paul.....	5,935,445	5,225,201	710,244	
Cin., Lafayette & Chicago.....	295,297	247,608	47,689	
Cleveland, Col. Cin. & Ind.....	2,686,251	3,286,051		599,800
Illinois Central.....	4,926,099	5,246,888		320,789
Michigan Central.....	4,634,387	4,587,943	46,444	
Missouri Kansas & Texas.....	1,570,125	2,070,041		168,916
Ohio & Mississippi.....	2,278,936	2,431,516		152,580
St. Louis, Alton & T.H.(main).....	792,931	930,128		137,197
do do branches.....	337,842	397,661		59,819
St. Louis, Iron Mt. & Southern.....	1,615,710	1,622,779		7,069
St. Louis & Southeastern.....	768,403	822,985		54,582
Toledo, Peoria & Warsaw.....	718,298	810,717		92,419
Toledo, Wabash & Western.....	3,896,454	3,825,252		71,202
West Wisconsin.....	604,066			
Total (excluding West Wis.).....	\$46,283,230	\$47,409,318	\$990,150	\$2,116,333
Net decrease.....				\$1,126,083

* Three weeks only of August in each year.

THE RAILROAD GRANGER CONTEST.

The following communication—a strictly legal view of the Railroad contests now before the Courts—comes to us from a Holland tourist, Mr. Van Vliet, who has been travelling for two years in this country, studying its institutions, laws and principles of government. This gentleman will now return to Batavia, island of Java, to resume the practice of his profession as attorney-at-law.

We call the attention of our readers, and especially of the legal profession of this country, to his able paper, and will be glad to publish any replies to it, to promote correct intelligence on this important subject :

To the Editor of the Commercial and Financial Chronicle :

During my investigation of the institutions, laws and principles of government in this country, of course the contests between the representatives of a portion of the people through the State Legislatures, on one side, and the railway companies, on the other, has engaged my attention.

I do not desire to debate the question in regard to the bearing that this action may have on the credit of the companies, how it may affect the financial condition and the operation of the roads, or cripple railroad construction in this country.—these are questions of political economy which, no matter how important, are not decisive, like the questions of law;—but I desire to analyze the constitutional and common-law rules that, in my opinion, govern the legal solution of the matter.

My analyzation may not be new or correct, although I have not yet met them distinctly in the arguments on the subject; but satisfied that the answer to be given to the four questions formulated by me govern the legal solution of the contest, I should like if any one of my brethren of the law does not agree with my interpretation, that he would expound a more lawful one, and communicate it through this or any other journal.

L. N. W. VAN VLIET.

A Strictly Legal View of the Railroad Contests.

The solution of the now pending railroad contests in this country is confined in the proper answer to the following questions:

First—Having the legal right to charter a corporation for the construction and operation of a railroad, does the Legislature, after a railroad charter is granted to and accepted by a corporation, retain the right "to alter or repeal its provisions at any time?"

Second—If not, will the insertion of such a provision in a railroad charter confer legal rights on the side of the State, and corresponding legal duty on the side of the incorporators?

Third—When a railroad charter has been granted without establishing maximum rates of freight, has the Legislature the right to establish the same after the charter has been granted to and accepted by a corporation?

Fourth—Suppose that it is competent for a citizen to waive the constitutional provision designed for the protection solely of his property-rights, and to consent to such action as would be invalid if taken against his will, then, under the circumstances that the provision in question from the Wisconsin constitution has been inserted in the Northwestern Railroad charters, could the "Potter law" be sustained by the U. S. Supreme Court?

ANSWER TO FIRST QUESTION.

The practical legal solution of this question is confined to the answer of another question, to wit: If, under a fair construction of the Federal Constitution and the common law, railroad charters are comprehended under the term "contracts?"

In granting a railroad charter, the State deals with the incorporators precisely as any other party might, by stipulating equivalent consideration. Thus all the requirements of a "contract" are entered into.

A railroad charter, after it has been granted to and accepted by a corporation, having become a contract between the State and the incorporators or corporation, neither the State or the Legislature are entitled to impair its obligations.

The Federal Constitution in this, the same as in all other civilized countries, recognizes and has in view the object of protecting the rights of property. It separates, therefore, the legislative, executive and judicial functions of the government, and it provides in *pro. i of sec. 10 of art. I* of the Federal Constitution that the "States shall pass no law impairing the obligations of contracts."

A provision in a State constitution that railroad charters may be "altered or repealed" by the Legislature "at any time after their passage," is a violation of the rights of property as recognized and protected by the Federal Constitution, and more especially is it a violation of said *pro. i of sec. 10 of art. I* of the Federal Constitution, and is, therefore, unconstitutional.

To claim that such a general provision would be constitutional, and at the same time admit that a railroad charter is a contract between the State and the incorporators, would be a *contradictio in terminis*. The admission that a railroad charter is a contract

excludes the idea of modification at will on the part of the Legislature, one of the contracting parties.

But can it be that a railroad charter is excluded from the operation of the Federal Constitution and of the common law; in other words, are the Federal Constitution and the common law to be considered as inhibiting the State from impairing the obligation of contracts between two individuals, but as excluding from that inhibition contracts made *with itself*?

Let us see. The words themselves contain no such distinction. They are general, and are applicable to contracts of every description.

If, then, contracts made with the State are to be exempted from their operation, the exception must arise from the character of the contracting party, not from the words which are employed; but where is the provision discriminating, in the sense here in question, between a contract made between a State and a citizen and one made between two citizens. *There is no such discriminating provision.* To the contrary, a fair construction of the law would indicate that when the State makes a contract with a citizen it is on the same footing as when two citizens had made the same. Why should it be otherwise?

The strict application of this rule does not hinder the exercise of that general police power which is inherent to the attributes of State sovereignty. By no means do the obligations of a railroad charter-contract extend farther than those of the rights and privileges of the citizen. They do extend *just so far*; they are in like manner subject to proper rules for their regulation, enjoyment and protection—but *no more*. The State may, in so far as they are *publici juris*, legislate touching them—not farther. Thus laws may be passed to punish neglect or misconduct, to secure the safety of passengers, and other similar things growing out of the nature of well-ordered civil society, but these laws must be police regulations *in fact*, not amendments of the charter in curtailment of the corporate franchise. *Sic utere tuo ut alienum non laedas* is the maxim which lies at the foundation of the power, and to whatever enactment affecting the management and business of railroad corporations it can not fairly be applied *the power itself will not extend*. The line between what would be a clear invasion of right on the one hand and regulations not lessening the value of the right on the other hand, is not so dim and shadowy as often is pretended, and at all events *the State* must be prepared to show to the supreme federal court that her regulations are *within* the limits of the proper exercise of general police power pertaining to it and of *absolute* exigency to protect the public benefit; the burden of proof rests entirely upon the State—not upon the companies.

Therefore, as a provision in a State constitution "that railroad charters may be altered or repealed at any time after their passage" either is intended to retain the same police power as is essential to each civilized government, or means something else, say, to take from the corporation, under pretence of regulation, some of its essential rights and privileges which the charter confers, it is *either superfluous or unconstitutional*.

ANSWER TO SECOND QUESTION.

When a provision in a State constitution is unconstitutional, it can not be made constitutional by private contract. The right of any American citizen to appeal to any provision of the federal constitution is *inalienable*; the rights involved in those provisions not being vested for *private*, but for *public* benefit, they cannot in any manner be bartered away, abridged or weakened. Thus a contract made under an unconstitutional proviso does not bar the equitable rights of the parties; thus the insertion of an unconstitutional provision into a railroad charter and the submission to such insertion by the incorporators is a nullity and *nudum pactum*. It has no civil obligation; it confers no legal rights, nor legal duty; there are no means allowed or recognised to enforce it: *Ex nudo pacto non oritur actio*.

Therefore, when the provision of the Wisconsin State Constitution "that railroad charters may be altered or repealed at any time after their passage" was made a part of the Northwestern railroad charter, that provision being unconstitutional, remains so, notwithstanding it has become part of the charters; and notwithstanding the embodying of such a provision into the charters, the incorporators are entitled to full exercise of their rights under the Federal Constitution.

ANSWER TO THIRD QUESTION.

As long as the granting of a railroad charter is a matter of negotiation between the proper authority and the incorporators, or a matter of debate by or before the proper authority, that authority may insist on such stipulations as are proper and

necessary for the protection of the public; but that is the end of its control over the business of the railroads as public carriers, except the exercise of the general police power essential to the attributes of government. After a railroad charter is once granted and accepted, if it is found that the financial interest of the public is not sufficiently protected, that cannot be remedied by one-sided action of the Legislature other than in the way of appropriation of the road. The charter being a contract, the Legislature cannot modify it; but the privilege granted may be taken for public use, in the same manner as the property of individuals. To operate a railroad as public carrier it requires special legislation, and this requirement is the only difference between the starting of this line of business and that of any other business. That special legislation once granted is—outside the limits of general police regulations for securing reasonable provision for carrying with safety, expedition and impartiality—binding equally upon the corporation to which it is granted and upon the authority by which it is granted; what is not in it cannot be brought in it except by the consent of both parties.

As to the question of the regulation of rates of freight and passengers, maximum rates have or have not been fixed by the charters. If they have been fixed, and the company does not comply with them, the State, acting for the people, *must go into court*. If maximum rates have not been fixed by the charter, the State might go to the courts and run the risk of a dismissal of the case, or the State may again exercise its attribute of sovereignty, and appropriate the road by the payment to the owners of its value, to be established either by agreement or by arbitration, just the same as the State may appropriate any other private property, whenever the public exigency requires it for the benefit of the public safety, convenience or welfare. Of course, if the respective State Constitutions do not contain provisions allowing the appropriation and expenditure in question, those constitutions will have to be amended to enable the State to meet with the necessities of the case.

Notwithstanding it is a little out of place here, a few words on the practicability of appropriations may be proper.

- It may be taken for granted that increase of population and increase of improvement will go on, and that roads which even at the actual rates of freight do not now pay, in a few years may become valuable property. Consequently, it would not be a heavy burden for the State to appropriate even a non-paying road. But the question is, how to pay for it and what to do with it?

How to pay for it? By issuing bonds bearing a reasonable rate of interest, and redeemable within a reasonable time by yearly appropriations of a sinking fund.

What to do with it? Classify the roads according to their earnings, say into three classes: class A—roads that do not pay their cost of maintenance and operating expenses; B—roads that pay cost of maintenance and operating expenses; C—roads that pay more than their cost of maintenance and operating expenses; all on the footing of maximum rates of freight to be fixed by the State. Rent the roads belonging to class A for a reasonable time, with a subsidy equal to the estimated deficiency, the amount of the subsidy becoming a debt of the road. This contract should be graduated according as the earnings may be expected to increase, the lessee paying a percentage on the amount of capital invested, increasing with the increase of earnings until, at the maximum rate for freight and passengers fixed by the State, the rent will pay the interest on the bonds and the sinking fund. The same principle will cover the classes B and C. A practical solution as here indicated of the present troublesome and vexatious railroad contests would be worthy of the spirit and intelligence of the great American nation.

ANSWER TO FOURTH QUESTION.

Let me first repeat the question: *Suppose that it is competent for a citizen of the United States to waive the constitutional provision designed for the protection solely of his property-rights, and to consent to such action as would be invalid if taken against his will; then, under the circumstances that the provision in question from the Wisconsin Constitution has been inserted in the Northwestern railroad charters, could the "Potter law" be sustained by the United States Supreme Court?*

Why would that be lawful? Is said law, within the limits of general police power, essential to the attributes of government? *No*. Does it provide for equivalent compensation to the companies? *No*. Does it purpose to appropriate the roads if the companies declare their inability to operate them at rates fixed by the Legislature? *No*. The fact is that, as the case stands,

notwithstanding the waiving supposed to be conferred by the said insertion in the railroad charters, the regulation of freight rates, after a charter is granted to and accepted by the incorporators, is beyond the legislative power under a civilized government. The Legislature can say, if it likes: *You shall not carry freight at a higher rate than so much; and in case you should do so, the road will be liable to confiscation, but in case the company disregards this order, the State is compelled to go into court.* On the same principles which are to be applied to contracts between private individuals, a railroad charter-contract is to be construed by the tribunal established for such purpose generally, and in both classes the great question is, what was the intention of the parties *at the time of the consummation of the contract*. And the answer to this question, and the construction to be given to all such contracts generally, is the appropriate and exclusive business of the judicial department. To that department, according to the maxim, he who claims has to make proof, the State will have to make proof that it was the intention of the incorporators that the State should retain the power to alter or repeal the provisions of their charter *at any time after its passage* WITHOUT GRANTING EQUIVALENT COMPENSATION; especially, that it was the intention of the incorporators that the State should have the power *at any time* to determine *conclusively* what shall be reasonable rates of freight, or that *the court* has the right to do that itself as many times as *the State* comes into court,

Within my knowledge, the United States Supreme Court has never rendered any judgment from which it can be inferred that it would sustain such thesis; but even if that were the case, the law restricts the conclusiveness of judgments to the parties thereto and their privies. Even parties and privies are bound only so far as regards the subject matter *then involved*, and would be at liberty to raise the same questions anew in a distinct controversy affecting some distinct subject matter.

In the seventeenth century, under the arbitrary reign of Louis XIV., the Supreme Court of Paris made known to that powerful monarch "*que la Cour rend des arrêts et non des services*," (that the Court was there to render justice, not to render services.) May it not be expected that in the nineteenth century a United States Supreme Court will not be carried away by the fancy of the day of a prejudiced people?

SPECIE RESUMPTION.

(Communication.)

With the highest personal respect and regard for Mr. McCulloch, and the strongest sympathy with his desire for a reform of the currency, I cannot look upon the method proposed by him for that purpose as either safe or practicable, and I venture to ask you to publish my reasons.

1. A repeal of the Legal-Tender act, before the legal-tender notes are themselves redeemed on demand in coin, would, in my opinion, be a virtual act of repudiation by the United States. And even if such redemption were possible, it could not be safely undertaken, until by gradual contraction the equilibrium of specie and paper had been restored; otherwise, redemption itself would produce, through the export of coin, a sudden and violent contraction of the circulating medium, most disastrous to the business community. Mr. McCulloch no doubt proposes to accomplish this equilibrium by gradual contraction, before the repeal of the Legal-Tender act takes effect. But considering the impossibility of knowing, except by actual experiment, how far this contraction must proceed, and the many obstacles which it may encounter, it is not safe to fix any definite time when the irredeemable promises of the Government shall cease to be a legal tender for debt. On the other hand, it is obviously possible and comparatively easy for the United States Government to take immediate steps for the gradual redemption of its notes, thus raising them, and with them the National bank currency by easy and almost imperceptible stages, to a par with coin, after which the repeal of the Legal-Tender act will be a mere matter of form. It must not be forgotten that the present National banks have been organized and carried on under a system of irredeemable paper currency, and that, consequently, many of their managers have not the most distant idea of the conditions requisite for the resumption and maintenance of specie payments. Let the period of resumption, therefore, and the repeal of the Legal-Tender act, be fixed at any date, however distant, and when that period arrives, unless due preparation has been made by the Government, a large proportion of our National banks will find themselves embarrassed, and

many may be driven into bankruptcy; a result on every account to be deprecated, and very easily to be avoided.

2. Mr. McCulloch is as undoubtedly right in saying there can be no resumption without contraction, as he is wrong in asserting that "as long as United States notes are a legal tender, the specie standard cannot be restored." But contraction cannot now be forced upon either banks or people. *It must be voluntary on their part*, or it will end in failure, as it has done before. For this purpose all that is needed is to give the greenbacks a specific quality (similar to that of compound interest notes, but far more gentle in its operation), by making them gradually redeemable in fixed amounts in the future, which will make it desirable for both banks and people to hoard them in their reserves, instead of parting with them at the earliest possible moment for all sorts of unprofitable loans and speculations. This course is now greatly facilitated by the recent law which constitutes the Government the redeeming agent for the circulation of the National banks; so that the whole process could be carried out with ease, simplicity and safety under a single act of Congress. J. S. R.

Boston, Sept. 10th, 1874.

Latest Monetary and Commercial English News

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

EXCHANGE AT LONDON— AUGUST 28.			EXCHANGE ON LONDON.		
ON -	TIME.	RATE.	LATEST DATE.	TIME.	RATE.
Amsterdam...	short.	11.18 @ 11.19	Aug. 28.	short.	11.90
Antwerp.....	3 months.	25.42 1/2 @ 25.47 1/2	"	3 mos.	25.20
Hamburg.....	"	20.64 @ 20.68	"	short.	20.30
Paris.....	"	25.40 @ 25.50	"	short.	25.19
Vienna.....	3 months.	11.18 1/2 @ 11.22 1/2	Aug. 28.	3 mos.	10.95
Berlin.....	"	3.26 1/2 @ 3.26 3/4	"	short.	6.23
Frankfort.....	"	120 1/2 @ 120 3/4	"	short.	119 1/2
St. Petersburg	"	32 1/2 @ 33	"	"	"
Cadiz.....	"	48 1/2 @ 48 1/2	"	"	"
Lisbon.....	90 days.	52 1/2 @ 52 1/2	"	"	"
Milan.....	3 months.	27.92 1/2 @ 28.0	"	"	"
Genoa.....	"	27.92 1/2 @ 28.0	"	"	"
Naples.....	"	27.92 1/2 @ 28.0	"	"	"
New York.....	"	"	Aug. 28.	60 days.	\$4 87 per £
Rio de Janeiro	"	"	July 29.	90 days.	25 1/2
Bahia.....	"	"	May 8.	"	25 @ 25 1/2
Buenos Ayres..	"	"	July 30.	"	48 3/4
Valparaiso....	"	"	"	"	"
Pernambuco....	"	"	Aug. 17.	90 days	25 1/2 @ 26
Montevideo....	"	"	"	"	"
Bombay.....	60 days.	1s. 10d.	Aug. 27.	6 mos.	1s. 10 1/2 d.
Calcutta.....	"	1s. 10d.	Aug. 27.	"	1s. 10 1/2 d.
Hong Kong....	"	"	Aug. 20.	"	48. 2 1/2 d.
Shanghai.....	"	"	Aug. 23.	"	58. 3 1/2 d.
Penang.....	"	"	Aug. 22.	"	50 1/2
Singapore.....	"	"	April 28.	"	52 1/2
Alexandria....	"	"	"	"	"

[From our own correspondent.]

LONDON, Saturday, Aug. 29, 1874.

Increased supplies of money have been seeking employment during the week, and as there is some indication of further supplies of gold being received and retained here, the directors of the Bank have found it necessary to reduce their *minimum* quotation for discount to 3 per cent. The advance in the rate to four per cent was due, it will be remembered, not to any demand which was likely to prove permanent, but to the adverse movement in the French exchange, which was caused entirely by the absorption of French Government securities by English investors and speculators. French five per cents are now quoted nearly at par without any accrued dividend, and consequently it is not apprehended that there will be any special demand for those securities. As tending also to continued ease in the money market, it must be mentioned that our wheat harvest proves to be an excellent one. Wheat has already heavily declined in value, and it is therefore obvious that we shall have to pay much less for our foreign importations than has been the case during the last two seasons. The future is very encouraging, and, in most branches of commerce, renewed animation is looked forward to. It remains, however, to be seen how far our prosperity will be checked by strikes of the employed.

The Bank return shows increased strength, the proportion of reserve to liabilities having been augmented from 47 to 48 1/2 per cent. The principal features consist of an increase of £536,741 in the stock of bullion, and of £693,651 in the reserve of notes and coin. The demand for money throughout the week has been exceedingly moderate, and the rates of discount are now as under:

	Per cent.		Per cent.
Bank rate.....	3	4 months' bank bills.....	2 1/2 @ 3
Open-market rates:		6 months' bank bills.....	2 1/2 @ 3 1/2
30 and 60 days' bills.....	2 1/2 @ 2 1/2	4 and 6 months' trade bills. 3	@ 3 1/2
3 months' bills.....	2 1/2 @ 2 1/2		

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

Jointstock banks.....	2 @	Per cent.
Discount houses at call.....	2 @	
Discount houses with 7 days' notice.....	2 1/2 @	
Discount houses with 14 days' notice.....	3 1/2 @	

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

	Bank Open rate, market.		Bank Open rate, market.
	per cent. per cent.		per cent. per cent.
Paris.....	4 3/4	St. Petersburg.....	5 1/2
Amsterdam.....	3 1/2	Brussels.....	3 1/2
Hamburg.....	4 1/2	Turin, Florence and	5 1/2
Berlin.....	4 1/2	Rome.....	5 1/2
Frankfort.....	3 1/2	Antwerp.....	4 1/2
Vienna and Trieste....	5 1/2	Bremen.....	4 1/2
Madrid, Cadiz and Bar-	6 1/2	Leipzig.....	4 1/2
celona.....	7 1/2	Genoa.....	5 1/2
Lisbon and Oporto....	7 1/2	New York.....	5 @ 6

There is still no demand for gold for export, and the supplies which have been received, and which have chiefly consisted of United States coin from New York and of sovereigns from South America, have been sent into the Bank. Further considerable supplies are due next week, and these will, it is anticipated, serve to further augment our stock of idle money. The silver market, however, is firm, and Mexican dollars are rather higher in prices. The following quotations for bullion 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 @	
Spanish Doubloons.....	per oz.	@	
South American Doubloons.....	per oz.	@	
United States Gold Coin.....	per oz.	76 3 1/2 @	

	SILVER.	s. d.	s. d.
Bar Silver, Fine.....	per oz. standard, last price.	4 19 @	
Bar Silver, containing 5 grs. Gold.....	per oz. do.	4 10 1/2 @	
Fine Cake Silver.....	per oz.	no price	
Mexican Dollars.....	per oz.	4 8 1/2 @	
Spanish Dollars (Carols).....	per oz. none here.	no price.	
Five Franc Pieces.....	per oz. none here.	no price.	

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.....	23,356,450	25,381,497	26,184,308	26,152,981	26,723,523
Public deposits.....	5,551,193	5,101,605	7,766,445	6,412,545	4,334,775
Other deposits.....	19,936,903	22,047,809	19,207,563	19,278,806	19,521,232
Government securities.....	12,483,861	13,968,363	13,356,411	13,300,365	13,594,013
Other securities.....	19,833,314	16,428,660	19,716,503	17,506,589	16,830,097
Reserve of notes and					
coin.....	14,280,283	15,196,103	12,363,741	13,818,865	11,745,244
Coin and bullion in					
both departments....	20,636,733	25,044,463	23,119,231	24,085,225	23,078,119
Bank rate.....	3 1/2 p. c.	2 p. c.	3 1/2 p. c.	3 p. c.	3 p. c.
Consols.....	92d.	93 1/2 d.	92 1/2 d.	92 1/2 d.	92 1/2 d.
English wheat.....	51s. 3d.	57s. 4d.	60s. 3d.	60s. 3d.	57s. 2d.
Mid. Upland cotton.....	9d.	9 1-16d.	9 15-16d.	8 13-16d.	*8 1/2 d.
No. 40 mule yarn fair 2d					
quality.....	1s. 1 1/2 d.	1s. 1 1/2 d.	1s. 3 1/2 d.	1s. 1 1/2 d.	*1s. 0 1/2 d.
Clearing House return.	69,307,000	71,194,000	94,359,000	90,051,000	80,245,000

* Price August 20.

In the stock markets there has been more activity than is usual at this period of the year. The heavy fall which has taken place in the value of wheat and the increased ease in the money market have had a beneficial effect, and the rise in prices has been general and important. British railway shares, though high in value, have been daily advancing, the belief being that the present half year's working will contrast very favorably with former half years, owing to the larger trade which is looked forward to in the autumn, and to the diminished cost of materials. Amongst foreign stocks the chief movement has been in Egyptian and Peruvian, the value of which has materially improved. Turkish stocks are also better, and the value of United States Funded Five per Cents has experienced an advance. Erie shares were at one period rather dull, but a firmer tone has since been apparent, while the second issue of consolidated mortgage bonds has risen in price four per cent. The market for other American railroad bonds has been firm, and in several instances prices show a rise of 1/2 to 1 per cent. The closing prices of consols and the principal American securities at to-day's market were as follows:

Consols, money.....	92 1/2 @ 92 1/2
United States 6 per cent 5-20 bonds, ex 4-0.....	104 1/2 @ 105
do 1865 issue.....	108 1/2 @ 108 1/2
do 1867 issue.....	109 1/2 @ 109 1/2
do 5 per cent 10-40 bonds, ex 4-0.....	104 @ 104 1/2
do 5 per cent Funded Loan, 1871, ex 4-0.....	104 1/2 @ 104 1/2
Atlantic and Gt West., 8 per cent. Debent's, Bischoffsheim's ctfs..	49 @ 50
Ditto 2d Mortgage, 7 per cent bonds.....	26 @ 27
Ditto 3d Mortgage.....	12 1/2 @ 13
Erie Shares, ex 4-0.....	30 1/2 @ 30 1/2
do preferred.....	46 @ 48
Ditto 6 per cent. Convertible Bonds.....	97 @ 98
Ditto 7 per cent Consolidated Mortgage Bonds.....	93 @ 95
Ditto 7 per cent Convertible Gold Bonds.....	63 @ 64
Illinois Central Shares, \$100 pd., ex 4-0.....	85 @ 87
New York Central \$100 shares.....	95 @ 97
Virginia 6 per cent. bonds, ex 4-0.....	35 @ 40

At a special meeting of the proprietors of the Great Western

Railway Company of Canada, convened for the purpose of taking into consideration the report of the Committee of Investigation, the directors tendered their resignation, which was accepted by the proprietary. A committee was then formed to select a new board, to administer the affairs of the undertaking. The late chairman said that he was not sorry to leave the Company in one sense, because he needed repose, but he had faithfully served it for twelve years. When he first joined the Board the shares were quoted at 7½, with no dividend. Now the shares were, in face of the present crisis, 12½. He felt satisfied with that work. He went to Canada in 1862, and entered into those negotiations and made those arrangements which showed the through route to this Company. He could therefore say that the Company was in a much better position when he left than it was when he joined the Board.

The public sales of colonial wool have exhibited increased activity, and the tendency of prices has been upwards.

The wheat crop having been secured throughout the greater part of England, and the weather having of late been very favorable, a strong desire has been evinced to sell, and consequently the trade throughout the week has been very depressed. The decline in prices is as much as 5s to 6s per quarter. New English red wheat being now quoted at 44s to 46s, and white at 48s to 52s per quarter. Now that prices have experienced a heavy fall, there is more probability of business becoming more active. 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.....	57 2	60 3	60 3	57 4	54 7
Barley.....	46 5	39 6	32 8	32 7	33 5
Oats.....	32 0	35 9	26 7	26 7	25 10

The quantity of wheat now estimated to be afloat to the United Kingdom is 689,830 quarters, against 723,430 quarters last year.

The following statistics extracted from the *Yorkshire Post* of Leeds, relate to crops of English cereals. The first statement shows the percentage of acreage of cereals reported as producing over average, average, or under average crops in the several districts comprising Great Britain:

GREAT BRITAIN in districts.	Wheat			Barley			Oats		
	Over Av'rage	Av'rage	Under Av'rage	Over Av'rage	Av'rage	Under Av'rage	Over Av'rage	Av'rage	Under Av'rage
	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
Southern Counties.....	72	28	...	8	25	67	4	12	81
Home Counties.....	85	15	...	14	43	43	...	29	71
South Midland Counties...	51	49	...	12	29	59	...	12	88
Eastern Midland Counties...	45	36	19	36	54	10	...	34	66
West'n Midland Counties...	29	71	...	...	22	71	...	24	76
North Midland Counties...	27	73	...	...	13	82	...	18	82
North'n Midland Counties...	70	23	...	40	50	10	...	17	83
South Scotland.....	50	50	...	8	75	17	...	13	87
Central Scotland.....	57	43	...	29	57	14	...	15	87
Northern Scotland.....	12	44	41	7	79	14	...	15	78
South Wales.....	66	34	...	34	66	33	...	34	33
North Wales.....	85	15	...	20	60	20	...	40	40
Great Britain—viz.:									
England.....	56	40	4	19	36	45	1	18	81
Scotland.....	43	46	11	15	70	15	9	16	75
Wales.....	80	20	...	25	38	37	25	38	37
Total, Great Britain	55	40	5	18	44	38	5	18	17

The following table shows the percentage of acreage of pulse crops reported as producing over average, average, and under average crops:

	Beans			Peas		
	Over Av'rage	Av'rage	Under Av'rage	Over Av'rage	Av'rage	Under Av'rage
	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
Southern Counties.....	8	17	75	...	31	69
Home Counties.....	...	17	60	...	14	86
South Midland.....	...	40	53	17	54	29
Eastern Counties.....	22	33	45	20	60	20
Western Counties.....	13	13	74	...	50	50
North Midland Counties...	14	14	72	...	40	60
North'n Counties.....	18	59	23	25	56	19
South Scotland.....	...	89	11	...	100	...
Central Scotland.....	...	90	10	20	60	20
Northern Scotland.....	50	50	...	34	66	...
South Wales.....	...	...	...	...	100	...
North Wales.....	54	66	...	...	50	50
GREAT BRITAIN, viz.:						
England.....	11	34	55	10	46	44
Scotland.....	9	83	8	20	70	10
Wales.....	34	66	...	...	60	40
Total, Great Britain	11	45	44	11	49	40

These figures indicate that in every 100 acres of wheat in Great Britain, 55 have over an average crop, 40 an average, and only 5 have an under average crop. In every 100 acres of barley there are 18 over average, 44 average, and 38 under average. In every 100 acres of oats only 5 are over average, 18 are average, and 77 are under average. In every 100 acres of beans 11 are over average, 45 average, and 44 under average. In every 100 acres of peas

11 are over average, 49 average, and 40 under average. In all cases the percentage acreage in the over acreage, as compared with the percentage acreage in the under average columns, will afford a true measure of the result; the percentage acreage of average having no effect in increasing or diminishing the yield.

English Market Reports—Per Cable.

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

London Money and Stock Market.—American securities have ruled steady, and close at the opening prices of the week.

The bullion in the Bank of England has increased £280,000 during the week.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Consols for money.....	92½	92½	92½	92½	92½	92½
“ account.....	92½	92½	92½	92½	92½	92½
U. S. 6s (5-20s.) 1865, old.....	108½	108½	108½	108½	108½	108½
“ 1867.....	109½	109½	109½	109½	109½	109½
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 Frankfurt were:

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

Liverpool Breadstuffs Market.—The breadstuffs market closes firm and higher.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Flour (Western).....	23 0	23 0	23 0	23 0	23 0	23 0
Wheat (Red W'n. spr.)... bbl	8 10	8 10	8 10	8 10	8 10	8 10
“ (Red Winter).....	9 0	9 0	9 0	9 0	9 0	9 0
“ (Cal. White club) ..	10 4	10 4	10 6	10 3	10 6	10 8
Corn (West. m'd) ½ quarter	33 6	34 0	34 0	34 0	34 0	34 6
Peas (Canadian) ½ quarter	45 0	45 0	45 0	45 0	45 0	46 0

Liverpool Provisions Market.—Beef, lard and cheese are quoted higher, while there is a falling off in the prices of bacon.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Beef (mess) new ½ tce.....	92 6	92 6	95 0	95 0	95 0	95 0
Pork (mess) new ½ bbl.....	77 6	77 6	77 6	77 6	77 6	77 6
Bacon (long cl. ind.) ½ cwt	55 0	54 6	54 6	51 6	54 6	51 6
Lard (American)	62 6	62 6	62 9	62 9	63 0	63 0
Cheese (Amer'n fine) ..	63 0	63 0	63 6	63 6	63 6	63 6

Liverpool Produce Market.—The changes in prices are as follows: common rosin, 3d., and spirits petroleum 1d. higher; refined petroleum 1d., and spirits turpentine 6d. lower.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Rosin (common)..... ½ cwt.	6 9	7 0	7 0	7 0	7 0	7 0
“ fine.....	18 0	18 0	18 0	18 0	18 0	18 0
Petroleum (refined) ½ gal	9½	9½	9½	9½	9½	9½
“ (spirits).....	10	11	11	11	11	11
Tallow (American) ½ cwt.	40 3	40 3	40 3	40 3	40 3	40 3
Cloverseed (Am. red).....	37 0	37 0	37 0	37 0	37 0	37 0
Spirits turpentine.....	26 6	26 0	26 0	26 0	26 0	26 0

London Produce and Oil Markets.—Linseed oil has gained 3s.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Lins'd c'ke (obl.) ½ tn	11 10 0	11 10 0	11 10 0	11 10 0	11 10 0	11 10 0
Linseed (Calcutta).....	57 0	57 0	57 0	57 0	57 0	57 0
Sugar (No. 12 D'ch std)	...	...	...	...	...	...
on spot, ½ cwt.....	25 6	25 6	25 6	25 6	25 6	25 0
Sperm oil..... ½ tn	99 0	99 0	99 0	99 0	99 0	99 0
Whale oil.....	29 15 0	29 15 0	29 15 0	29 15 0	29 15 0	29 15 0
Linseed oil.....	26 0	25 9 0	26 0	26 0	26 0	26 3 0

COMMERCIAL AND MISCELLANEOUS NEWS.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports this week show an increase in dry goods and a decrease in general merchandise. The total imports amount to \$6,771,208 this week, against \$5,525,261 last week, and \$6,871,325 the previous week. The exports are \$5,907,998 this week, against \$5,588,067 last week, and \$5,660,319 the previous week. The exports of cotton the past week were 4,884 bales, against 4,355 bales last week. The following are the imports at New York for week ending (for dry goods) Sept. 3, and for the week ending (for general merchandise) Sept. 4:

	1871.	1872.	1873.	1874.
Dry goods.....	\$3,155,951	\$3,365,385	\$3,276,470	\$3,186,289
General merchandise.....	4,977,785	5,603,667	4,520,767	3,634,919
Total for the week..	\$8,133,736	\$8,969,052	\$7,797,237	\$6,771,208
Previously reported....	266,146,118	307,560,814	282,348,424	275,042,343
Since Jan. 1....	\$274,279,854	\$316,529,866	\$290,145,661	\$281,814,056

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports, for the week ending Sept. 8:

	1871.	1872.	1873.	1874.
For the week.....	\$4,403,807	\$4,909,999	\$5,556,354	\$5,907,998
Previously reported....	159,824,206	151,593,553	190,229,227	197,859,492
Since Jan. 1.....	\$164,228,013	\$156,503,554	\$195,735,581	\$203,787,490

The following will show the exports of specie from the port of New York for the week ending Sept. 5, 1874, and since the

beginning of the year, with a comparison for the corresponding date in previous years:

Sept. 2—Str. Minister Room.....	London.....	Dore silver.....	\$10,446
Sept. 2—Str. Abyssinia.....	Liverpool.....	Silver bars.....	126,000
Sept. 3—Str. City of Merida.....	Havana.....	American gold.....	2,400
Sept. 3—Str. Cimbria.....	Hamburg.....	Silver bars.....	73,290
	Paris.....	Gold bars.....	30,400
		U. S. gold coin.....	100,610
		Silver bars.....	56,000
Sept. 5—Str. China.....	Liverpool.....	Silver bars.....	25,798
Sept. 5—Str. Republic.....	Liverpool.....	Silver bars.....	37,314
		American gold.....	10,000

Total for the week \$472,244
Previously reported..... 40,977,110

Total since Jan. 1, 1874..... \$41,449,354

Same time in—	Same time in—
1873..... \$40,730,429	1869..... \$25,217,626
1872..... 56,916,003	1868..... 65,022,531
1871..... 54,296,201	1867..... 40,989,922
1870..... 46,608,939	1866..... 52,343,422

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

Aug. 31—Str. Andes.....	Kingston.....	Silver.....	\$1,500
		Gold.....	489
Sept. 1—Str. City of Merida.....	Havana.....	Gold.....	25,000
Sept. 3—Str. Columbia.....	Havana.....	Gold.....	193,810
Sept. 3—Str. City of Havana.....	Havana.....	Gold.....	75,000
Sept. 5—Str. Atlas.....	Port-au-Prince.....	Silver.....	3,477

Total for the week \$299,276
Previously reported..... 3,898,430

Total since Jan. 1, 1874..... \$4,197,706

Same time in—	Same time in—
1873..... \$3,058,749	1870..... \$7,751,653
1872..... 2,885,404	1869..... 9,875,312
1871..... 7,596,816	1868..... 5,642,991

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

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

Week ending	For Circulation.	For U. S. Deposits.	Total.	—Bal. in Treasury.—	Coin.	Currency.	Coin certificates outst'd'g.
Aug. 22.....	386,606,100	15,572,200	402,178,300	72,425,119	14,977,348	30,773,600	
Aug. 29.....	386,146,600	16,387,200	402,533,800	70,802,189	13,208,319	29,010,040	
Sept. 5.....	386,094,100	16,412,300	402,506,400	68,542,163	14,768,663	28,770,240	

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
Aug. 22.....	350,563,493		677,600	3,167,800
Aug. 29.....	350,332,653	1,098,300	933,300	2,544,500
Sept. 5.....	350,534,203	980,000	843,400	2,568,985

Telegraph Consolidation.—A dispatch from Boston, Sept. 9, stated: "Important negotiations are said to be on foot, whereby the Western Union Telegraph Company are likely to become the owners of a majority of the stock of the Atlantic and Pacific and the Franklin Telegraph Companies. This arrangement would practically give the Western Union the monopoly of the telegraphs of the United States. As the Union Pacific Railroad Company are the owners of two and a half millions of the Atlantic and Pacific stock, which by this transaction would become an available asset, the directors of that Company and others at their headquarters here, manifest considerable interest in the success of the negotiations."

Erie Railway.—The company has issued a little book called the "Erie Railway Tourist." It is printed handsomely on fine paper, and filled with engravings, accompanied with descriptions of the most attractive views and scenes to which the road leads. The Starucca Viaduct, Portage Falls, with the bridge over the Genessee River, Watkins's Glen, Niagara, Hohokus, Lake Mohonk, and scenes on the Delaware, are all given. It is well worth the while of travelers to get a copy.

Smyrna & Delaware Bay (or Bombay Hook).—This railroad is under execution, and the Sheriff of Kent County will sell all the property on Thursday, 17th of this month in Smyrna, at the instance of several creditors.

—The sale of the South Side Railroad of Long Island was again postponed to the 16th inst.

—The New Jersey & New York Railway Company are offering for sale through their financial agents, Messrs. Knoblauch and Lichtenstein, \$500,000 of their first mortgage 7 per cent. gold bonds at 87½ and accrued interest. These bonds mature in 1893, and the interest is payable March and September 1st, either in New York or London. The Company's pamphlet gives the following description of the enterprise:

"The New Jersey and New York Railway begins at Hoboken, directly opposite Fourteenth street in the city of New York, thence passing through the range of hills known as the "Palisades," by a tunnel. It thence traverses the Hackensack Valley, through the Counties of Hudson and Bergen, in the State of New Jersey, and the Counties of Rockland and Orange, in the State of New York. Twenty-two miles of this road are now in successful operation, and though up to the present time it has been deprived of the advantages of a terminus on the Hudson, the thrift and industry of a dense population inhabiting the rich and fertile country through which it runs, have, for several years, enabled it to pay large interest on its capital invested.

"The New Jersey and New York Railway has its present starting point about eight miles north of the proposed terminus at Hoboken, and runs a distance of twenty-two miles towards Rockland County. Along these twenty two miles, constructed and in operation, there are no less than twenty local stations, a large proportion of which represent small manufacturing places, where, to a considerable extent, the manufacture of iron, wool, cotton and

other material is carried on. The transportation of the raw and worked material to and from these places, together with the shipment of coal, which is here consumed and needed for domestic and manufacturing purposes, fully demonstrates the importance of the enterprise, and presents a strong guaranty for its future success."

—The United States Centennial Commission announces its readiness to receive applications for space in the International Exhibition of 1876 at Philadelphia. It is important that it should be known with the least possible delay what space will be required in each of the departments of the exhibition by American exhibitors, in order that it may be determined what room can be assigned to foreign nations. Manufacturers and others who purpose exhibiting on this occasion should, therefore, make known their intention promptly. It is especially desirable that early provision should be made for the organization of those collective exhibitions of the natural resources and raw materials of different sections of the country which cannot be made by individual exhibitors. The importance of this, as an incentive to immigration and to the investment of foreign capital, cannot be overestimated; and a liberal provision for the prompt and thorough performance of the work will redound to the credit, and probably more than repay those States which undertake it. The advertisement of the Director General of the International Exhibition, to be found on another page, tells in what manner applications should be made.

—Attention is called to the business card of Messrs. Moody & Jemison, published to-day on the last page of the CHRONICLE. This firm has long been known in Galveston as cotton factors and commission merchants, and as one of the leading firms of that city in the line of business indicated, their receipts of cotton on consignment during late years having been larger, perhaps, than those of any other firm. A branch of the house has just been established in New York, with offices at 23 William street, under the charge of Mr. Moody, senior partner, and now offers to its patrons and former correspondents every facility for the sale of cotton shipped on consignment. The business of the firm will be strictly that of selling on commission, and speculative transactions will not be engaged in. Accounts of country banks, bankers, and merchants will be received, and interest allowed on deposits.

—Western real estate mortgages paying 8, 9, and 10 per cent, have been a favorite investment with private parties for years past. Since railroad bonds have fallen into disrepute with some investors, the demand for other forms of satisfactory investments has been on the increase, and attention is directed to the card of Messrs. Smith & Hannaman, of Indianapolis, who offer to place money on choice mortgage security, paying the investor 10 per cent net. Messrs. Smith & Hannaman offer references in any Eastern city.

BANKING AND FINANCIAL.

ROCKFORD, ROCK ISLAND & ST. LOUIS.

Owners of Bonds secured by the First Mortgage (Bonds numbered 1 to 5,000) will find it to their advantage to advise with

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TO BONDHOLDERS OF ROCKFORD, ROCK ISLAND & ST. LOUIS RAILROAD COMPANY.

Holders of Rockford, Rock Island & St. Louis Railroad Bonds, who wish to join the German Committee in their foreclosure suit against the Road, will please notify the undersigned on or before the 15th instant, and send a list of the numbers of their Bonds.

H. OSTERBERG,

Care of Messrs. Evarts, Southmayd & Choate,
52 Wall street, New York,

Or care of Hon. Lyman Trumbull, Chicago, Illinois.

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. 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.

NATIONAL BANKS ORGANIZED.

The United States Comptroller of the Currency furnishes the following statement of National Banks organized the past week:

2,178—First National Bank of Spencer, Indiana. Authorized capital, \$100,000; paid in capital, \$50,000. Levi Beem, President; David E. Beem, Cashier. Authorized to commence business September 4, 1874.

2,179—First National Bank of Colorado Springs, Colorado. Authorized capital, \$50,000; paid in capital, \$35,000. F. L. Martin, President; Wm. B. Young, Cashier. Authorized to commence business September 8, 1874.

2,180—Peoples' National Bank of Princeton, Indiana. Authorized capital, \$50,000; paid in capital, \$30,000. William L. Evans, President; William L. Dorsey, Cashier. Authorized to commence business September 9, 1874.

2,181—Centreville National Bank of Thurman, Centreville, Ohio. Authorized capital, \$50,000; paid in capital, \$50,000. Luther M. Beman, President; Rufus P. Porter, Cashier. Authorized to commence business September 9, 1874.

2,182—First National Bank of Lisbon, Iowa. Authorized capital, \$50,000; paid in capital, \$30,000. Harrison Stuckslager, President; Gotlieb Auracher, Cashier. Authorized to commence business September 10, 1874.

DIVIDENDS.

The following Dividends have recently been announced:

COMPANY.	PER CENT.	WHEN PAYABLE.	BOOKS CLOSED.
Railroads.			
Dubuque & Sioux City.....	2	Oct. 15	Oct. 1 to Oct. 15.
New York Central Hudson River Stock and consolidated Certificates.....	4	Oct. 15	Sept. 18 to Oct. 19

FRIDAY, September 11, 1874—6 P. M.

The Money Market and Financial Situation.—The main features of prominence this week in the financial markets were the improvement in stocks and the decline in foreign exchange. In mercantile circles, although we hear from special branches of trade that business is lively and better so far than during the corresponding period last year, the general expression is one of less satisfaction, and the complaint is frequently heard that purchases are limited to what buyers actually need to meet the immediate demands upon their stocks. While this is not altogether satisfactory to the New York jobber or importer, still it indicates caution, and in a financial point of view should mean safety. There is depression in some quarters from the confident manner in which certain parties are predicting a further large decline in our leading staples, breadstuffs and cotton; it seems sufficient in this place to suggest that such extravagant predictions about the course of the commercial markets during a given period more frequently prove false than true.

Money on call continues in abundant supply at 2@3 per cent. Commercial paper sells at 6½@7½ per cent for prime names, 3 and 4 months to run, and 5@6 per cent for first-class paper of 60 days. There is little paper offering, and unless the call loan market shows signs of stiffening up pretty soon, there are indications that paper will be easier again.

Cable advices from London on Thursday reported that the Bank of England gained £260,000 in bullion during the week, and the discount rate remained unchanged at 3 per cent.

The last weekly statement of New York City Clearing House banks, issued Sept. 5, showed a decrease of \$1,361,175 in the excess above their 25 per cent legal reserve, the whole of such excess being \$25,809,500, against \$27,170,675 the previous week.

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

	Aug. 29.	Sept. 5.	Differences.	1873.	1872.
Loans and dis.	\$278,319,800	\$279,034,900	Inc.	\$765,100	\$288,374,200
Specie.....	18,638,100	18,891,300	Inc.	253,200	21,767,000
Circulation....	25,803,300	25,662,400	Dec.	140,900	27,355,500
Net deposits..	235,000,100	234,746,000	Dec.	254,100	212,772,700
Legal tenders.	67,232,600	65,604,700	Dec.	1,677,900	38,679,900
					49,068,500

United States Bonds.—Government bonds have been comparatively inactive, and prices inclined to be rather easier in consequence of the light demand and the lower tendency of gold. It would not be surprising, after a while, to see a more active demand spring up for United States Governments from the foreign markets, as money is generally very easy there, and the profits heretofore made on these securities, particularly in Germany, have been so large as to induce a return to them, since railroad bonds have fallen into discredit.

Closing prices of securities in London have been as follows:

	Aug. 28.	Sept. 4.	Sept. 11.	Since Jan. 1.
				Lowest. Highest.
U. S. 6s, 5-20's, 1865.....	108%	108%	108%	106% Apl. 23 110 Feb. 19
U. S. 6s, 5-20's, 1867.....	109%	109%	109%	107% Jan. 5 110% June 10
U. S. 5s, 10-40's.....	104%	104%	104%	103% Feb. 16 106% Aug. 1
New 5s.....	104%	104%	104%	102% Jan. 15 105 May 28

Closing prices daily have been as follows:

	Int. period.	Sept. 5.	Sept. 7.	Sept. 8.	Sept. 9.	Sept. 10.	Sept. 11.
6s, 1881.....	reg. Jan. & July.	117%	117%	117%	117%	117%	117%
6s, 1881.....	coup. Jan. & July.	118%	118%	118%	118%	118%	118%
6s, 5-20's, 1862.....	reg. May & Nov.	112%	112%	112%	112%	112%	112%
6s, 5-20's, 1862.....	coup. May & Nov.	112%	112%	112%	112%	112%	112%
6s, 5-20's, 1862, Called Bds. May & Nov.							
6s, 5-20's, 1864.....	reg. May & Nov.	114%	114%	114%	114%	114%	114%
6s, 5-20's, 1864.....	coup. May & Nov.	115%	115%	115%	115%	115%	115%
6s, 5-20's, 1865.....	reg. May & Nov.	115%	115%	115%	115%	115%	115%
6s, 5-20's, 1865.....	coup. May & Nov.	116%	116%	116%	116%	116%	116%
6s, 5-20's, 1865, n. i., reg. Jan. & July.		115%	115%	115%	115%	115%	115%
6s, 5-20's, 1865, n. i., coup. Jan. & July.		116%	116%	116%	116%	116%	116%
6s, 5-20's, 1867.....	reg. Jan. & July.	116%	116%	116%	116%	116%	116%
6s, 5-20's, 1867.....	coup. Jan. & July.	117%	117%	117%	117%	117%	117%
6s, 5-20's, 1868.....	reg. Jan. & July.	116%	116%	116%	116%	116%	116%
6s, 5-20's, 1868.....	coup. Jan. & July.	117%	117%	117%	117%	117%	117%
5s, 10-40's.....	reg. Mar. & Sept.	110%	110%	110%	110%	110%	110%
5s, 10-40's.....	coup. Mar. & Sept.	111%	111%	111%	111%	111%	111%
5s, funded, 1881.....	reg. Quarterly.	112%	112%	112%	112%	112%	112%
5s, funded, 1881.....	coup. Quarterly.	112%	112%	112%	112%	112%	112%
6s, Currency.....	reg. Jan. & July.	117%	117%	117%	117%	117%	117%

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

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

	Range since Jan. 1.				Amount Sept. 1.	
	Lowest.		Highest.	Registered.	Coupon.	
6s, 1881.....	reg..	115%	July 9	120% May 27	\$193,226,450	\$.....
6s, 1881.....	coup..	116%	July 8	122% Apr. 29		89,509,900
6s, 5-20's, 1862.....	coup	111%	July 30	118% Apr. 29	16,572,600	150,667,100
6s, 5-20's, 1864.....	coup..	114%	Jan. 6	120% Apr. 29	25,973,850	33,018,950
6s, 5-20's, 1865.....	coup..	115%	Jan. 3	121% Apr. 15	33,732,200	118,802,150
6s, 5-20's, 1865, new, coup..	114%	Jan. 3	120% June 23	58,943,700	145,719,400	
6s, 5-20's, 1867.....	coup..	114%	Jan. 2	121% June 22	87,891,250	322,731,500
6s, 5-20's, 1868.....	coup..	114%	Jan. 20	121% June 22	12,951,000	23,523,000
5s, 10-40's.....	reg..	109%	Aug. 4	115% May 22	141,229,350	
5s, 10-40's.....	coup..	111%	Sept. 11	116% Feb. 28		53,337,950
5s, funded, 1881.....	coup..	111%	Jan. 2	117% Apr. 28	179,302,900	136,895,090
6s, Currency.....	reg..	114%	Jan. 6	117% July 23	64,623,512	

State and Railroad Bonds.—There has been only a very light business in State bonds. Virginias are still in demand on home account. Tennessees are weaker on account of talk about making a political issue of the question of lower taxes, but those best informed as to affairs within the State say that that this amounts to nothing, and that the present financial scheme will be carried out. The Louisiana Board of Finance were to have been in New York this week for conference with bondholders, and to fund, we suppose, such bonds as might be surrendered to them for the purpose. Railroad bonds have been strong and in better demand; the Union Pacific bonds in particular have made a sharp advance on the incomes and new sinking funds, and all the Pacific issues are stronger; the Kansas Pacific expects now to complete its funding arrangements, and to pay half interest on its bonds after November.

Of the New York Central and Hudson mortgage bonds, \$3,000,000 more were recently sold at 105 for London account.

The following stocks and bonds were sold at auction this week:

\$10,000 Second Avenue Railroad Company consolidated convertible seven per cent bonds. Interest May and November, 75.

\$43,000 Poughkeepsie & Eastern Railroad Company first mortgage bonds, 10.

\$48,300 Middletown Unionville & Watergap Railroad Company first mortgage bond, 40.

\$11,903 50 Past due coupons of the first mortgage bonds of the Middletown Unionville & Watergap Railroad Company, \$1,200 for lot.

\$7,000 Middletown Unionville & Watergap Railroad Company mortgage bonds, new issue, 20.

\$1,715 Past due coupons of the new issue mortgage bonds of the Middletown Unionville & Watergap Railroad Company, \$176 for lot.

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

	Sept. 5.	Sept. 7.	Sept. 8.	Sept. 9.	Sept. 10.	Sept. 11.	Since Jan. 1.
							Lowest. Highest.
6s Tenn., old, ex c	56	56	56	56	56	56	153% July 29 163% June 27
6s Tenn., new, ex c	56	56	56	56	56	56	154% July 27 163% June 27
6s N. Car., old.....	19%	20	20	20	20	20	18% Aug. 21 29% Jan. 24
6s N. Car., new.....	10	10	10	10	10	10	16 Jan. 6 21% Mch. 21
6s Virg., old.....	28	23	28	28	28	28	40 Jan. 9 43 Jan. 30
do consolid.	52	51%	52	52%	52%	53	50 Feb. 17 53% June 15
do deferred.	9	9	9	9	9	9	10% May 13 11% Feb. 13
6s S. C., J. & J.....	15	16%	17%	17%	17%	17	7 Apr. 28 20 July 7
6s Mo. long bonds	93%	93%	93%	93%	93%	93	90% Jan. 2 98 May 25
Cent. Pac., gold.....	90%	90%	90%	90%	90%	90%	87% July 27 96% Jan. 14
Un. Pac., 1st.....	84%	84%	84%	85	85%	85	81 July 15 88 June 30
do do L'd Gr't	84%	84%	84%	85	85%	86	75 May 21 86% Sept. 10
do Inc. past due	80%	80%	80%	80%	80%	80	78 Jan. 9 89 Mch. 27
Erie 1st M. 7s.....	103	103	103	103	103	103	101 Jan. 5 105 Apr. 7
N. J. Cen. 1st 7s.....	104%	104%	105	105	106	106%	102% Feb. 3 109 Apr. 23
Ft Wayne 1st 7s.....	104	104%	104%	104%	104%	104%	103% July 22 107 June 16
Rock Isl 1st 7s.....	104	104	104%	104%	104%	104%	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 more active, and prices tending upward. The strength in Western Union Telegraph, Central & Hudson, Pacific Mail and Union Pacific have done much to give force to the upward movement throughout the list. The declaration of the October dividend of 4 per cent. on Central, and the announcement that dividends would hereafter be 2 per cent. quarterly, beginning with January, have stimulated the movement in that stock, while the old talk about a stock distribution is revived for Western Union Telegraph.

Railroad earnings in August were generally not very promising, as shown in the full statement printed on another page. The Western or "Granger" stocks are somewhat influenced from day to day by the surmises as to the tenor of the forthcoming decision. The market closed pretty firm on the leading stocks named above, and steady on the rest of the list.

The daily highest and lowest prices have been as follows:

	Saturday, Sept. 5.	Monday, Sept. 7.	Tuesday, Sept. 8.	Wednesday, Sept. 9.	Thursday, Sept. 10.	Friday, Sept. 11.
N.Y. Cen. & H.R.	102 1/2	103 1/2	104 1/2	104 1/2	104 1/2	104 1/2
Harlem	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
Erie	33 1/2	33 1/2	34 1/2	34 1/2	34 1/2	34 1/2
Lake Shore	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2
Wabash	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
Northwest	36 1/2	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2
do pref.	56 1/2	56 1/2	56 1/2	56 1/2	56 1/2	56 1/2
Rock Island	99 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
St. Paul	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
do pref.	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
At. & Pac. pref.	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Ohio & Miss.	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2
Bost. & H. & E.	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Central O. N. J.	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
Del., L. & West	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
Han. & St. Jos.	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2
Union Pacific	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2
Col. Chic. & I. C.	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
Panama	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2
West. Un. Tel.	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
Quicksilver	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
do pref.	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2
Pacific Mail	47 1/2	47 1/2	47 1/2	47 1/2	47 1/2	47 1/2
Adams Exp.	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2
American Ex.	60 1/2	60 1/2	60 1/2	60 1/2	60 1/2	60 1/2
United States	67 1/2	67 1/2	67 1/2	67 1/2	67 1/2	67 1/2
Wells, Fargo	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2

* 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:

	Jan. 1, 1874, to date.	Lowest.	Highest.	Lowest.	Highest.
N. Y. Cen. & Hud. R.	95 1/2	May 19	105 1/2	Nov. 11	77 1/2
Harlem	118 1/2	Jan. 7	134 1/2	Feb. 18	90
Erie	26 1/2	June 20	51 1/2	Jan. 15	35 1/2
Lake Shore	67 1/2	June 19	84 1/2	Jan. 16	57 1/2
Wabash	29	June 17	55 1/2	Jan. 16	32 1/2
Northwest	34 1/2	July 15	62 1/2	Jan. 9	31 1/2
do pref.	51	Sept. 10	78 1/2	Feb. 9	53
Rock Island	92 1/2	June 19	109 1/2	Feb. 9	80 1/2
St. Paul	8 1/2	May 18	49 1/2	Jan. 10	21 1/2
do pref.	45	May 5	74 1/2	Feb. 1	18 1/2
Atlantic & Pacific pref.	10 1/2	Sept. 3	22 1/2	Feb. 16	10 1/2
Ohio & Mississippi	21 1/2	June 17	36	Jan. 10	21 1/2
Boston, Hartf. & Erie	1 1/2	June 21	3 1/2	Jan. 8	1
Central of New Jersey	98	Jan. 3	109 1/2	Feb. 10	85
Del., Lack. & Western	99	Jan. 2	112 1/2	Feb. 10	79 1/2
Hannibal & St. Jo.	22 1/2	Sept. 7	34 1/2	Jan. 12	15
Union Pacific	23	June 17	38 1/2	Mch. 30	14 1/2
Col. Chic. & I. C.	8	Sept. 3	32 1/2	Mch. 30	16 1/2
Panama	101	Apr. 20	118	Jan. 9	77 1/2
Western Union Tel.	68	Apr. 24	82 1/2	Mch. 25	43 1/2
Quicksilver	22 1/2	Apr. 28	35 1/2	Feb. 5	18
do pref.	29	June 29	40 1/2	Feb. 9	25
Pacific Mail	37 1/2	Apr. 21	49 1/2	Mch. 27	25
Adams Express	92 1/2	Jan. 13	109 1/2	May 28	76
American Express	58 1/2	Jan. 2	65	Feb. 9	41
United States Express	66 1/2	Apr. 27	73	Feb. 9	44 1/2
Wells, Fargo & Co.	69 1/2	Jan. 5	80 1/2	July 1	56

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

	Puts below.	Calls above.	Puts below.	Calls above.
Sept. 11, 1874.	50 days.	60 days.	50 days.	60 days.
Gold for 1/2 bonds.	1 1/2 @ 1/2	1 1/2 @ 1/2	1 1/2 @ 1/2	1 1/2 @ 1/2
W. Union Tel.	1 1/2 @ 1/2	1 1/2 @ 1/2	1 1/2 @ 1/2	1 1/2 @ 1/2
Pacific Mail	1 1/2 @ 1/2	1 1/2 @ 1/2	1 1/2 @ 1/2	1 1/2 @ 1/2
N. Y. C. & Hud.	1 1/2 @ 1/2	1 1/2 @ 1/2	1 1/2 @ 1/2	1 1/2 @ 1/2
Harlem	2 @ 3	2 1/2 @ 4	2 @ 3	2 1/2 @ 4
Erie	1 1/2 @ 1/2	1 1/2 @ 1/2	1 1/2 @ 1/2	1 1/2 @ 1/2
Lake Shore	1 1/2 @ 1/2	1 1/2 @ 1/2	1 1/2 @ 1/2	1 1/2 @ 1/2
Northwestern	1 1/2 @ 1/2	1 1/2 @ 1/2	1 1/2 @ 1/2	1 1/2 @ 1/2
Rock Island	1 1/2 @ 1/2	1 1/2 @ 1/2	1 1/2 @ 1/2	1 1/2 @ 1/2
Mil. & St. Paul	1 1/2 @ 1/2	1 1/2 @ 1/2	1 1/2 @ 1/2	1 1/2 @ 1/2
Wabash	1 1/2 @ 1/2	1 1/2 @ 1/2	1 1/2 @ 1/2	1 1/2 @ 1/2
Ohio & Mississippi	1 1/2 @ 1/2	1 1/2 @ 1/2	1 1/2 @ 1/2	1 1/2 @ 1/2
Union Pacific	1 1/2 @ 1/2	1 1/2 @ 1/2	1 1/2 @ 1/2	1 1/2 @ 1/2
Han. & St. Joseph	1 1/2 @ 1/2	1 1/2 @ 1/2	1 1/2 @ 1/2	1 1/2 @ 1/2
C. C. & I. C.	1 1/2 @ 1/2	1 1/2 @ 1/2	1 1/2 @ 1/2	1 1/2 @ 1/2
Quicksilver	1 1/2 @ 1/2	1 1/2 @ 1/2	1 1/2 @ 1/2	1 1/2 @ 1/2

The Gold Market.—The gold market has been quiet, and the tone rather weak. There is now but a small supply of cash gold available for use, and a sharp demand might lead to high rates for borrowing, but the absence of animation, or anything like an active demand either for speculative or mercantile purposes, leaves this question without much interest at present. It is alleged by some that there is a large short interest in gold, which keeps the price from declining, but the evidences of it are certainly not conclusive, at least to the extent suggested. On gold loans the rates to-day were flat to 1@1 1/2 per cent for carrying; on time loans of gold quotations have been made as follows: 30 days 1-16 to 1/4 for use, 60 days 3-16 to 1/4 for use, and six months 1/4 for use. At the Treasury sale of \$1,000,000 on Thursday the total bids were for \$3,691,000. Customs receipts of the week have been \$2,969,000.

The following table will show the course of gold and operations of the Gold Exchange Bank each day of the past week:

	Quotations.	Open.	Low.	High.	Clos.	Total Clearings.	Gold.	Currency.
Saturday, Sept. 5.	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	\$14,741,000	\$1,081,530	\$1,240,097
Monday, " 7.	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	10,698,000	769,000	845,219
Tuesday, " 8.	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	12,288,000	1,231,405	1,252,122
Wednesday, " 9.	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	16,924,000	1,929,709	2,809,203
Thursday, " 10.	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	16,559,000	1,370,162	1,561,203
Friday, " 11.	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	6,570,000	777,753	968,468

Current week	109 1/2	109 1/2	109 1/2	109 1/2	\$77,751,000	\$1,235,320	\$1,359,522
Previous week	109 1/2	109 1/2	110	109 1/2	95,521,000	1,235,320	1,359,522
Jan. 1, 1874, to date	110 1/2	109	114 1/2	109 1/2			

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

Sovereigns	\$4 87 @ \$4 92	Fine gold bars	par @ 1/2
Napoleons	8 87 @ 8 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
German Kronen	6 50 @ 6 70	English silver	4 80 @ 4 85
X guilders	3 90 @ 4 20	Prussian thalers	70 @ 72
Spanish doubloons	16 00 @ 16 75	Specie thalers	1 04 @ 1 06
Portuguese doubloons	15 50 @ 15 75	Mexican dollars	99 @ 1 01
American silver (new)	93 1/2 @ 95 1/2	Spanish dollars	93 @ 1 00
Fine silver bars	1 26 1/2 @ 1 27 1/2		

Foreign Exchange.—The market has broken down sharply since our last report, until rates are quoted to-day at 4.83 1/2 @ 4.84 and 4.85 1/2 @ 4.86 for long and short sterling, respectively.

There has been only a moderate demand from importing merchants, who find their customers this season are buying carefully and only sufficient to supply immediate wants, and there is also the usual anticipation at this period of coming cotton bills, which has made bankers less inclined to buy commercial bills at the present time. The main influence, however, which bore directly upon the market, was the sale of bills against \$2,000,000 bond of the N. Y. Central & Hudson River Railroad Company, lately negotiated through a prominent foreign banking house in this city, at the price of 105. After so sharp a decline as we have just experienced, it would not be remarkable if some reaction should occur on the appearance of anything like a fair demand. Quotations are as follows:

	60 days.	3 days.
Prime bankers' sterling bills	4.83 1/2 @ 4.84	4.85 1/2 @ 4.86
London good bankers' do.	4.83 @ 4.83 1/2	4.85 @ 4.85 1/2
London prime com. ster do.	4.81 @ 4.83	4.84 @ 4.85
Paris (bankers)	5.18 1/2 @ 5.16 1/2	5.15 @ 5.13 1/2
Antwerp	5.18 1/2 @ 5.17 1/2	5.15 @ 5.13 1/2
Swiss	5.18 1/2 @ 5.17 1/2	5.15 @ 5.13 1/2
Amsterdam	40 1/2 @ 40 1/2	40 1/2 @ 41 1/2
Hamburg	94 1/2 @ 94 1/2	95 1/2 @ 95 1/2
Frankfort	40 1/2 @ 40 1/2	40 1/2 @ 40 1/2
Bremen	94 1/2 @ 94 1/2	95 1/2 @ 95 1/2
Prussian thalers	70 1/2 @ 71	71 1/2 @ 72 1/2

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

	Custom House Receipts.	Receipts.	Sub-Treasury Payments.
Sept. 5.	\$324,000	\$518,098 71	\$254,198 36
" 7.	538,000	832,359 53	487,281 46
" 8.	529,000	845,620 35	793,135 97
" 9.	463,000	627,987 78	455,570 95
" 10.	616,000	680,502 22	722,052 35
" 11.	499,000	1,003,198 07	2,059,093 59
Total.	\$2,969,000	4,497,766 66	4,771,332 68
Balance, Sept. 4.		52,384,206 72	61,051,510 17
Balance, Sept. 11.		53,173,822 25	61,244,256 83

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on Sept. 5, 1874:

	AVERAGE AMOUNT OF					
BANKS.	Capital.	Loans and Discounts.	Specie.	Legal Tenders.	Net Deposits.	Circulation.
New York.....	\$3,000,000	\$9,372,000	\$2,851,000	\$2,199,600	\$9,142,200	\$847,200
Manhattan Co.....	2,050,000	4,769,800	495,000	2,579,700	4,618,700	9,700
Merchants'.....	3,000,000	10,008,800	1,999,300	1,585,000	9,529,000	960,400
Mechanics'.....	2,000,000	6,418,700	916,000	1,269,800	4,632,700	531,600
Union.....	1,500,000	4,000,000	169,700	1,183,000	3,265,100	270,400
America.....	3,000,000	7,746,000	1,187,000	3,178,000	7,533,900	1,200
Phoenix.....	1,800,000	3,895,500	296,100	834,000	2,983,500	493,300
City.....	1,000,000	5,480,500	988,000	2,205,000	5,109,700	
Tradesmen's.....	1,000,000	3,591,400	29,600	454,500	1,992,300	774,400
Fulton.....	600,000	1,658,200	198,600	445,500	1,296,000	.....
Chemical.....	300,000	2,071,900	2,650	2,307,700	7,707,300	.....
Merchants' Exch'ge.....	1,000,000	4,001,700	253,500	597,500	5,126,600	446,600
Gallatin, National.....	1,500,000	4,078,400	489,400	469,800	2,422,200	486,600
Butchers & Drovers'.....	800,000	2,477,000	48,000	311,000	1,637,000	217,000
Mechanics & Traders.....	600,000	1,902,100	18,100	280,500	1,291,000	195,700
Greenwich.....	200,000	1,056,900	.....	129,000	1,036,000	2,700
Leather Manuf.....	600,000	3,352,200	500,300	610,600	3,102,000	261,000
Seventh Ward.....	500,000	1,219,000	52,200	3,200	1,388,800	167,000
State of N. York.....	2,000,000	4,512,200	2,650	2,488,500	4,377,500	578,300
American Exch'ge.....	5,000,000	12,128,600	914,000	2,481,000	8,916,000	898,300
Commerce.....	10,000,000	18,939,500	5,820	5,000,800	8,300,000	3,025,100
Broadway.....	1,000,000	5,416,500	173,600	573,500	3,007,000	900,000
Mercantile.....	1,000,000	4,128,000	184,800	711,200	3,420,100	475,300
Pacific.....	422,700	1,874,300	17,800	712,000	1,885,600	.....
Republic.....	2,000,000	5,103,200	765,500	432,100	3,166,100	830,400
Chatham.....	450,000	2,961,800	123,400	636,500	3,011,000	132,500
People's.....	412,500	1,451,600	2,900	1,700	1,315,000	5,500
North America.....	1,000,000	2,511,100	102,800	558,000	2,085,300	.....
Hanover.....	1,000,000	4,274,400	126,700	785,200	3,674,900	296,500
Irving.....	500,000	2,561,000	2,000	681,000	2,670,000	162,900
Metropolitan.....	1,000,000	14,262,700	908,500	1,577,500	9,681,500	1,119,200
Citizens.....	400,000	1,629,700	81,300	2,840	1,286,800	131,700
Nassau.....	1,000,000	2,352,700	60,400	509,800	2,326,800	3,900
Market.....	1,000,000	2,752,700	49,600	410,300	1,779,700	225,000
St. Nicholas.....	1,000,000	2,120,700	92,900	414,100	1,158,100	752,600
Shoe and Leather.....	1,000,000	4,226,800	89,100	49,000	2,675,500	791,700
Corn Exchange.....	1,000,000	8,028,300	34,700	632,000	1,471,200	4,900
Continental.....	2,000,000	3,175,800	245,800	139,000	1,887,000	584,100
Oriental.....	300,000	1,467,000	6,000	211,000	1,122,600	4,000
Marine.....	400,000	2,547,300	162,300	10,700	2,163,300	357,800
Importers & Trad'rs.....	1,500,000	13,928,000	642,000	5,367,500	11,039,800	489,000
Park.....	2,000,000	13,767,000	552,700	3,538,600	15,713,100	815,600
Mech. Bank'g Asso.....	500,000	1,125,300	60,200	191,700	921,200	307,800
Grocers'.....	300,000	757,500	5,000	169,100	696,700	.....
North River.....	400,000	965,500	16,600	244,400	873,500	.....
East River.....	350,000	1,032,200	2,200	135,000	667,700	193,000
Manufact'rs & Mer.....	500,000	763,800	1,300	122,500	595,400	.....
Fourth National.....	5,000,000	19,583,200	961,100	4,527,000	16,882,300	2,007,100
Central National.....	2,000,000	6,673,000	109,000	1,414,000	5,387,000	1,367,000
Second National.....	300,000	1,755,000	.....	336,000	1,338,000	2,000
Ninth National*.....	1,500,000	6,958,800	101,600	2,102,000	7,120,800	603,700
First National.....	500,000	5,470,600	352,800	1,149,400	6,651,000	299,300
Third National.....	1,000,000	5,301,300	614,200	1,421,300	6,217,700	49,400
N. Y. National Exch.....	500,000	1,363,900	20,500	195,900	881,100	276,100
Tenth National.....	1,000,000	1,451,100	16,600	261,300	633,900	874,400
Bowery National.....	250,000	1,125,000	6,000	2,600	818,000	225,000
New York Co. Nat.....	200,000	1,241,000	.....	295,000	9,900	180,000
German American.....	2,000,000	4,572,800	143,400	1,367,600	4,367,700	.....
Dry Goods.....	1,000,000	2,143,000	11,500	317,000	1,453,000	.....

Boston Banks.—Below we give a statement of the Boston National Banks, as returned to the Clearing House on Monday, Sept. 7, 1874:

Banks.	Capital.	Loans.	Specie.	L. T. Notes.	Deposits.	Circul.
Atlantic.....	\$1,555,000	\$1,555,000	\$61,800	\$101,000	\$582,500	\$418,200
Atlas.....	1,300,000	1,300,000	300	117,100	956,600	769,701
Blackstone.....	1,500,000	1,500,000	27,000	251,000	1,851,400	781,800
Boston.....	1,000,000	1,000,000	97,300	153,400	917,500	587,200
Boylston.....	600,000	1,719,600	16,000	62,000	609,300	488,300
Broadway.....	200,000	504,800	.....	89,300	284,700	175,700
Central.....	500,000	1,074,400	.....	60,300	596,600	149,400
Colonian.....	1,000,000	2,656,600	20,300	69,300	757,500	800,000
Continental.....	1,000,000	2,230,000	17,500	113,200	694,600	561,100
Elliot.....	1,000,000	2,799,300	70,600	159,700	778,000	796,000
Everett.....	200,000	869,100	12,400	64,400	681,500	113,100
Faneuil Hall.....	1,000,000	2,591,100	63,800	93,600	1,247,500	519,100
Freeman's.....	800,000	1,779,500	2,000	76,500	516,100	350,000
Globe.....	1,000,000	2,559,100	11,000	293,000	1,214,000	852,200
Hamilton.....	750,000	1,720,000	31,800	71,300	951,900	239,800
Howard.....	1,000,000	2,448,400	51,000	111,400	808,200	439,800
Manufacturers.....	500,000	1,064,100	3,000	75,000	537,000	12,000
Market.....	800,000	1,702,000	21,100	29,400	558,000	335,600
Massachusetts.....	800,000	2,060,700	12,300	129,300	867,700	824,300
Maverick.....	400,000	1,329,400	32,700	75,700	627,200	245,000
Merchants.....	3,000,000	8,535,000	275,300	893,000	4,160,400	1,506,200
Mount Vernon.....	200,000	659,300	85,000	20,600	329,000	173,000
New England.....	1,000,000	2,607,800	8,700	218,200	891,000	760,100
North.....	1,000,000	3,227,500	53,400	135,600	1,411,900	705,100
Old Boston.....	900,000	2,141,200	194,000	853,400	1,112,100	339,000
Shawmut.....	1,000,000	2,552,500	20,000	183,300	909,600	583,200
Snoe & Leather.....	1,000,000	2,999,500	42,000	205,200	1,163,000	492,000
State.....	2,000,000	3,720,200	39,100	65,300	1,012,600	966,700
Suffolk.....	1,500,000	3,330,400	157,200	135,600	822,200	715,800
Traders.....	500,000	1,453,200	33,500	162,100	918,700	172,500
Tremont.....	2,000,000	3,671,000	37,500	298,900	958,800	694,600
Washington.....	750,000	2,085,200	5,100	83,700	656,100	585,700
First.....	1,000,000	2,235,600	140,700	289,000	1,046,000	707,800
Second (Granite).....	1,600,000	4,919,000	253,100	478,200	1,797,000	667,100
Third.....	300,000	1,380,100	60,300	65,500	933,400	174,700
Bank of Commerce.....	2,000,000	5,174,700	3,200	799,000	2,193,700	644,700
Bank of N. America.....	1,000,000	1,800,000	35,600	142,600	567,600	507,600
B'k of Redemption.....	1,000,000	5,810,000	206,300	515,000	1,099,200	695,700
Bank of Republic.....	1,500,000	3,192,000	176,500	176,500	847,200	783,800
Commonwealth.....	500,000	3,112,500	24,000	361,000	2,275,500	800,000
City.....	1,000,000	1,947,700	13,900	115,800	438,700	443,400
Eagle.....	1,000,000	1,070,700	5,000	112,500	911,500	320,000
Exchange.....	1,000,000	4,743,200	258,600	314,700	1,819,300	774,700
Hide & Leather.....	1,500,000	3,296,300	49,100	86,400	934,400	774,800
Reverse.....	2,000,000	5,640,200	14,600	764,100	2,269,500	712,700
Security.....	200,000	994,400	100	125,300	831,400	179,100
Union.....	1,000,000	2,629,200	94,400	118,700	967,900	541,500
Webster.....	1,500,000	2,424,000	9,900	72,400	577,700	480,000

Total.....\$49,350,000 \$130,460,200 \$3,640,200 \$9,334,000 \$49,396,500 \$25,104,900
The total amount "due to other Banks," as per statement of Sept. 7, is \$24,576,800.

The deviations from last week's returns are as follows:
Loans.....Increase.....\$763,600
Specie.....Decrease.....113,000
Legal Tenders.....Decrease.....406,200
Deposits.....Increase.....\$1,108,800
Circulation.....Decrease.....61,900

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

Date.	Loans.	Specie.	Legal Tender.	Deposits.	Circulation.
June 22.....	127,336,200	2,070,000	11,015,100	50,615,100	25,221,600
June 29.....	128,108,900	2,123,500	11,427,300	51,694,700	25,200,400
July 6.....	127,831,200	2,571,200	11,244,600	53,672,200	25,162,000
July 13.....	123,490,600	3,594,400	10,681,700	52,380,700	24,563,500
July 20.....	130,114,300	3,562,800	9,663,200	50,466,900	25,161,700
July 27.....	131,199,100	3,561,700	9,995,700	50,575,400	25,118,900
August 3.....	130,357,000	1,514,400	9,690,300	50,824,500	25,179,400
August 10.....	130,402,100	3,339,800	9,474,100	50,440,100	25,239,100
August 17.....	129,153,400	3,372,800	9,393,100	49,979,900	25,238,100
August 24.....	129,299,900	3,325,000	9,463,600	49,289,900	25,396,100
August 31.....	129,696,600	2,788,200	9,712,200	49,737,700	25,166,800
Sept. 7.....	130,460,200	2,640,200	9,336,000	49,496,500	25,104,900

Philadelphia Banks.—The following is the average condition of the Philadelphia National Banks for the week ending Monday, Sept. 7, 1874:

Banks.	Capital.	Loans.	Specie.	L. Tender.	Deposits.	Circulation.
Philadelphia.....	\$1,500,000	\$1,411,000	\$34,000	\$1,226,000	\$3,784,000	\$1,000,000
North America.....	1,000,000	4,964,000	1,158,000	3,691,000	790,000	790,000
Farmers and Mech.....	2,000,000	6,293,000	56,800	1,949,100	5,680,200	1,000,000
Commercial.....	810,000	2,564,000	3,000	662,000	1,762,000	606,000
Mechanics.....	800,000	2,259,000	6,000	340,000	1,884,000	482,000
Bank N. Liberties.....	500,000	2,856,000	10,000	610,000	2,399,000	417,000
Southwark.....	250,000	1,424,000	2,000	515,000	1,370,000	214,000
Kensington.....	250,000	1,089,706	.....	184,500	660,636	222,640
Penn.....	500,000	1,262,900	1,000	225,368	862,378	179,740
Western.....	400,000	2,184,239	104,538	534,596	2,342,767	213,735
Manufacturers.....	1,000,000	2,367,300	268,000	1,262,800	531,739	531,739
Bank of Commerce.....	250,000	693,109	1,073	2,749	615,406	210,045
Girard.....	1,000,000	8,978,000	29,000	1,582,000	3,737,000	600,000
Tradesmen's.....	200,000	1,647,000	27,000	311,000	1,207,000	174,000
Consolidation.....	300,000	1,226,073	10,500	283,400	551,663	270,000
City.....	400,000	1,556,433	885	414,806	1,032,497	357,120
Commonwealth.....	300,000	1,663,830	2,962	133,950	575,697	210,175
Corn Exchange.....	500,000	2,265,000	9,566	819,000	2,312,000	450,000
Union.....	500,000	1,688,000	10,000	238,000	1,339,000	837,000
First.....	1,000,000	3,937,000	45,000	1,321,000	3,542,000	800,000
Third.....	300,000	1,081,775	3,000	190,000	846,671	252,838
Sixth.....	150,000	578,000	.....	82,000	427,000	135,000
Seventh.....	250,000	589,000	2,000	108,000	323,000	219,350
Eighth.....	275,000	1,045,300	.....	287,000	820,000	239,030
Central.....	750,000	4,313,000	36,000	960,000	3,630,000	573,000
Bank of Republic.....	1,000,000	2,136,000	24,000	520,000	1,684,000	798,000
Security.....	250,000	674,000	.....	113,000	419,000	182,000

Total.....\$16,435,000 \$60,721,395 \$471,324 \$15,888,532 \$47,929,875 \$11,457,462

The deviations from the returns of previous week are as follows:
Loans.....Inc.....\$400,907
Specie.....Inc.....70,323
Legal Tender Notes.....Dec.....891,629
Deposits.....Dec.....\$6,115
Circulation.....Dec.....23,751

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

Date.	Loans.	Specie.	Legal Tender.	Deposits.	Circulation.
June 29.....	58,694,599	202,454	16,353,179	47,722,763	11,439,714
July 6.....	59,692,269	323,351	15,946,633	49,622,908	11,273,863
July 13.....	59,536,800	466,939	15,516,100	47,913,806	11,417,016
July 20.....	59,614,371	535,787	15,308,911	48,744,332	11,441,962
July 27.....	59,102,645	443,697	16,510,141	48,747,028	11,469,159
August 3.....	59,845,954	472,466	16,472,353	49,181,472	11,488,352
August 10.....	59,952,331	479,803	16,400,996	48,771,523	11,489,291
August 17.....	60,131,321	424,051	16,071,145	48,593,256	11,498,038
August 24.....	60,206,438	408,508	16,185,508	48,563,631	11,501,939
August 31.....	60,323,491	490,496	16,230,212	49,541,391	11,486,213
Sept. 7.....	60,724,398	471,324	15,336,533	47,929,875	11,457,462

WASHINGTON, D. C.—PRICES.

	Bid.	Ask.		Bid.	Ask.
Wash. Co. S. bonds, 7s, 1877.....	.....	.....	Ches & O Can stk (47) 6s, at pl.	.....	.....
Chicago Rel. f bonds, 7s, 1877.....	.....	.....	Board of Public Works.....	85	83
Perm. Imp., 6s, 1891.....	85	86 1/2	Cers., Gen. Imp. 3s, 1871.....	85	86 1/2
do 7s, 1891.....	84	88	do 1875.....	84	86 1/2
Market Stock bonds, 7s, 1892.....	.....	.....	do 1876.....	84	86 1/2
Water Stock bonds 7s, 1901.....	.....	.....	do 1877.....	84	86 1/2
do do 1903.....	.....	.....	do 1878.....	84	86 1/2
Water Stock 6s, 1862.....	.....	.....	do 1879.....	84	86 1/2
do 1874.....	.....	.....	do 1880.....	84	86 1/2
5 year Cers., 7-10, 1875.....	94	95	do 1881.....	84	86 1/2
10 year Bonds, 6s, 1878.....	84	.....	do 1882.....	84	86 1/2
Fund. Loan (Cong) 6, g, 1892.....	.....	.....	do 1883.....	84	86 1/2
do (Lea) 6s, g, 1902.....	90	90	do 1884.....	84	86 1/2
Cern. of Stock (1873) 5s, at pleas.....	78	80	do 1885.....	84	86 1/2
do (1843) 6s do.....	78	80	do 1886.....	84	86 1/2

QUOTATIONS IN BOSTON, PHILADELPHIA, BALTIMORE, &c.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
BOSTON.			Pennsylvania, 1st M., 6, 1880..... 101		
Maine 6s..... 101	101 1/2		do 2d M., 6, 1875..... 101 1/2	101 1/2	
New Hampshire, 6s..... 101			do gen. m., 1910..... 94 1/2		
Vermont 6s..... 103			do gen. m., reg., 1910..... 94 1/2		
Massachusetts 6s, Gold..... 101 1/2			Perkiomen 1st m. 6s, '97..... 91 1/2	92	
do 5s, Gold..... 101 1/2			Phila. & Erie 1st m. 6s, '91..... 91 1/2	92	
Boston 6s, Currency.....			do 2d m. 7s, '88..... 82 1/2	83	
do 5s, gold.....			Philadelphia & Reading 6s, '80..... 98 1/2		
Chicago Sewerage 7s.....			do do 7s, '95..... 105 1/2	106	
do Municipal 7s..... 39 1/2			do do deb. bonds, '98..... 79 1/2		
Portland 6s.....			do g. m. 7s, c. 1911..... 103 1/2	104 1/2	
Burlington & Mo. L. G. 7s..... 98 1/2			do do reg. 1911..... 105 1/2		
Cheshire, 6s.....			do do 6s, g., 1911.....		
Eastern Mass., 7s..... 93 1/2	94		do do new conv. 7s, 1893..... 104		
Hartford & Erie, 1st M. (new) 7s..... 24 1/2	24 1/2		Phil. & Read. C. & I. Co. deb. 7s, '92..... 77	79 1/2	
Ogdensburg & Lake Ch. 8s..... 104 1/2	104 1/2		do do 1st m. 7s, '92-3..... 68 1/2	69	
Old Col. & Newport Bds, 7, '77..... 104 1/2	104 1/2		Pitts., Cin. & St. Louis 7s..... 9 1/2		
Rutland, new 7s.....			Shamokin V. & Pottsville 7s, 1901..... 103 1/2		
Stansted & Chatham 7s..... 20	21		Sunbury & Erie 1st m. 7s, '77.....		
Verm't Cen., 1st M., cons., 7, '86..... 2 1/2	2 1/2		Sunbury & Lewiston 7s, 1850.....		
do 2d Mort., 7, 1891.....			Warren & F. 1st m. 7s, '96..... 74	80	
Vermont & Can., new 8.....			West Chester cons. 7s, '91..... 93		
Vermont & Mass., 1st M. 6, '88.....			West Jersey 6s, '83..... 96	98	
Boston & Albany stock..... 132 1/2			do 1st m. 6s, '96..... 103 1/2		
Boston & Lowell stock..... 100	100 1/2		do do 7s, '97.....		
Boston & Maine..... 111 1/2	111 1/2		Western Penn. 6s, '98.....		
Boston & Providence..... 149	149 1/2		do do 6s. p. b., '9.....		
Cheshire preferred..... 75	75		Wilming. & Read., 1st M., 7, 1901..... 79		
Chic. Bur. & Quincy..... 10 1/2	10 1/2		do do 2d Mort. 1902..... 30		
Cin., Sandusky & Clev. stock..... 9 1/2	9 1/2		CANAL BONDS.		
Concord..... 136 1/2			Chesapeake & Dela. 6s, '82..... 90		
Connecticut River..... 72	73		Delaware Division 6s, '78..... 97 1/2	98	
Connecticut & Passumpsic, pf. Eastern (Mass.)..... 124 1/2	125		do do RR, '97..... 97 1/2		
Eastern (New Hampshire)..... 146			do do conv., '82..... 99	100	
Fitchburg..... 104 1/2	105		do do conv., g. '94..... 106 1/2	106 1/2	
Manchester & Lawrence..... 120	120		Morris, 1st M., 6, 1876..... 67		
Northern of New Hampshire..... 107	107 1/2		do 2d M., 1876..... 89 1/2	90 1/2	
Norwich & Worcester..... 113 1/2	114		do boat, '85..... 76 1/2	76 1/2	
Ogdens. & L. Champlain..... 6	6		Pennsylvania 6s, 1910..... 76 1/2	76 1/2	
do do pref..... 25 1/2	26 1/2		Schuylkill Nav. 1st m. 6s, '97..... 76	76	
Old Colony..... 84			do 2d m., 6s, 1907..... 76	76	
Port., Saco & Portsmouth..... 104	104 1/2		do m. 6s, c., '95..... 56	90	
Rutland common..... 107	107 1/2		do 6s, imp., '90..... 86		
do preferred..... 113 1/2	114		do 6s, boat & car, 1912..... 88		
Vermont & Canada..... 84			do 7s, boat & car, 1913..... 75		
Vermont & Massachusetts.....			do scrip.....		
* Ex dividend			Susquehanna 6s, '94.....		
PHILADELPHIA.			BALTIMORE.		
STATE AND CITY BONDS.			Maryland 6s, Jan. A. J. & O..... 100		
Pennsylvania 5s, coup..... 101	102		do 6s, Defence..... 107	108	
do 6s, '67, 5-10, 1st..... 101	102		Baltimore 6s of '75..... 101 1/2	102	
do do 10-15, 2d..... 110	111 1/2		do 1884..... 101	102	
do do 15-25, 3d..... 101	101 1/2		do 6s, 1900..... 100	102	
Philadelphia 6s, 11..... 101	104 1/2		do 1890 Park 6s..... 100	102	
do 6s, new..... 104	104 1/2		Baltimore & Ohio 6s of '75..... 100 1/2	102	
Alleghany County, 5s, coup.....			do do 6s of '80..... 102	103	
Alleghany City 6s.....			do do 6s of '85..... 10	90 1/2	
Pittsburg 5s..... 104			Central Ohio, 1st M., 6..... 101 1/2	102	
do 6s.....			Marietta & Cin., 1st M., 7, 1891..... 83	90	
do 7s.....			do do 2d M., 7, 1894..... 83	90	
New Jersey State 6s, Exempts Delaware State 6s.....			Norfolk Water 8s..... 92 1/2	93	
RAILROAD STOCKS.			North. Cent. 2d M., S. F., 6, '90..... 90	91	
Camden & Atlantic..... 22	43		do do 3d M., S. F., 6, '90..... 91	91	
do do pref..... 11	16		do do 3d M. (Y. & C) 6, '77..... 95	91 1/2	
Catawissa..... 42 1/2	43		do do Cons. (gold) 6, 1900..... 83	84	
do pref..... 32	32 1/2		Pitts. & Connellsv., 1st M., 7, '98..... 89	90	
do new pref..... 36	40		do do 1st M., 6, 1888..... 89	90	
Elmira & Williamsport..... 49 1/2	50 1/2		West Md. 1st M., endorsed, 6, '90..... 99	100	
Elmira & Williamsport pref..... 6 1/2	7 1/2		do 1st M., unend., 6, '90..... 99	100	
East Pennsylvania..... 12	13		do 2d M., endorsed, 6, '90..... 168	172	
Harrisb'g, Lancaster & C..... 61	61 1/2		Baltimore & Ohio stock..... 6	15	
Huntington & Broad Top..... 18	18 1/2		Parkersburg Branch..... 42	42	
do do pref..... 52 1/2	53 1/2		Central Ohio..... 42	42	
Lehigh Valley..... 53 1/2	54		CINCINNATI.		
Little Schuylkill..... 53 1/2	54		Cincinnati 5s..... 80	83	
Minerhill..... 53 1/2	54		do 6s..... 90	94	
Nesquehoning Valley..... 53 1/2	54		do 7s..... 100	100 1/2	
Norristown..... 53 1/2	54		do 7-30s..... 101	103	
Northern Central..... 46 1/2	47		Cincinnati Southern RR. 7s..... 96	98	
North Pennsylvania..... 15	15 1/2		Ham. Co., Ohio 6 p. c. long bds..... 90	92	
Oil Creek & Allegheny River..... 53 1/2	54		do do 7 p. c., 1 to 5 yrs..... 100	102	
Pennsylvania..... 53 1/2	54		do do lg bds, 7 & 7.30s..... 95	100	
Philadelphia & Erie..... 54	54 1/2		Cin. & Cov. Bridge stock, pref..... 94	96	
Philadelphia & Reading..... 127	127 1/2		do do bonds, short..... 54	57	
Philadelphia & Trenton..... 51	51		do do bonds, long..... 27	28	
Phila., Wilming. & Baltimore..... 52	52		Cin., Ham. & D., 1st M., 7, '80..... 90	92	
United N. J. Companies..... 52	52		do do 2d M., 7, '85..... 100	102	
West Chester..... 48			do do 3d M., 8, '77..... 78	80	
West Jersey.....			Cin., Ham. & Ind. 7s guar..... 66	68	
CANAL STOCKS.			Cin. & Indiana, 1st M., 7..... 78	75	
Chesapeake & Delaware..... 46	48		do do 2d M., 7, 1877..... 90	92	
Delaware Division..... 15 1/2	45 1/2		Colum., & Xenia, 1st M., 7, '90..... 94	95	
Lehigh Navigation..... 51	55		Dayton & Mich., 1st M., 7, '81..... 87	89	
Morris..... 122	125		do do 2d M., 7, '84..... 84	86	
do pref..... 6 1/2	6 1/2		do do 3d M., 7, '88..... 57	59	
Pennsylvania..... 12 1/2	12 1/2		do To do dep. bds, 7, '81-'94..... 25	25	
Schuylkill Navigation..... 6			Dayton & West., 1st M., 7, 1905..... 75	80	
do pref.....			do do 1st M., 6, 1905..... 68	70	
Susquehanna.....			Ind., Cin. & Laf., 1st M., 7..... 56	56	
Union.....			do (I. & C.) 1st M., 7, 1888..... 90	91	
RAILROAD BONDS.			Little Miami, 6, 1883..... 65	67	
Alleghany Val. 7 3-10s, 1896..... 90	82 1/2	83 1/2	Cin. Ham. & Dayton stock..... 96	97	
do 7s E. Ext., 1910..... 81	82		Columbus & Xenia stock..... 40	42	
Belvidere Delaware, 1st m. 7, '77..... 81	81 1/2		Dayton & Michigan stock..... 102	104	
do do 2d M. 6s, '85..... 102	102 1/2		do do 8 p. c. at 7 guar..... 96	97	
Camden & Amboy, 6s, '75..... 93	93		do do 1st M., 6, 1888.....		
do do 6s, '88..... 90	92		LOUISVILLE.		
do do 6s, '89..... 100 1/2			Louisville 6s, '82 to '87..... 81 1/2	82 1/2	
do do mort. 6s, '89..... 100 1/2			do 6s, '97 to '98..... 79 1/2	80 1/2	
do consol., 6s, '94..... 100 1/2			do Water 6s, '87 to '89..... 80 1/2	80 1/2	
Cam. & Atlan. 1st m. 7s, g. 1903..... 100	102		do Water Stock 6s, '97..... 80 1/2	80 1/2	
do 2d m. 7s, '80..... 100	102		do Wharf 6s..... 81 1/2	82 1/2	
Cam. & Burlington 6s, 13 1/2..... 102	90		do special tax 6s of '88..... 85	86	
Catawissa, 1st M. conv. '82..... 101	102		Jeff., Mad. & I. (M.) 7, '81..... 72	73	
do chat. m. do '88..... 101	102		do do 2d M., 7..... 55	56	
do new 7s, 1900..... 98	99		do do 1st M., 7, 1906..... 71	72	
Connecting 6s 1900-1904..... 50	55		Louisv. C. & Lex., 1st M., 7, '97..... 65	66	
Dan., H. & Wilkes, 1st m. 7s, '87..... 100	100		Louisv. & Fr'k., 1st M., 6, 70-'78..... 86	87	
East Penn. 1st mort. 7s, '88..... 101	101		do do Louisville Loan, 6, '81..... 97	98	
El. & Wm'sport, 1st m. 7s, '80..... 101	101		do do Lou. Loan (m. s.), 6, '86-'87..... 82	83	
do do 5s, per p..... 101	101		do do (Leb. Br.) 6, '88..... 97	98	
Harrisburg 1st mort. 6s, '83..... 94	94		do 1st M. (Mem. Br.) 7, 70-'75..... 80	81	
H. & B. T. 1st mort. 7s, '90..... 97	97		do 1st M. (Leb. br. ex.) 7, '80-'83..... 87 1/2	88 1/2	
do 2d mort. 7s, '75..... 89	89		do Lou. L'n (Leb. br. ex.) 6, '88..... 81	81	
do 3d m. cons. 7s, '95..... 100 1/2	103		do Consol. 1st M., 7, 1898..... 8	10	
Ithaca & Athens g. 7s, '90..... 108	108		Jefferson, Mad. & Ind..... 8	10	
Junction 1st mort. 6s, '85..... 100 1/2	102		Louisv., Cin. & Lex., pref..... 8	10	
do 2d do 1900..... 100 1/2	102		do do common..... 39	40	
Lehigh Valley, 6s, 1898..... 100 1/2	102		Louisville & Nashville.....		
do do do reg. 1898..... 104	105		ST. LOUIS.		
do do do 7s, 1910..... 96	96		St. Louis 6s, Long Bonds..... 99 1/2	99 1/2	
Little Schuylkill, 1st M., 7, 1877..... 93	93 1/2		do Water 6s gold..... 98	98	
Northern Central 2d m. 6s, '85..... 90	91 1/2		do do do (new)..... 31	32	
do do 3d m. 6s, 1900..... 80	80		North Missouri, 1st M. 7s..... 80	82	
do con. m. g. 6s, 1900..... 80	80		At. & Pacific guar. land grants..... 25	25	
Northern Pacific 7 3-10s, 1900..... 102 1/2	103		Pacific (of Mo.) 1st M. gld..... 68	70	
North Penn. 1st m. 6s, '85..... 108	108		do do 2d M. bds..... 62	63	
do 2d m. 7s, '96..... 42	45		Kansas Pacific stock..... 57	57	
do 10s, chat. m., 77..... 42	45		do 1st M. gld. 6s, J. & D..... 53	53	
do gen. mort. 7s, 1903..... 75	75		do do do F. & A..... 89	89	
Oil Creek & Al. R., con. 7s, '88..... 103 1/2	103 1/2		Pacific RR. of Mo. stock.....		
Oil Creek 1st m. 7s, '82.....			* And interest.		
Penn. & N. Y. O. & R. R., 6s, 1906.....					

QUOTATIONS OF STOCKS AND BONDS IN NEW-YORK.

United States 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.
State Bonds.			Railroad Bonds.			Miscellaneous List.			Southern Securities.		
Alabama 5s, 1883.....			American Coal.....	46	47	Arkansas Levee bonds 7s.....	11	13	Atlanta, Ga., 7s.....	72	
do 5s, 1886.....			Consolidation Coal of Md.....	24	5	Atchison & P. Pk., 6s gold.....	50	50	do 8s.....	75	85
do 8s Mont. & Euf. R. R.....			Cumberland Coal and Iron.....	24	5	Atlantic & Pacific L. G. 6s gold.....	25	37	Augusta, Ga., 7s bonds.....	52	85
do 8s, Alab. & Chat. R. R.....			Mariposa Land & M. Co. pref.....	8	21	Atchison, Top. & S. Fe 7s gold.....	60	60	Charleston stock 6s.....	50	55
do 8s of 1892.....	10		Maryland Coal.....	240	250	Atchison & Nebraska 8 p. c.....	40	45	Charleston, S. C., 7s, F. L. bds.....	65	70
Arkansas 6s, funded.....	10		Pennsylvania Coal.....	67	71	Bur. & Mo. River, stock.....	98	100	Columbia, S. C., 6s.....	62	62
do 7s, L. R. & Ft. S. 188.....	8		Railroad Bonds.			do do Land M. 7s.....	97	99	Columbus, Ga., 7s bonds.....	75	75
do 7s, Memphis & L. R. R.....	8		Albany & Susq. R. 1st bonds.....			do do 2d S. do 7s.....	97	99	Lynchburg 6s.....	73	75
do 7s, L. R., P. B. & N. O.....	8		do do 2d do.....			do do 3d S. do 8s.....	98	99	Macon 7s bonds.....	75	75
do 7s, Miss. O. & R. Riv.....	8		do do 3d do.....			do do 4th S. do 8s.....	98	99	Memphis old bonds, 6s.....	40	45
do 7s Ark. Cent. R.....	8		Bost., Hartf. & Erie, 1st M.....	23	24	do do 5th S. do 8s.....	99	99	do new bonds, 6s.....	40	42
California 7s.....	110		do do Guaranteed.....	44		do do 6th S. do 8s.....	99	99	do end, M. & C. R. R.....	48	55
do 7s, large bonds.....	110		Bur., C. Rapids & Minn. 1st 7s, g.....	67	67	do do Creston Branch.....	92	92	Mobile 5s.....	30	40
Connecticut 6s.....	108		Chesapeake & O. 6s, 1st m.....	48	49	Bur., C. R. & M. (M. div.) g. 7s.....	65	70	do 8s.....	33	40
Georgia 6s.....	81		do do ex cou.....			Calro & Fulton 1st 7s, gold.....	54	57	Montgomery 7s.....	65	65
do 7s, new bonds.....			Chic. & Alton Sinking Fund.....	105		California & Oregon 6s, gold.....	77	77	Nashville 6s, old.....	80	80
do 7s, endorsed.....			do do 1st Mortgage.....	105		California Pac. RR. 7s, gld.....	80	80	do 6s, new.....	70	70
do 7s, Gold bonds.....	101		do do Income.....			do 6s, 2d M., gld.....	70	70	New Orleans 5s.....	50	50
Indiana 5s.....	100		Joliet & Chicago, 1st Mort.....	86		Canada Southern 1st 7s, gold.....	50	60	do do consol. 6s.....	50	50
Illinois 6s coupon, 77.....	100		Louisiana & Mo., 1st M. guar.....	96		Central Pac. 7s, gold, conv.....	85	85	do do bonds, 7s.....	40	45
do do 1879.....	102		St. Louis, Jack. & Chic. 1st M.....	96		do do Land G. 6s g.....	25	25	do do 10s.....	55	55
do do War Loan.....	102		Chic., Bur. & Q. 8 p. c. 1st M.....	104		do do 2d M. 7s, gld.....	98	100	do do to railroads, 6s.....	40	45
Kentucky 6s.....	21		Chic. R. Island & Pacific.....	104		Keokuk & St. Paul, 8s.....	98	100	Norfolk 6s.....	68	68
Louisiana 6s.....	20		Central of N. J., 1st M., new.....	105		Carthage & Bur. 8s.....	98	100	Petersburg 6s.....	70	70
do do new bonds.....			do do 2d Mort.....	100		Dixon, Peoria & Han., 8s.....	98	100	Richmond 6s.....	80	82
do do new floating debt.....			do do con. conv.....	100		O. O. & Fox R. Valley 8s.....	98	100	Savannah 7s, old.....	79	82
do 7s, Penitentiary.....			Am. Dock & Improve. bonds.....	98		Quincy & Warsaw, 8s.....	98	100	do 7s, new.....	79	82
do 6s, levee bonds.....	22		Mil. & St. Paul 1st M. 8s P. D.....	104		Ill. Grand Trunk.....	98	100	Wilmington, N. C., 6s gold.....	65	65
do 8s do.....			do do 7s gold R. D.....	91		Chic., Dub. & Minn., 8s.....	97	100	do do 8s gold.....	80	80
do 8s do.....			do do 1st Mort. L. A. C. D.....	81		Peoria & Hannibal R. 8s.....	97	100	RAILROADS.		
do 8s do.....			do do 1st M. I. & M. D.....	78		Chicago & Iowa R. 8s.....	95	100	Ala. & Chatt., 1st M. 8s, end.....	20	30
Michigan 6s, 1878-79.....	102		do do 1st M. H. & D.....	75		American Central 8s.....	97	100	Ala. & Tenn. R. 1st M. 7s.....	52	52
do 6s, 1883.....	102		do do 1st M. C. & M.....	80		Chi. & Southwestern RR. 7s.....	95	95	do do 2d M., 7s.....	50	42
do 7s, 1878.....	104		Chic. & N. Western S. Fund.....	98		Chesapeake & O. 2d m. 7s, gld.....	15	15	Atlantic & Gulf consol.....	60	68
Missouri 6s, due in 1874.....	99		do do Int. Bonds.....	98		Col. & Hock. V. 1st 7s, 30 yrs.....	85	90	do do end. Savan. h.....	65	65
do do 1875.....	98		do do Consol. bds.....	85		do do 1st 7s, 10 yrs.....	83	90	do do stock.....	1	10
do do 1876.....	96		do do Extn. Bds.....	98		do do 2d 7s, 20 yrs.....	80	80	do do do guaran.....	10	30
do do 1877.....	95		do do 1st Mort.....	98		Chicago, C. & Dub. 8s.....	35	50	Central Georgia, 1st M. 7s.....	90	95
do do 1878.....	95		do do coup gld bds.....	77		Chicago, Bur. & Quincy 7s.....	97	99	do do consol. M. 7s.....	82	85
do do 1879.....	93		do do reg'd do.....			Chic. Danv. & Vincen's 7s, gld.....	40	45	do do stock.....	60	66
Funding bonds due in 1894.....	93		Iowa Midland, 1st mort. 8s.....	101		Chic. & Can. South. 1st m. gld.....	40	50	Charlotte, Col. & A., 1st m., 7s.....	62	67
Long bonds due '81 to '91 incl.....	93		Galena & Chicago Extended.....	100		Chic. & Mich. L. Shore.....	60	65	do do stock.....	35	35
Asylum or Unvers., due 1892.....	93		do do 2d Mort.....	100		Connecticut Valley 7s.....	95	95	Charleston & Savannah 6s, end.....	62	62
H. & St. Jo. fund b., due 1875.....	97		Peninsula 1st Mort., conv.....	91		Connecticut Western 1st 7s.....	70	70	Savannah and Char., 1st m., 7s.....	70	90
do do 1876.....	97		Chic. & Milwaukee 1st Mort.....	91		Chic. & Mich. L. Shore.....	60	65	Cheraw and Darlington 7s.....	90	90
do do 1877.....	91		Winona & St. Peters 1st m.....	92		Dan., Urb., Bl. & P. 1st m. 7 gld.....	65	65	East Tenn. & Georgia 6s.....	72	72
do do 1878.....	91		do do 2d m.....	102		Des Moines & Ft. Dodge 1st 7s.....	65	65	East Tenn. & Va. 6s, end. Tenn.....	65	72
do do 1879.....	91		C. C. C. & Ind's 1st M., 7s, S. F.....	102		Detroit, Hillsdale & In. RR. 8s.....	60	60	E. Tenn., Va. & Ga., 1st M., 7s.....	80	87
New York Bounty Loan, reg.....	107		Del., Lack. & Western, 1st M.....	104		Detroit & Bay City 8s.....	60	60	do do stock.....	50	60
do do do coup.....	107		do do 2d M.....	103		Det., Eel River & Ill. 8s.....	60	60	Georgia R. R., 7s.....	80	85
do 6s, Canal Loan 1874.....	110		Morris & Essex, 1st Mort.....	101		Det., Lans. & Lake M. 1st m. 8s.....	60	60	do stock.....	80	85
do 6s, do do 1875.....	110		do do 2d Mort.....	101		do do 2d m. 8s.....	40	40	Greenville & Col. 7s, guar.....	50	50
do 6s, do do 1876.....	110		Chic. & Milwaukee 1st Mort.....	91		Dutchess & Columbia 7s.....	40	40	do do 7s, certif.....	50	50
do 6s, do do 1877.....	110		Winona & St. Peters 1st m.....	92		Denver Pacific 7s, gold.....	65	65	Macon & Brunswick end. 7s.....	69	72
do 6s, Gold reg. 1837.....	110		do do 2d m.....	102		Denver & Rio Grande 7s, gold.....	70	70	Macon & Western stock.....	81	81
do 6s, do coup. 1837.....	110		C. C. C. & Ind's 1st M., 7s, S. F.....	102		Evansville & Crawford 7s.....	80	88	Macon and Augusta bonds.....	88	88
do 6s, do loan. 1838.....	112		Del., Lack. & Western, 1st M.....	104		Erie & Pittsburgh 1st 7s.....	75	75	do do endorsed.....	90	90
do 6s, do do 1891.....	112		do do 2d M.....	103		do do 2d 7s.....	75	75	do do stock.....	15	15
do 6s, do do 1875.....	106		Morris & Essex, 1st Mort.....	101		do do 7s, equip.....	55	55	Memphis & Charleston, 1st 7s.....	78	81
do 6s, do do 1876.....	106		do do 2d Mort.....	101		Evansville, Hen. & Nashv. 7s.....	84	84	do do 2d 7s.....	62	65
North Carolina 6s, old, J. & J.....	24		Erie 1st Mortgage Extended.....	103		Elizabethtown & Padu. 8s.....	80	83	do do stock.....	18	16
do do do A. & O.....	24		do do 2d do.....	99		Evansville, T. H. & Chic 7s, gld.....	80	83	Memphis & Little R. 1st M. 7s.....	82	85
do do do N. C. R. R. J. & J.....	40		do do 7s, 1879.....	99		Flint & Pere M. 7s, Land Gr.....	90	95	Mississippi Central, 1st m., 7s.....	82	85
do do do A. & O.....	25		do do 7s, 1883.....	99		Grand R. & Ind. 7s, gold, guar.....	100	102	do do 2d m., 8s.....	82	85
do do do do coup off, J. & J.....	25		do do 7s, 1880.....	100		do do 7s, plain.....	90	90	Mississippi & Tenn., 1st m., 7s.....	72	72
do do do do off, A. & O.....	25		do do 7s, 1883.....	94		Grand River Valley 8s.....	92	92	do do consol. 7s.....	70	80
do do do Funding Act, 1866.....	17		do 7s, cons. mort. gold bds.....	99		Hous. & Tex. C. 1st 7s gld.....	85	85	do do Income.....	60	60
do do do 1868.....	17		Long Dock Bonds.....	99		Indianap. & Vincen. 1st 7s, guar.....	85	85	Mont. & Eufaula 1st 8s, gld end.....	70	70
do do do new bonds, J. & J.....	10		Buff. N. Y. & E. 1st M., 1877.....	85		Iowa Falls & Sioux C. 1st 7s.....	95	95	Mobile & Mont., 8s gold, end.....	80	80
do do do A. & O.....	10		do do large bonds.....	85		Indianapolis & St. Louis 7s.....	98	98	Mobile & Ohio sterling.....	70	75
do do do Spec. Tax, Class.....	8		Han. & St. Jo. Land Grants.....	73		Jackson, Lansing & Sag. 8s.....	90	96	do do ex cts.....	68	70
do do do Class 2.....	5		do do 8s convertible m.....	73		Jack., N. W. & S. E. 1st m. gld.....	90	96	do do 8s, interest.....	65	67
do do do Class 3.....	5		Illinois Central 7 p. ct., 1875.....	100		Kansas Pac. 7s, Extension, gld.....	50	57	do do 2 mgt. 8s.....	60	67
Ohio 6s, 1875.....	101		do do 2d div.....	90		do do 7s, Land Gr., gld.....	75	75	do do stock.....	12	18
do 6s, 1881.....	103		Cedar Falls & Minn. 1st M.....	80		do do 7s, do new, gld.....	65	65	N. Orleans & Jacks. 2d M. 8s.....	92	95
do 6s, 1886.....	105		Indianap., Bl. & W. 1st M.....	49		do do 6s, gld, Jun & Dec.....	55	55	do do cert. 8s.....	92	95
Rhode Island 6s.....	25		do do 2d M.....	99		do do 7s, 1876, Land Gr.....	60	60	N. Orleans & Opelous. 1st M. 8s.....	85	85
South Carolina 6s.....	17		Mich. 80. 7 per ct. 2d Mort.....	99		do do 7s, Leaven. Brch.....	60	60	Nashville & Chattanooga, 6s.....	75	80
do do Jan. & July.....	18		Mich. S. & N. 1. S. F. 7 p. c.....	101		do do Income, No. 11.....	25	25	Norfolk & Petersburg 1st m., 8s.....	98	98
do do April & Oct.....	20		Cleve. & Tol. Sinking Fund.....	101		do do No. 16.....	15	15	do do 2d m., 8s.....	88	88
do do Funding Act, 1866.....	20		Cleve. & Tol., new bonds.....	99		Kalamazoo & South H. 8s, guar.....	92	92	do do 2d M., 8s.....	88	92
do do Land C. 1889, J. & J.....	25		Cleve., P.ville & Ash., old bds.....	99		Kal., Alleghen. & G. R. 8s, guar.....	95	95	do do 3ds, 8s.....	89	92
do do Land C. 1889, A. & O.....	25		do do new bds.....	98		Kan. C., St. Jo. & C. B. 8s of '85.....	90	100	do do 4ths, 8s.....	74	75
do do 7s of 1888.....	6		do do do.....	98		do do do 8s of 1888.....	90	90	Richm'd & Peterb'g 1st m., 7s.....	80	80
do do nonfundable bds.....	6		Detroit, Monroe & Tol. bonds.....	97		do do 6s, gld, Jun & Dec.....	60	60	Rich., Fre'ksb'g & Poto. 6s.....	80	80
Tennessee 6s, old.....	55		Buffalo & Erie, new bonds.....	99		do do 6s, do Feb & Aug.....	55	55	do do do conv. 7s.....	80	80
do do ex coupon.....	55		Buffalo & State Line 7s.....	99		do do 7s, 1876, Land Gr.....	60	60	Rich. and Danv. 1st cons'd 6s.....	65	68
do do new bonds.....	56		Kalamazoo & W. Pigeon, 1st.....	99		do do 7s, Leaven. Brch.....	60	60	South & North Ala. 1st M. 8s.....	65	70
do do do ex coupon.....	56		Lake Shore Div. bonds.....	98		do do Income, No. 11.....	25	25	Southside, Va., 1st M. 8s.....	75	80
do do do new series.....	52		do do Cons. coup. 1st.....	97		do do No. 16.....	15	15	do do 2d M. guar. 5s.....	92	95
Texas, 10s, of 1876.....	28		do do Cons. reg. 1st.....	97		Kalamazoo & South H. 8s, guar.....	92	92	do do 3d M. 6s.....	95	95
Virginia 6s, old.....	28		do do Cons. coup. 2d.....	92		Kal., Alleghen. & G. R. 8s, guar.....	95	95	do do 4th M. 8s.....	95	95
do do new bonds, 1866.....	28		do do Cons. reg. 2d.....	92		Kan. C., St. Jo. & C. B. 8s of '85.....	90	100	do do stock.....	12	15
do do do 1867.....	28		Marietta & Cin., 1st Mort.....	102		do do do 8s of 1888.....	90	90	West Alabama 8s, guar.....	65	75
do do do consol. bonds.....	30		Mich. Cent., Consol. 7s, 1902.....	112		do do 6s, gld, Jun & Dec.....	55	55	PAST DUE COUPONS.		
do do do 2d series.....	30		do 1st M. 8s, 1882.....	112		do do 7s, 1876, Land Gr.....	60	60	Tennessee State Coupons.....	52	55
do do do deferred do.....	10		New Jersey Southern 1st m. 7s.....	102		do do 7s, Leaven. Brch.....	60	60	Virginia Coupons.....	30	33
			do do consol. 7s.....	102		do do Income, No. 11.....	25	25	do Consol. Coup.....	84	87
			New York & N. Haven 6s.....	102		do do No. 16.....	15	15	Memphis City Coupons.....	45	35
			N. Y. Central 6s, 1883.....	93		Kalamazoo & South H. 8s, guar.....	92	92			

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	143	
American Exchange.	100	5,000,000	M. & N.	8	8	May 1, '74. 4	112½	
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	127½	
Central.	100	2,000,000	J. & J.	8	8	July 1, '74. 4	98	
Chatham.	25	450,000	J. & J.	12	12	July 1, '74. 5	130	160
Chemical.	100	300,000	ev. 2 mos	36	100	July 1, '74. 15		
Citizens'	25	400,000	J. & J.	10	10	July 1, '74. 5		
City.	100	1,000,000	M. & N.	20	20	Aug. 1, '74. 5	300	
Commerce.	100	10,000,000	J. & J.	8	8	July 6, '74. 4	118	
Continental.	100	2,000,000	J. & J.	7		July 1, '74. 4	87½	
Corn Exchange*	100	1,000,000	F. & A.	10	10	Aug. 1, '74. 5	120	
Currency.	100	100,000	Q-J.	16	12	July 1, '74. 4		
Dry Goods*	100	1,000,000	J. & J.	6½	7	July 10, '73. 3½		
East River	25	350,000	J. & J.	8	8	July 1, '74. 4		
Eleventh Ward*	25	200,000	J. & J.	7	7	July 1, '74. 3½		
Fifth.	100	150,000	Q-J.	14	14	July 1, '74. 2½		
First.	100	500,000	Q-J.	20	15	July 1, '74. 3		
Fourth.	100	5,000,000	J. & J.	8	9	July 1, '74. 4	99½	100
Fulton.	30	600,000	M. & N.	10	10	May 1, '74. 6½	140	
German American*	100	2,000,000	F. & A.	9	8	Feb. 1, '74. 3		
German Exchange.	100	200,000	M. & N.			May 1, '74. 5		
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	300,000	J. & J.	10	10	July 1, '74. 5		
Hanover.	100	1,000,000	J. & J.	8	8	July 1, '74. 4	100	
Harlem*	100	100,000	M. & S.	4	9	Sept. 10, '74. 4		
Importers' & Traders.	100	1,500,000	J. & J.	12	14	July 1, '74. 7		
Irving.	50	500,000	J. & J.	8	8	July 1, '74. 5	127	
Leather Manufacts.	100	600,000	J. & J.	12	12	July 1, '74. 6	195	
Loaners*	100	500,000	F. & A.	7	7	Feb. 12, '74. 3½		
Manufacturers' & Build.*	100	100,000	J. & J.	10	10	July 10, '74. 4		
Manhattan*	50	2,050,000	F. & A.	10	10	Aug. 10, '74. 5		
Manuf. & Merchants*	100	500,000	J. & J.	8	4	Jan. 10, '73. 4		
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	122	
Mechanics.	25	2,000,000	J. & J.	10	10	July 1, '74. 5		
Mech. Bkg Ass'n.	50	500,000	M. & N.	8	8	May 1, '74. 4		
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		
Merchants.	50	3,000,000	J. & J.	8	8	July 1, '74. 4	113	120
Merchants' Ex.	50	1,000,000	J. & J.	6	6	July 1, '74. 4	106½	110
Metropolis*	100	500,000	J. & J.			July 1, '74. 4		
Metropolitan.	100	4,000,000	J. & J.	10	10	July 6, '74. 5	129	
Murray Hill*	100	200,000	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	125	130
New York.	100	3,000,000	J. & J.	10	10	July 1, '74. 5	122	124
New York County.	100	200,000	J. & J.	15	14	July 1, '74. 7		
N. Y. Nat. Exchange.	100	500,000	J. & J.	7	6	July 1, '73. 3	100	
N. Y. Gold Exchange*	100	500,000	J. & J.	5	5	May, '73. 5	112	
Ninth.	100	1,500,000	J. & J.	9	8	July 1, '74. 4	100	
Ninth Ward*	100	200,000	J. & J.		8	Jan., '73. 3		
North America*	100	1,000,000	J. & J.	7½	8	July 1, '74. 4	90	
North River*	50	400,000	J. & J.	7	7	July 1, '74. 3½		
Oriental*	25	300,000	J. & J.	12	12	July 1, '74. 6		
Pacific*	50	422,700	Q-F.	16	12	Aug. 1, '74. 3	165	
Park.	100	2,000,000	J. & J.	12	12	July 1, '74. 6	137	138
Peoples*	25	412,500	J. & J.	10	10	July 1, '74. 5	140	
Phenix.	20	1,800,000	J. & J.	7	7	July 1, '74. 3½	100	
Produce*	100	250,000	F. & A.		3½	July 15, '74. 3½		
Republic.	100	2,000,000	F. & A.	8	8	Aug. 10, '74. 4		
St. Nicholas.	100	1,000,000	F. & A.	9	8	Aug. 10, '74. 4	110	
Seventh Ward.	100	500,000	J. & J.	6½	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	July 1, '74. 4		
State of New York.	100	2,000,000	M. & N.	8	8	May 9, '74. 4	110	112
Tenth.	100	1,000,000	J. & J.			Jan. 2, '74. 2½		
Third.	100	1,000,000	J. & J.	8	8	July 1, '74. 4½		
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	139	141
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.]

COMPANIES.	Par	Amount.	Periods.	Rate	Last dividend.	Bid.	Asked
Brooklyn Gas Light Co.	25	2,000,000	Q-F.	5	July 21, '74	213	216
Citizens' Gas Co (Bklyn.)	20	1,200,000	J. & J.	3½	July 15, '74	160	163
do certificates.		300,000	A. & O.	7			162
Harlem.	50	1,850,000	F. & A.	5	Feb., '74.		180x
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	Sept 22, '74		126
do certificates.		750,000	J. & J.			87	90½
Mutual, N. Y.	100	5,000,000			Nov. 1, '73	111	100
Nassau, Brooklyn.	25	1,000,000	M. & N.	10s.		97	100
do scrip.		500,000					140
New York.	100	4,000,000	Q-F.	5	May 1, '74.		85
People's (Brooklyn)	10	1,000,000	M. & S.	4	Jan., '74	82½	85
do bonds.		300,000	F. & A.			93	98
Westchester County	50	400,000	J. & J.	5	Jan., '73.	90	100
Williamsburg	50	1,000,000	J. & J.	5	Jan., '74.	132	133
do scrip.		1,000,000	J. & J.	7		97	100
Bleecker St. & Fulton Ferry—stock	100	900,000	J. & J.	7	1880		70
1st mortgage.	100	694,000	J. & J.	3	July, '74	68	70
Broadway & Seventh Ave—stock.	100	2,100,000	J. & J.	7	1884		95
1st mortgage.	1000	1,600,000	J. & D.	3	May, '74	183	137
Brooklyn City—stock.	10	2,000,000	Q-F.	3	1872	100	102
1st mortgage.	1000	300,000	J. & J.	7	Jan., '74	63	72½
Broadway (Brooklyn)—stock.	100	200,000	J. & J.	5			170
Brooklyn & Hunter's Pt—stock.	100	400,000	J. & J.	7			
1st mortgage bonds.	1000	300,000	J. & J.	7	1888	85	
Atlantic Av., Brooklyn—1st mort.	500	115,000	A. & O.	7	1891		
2d do	500	100,000	A. & O.	7	1894		
3rd do	500	164,000	J. & J.	7	1895		
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	500,000	J. & J.	7	1877		
Dry Dock, E. B. & Battery—stock	100	1,200,000	Q-F.	3	May, '74	85	
2d mortgage, cons'd.	1000	900,000	J. & D.	7			90
Eighth Avenue—stock.	100	1,000,000	J. & J.	6	Jan., '74	161	
1st mortgage.	1000	203,000	J. & J.	7		100	
12d St. & Grand St Ferry—stock.	100	750,000	M. & N.	4	May, '74		
1st mortgage.	1000	220,000	A. & O.	7	1873		100
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			
Second Avenue—stock	50	800,000	Q-F.	2	Feb. '74		60
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

*This 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.	Askd
Adriatic.....	25	200,000	15,285	10	....	10	3½	July, '74. 5	60	.....
Ætna.....	100	200,000	6,598	18	17	5		July, '74. 5	80	.....
American.....	50	400,000	200,538	12	12	14	14	July, '74. 7	145	147
American Exch'e.....	100	200,000	4,287	12	6	10	10	July, '74. 5	100	.....
Arctic.....	25	250,000	15,193	10	10	10	5	July, '74. 5	60	.....
Atlantic.....	50	200,000	48,768	20	20	20	20	July, '74. 5	90	100
Bowery.....	25	300,000	318,257	20	20	20	20	June, '74. 10	200	210
Brewers' & M'lt'srs.....	190	200,000	10,462	16	15	13	20	July, '74. 5	.....	.....
Broadway.....	25	200,000	214,850	20	20	20	20	Aug., '74. 10	170	.....
Brooklyn.....	17	153,000	224,865	20	20	20	20	July, '74. 20	200	.....
Citizens'.....	20	300,000	227,332	33½	13	15½	7	July, '74. 8½	185	.....
City.....	70	210,000	193,994	14½	14½	20	14	Aug 10, '74. 10	150	.....
Clinton.....	100	250,000	98,640	14	14	17	10	July, '74. 5	125	.....
Columbia.....	30	300,000	20,349	10	10	10	.....	July, '74. 5	80	82
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	8½	8½	July, '74. 5	110	115
Eagle.....	40	300,000	391,016	20	20	20	20	Apr., '74. 15	215	225
Empire City.....	100	200,000	69,113	10	10	10	10	July, '74. 5	100	.....
Exchange.....	30	200,000	36,872	4	.....	10	10	July, '74. 5	70	80
Farragut.....	50	200,000	36,766	.....	.....	7	7	July, '74. 5	.....	30
Firemen's.....	17	204,000	74,204	20	10	5	5	July, '74. 8	105	.....
Firemen's Fund.....	10	150,000	21,755	.....	.....	.....	.....	July, '74. 5	70	75
Firemen's Trust.....	10	150,000	70,493	10	10	10	10	July, '74. 5	100	.....
Gebhard.....	100	200,000	15,645	10	10	10	5	Aug., '74. 5	75	.....
German-American.....	100	1,000,000	188,248	.....	.....	4	4	July, '74. 5	90	92
Germania.....	50	500,000	257,122	10	10	10	10	July, '74. 5	105	.....
Globe.....	50	200,000	80,650	11	11	12½	12½	July, '74. 7½	120	.....
Greenwich.....	25	200,000	277,374	20	20	24	28	July, '74. 25	250	.....
Guardian.....	100	200,000	24,653	10	10	8½	.....	July, '74. 5	65	70
Hamilton.....	15	150,000	112,555	16	15	17½	20	July, '74. 10	145	.....
Hanover.....	50	400,000	137,544	10	8½	10	10	July, '74. 5	95	100
Hoffman.....	50	200,000	33,329	.....	.....	10	.....	July, '74. 5	70	.....
Home.....	100	2,500,000	238,989	10	10	5	.....	July, '74. 5	97	100
Hope.....	25	150,000	9,930	5	10	5	.....	July, '74. 5	65	75
Howard.....	50	500,000	62,187	12	9½	7½	7½	July, '74. 5	97	100
Importers' & Trad.....	50	200,000	57,210	10	10	5	5	July, '74. 7	95	100
Irving.....	50	200,000	4,520	.....	.....	.....	.....	July, '74. 5	80	.....
Jefferson.....	30	200,010	244,672	10	10	10	10	Mch., '74. 10	130	.....
Kings Co. (B'klyn).....	20	150,000	123,827	10	10	10	10	July, '74. 10	135	140
Knickerbocker.....	40	280,000	93,874	20	15	20	20	July, '74. 15	145	.....
Lafayette (B'klyn).....	50	150,000	39,418	5	.....	10	10	July, '74. 5	106	.....
Lamar.....	100	200,000	22,533	.....	.....	.....	.....	July, '74. 5	75	.....
Lenox.....	25	150,000	53,082	10	10	10	10	July, '74. 5	100	100
Long Island (Bkly.).....	50	200,000	147,745	14	14	15	15	July, '74. 5	145	.....
Lorillard.....	25	800,000	85,432	.....	.....	.....	.....	July, '74. 5	80	90
Manuf. & Builders'.....	100	2 0,000	77,573	.....	.....	.....	10	July, '74. 5	100	.....
Manhattan.....	100	250,000	85,087	.....	.....	.....	.....	July, '74. 5	90	100
Mech. & Trad'rs'.....	25	200,000	260,705	16	18	20	20	July, '74. 15	170	.....
Mechanics' (Bklyn).....	50	150,000	74,470	10	10	10	10	July, '74. 5	.....	.....
Mercantile.....	50	300,000	18,336	10	11	5	5	July, '74. 5	80	.....
Merchants.....	50	200,000	87,540	20	30	20	7	July, '74. 10	160	.....
Metropolitan.....	10	300,000	26,101	.....	.....	4	4	July, '74. 5	65	70
Montauk (B'klyn).....	50	150,000	197,086	11	12	16	20	July, '74. 10	170	.....
Nassau (B'klyn).....	50	200,000	180,248	20	20	25	20	July, '74. 10	180	190
National.....	37½	200,000	46,539	12	12	6	.....	July, '74. 5	90	95
N. Y. Equitable.....	35	210,000	250,706	18	20	20	20	July, '74. 10	180	.....
New York Fire.....	100	200,000	176,013	16	16	16	18	Aug 10, '74. 10	150	.....
N. Y. & Yonkers.....	100	200,000	11,840	.....	.....	.....	.....	July, '74. 5	65	70
Niagara.....	50	500,000	327,564	10	3½	.....	10	July, '74. 5	100	102
North River.....	25	350,000	111,446	10	18	10	12	Apr., '74. 6	.....	112
Pacific.....	25	200,000	255,684	16	23	20	20	July, '74. 20	195	.....
Park.....	100	200,000	131,379	10	11	14	18	July, '74. 10	145	150
Peter Cooper.....	20	150,000	184,417	12	12	16	20	Aug., '74. 10	190	.....
People's.....	50	150,000	96,107	12	12	12	14	July, '74. 10	140	.....
Phenix (B'klyn).....	50	1,000,000	183,209	11	12	10	10	July, '74. 5	110	103
Relief.....	50	200,000	11,634	12	11	10	5	July, '74. 5	75	85
Republic.....	100	800,000	57,888	10	10	.....	9½	July, '74. 5	80	85
Resolute.....	100	200,000	15,799	10	3½	.....	.....	July, '74. 5	65	70
Rutgers'.....	25	200,000	165,316	16	16	20	20	Aug., '74. 10	165	170
Safeguard.....	100	200,000	47,779	.....	.....	5	5	July, '74. 5	90	.....
St. Nicholas.....	25	150,000	33,235	10	10	10	10	Aug., '74. 6	.....	95
Standard.....	50	200,000	66,279	10	7	13½	6	July, '74. 10	105	107½
Star.....	100	200,000	32,893	10	10	10	5	July, '74. 5	80	90
Sterling.....	100	200,000	48,447	10	10	10	10	Aug. 5, '74. 5	80	.....
Stuyvesant.....	25	200,000	131,409	10	10	12	13	July, '74. 9	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	140	.....
Williamsburg City.....	50	250,000	158,628	10	10	10	10	July, '74. 7	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.

Alabama & Chatanooga.—The substance of Justice Bradley's order, appointing as Receivers of this road, the Trustees of the first mortgage, Messrs. D. N. Stanton, F. B. Loomis and John C. Stanton, was given in the CHRONICLE last week. By a certified copy of the full order which has since come to hand, we find that all the material points covered by it were given in the summary already published.

Adams Express Co.—Judge Barrett has rendered a decision on motion made before him in Chambers in the suit of Dinsmore and others vs. Adam and others. At the breaking out of the war the old Adams Express Company sold to one Plant the southern portion of their business for a nominal \$300,000, but really for at least \$500,000, and Plant reorganized the Southern business under the name of the Southern Express Co. After the close of the war, and after the Adams Express Company had been reorganized, the Einstein brothers brought suit, claiming that the transfer to Plant had been merely nominal to protect the property, and that the assets of the Southern Express Company should be included in the assets to be distributed to the stockholders in the old Adams Express Company. This suit was contested by the trustees of the old Adams Express Company, and it was finally compromised. To prevent further similar suits, the old trustees of the Express Company brought an "omnibus" suit against all the stockholders of the old company to compel an accounting as to the distributive assets of the old Company, and sent a circular to a number of the stockholders, suggesting to them to appear by the counsel of the trustees. Several did so appear. The case was prosecuted to an accounting, and a final decree had and a dividend declared of \$9 per share. After this, some twenty-five who had so appeared, brought suit to open the decree on the ground that the trustees had deceived them in their circular, and that the suit was, in fact, brought wholly in the trustees' interest. This motion was ultimately withdrawn, and a new dividend of one dollar per share declared, which was accepted by those defendants.

Other defendants, who had appeared in the same way, renewed the motion, which was argued before Judge Barrett, who decides that there was so much concealment in the circular of the trustees, by which those parties were induced to employ the trustees' attorney as their own, that the decree must be opened, as these parties cannot be said to have acquiesced in the decree; but those who made the former motion and afterwards received the second dividend, must be held to have acquiesced, and therefore are not entitled to have the judgment opened as regards them.

California Pacific.—The Frankfort Committee of California Pacific Extension bondholders advertises that it will commence legal proceedings against this company to compel it to fulfill its guarantee on the Extension bonds, and invites holders to send in their bonds and authorizations.

Carolina Central.—Horace G. Onderdonk has begun a suit against Edward Matthews, of New York, in which he claims \$500,000 damages. The case involves the question of the validity of the foreclosure of a mortgage executed by the Wilmington, Charlotte and Rutherford Railroad Company, of North Carolina, of the reorganization of the railroad in question into the Carolina Central Railway Company, and the issue of bonds by the latter, and the sale of the bonds during the panic at 40 cents on the dollar for first mortgage bonds and 15 cents for the second, nearly all of which bonds were taken by Mr. Matthews. The validity of the transfer and the sale of \$456,000 worth of stock in the old company is also disputed, and various other questions of moment are involved.

Cayuga Lake.—This road was sold under order of the Court, August 27, by the referee, P. G. Clark, of Auburn, N. Y. It was purchased by James Stillman, of New York, on behalf of the second mortgage bondholders, for \$1,205,000, which, we suppose, includes the first mortgage of \$800,000. The second mortgage bonds amounted to \$400,000.

Chesapeake & Ohio Railroad.—In response to numerous inquiries from bondholders, Messrs. Fisk & Hatch have just issued a very complete statement of facts regarding this road, its property, prospects and financial condition. The frankness and willingness to give full information on the part of the financial agents will go far toward inducing all the bondholders to come into the proposed funding arrangement and complete the matter speedily. A detailed statement of the earnings by months is given in the article on railroad earnings in another column, and shows that the road is even now earning considerably more than its expenses. The equipment and financial condition remain as at the close of the last financial year, Oct. 1, 1873. The latter as follows:

Capital Stock authorized by Charter.....	\$30,000,000 00
Capital Stock outstanding.....	15,828,401 96
Number of Stockholders.....	985
First Mortgage 6 per cent.....	\$15,000,000
Less repurchased and received in exchange for	
Debenture Bonds.....	2,635,100

First Mortgage Bonds outstanding.....	12,364,900
Seven per cent Mortgage Bonds outstanding.....	2,124,000
Seven per cent Debenture Bonds, convertible into the 7 per cent	
Mortgage Bonds outstanding.....	3,426,000
Virginia Central R. R. Mortgage Bonds, outstanding.....	1,318,000

Total Mortgage Debt.....	\$19,232,900
Floating Debt secured by First Mortgage Bonds as collateral.....	2,290,017 78
Floating Debt secured by 7 per cent Bonds as collateral.....	3,618,919 13
Floating Debt without collateral security.....	2,294,961 51

Total Floating Debt.....	*\$8,203,838 42
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First Mortgage 6 per cent Bonds hypothecated as	
security to Floating Debt.....	\$2,635,100
Seven per cent Mortgage Bonds do.....	5,988,000

* About one-third of the above floating debt is due direct for rails, equipment, materials, &c., and the balance, for money borrowed and expended for similar purposes, and for construction, payment of interest, &c.

Messrs. Fisk & Hatch say: "The holders of about \$10,000,000 of the First Mortgage Bonds have already funded, or agreed to fund, their coupons; nearly all of the Second Mortgage have accepted the proposition; and over three-quarters in amount of the creditors.

"The responsibility now rests with those whose favorable action is still essential to the success of the plan, and we cannot believe that they will decide that it is for their interest to let it fail for want of their co-operation.

"The directors of the Company are among the largest holders of both classes of the bonds, and it is upon them and upon ourselves that the settlement imposes the heaviest concessions."

Cleveland Columbus Cincinnati & Indianapolis.—

The annual report of this company for its fiscal year, ending Dec. 31, 1873, have already been published in THE CHRONICLE some time since. We have now been able to obtain a report of the operations and financial condition for six months later, to June 30, 1874, and on account of the importance of the company and the prominence of its securities in this market, as well as the fact of its connection with the Erie and Atlantic & Great Western, we give place to the later figures. A comparison of business during the first six months of 1873 and 1874, is compiled as follows:

Gross earnings year ending June 30, 1874.....	\$4,433,998 98
Deduct earnings from July to December, 1873.....	2,400,398 29

Gross earnings for six months ending June 30, 1874.....	2,033,600 69
Operating expenses for year ending June 30, 1874.....	3,452,871 77
Deduct operating expenses from July to December, 1873.....	1,766,771 99

Expenses for six months ending June 30, 1874.....	1,686,099 78
Net earnings for six months ending June 30, 1874.....	347,500 91
Gross earnings for six months ending June 30, 1873.....	2,487,050 30
Operating expenses for six months ending June 30, 1873.....	1,783,644 56

Net earnings for six months ending June 30, 1873.....	703,405 74
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A new mortgage was lately recorded by this company for \$7,500,000, of which \$3,450,000 is to be reserved to pay off the present debt.

OPERATIONS AND FISCAL RESULTS FOR YEAR ENDING JUNE 30, 1874.

Locomotive Mileage.—Passenger trains, 757,227; freight trains, 2,299,135; construction and other trains, 139,742. Total, 4,196,104.

Passenger Traffic.—Passengers carried, 524,660; do. carried one mile, 26,659,633. Average amount received per mile for each passenger, 3.01 cents.

Freight Traffic.—Tons moved—through, 1,041,983; and local, 516,632. Total, 1,558,614. Tons moved one mile, 254,401,262. Average amount received per mile for each ton, 1.235.

Gross Earnings.—Passenger (through, \$330,110 94; and local, \$472,163 23), \$802,274 17; freight (through, \$2,233,344 92; and local, \$1,060,941 17), \$3,294,286 09; mail, \$82,788 75; express, \$82,431 31; all other, including rents, &c., \$172,218 66.....\$4,433,998 98

Operating Expenses.—Maintenance of way and structures, \$759,315 28; maintenance of cars, \$309,540 71; motive power, \$177,052 89; conducting transportation, \$2,021,068 44; taxes, \$149,518 45; interest on floating debt, \$36,376. Total (including taxes and interest on floating debt as above, being 77.87 per cent of gross earnings).....3,452,871 77

Net Earnings.....	\$981,127 21
Received from sale of bonds.....	694,000 00

Payments.

Interest on bonds.....	\$244,823 11
Dividends of 3½ per cent.....	254,660 50
Bonds of the company cancelled.....	30,000 00
Floating debt liquidated.....	677,315 02
Construction, additional equipment, &c.....	474,509 98

Total payments.....	\$1,951,308 61
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FINANCIAL CONDITION ON JUNE 30, 1874, AND DEC. 31, 1873.

Liabilities—	June 30, 1874.	Dec. 31, 1873.
Capital stock.....	\$15,000,000 00	\$15,000,000 00
Less owned by Co.	8,307 25	8,350 00
Funded debt (det. in monthly tables		
of CHRONICLE).....	3,668,000 00	3,429,000 00
New York dividends unpaid.....	9,149 78	9,188 99
Bills payable.....	349,557 82	459,585 62
Bills audited.....	352,262 75	407,832 14
Surplus.....	1,145,538 73	893,390 19

Total liabilities.....	\$20,516,201 83	\$20,190,646 94
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Assets—	June 30, 1874.	Dec. 31, 1873.
Construction.....	\$17,197,246 38	\$17,097,222 22
Materials on hand.....	397,184 69	398,709 55
Real estate.....	46,900 41	46,642 34
Cash in hand of Treasurer.....	184,959 73	87,705 19
Due from RR. Co's agents, &c.....	338,040 81	339,355 89
Ind. & St. L. RR. stock & bonds..	1,050,748 40	1,001,848 40
Cin. & Springfield R'wy bonds....	464,000 00	464,000 00
Cin. & Springfield R'way advances	611,292 78	469,634 72
Columbus Union Depot Co's bonds	43,700 00	33,300 00
Spring. & Ill. S'eastern R'way bds.	3,000 00	3,000 00
Scioto & Hocking Val. RR. bonds.	2,000 00	2,000 00
Empire Transportation Co. stock..	17,892 56	17,892 86
Merchants' Despatch Co's stock...	25,000 00	25,000 00
Stocks & bonds of other comp'ys..	129,235 77	154,235 77

Total assets.....	\$20,516,201 83	\$20,190,646 94
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Connecticut & Passumpsic Rivers Railroad.

The gross receipts the past year show a decrease as compared with the previous year of \$30,936 94, while the operating expenses show a decrease of \$41,451 92, thus leaving the net earnings larger by \$10,514 98. The passenger earnings are a trifle over last year, being \$287,488 27 against \$287,110 53. The local passengers have fallen off some, but this has been made up by a gain in through passengers. The company believes that the prospect in the future for the passenger traffic is encouraging. The tonnage is less than last year by 5,085 tons. This falling off is mainly in the article of lumber, which trade has been very much depressed since the panic of last Autumn. Other classes of freight have held up very well, considering the dull state of trade throughout the country.

It will be remembered that at a meeting of the stockholders of this company held on March 14, 1873, a mortgage for \$1,500,000 on the entire property was executed, payable in twenty years from April 1, 1873. Bonds to that amount were prepared, bearing 7 per cent interest, payable semi-annually on the first days of April and October. These bonds are intended to take up the different classes of notes and bonds now outstanding, so that there will be ultimately but one class of indebtedness. There had been exchanged of the old into the new bonds up to August 22, 1874, \$603,500.

The road bed and track have been kept in good repair, and are now in a very satisfactory condition. The equipment has also been kept in thorough repair, and is now ample for the business requirements of the company.

ROAD AND EQUIPMENT.

Main Line—White River Junction, Vt., to Derby (Canada) Line.. 110.3 miles.
Sidings and other tracks..... 16.1 "

Total equivalent single track owned..... 126.4 miles.
Gauge, 4 feet 8½ inches; weight of rail, 56 lbs. to the yard.
Massachusetts Valley Railroad—Derby Line to Sherbrook, Canada.. 35.0 miles.
Branch Line—Stansstead to Stansstead Junction..... 2.0 "
Total leased..... 37.0 "
Total of miles owned and leased..... 14.73 "
Equipment—Locomotive engines, 24; passenger cars, 17; baggage, mail and express, 7; total of all passenger train cars, 24. Freight train cars—box, 170; platform, 330; rock, 93; hay, 55; ore, 10; horse, 10; freight and drovers' saloons, 8; total of all cars of freight trains, 676. Total construction train cars, 124. Grand total of all cars, 824. Also 5 snow plows.

OPERATIONS AND FISCAL RESULTS.

Train Mileage—Passenger, 252,145; freight, 193,515; construction, 13,002; total, 458,662.

Passenger Traffic—Passengers carried, 193,529; do. carried one mile, 6,736,788.

Freight Traffic—Tons carried, 153,343; tons carried one mile, 9,722,137.

Gross Earnings—Passenger, \$287,488 27; freight, \$445,760 59; express, \$8,700 02; mail, \$22,030 32; rents, \$7,923 15. Total..... \$771,902 35

Operating Expenses—Maintenance of roadway, bridges, buildings, etc., \$182,127 95; engines, cars and machinery, \$106,381 77; transportation expenses, \$172,001 97; other expenses, \$38,600 41. Total (being 64.66 per cent of gross earnings)..... 499,112 10

Net Earnings over operating expenses..... \$272,790 25

Payments Out of Income—Interest on funded debt..... \$105,842 70

Trustees of sinking fund..... 8,000 00

Dividends (3 per cent each, Feb. and Aug., 1874)..... 151,356 00

Balance of interest account..... 1,297 72

Total payments from income..... \$269,496 42

Surplus of the year..... \$3,293 83

Add last year's surplus..... 118 54

Total surplus June 30, 1874..... \$3,412 37

FINANCIAL CONDITION ON AUGUST 22, 1874.**Liabilities.**

Capital stock issued..... \$2,175,500 00
Partial payments on stock..... 2,948 23
Funded debt (details in monthly tables of CHRONICLE)..... 1,534,000 00
Notes payable..... 268,119 58
Lyndon lands..... 30,186 65
Dividend and coupons uncalled for..... 6,751 34
Trustees of sinking fund..... 65,900 00
Sinking fund..... 128,000 00
Balance of income account..... 3,412 37

Total liabilities..... \$4,214,810 17

Assets.

Construction..... \$3,461,500 29
Memphremagog House..... 60,433 30
Wood lots..... 5,028 14
Missisquoi & Clyde Rivers Railroad bonds..... 350,000 00
South Eastern Railway Company..... 89,112 75
Montpelier & Wells River Railroad..... 26,779 16
Superintendent, including stock and materials on hand..... 173,366 46
Notes receivable..... 12,620 19
Interest accounts..... 10,602 37
Cash..... 25,367 51

Total assets..... \$4,214,810 17

COMPARATIVE STATEMENT FOR FOUR YEARS.**Road and Equipment.**

	1870-71.	1871-72.	1872-73.	1873-74.
Miles of road owned.....	110.3	110.3	110.3	110.3
Total equivalent single track..	124.2	126.4	126.4	126.4
Road leased.....	34.0	37.0	37.0	37.0
Total miles operated.....	144.3	147.3	147.3	147.3
Locomotives.....	17	22	23	24
Passenger train cars.....	20	22	22	24
F't and construct'n train cars..	568	754	783	800

Operations and Fiscal Results.

	1870-71.	1871-72.	1872-73.	1873-74.
Train mileage.....	337,464	458,581	508,839	458,662
Passengers carried.....	160,026	167,112	182,280	193,529
Passenger mileage.....	5,018,010	5,595,036	6,153,567	6,736,783
Freight (tons) moved.....	128,555	171,923	158,428	153,343
Freight mileage.....	8,518,875	12,253,160	11,209,527	9,722,137
Passenger earnings.....	233,424 87	260,721 09	287,110 53	287,488 27
Freight earnings.....	436,637 86	524,486 34	484,046 43	445,760 59
Other earnings.....	25,524 29	27,558 36	31,632 33	38,653 49
Total gross earnings.....	695,587 02	812,767 79	802,839 29	771,902 35
Operating expenses.....	411,021 82	508,865 87	540,564 02	499,112 10
Net earnings.....	288,665 20	303,901 92	262,275 27	272,790 25

	1870-71.	1871-72.	1872-73.	1873-74.
Interest.....	90,433 24	100,493 59	106,673 99	107,140 42
Sinking fund.....	34,607 58	25,990 00	36,347 95	8,000 00
Dividends.....	152,770 54	153,845 96	154,056 00	151,356 00
Balance to surplus.....	5,848 84	29,072 37	*31,803 67	3,293 83

*** Deficit.****Financial Condition at Close of Each Year.**

	1870-71.	1871-72.	1872-73.	1873-74.
Capital stock.....	2,123,600	2,124,501	2,175,500 00	2,175,500 00
Funded debt and notes payable	1,015,229	1,357,101	1,763,757 27	1,802,119 58
Sinking fund and trustees.....	98,200	97,000	193,400 00	193,900 00
Other accounts and liabilities..	144,424	1,911,012	41,542 47	43,290 59
Total liabilities.....	3,381,453	3,770,512	4,174,699 74	4,214,810 17
Construction.....	3,145,980	3,885,536	3,461,500 29	3,461,500 29
Real estate.....	60,823	63,151	65,461 44	65,461 44
Missisquoi & Clyde Rivers Railroad bonds.....		89,000	346,950 00	350,000 00
Advances to other roads.....			85,889 58	115,891 91
Cash on hand.....	24,085	1,309	19,384 35	25,337 51
Accounts and other items.....	151,659	231,516	195,514 08	196,589 02
Total property and assets.....	3,381,453	3,770,512	4,174,699 74	4,214,810 17

DIRECTORS AND OFFICERS FOR 1874-75.

Emmons Raymond,	Henry Chase,	Horace Fairbanks,
Josiah Stickney,	D. R. Sortwell,	Amos Barnes,
Elijah Cleveland,	Gardner C. Brown,	S. S. Thompson,
B. P. Cheney,	T. P. Redfield,	
Albert Knight,	F. M. Weld,	

President, Emmons Raymond, Boston, Mass.; Vice-President, B. P. Cheney, Boston, Mass.; Treasurer, N. P. Lovering, Boston, Mass.; Secretary, Elijah Cleveland, Coventry, Vt.; Superintendent, George A. Merrill, Lyndonville, Vt. GENERAL OFFICE..... Lyndonville, Vt. Fiscal Agency..... No. 7 Merchants' Exchange, Boston, Mass.

Detroit and Milwaukee.—Alexander H. Sibley, of New York city; Donald McInness, of Hamilton, Ontario; and Henry Ledyard, of Newport, R. I., through their solicitor, Sydney D. Miller, have commenced a suit in equity in the United States Circuit Court at Detroit, against the Detroit and Milwaukee Railroad Company, for the foreclosure of a certain mortgage given to secure the payment of \$2,500,000 bonds issued by the company.

Kansas Pacific Railway.

The annual report of this prominent company for the year 1873 has only recently been published, and, although interesting at any time, it would have been much more acceptable six months earlier. A brief historical sketch of the company was published in the *Railway Monitor* for June, 1873. The company has large and controlling interests in the Denver Pacific, the Denver & Boulder Valley, the Arkansas Valley, and the Junction City and Fort Kearney Railroads. Their accounts are separately reported, and the figures below are for the main line and Leavenworth Branch—673 miles. The decrease for the year, in gross earnings, as compared with 1872, was \$160,413 69; yet the decrease in net earnings was but \$48,138 51. The first nine months of the year show an increase in earnings over 1872 of \$22,132 51; whilst the last three months give a decrease of \$182,546 20—a result directly attributed to the panic. The Government business of all kinds amounted to \$205,265 50, but as since September 30, 1872, the Government retains all the earnings for services rendered it, no part of this amount has been available to meet any of the obligations of the company. The company defaulted in the payment of interest on its bonds November, 1873. A proposition for an extension of time was submitted to the bondholders—published in brief in the CHRONICLE of March 21, 1874—and this, we are informed by the report, has already been accepted by so large a number of the bondholders that arrangements are being perfected for carrying it out. The directors believe that the company will then be enabled to meet all its obligations, and that the interest of all its bondholders and creditors will be fully protected.

The Kansas Pacific has been one of the most prosperous and promising of the extreme Western lines of railroad. It had \$6,300,000 of subsidy in United States bonds and a valuable land grant, and in the year 1872 made net earnings of \$1,494,446, which was considerably more than sufficient to pay interest on its funded debt. The crisis of 1873 overtook the company in the same position as too many others—namely, under large advances to branch roads; and the cash which was promised as a temporary loan for the payment of interest was not forthcoming after the panic had swept over the country. The President and directors expect, with the acceptance of the company's funding proposition, to be able to meet all future obligations.

ROAD AND EQUIPMENT.

Main Line—Kansas City, Mo., to Denver City, Col..... 633.06 miles.
Branch Line—Lawrence, Kan., to Leavenworth, Kan..... 34.00 "

Total length of road owned and on which the earnings are based. 672.06 miles.
Second track and sidings..... 48.00 "

Total equivalent single track owned..... 720.06 miles.
Gauge, 4 feet 8½ inches; weight of rail, 56 lbs. to the yard.

Roads Controlled:
Denver Pacific—Denver, Col. Ter., to Cheyenne, Wyoming Ter.. 106.00 miles.
Denver & Boulder Valley—Hughes, Col. Ter., to Boulder, Col. Ter..... 27.00 "
Arkansas Valley—Carson City, Col. Ter., to West Los Animas, Col. Ter..... 56.33 "
Junction City & Fort Kearney—Junction City, Kan., to Clay Centre, Kan..... 33.33 "

Total controlled..... 222.66 miles.
Grand total of miles owned and controlled..... 895.26 "

Equipment—Locomotive engines (including two tank engines), 88. Passenger cars, 44; Pullman sleeping, 9; baggage, mail, express, &c., 20. Total passenger train cars, 73. Freight train cars—box, 312; flat, 210; coal, 228; stock, 169; combination, 106; caboose, 36; all other, 2. Total of all cars of freight trains, 1,063. Construction, tool, and derrick cars, 7; hand, 118; push, 113. Grand total of all cars, 1,374. Also, 15 snow-plows.

To provide the additional cars asked for in the Superintendent's report of last year, an arrangement was made with the Kansas Equipment Company to furnish as many as required on a basis of mileage. In pursuance of this agreement, 100 additional cars have been put upon the line. The cars were constructed under

the supervision of the company, and it has the option of taking them any time after ten days' notice and paying for them at cost, less a liberal discount for wear.

OPERATIONS AND FISCAL RESULTS.

Locomotive Engine Mileage—Passenger, 684,757; freight, 967,295; and service, 462,444. Total, 2,114,496.
Passenger Traffic—Passengers carried—East, 80,238; West, 93,413. Total, 173,651. Passengers carried one mile, 23,589,686.
Freight Traffic—Tons moved—East, 122,980; West, 140,425. Total, 263,405. Tons moved one mile, 61,987,443.
Gross Earnings—Passengers, ordinary, \$1,189,703 24; and U. S. troops, \$52,502 85; freight, ordinary, \$2,023,062 02; and Government, \$54,107 65; mails, \$98,655; express, \$84,000; all other, \$61,268 73. Total (\$5,294 65 per mile) \$3,563,299 49
Operating Expenses—Maintenance of way, \$596,634 79; maintenance of cars, \$193,046 41; conducting transportation, \$559,426 62; motive power, \$665,684 26; general expense, \$102,198 51. Total (being \$3,145 60 per mile and 59.41 per cent of gross earnings) 2,116,990 59
Net Earnings \$1,446,308 90

INCOME ACCOUNT.

Gross earnings \$3,563,299 49
 Balance income account Junction City & Ft. Kearney Railway Co. 847 94
 Balance income account Arkansas Valley Railway Co. 179 74
 Real estate sales 800 26
 Profit and loss 13,450 35
 Balance 276,934 93
 Total \$3,855,512 71
 Construction and real estate \$68,123 10
 Operating expenses 2,116,990 59
 Discount, interest and exchange 295,858 87
 Taxes State, county and city 105,767 41
 Insurance 21,659 02
 Joint traffic balance (106 miles) 45,794 47
 Interest on funded debt 1,201,319 45
 Total \$3,855,512 71

RESOURCES AND LIABILITIES DEC. 31, 1873.

Resources—
 Miscellaneous investments and assets \$2,884,338 08
 Cash in hands of treasurer and agents 155,705 82
 Value of material on hand 216,961 56
 Bills receivable 364,252 87
 Due from U. S. Government \$327,174 82
 Less 50 per cent to be retained by Treas. Department 163,587 41
 Due from foreign roads 332,721 94
 Total \$4,117,567 68
Liabilities—
 Bills payable and loans \$2,584,365 10
 Auditor's checks in circulation 170,527 77
 Due on audited accounts, pay rolls, unclaimed wages and coupons 781,719 44
 Due to foreign roads 51,093 97
 Excess of resources over liabilities 529,861 40
 Total \$4,117,567 68

No general statement of the company's condition is given. The capital stock paid up amounts to \$9,689,950, and the funded debt, details of which are given in the monthly tables of the CHRONICLE, is \$21,108,100. The Government subsidy is \$6,303,000.

STATEMENT OF LAND DEPARTMENT.

Number of acres sold during the year, 25,423 43-100; aggregate amount received for same, including lots sold, \$93,335 43; average price per acre, \$3.66½. The total number of acres sold to Dec. 31, 1873, was 833,363 for \$2,403,528 91.

Kansas Pacific Land Grant Trust.

Net proceeds of sales of lands and lots in 1873 \$44,740 54
 Amount received on account of interest 12,981 84
 Total \$57,722 38
 Amount previously placed in hands of trustees 588,166 10

Total amount received by trustees \$645,888 48
 Bonds redeemed to Dec. 31, 1873, \$248,250, for which was paid 215,034 49

Balance in hands of trustees, in cash and notes \$430,853 99
 There still remain 1,790,174 53-100 acres of lands of this trust unsold.

Denver Extension Trust.

Net proceeds of sales of land for the year \$28,388 53
 Received on account of interest 5,395 15

Total \$33,783 68
 Amount received previous to 1873 145,367 58

Total amount received \$179,151 26
 Bonds redeemed to Dec. 31, 1873, \$68,000, for which was paid 63,640 00

Balance in hands of trustees, in cash and notes \$115,511 26
 The number of acres of lands unsold of this trust is 2,967,560 98-100.

COMPARATIVE STATEMENT FOR FOUR YEARS.

Road and Equipment.

	1870.	1871.	1872.	1873.
Miles of road owned and operated	672 6	672 6	672 6	672 6
Total equivalent single track	686 3	686 3	695 2	720 6
Locomotives	76	83	83	88
Passenger train cars	57	72	71	73
Freight train cars	958	1,072	1,074	1,063

Operations and Fiscal Results.

	1870.	1871.	1872.	1873.
Locomotive engine mileage	1,804,771	2,470,914	2,475,270	2,114,496
Passengers carried	198,071	201,592	179,182	173,651
Passenger mileage	14,708,284	19,727,390	20,664,369	23,589,686
Freight (tons) moved	297,790	277,168	348,966	263,405
Freight mileage	49,052,188	50,670,965	72,366,337	61,987,443
Passenger earnings	\$952,240	\$1,156,584 29	\$1,172,624 33	\$1,242,206 09
Freight earnings	2,242,420	1,960,289 57	2,294,299 11	2,077,169 67
Other earnings	166,127	175,643 97	256,789 74	243,923 73

	1870.	1871.	1872.	1873.
Total gross earnings	3,360,787	3,312,517 83	3,723,713 18	3,563,299 49
Operating expenses	2,480,040	2,302,589 96	2,229,265 77	2,116,990 59
Net earnings	880,747	1,009,927 87	1,494,447 41	1,446,308 90
Interest on funded debt		1,055,358 70	1,190,142 00	1,201,319 45

Financial Condition at Close of Each Year.

	1870.	1871.	1872.	1873.
Capital stock	8,872,500	8,972,500	9,638,950	9,689,950
Funded debt	19,996,350	21,279,350	21,200,350	21,108,100
Government subsidy	6,303,000	6,303,000	6,303,000	6,303,000
Total stocks and bonds	35,171,850	36,554,850	37,142,300	37,101,050

DIRECTORS AND OFFICERS FOR 1874-75.

Robert E. Carr, Adolphus Meier, Carlos S. Greeley,	B. W. Lewis, Jr., S. M. Edgell, John D. Perry,	Thomas A. Scott, Matthew Baird, F. W. Meister.
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President, Robert E. Carr, St. Louis, Mo.; Vice-President, Adolphus Meier, St. Louis, Mo.; Treasurer, Carlos S. Greeley, St. Louis, Mo.; Secretary, David M. Edgerton, Kansas City, Mo.

GENERAL OFFICES: Kansas City, Mo.
 Financial Offices: St. Louis, Mo.
 Transfer Agency: National Bank of Commerce, New York City.

Laurens, (S. C.)—The District Court confirmed the sale of this road in bankruptcy, August 10. The purchaser was the South Carolina Railroad Company. An appeal was taken, which will come up before the Circuit Court at Columbia, S. C., at the November term.

New Orleans Mobile & Texas.—The New Orleans *Picayune* a short time since gave the following account of the present "mixed" state of affairs in regard to this company:

"The promised sale of the New Orleans Mobile and Texas Railroad on September 30, of this year, seems likely to give rise to some more of that long and tedious litigation that has afflicted and embarrassed the road from its inauguration in 1866,

"The road, after passing through quite a variety of fortunes, was finally divided into sections, east and west of New Orleans—one extending to Mobile, the other running as far as Donaldsonville and prospecting for Houston.

"The western portion of the road was finally sold under the suit of Frank Ames & Co., first mortgagees, whose mortgages far exceeded the assessed valuation of the property.

"The suit was made under the order of the United States Circuit Court, Judge Woods, sitting; the road and property were bought in by Ames & Co., to whom a good title was accordingly given.

"In the meantime the State brought suit in the Superior District Court of this parish, and suddenly and unexpectedly obtained a judgment in favor of W. P. Kellogg, as Governor of the State of Louisiana. J. Q. A. Fellows, who, as pro tem. Attorney General, brought the suit, and others, for \$800,000 of the second mortgage bonds held by the State under an indenture executed between the road and the State of Louisiana, through the Governor, July 1, 1870. In accordance with this judgment the road was ordered to be sold, and an advertisement issued describing the property to be sold.

"The United States Circuit Court immediately issued an injunction prohibiting the sale. Notwithstanding this, the sheriffs of the various parishes through which the road ran, seized all the property, estate, chattels, cars, etc., of the company they could find.

"As the advertisement of the sale was not withdrawn, a new injunction was issued the other day by Judge Woods, Circuit Court Judge, inhibiting the Governor and others from, in any manner, interfering or seizing the property of the road, and, moreover, ordering them and the various parish sheriffs to restore to Frank Ames, petitioner, all the property seized.

"On failing to comply with these commands, the United States Marshal is ordered to maintain Ames in possession of the road, against all other parties.

"Whether the sale will take place or not is yet unknown."

Osage Valley & Southern Kansas.—This road is advertised for sale by the Trustees, under the mortgage deed, for default in payments of interest on the \$200,000 10 per cent. bonds, since January, 1872. The sale is noticed to take place in St. Louis, December 10, 1874.

Peoria & Rock Island.—This company proposes by a circular to the holders of their bonds, secured by first mortgage on their road, that they should deposit with Lewis Howell, Trustee (President of the Second National Bank of Peoria, Ill.), the interest coupons from said bonds, due August 1, 1874, February 1, 1875, August 1, 1875, February 1, 1876, and August 1, 1876 (being five coupons from each bond), and to receive from said company, in exchange for said coupons, "certificates of indebtedness," payable in seven years from August 1, 1874, with interest payable semi-annually, on the first days of February and August in each year, both principal and interest payable in United States gold coin. The coupons deposited in trust, as above named, to be held by said trustee until after the payment of the principal and interest of such certificates of indebtedness, after which time all said coupons so held in trust to be cancelled and surrendered to the company; but in case of the non-payment of any interest or the principal of said certificates when the same is due and payment demanded, or in case of the non-payment of the coupons from its first mortgage bonds aforesaid, maturing February 1, 1877, and on the first days of February and August in each succeeding year, until the payment of the principal of the certificates of indebtedness, the coupons which may have been deposited with the trustee aforesaid to be returned to the original owners thereof on demand, with all their rights to proceed against the company, upon the surrender of the certificate of indebtedness which had been issued in exchange for the same.

Mr. Charles L. Frost, trustee under the first mortgage, advises bondholders not to accept the terms proposed, for reasons which he gives in a circular dated Sept. 10.

Portland & Ogdensburg.—All the available force has been put on the heavy work through the Notch in the White Mountains, between Bemis' and the Fabian Place. It is hoped that this section can be completed by early spring, and a connection made with the Boston, Concord & Montreal Road.

Poughkeepsie & Eastern.—A meeting of the first mortgage bondholders was held in Poughkeepsie, N. Y., August 29. A report was submitted recommending a foreclosure and a reorganization of the company. Without taking final action, an adjournment was had to September 15.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Sept. 11, 1874.

Trade assumes a healthier aspect. The markets for leading staples develop vigor and tone, and legitimate transactions are of a magnitude that indicate the restoration of confidence to some extent. We have, it is true, to notice lower prices for coffee, rice, pork and lard, but in nearly every other article of trade much steadiness has prevailed, and in some, as corn and oats, there has been a very important advance. The disposition to purchase no more than required to meet an immediate demand, which dealers have exhibited for the year past, begins to be overcome; legitimate speculation has received some impetus, and it begins to be again possible to stimulate the demand by a reduction in prices. The weather has been mild, and some of the time very warm. Reports of an epidemic at the Southern cities have been contradicted.

Provisions have been irregular, and the approach of the date for the commencement of a new packing season has caused some depression in speculative articles. Pork declined yesterday to \$22 for new mess on the spot, and \$21 85@ \$21 90 for September and October options, and some 3,000 bbls. mess of 1871 were closed out by a leading holder at \$20. Lard declined to 13 9-16@13 1/4c. for this crop, and 11 1/4c. for the next crop. Bacon has been more active, with large sales of long clear at 12 1/4@12 1/4c. Cutmeats have also ruled a shade firmer, with a very good demand. Beef continues scarce and firm. To-day, there was a smart reaction in pork and lard. Mess pork sold at \$22 45@ \$22 50 to the extent of 3,000 bbls. for Sept. and Oct., and of prime steam lard about 5,000 tcs. at 13 1/4@14c. for September, and 12c. for all the year; and in bacon there was a notable sale of 500 boxes half and half (long and short clear) for December and January at 10 1/4c. Butter dull and weak. Cheese quiet but firm at 11@14c. for factories.

Groceries have been irregular. Coffees have declined under Rio advices of large receipts, with large stocks and a dull trade here; Rio, fair to prime cargoes, 15½@19c.; Java, 22@26c.; Maracaibo, 16@19½c., all gold; stock of Rio, 68,341 bags, and of other descriptions, 58,461 bags and 22,439 mats. Rice has declined for domestic to 7½@8c., with sales of Rangoon at 3c., gold, in bond. Molasses depressed for domestic. We note a speculation in Leghorn citron at 29@30c. Sugars have been active, and prices are again ¼c. higher; fair to good refining Cuba, 8½@8¾c.; No. 12 box, 9c., and standard crushed, 10¾@11c.

	Hhds.	Boxes.	Bags.	Melado.
Stock Sept. 8.....	117,530	87,811	68,028	565
Receipts since.....	4,013	13,034	4,631	212
Sales since.....	8,619	9,122	31,364	.....
Stock Sept. 10.....	113,924	91,733	41,545	777
Stock Sept. 11, 1873.....	89,592	58,495	302,058	4,133

There has been some further decline in ocean freights, and, comparatively speaking, some extremely low rates have been accepted. There is a large supply of room, although one of the German steamers has been withdrawn. Yesterday's business embraced grain to Liverpool by steam, 4½d.; and to Glasgow, 6d.; refined petroleum to Bristol, 4s.; to the Continent, 4s. 3d.; to Ancona, 4s. 6d., and cases from Philadelphia to Algiers, 26c.; crude petroleum from New York to Havre 4s., and naphtha from do. to London, 4s. 6d. To-day, there were moderate shipments of wheat by steam at 4½d. to Liverpool, 6d. to London, and 6½d. to Bristol, and vessels to Cork for orders were quoted at 4s. 6d. @ 4s. 9d.

There has been but a moderate business in rosins, and quotations at the close were not very steady at \$2 20 for strained. Spirits turpentine at one period sold at 33½c., but has latterly recovered, and is held at 34c. There has been an upward movement in refined petroleum, with a fair trade, closing at 12c. for September, and 12½c. for October. Crude has remained steady at 4½c. for September, and generally very quiet. Hops have been moved in only moderate quantities; State 1873's 20@33c., do 1874's 40@42c. cash. Wool has been generally very quiet, but the moderate stock holds prices pretty firm. Ingot copper has sold fairly, closing at 21@21½c. cash for Lake. Tin and tin plates rather quiet; the same may be said of American pig iron, No. 1 being quoted at \$30@\$31. Tallow has been active at 8½c. for prime. Stearine has declined to 17c. for prime Western. Whiskey has been higher at \$1 08, but fell back to-day to \$1 07. The first arrival of the new crop of raisins is expected about the 1st of October.

Linseed oil has been in moderate jobbing demand at 83@84c. Fish oils have been in fair demand and firm; crude sperm sold at \$1 60, and Northern whale at 60c. Other oils quiet and unchanged. Hides have been moderately active and steady. Dry Buenos Ayres quoted at 26@26½c., gold, and dry Texas, 22@22½c., currency. Fish has been fairly active and firm.

Kentucky tobacco has been active, and is again higher at 8½@11c. for lugs, and 12@20c. for leaf; the sales for the week embraced 2,000 hhd., of which 500 were for export and 1,500 were or speculation and consumption. Seed leaf has been active; the sales embrace: Crop of 1870, 57 cases Connecticut at 8@10c.; crop of 1873, 777 cases State at 6½@15c.; 1,124 cases Ohio at 9½@10c.; 289 cases Wisconsin at 6½@8½c.; and crops of 1872 and 1873, 1,374 cases Pennsylvania at 7@22½c., and 406 cases Connecticut at 7@37½c. Spanish tobacco has been in moderate demand, and about steady; the sales were 500 bales Havana, at 75c.@\$1.

Exports of Leading Articles from New York.

The following table, compiled from Custom House returns, shows the exports of leading articles from the port of New York since January 1, 1874, to all the principal foreign countries, and also the totals for the last week, and since January 1. The last two lines show *total values*, including the value of all other articles besides those mentioned in the table.

ARTICLES.	EXPORTS SINCE JANUARY 1 TO																	Total this week.	Total since January 1, 1874.	Same time 1873.		
	Great Britain.	France.	Holland & Belg.	Ger-many.	Other N. Europe.	Spain.	Other S. Europe.	China & Japan.	Aus-tralia.	Br. N. A. Colonies.	Cuba.	Hayti.	Other W. Indies.	Mex-ico.	British Guiana.	Brazil.	Other S. American.				All oth. Ports.	
Breadstuffs—Flour. bbls.	746,388	6,434	37,765	5,187	6,383	170,526	37,024	90,747	250,614	65	36,835	75,876	55,377	12,101	35,376	1,531,222	966,020	966,020
Corn meal. bbls.	18	35	44,943	889	29	84,511	...	4,591	48	48	87	2,815	138,034	132,094	132,094
Wheat. bush.	18,781,727	993,700	5,603,184	606,367	23,000	...	537,134	8,000	1,159	6,545	1,424	993,899	26,562,240	19,176,730	19,176,730
Rye. bush.	312	...	236,968	235,770	533,030	551,094	551,094
Barley. bush.
Oats. bush.	6,925	2,000	1,870	67,301	...	500	...	81	...	6,950	83,836	26,451	26,451
Corn. bush.	13,968,571	809,651	58,415	919,647	23,547	...	4,137	69,861	239,527	846	132,655	100	13,900	13,971	3,193	1,534	175,462	15,713,915	9,327,921	9,327,921
Peas. bush.	204,216	18,497	35	33	55,837	...	11,900	...	844	...	1,036	273,105	91,935	91,935
Candles. pkgs.	...	334	49	4	29	635	8,053	23,418	140	200	326	7,123	1,140	687	41,815	43,598	43,598
Coal. tons.	7,420	17,941	...	1,303	2,802	...	303	16,280	639	1,531	43,325	41,481	41,481
Do. do. tons.	473	1,999	...	203	15	2,068	21,081	22,427	22,427
Do. do. tons.	283,550	376,862	376,862
Do. do. tons.	172	2,382	557	2,287	214	11	3,543	12,049	1,033	5,937	283,550	376,862	376,862
Do. do. tons.	251	19	6	37	38	47	7,747	40,479	52,769	52,769
Do. do. tons.	219	553	33	94	31	...	1,455	1,812	830	105	7,580	16,135	16,135
Do. do. tons.	319	553	33	94	31	...	1,455	1,812	830	105	7,580	16,135	16,135
Do. do. tons.	219	553	33	94	31	...	1,455	1,812	830	105	7,580	16,135	16,135
Do. do. tons.	219	553	33	94	31	...	1,455	1,812	830	105	7,580	16,135	16,135
Do. do. tons.	219	553	33	94	31	...	1,455	1,812	830	105	7,580	16,135	16,135
Do. do. tons.	219	553	33	94	31	...	1,455	1,812	830	105	7,580	16,135	16,135
Do. do. tons.	219	553	33	94	31	...	1,455	1,812	830	105	7,580	16,135	16,135
Do. do. tons.	219	553	33	94	31	...	1,455	1,812	830	105	7,580	16,135	16,135
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Do. do. tons.	219	553	33	94	31	...	1,455	1,812	830	105	7,580	16,135	16,135
Do. do. tons.	219	553	33	94	31	...	1,455	1,812	830	105	7,580	16,135	16,135
Do. do. tons.	219	553	33	94	31	...	1,455	1,812	830	105	7,580	16,135	16,135
Do. do. tons.	219	553	33	94	31	...	1,455	1,812	830	105	7,580	16,135	16,135
Do. do. tons.	219	553	33	94	31	...	1,455	1,812	830	105	7,580	16,135	16,135
Do. do. tons.	219	553	33	94	31	...	1,455	1,812	830	105	7,580	16,135	16,135
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Do. do. tons.	219	553	33	94	31	...	1,455	1,812	830	105	7,580	16,135	16,135
Do. do. tons.	219	553	33	94	31	...	1,455	1,812	830	105	7,580	16,135	16,135
Do. do. tons.	219	553	33	94	31	...	1,455	1,812	830	105	7,580	16,135	16,135
Do. do. tons.	219	553	33	94	31	...	1,455	1,812	830	105	7,580	16,135	16,135
Do. do. tons.	219	553	33	94	31	...	1,455	1,812	830	105	7,580	16	

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.....	9,140	12,849	Cutlery.....	3,297	5,055
Earthenware.....	24,104	37,551	Hardware.....	2,140	2,403
Glass.....	289,878	369,201	Iron, RR. bars.....	22,276	472,010
Glassware.....	24,756	29,318	Lead, pigs.....	147,854	216,676
Glass plate.....	6,260	8,078	Spelter, lbs.....	1,750,201	4,855,169
Buttons.....	4,990	4,152	Steel.....	81,271	156,827
Coal, tons.....	45,437	88,297	Tin, boxes.....	697,954	771,913
Cocoa, bags.....	19,805	23,909	Tin slabs, lbs.....	7,841,895	3,773,841
Coffee, bags.....	1,052,604	821,308	Rags.....	94,766	91,295
Cotton, bales.....	2,427	10,445	Sugar, hhds, tcs. & bbls.....	533,308	454,066
Drugs, &c.—			Sugar, bxs & bags.....	920,728	747,047
Bark, Peruvian.....	26,253	25,022	Tea.....	791,723	788,010
Blea, powders.....	18,465	24,196	Tobacco.....	62,117	50,559
Cochineal.....	4,743	4,594	Waste.....	3,100	3,351
Cream Tartar.....	893	1,154	Wines, &c.—		
Gambier.....	27,501	6,900	Champagne, bks.....	80,247	110,830
Gum, Arabic.....	3,830	8,382	Wines.....	130,778	126,982
Indigo.....	3,036	3,221	Wool, bales.....	32,166	35,939
Madder.....	1,750	617	Articles reported by value—		
Oils, essential.....	755	474	Cigars.....	\$1516,392	\$1582,216
Oil, Olive.....	24,698	34,506	Corks.....	69,549	109,094
Opium.....	1,328	780	Fancy goods.....	737,323	1,063,115
Soda, bi-carb.....	31,549	50,503	Fish.....	158,127	228,310
Soda, sal.....	40,188	45,429	Fruits, &c.—		
Soda ash.....	34,549	40,321	Lemons.....	946,416	682,775
Flax.....	7,453	5,718	Oranges.....	1,299,441	1,165,440
Furs.....	4,847	4,896	Nuts.....	595,115	712,465
Gunny cloth.....	625	2,146	Raisins.....	1,104,216	694,472
Hair.....	2,929	3,080	Hides, undressed.....	9,488,301	8,720,528
Hemp, bales.....	140,718	93,567	Rice.....	681,456	651,262
Hides, &c.—			Spices, &c.—		
Bristles.....	1,088	1,364	Cassia.....	71,460	239,283
Hides, dressed.....	6,370	8,321	Ginger.....	71,856	70,843
India rubber.....	37,527	28,831	Pepper.....	454,512	99,743
Ivory.....	1,375	2,140	Saltpetre.....	280,105	279,107
Jewelry, &c.—			Woods—		
Jewelry.....	2,235	2,639	Cork.....	201,510	361,206
Watches.....	689	749	Fustic.....	20,635	70,236
Linseed.....	563,212	451,750	Logwood.....	195,513	280,550
Molasses.....	92,821	91,616	Mahogany.....	74,448	96,677

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.	6,354	4,934	Oil cake.....pkgs.	104,216	131,809
Breadstuffs, &c.—			Oil, lard.....	2,133	1,637
Flour.....bbls.	2,707,311	2,151,723	Peanuts.....bags.	24,579	81,401
Wheat.....bush.	29,069,648	13,924,452	Provisions—		
Corn.....	22,815,074	15,758,451	Butter.....pkgs.	598,899	580,726
Oats.....	6,775,361	7,955,729	Cheese.....	1,341,574	1,328,456
Rye.....	457,205	667,811	Cutmeats.....	247,776	409,797
Barley, &c.....	778,598	801,754	Eggs.....	370,990	351,983
Grass seed, bags.....	40,914	67,114	Pork.....	89,071	118,505
Beans.....bbls.	45,771	26,988	Beef.....	17,831	18,124
Peas.....bush.	332,832	101,525	Lard.....	185,639	301,579
C. meal.....bbls.	140,895	163,577	Lard.....kegs.	27,464	19,541
Cotton.....bales.	569,808	593,889	Rice.....pkgs.	14,535	8,537
Hemp.....bales.	3,047	4,533	Starch.....	239,579	225,196
Hides.....No.	376,649	454,078	Stearine.....	15,181	14,792
Hops.....bales.	11,664	7,065	Sugar.....bbls.	234	1,118
Leather.....sides.	2,560,574	1,856,245	Sugar.....hhds.	234	681
Molasses.....bbls.	23,406	23,065	Tallow.....pkgs.	24,494	35,459
Naval Stores—			Tobacco.....	167,006	121,427
Cr. turp.....bbls.	9,981	7,555	Tobacco.....hhds.	91,534	95,202
Spirits turpen.....	57,929	53,410	Whiskey.....bbls.	132,631	125,654
Rosin.....	363,952	396,059	Wool.....bales.	57,012	72,363
Tar.....	39,978	29,540	Dressed Hogs.....No.	106,793	93,812
Pitch.....	2,974	1,743			

COTTON.

FRIDAY, P. M., September 11, 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, Sept. 11. It appears that the total receipts for the seven days have reached 14,506 bales against 5,656 bales last week, 5,880 bales the previous week and 5,236 bales three weeks since, making the total receipts since the first of September, 1874, 19,708 bales against 21,531 bales for the same period of 1873-74, showing a decrease since September 1, 1874, of 1,823 bales. The details of the receipts since Sept. 1st (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.	2,676	2,014	7,855	2,393	2,161	2,345
Mobile.....	1,379	995	1,836	905	605	976
Charleston.....	1,323	1,463	5,749	1,502	2,286	1,373
Savannah.....	3,811	3,499	6,121	1,406	3,412	6,481
Galveston.....	3,937	1,777	5,532	3,401	347	590
Tennessee, &c.....	34	1,433	1,029	1,719	1,298	273
Florida.....	37	4	12	.....	.....	3
North Carolina.....	49	141	312	241	199	103
Norfolk.....	898	2,274	1,346	992	861	193
Total this week.....	14,506	13,005	29,625	12,561	11,104	12,351
Totals since Sept. 1.....	19,708	21,531	42,944	21,860	17,972	16,322

The exports for the week ending this evening reach a total of 7,453 bales, of which 5,324 were to Great Britain, 2,109 to France, and 20 to rest of the Continent, while the stocks as

made up this evening, are now 95,561 bales. Below are the exports and stocks for the week, and also for the corresponding week of last season:

Week ending Sept. 11.	Exported to—			Total this week.	Same w ^k 1873.	Stock	
	G. Brit.	France	Cont'n't			1874.	1873.
New Orleans.....	2,497	.....	.....	2,497	.....	13,791	7,430
Mobile.....	.....	.....	.....	.....	.....	4,382	5,586
Charleston.....	.....	.....	.....	.....	.....	3,812	1,123
Savannah.....	.....	.....	20	20	.....	5,619	2,882
Galveston.....	.....	.....	.....	.....	.....	5,716	6,100
New York.....	2,775	2,109	.....	4,884	7,073	42,283	27,913
Other ports*.....	52	.....	.....	52	.....	17,000	15,000
Total.....	5,324	2,109	20	7,453	7,073	95,561	65,988
Since Sept. 1.....	6,975	2,103	20	9,104	12,035	.....	.....

* The exports this week under the head of "other ports" include from Boston 52 bales to Liverpool.

From the foregoing statement, it will be seen that, compared with the corresponding week of last season, there is an increase in the exports this week of 380 bales, while the stocks to-night are 29,593 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 Sept. 4, the latest mail dates.

PORTS.	RECEIPTS SINCE SEPT. 1.		EXPORTED SINCE SEPT. 1 TO—				Coast-wise Ports.	Stock.
	1874.	1873.	Great Britain.	France.	Other For'n.	Total.		
New Orleans.....	755	1,055	.....	.....	.....	.....	400	16,182
Mobile.....	86	661	.....	.....	.....	.....	216	3,772
Charleston.....	461	969	162	.....	.....	162	196	4,213
Savannah.....	926	1,095	.....	.....	.....	.....	456	4,999
Galveston.....	1,997	656	.....	.....	.....	.....	9	6,510
New York.....	143	1,888	1,489	.....	.....	1,489	.....	51,901
Florida.....	81	.....	.....	.....	.....	.....	4	.....
No. Carolina.....	543	1,756	.....	.....	.....	.....	613	2,229
Norfolk.....	227	377	.....	.....	.....	.....	.....	17,000
Other ports.....	.....	.....	.....	.....	.....	.....	.....	.....
Total this year.....	5,202	.....	1,651	.....	.....	1,651	1,959	107,463
Total last year.....	.....	6,526	4,962	.....	.....	4,962	7,411	76,195

The market for cotton on the spot has remained about steady during the past week. Almost the only demand has been from home spinners; but their purchases have not been quite so liberal as in the previous two weeks. There was, therefore, some depression manifested in the market, and the grades below low middling were quoted weak and irregular, although official quotations were not reduced. The receipts at this market have been fair, and at the Southern ports, show a considerable increase, the total for the week exceeding, for the first time in many months, the corresponding week of last year; there has been some decline in Liverpool, and exchange is lower; shippers have consequently been able to take but very little. To-day, the market here was quiet and unchanged, but at Liverpool showed a slight improvement in tone. For future delivery, there was, from Saturday last, a sharp decline, which was not checked till Thursday morning. Apparently there was no obstacle to the downward course of prices. Crop advices were generally favorable, or at least adverse accounts were not credited; prices of cotton goods were declining under slow sales; the foreign cotton markets were drooping; the picking of the new crop was proceeding rapidly, and the receipts at the ports began to foot up very respectably; the weather was favorable for the maturing and picking of the crop, and nothing but the comparatively low price which had been reached seemed to favor any movement for a rise. Reports were made public by the Treasury Department on Tuesday evening, to the effect that yellow fever had broken out at Galveston, New Orleans, Mobile, and other Southern ports, which had a temporary influence in checking the decline; but these reports were quickly denied from the South, and on Thursday morning October sold at 15 1-16c., November and December at 15c., January at 15 1-2c., February at 15 3-4c., March at 15 21-32c., and April at 16c. From these prices, however, there was subsequently a sharp reaction. September, which was threatened with a corner, advanced from 15 17-32c. to 15 31-32c. at the second call, and October sold at 15 7-16c. after 'Change, an improvement of 7-16c. for both months. The later months did not advance so much, but at the close March sold at 15 31-32c., against 15 21-32c. early in the day. The upward turn was aided by a rumor from Washington, that the report of the Agricultural Bureau for August was made up and would be very unfavorable. To-day, the market opened excited for September, with large sales at 15 1-2@ 15 15-16c. in view of the possibility of a "corner" for this month; but other futures steadily declined and lost the most of the improvement noted at the close of yesterday's business. The yellow fever announcement from Washington was officially withdrawn, and the unfavorable character of the Bureau report was not confirmed up to the close of business, though generally credited. After 'Change there was a little doing, and no variation in prices. The total sales for forward delivery for the week are 134,300 bales, including — free on board. For immediate delivery the total sales foot up this week 8,420 bales, including 330 for export, 7,976 for consumption, 114 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 D.	13 1/2@	13 1/2@	13 1/2@	13 1/2@
Good Ordinary.....	15 @	15 @	15 @	15 @
Strict Good Ordinary.....	15 1/2@	15 1/2@	15 1/2@	15 1/2@
Low Middling.....	16 @	16 @	16 @	16 @
Middling.....	16 1/2@	17 @	17 @	17 @
Good Middling.....	18 1/2@	18 1/2@	19 1/2@	18 1/2@

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

	SALES.				PRICES.			
	Exp't.	Con- sump.	Spec- ula'n	Trans- sit.	Total.	Ord'ry.	Good Ord'ry.	Low Mid'l'g.
Saturday	100	986	...	...	1,086	13½	15	16
Monday .....	...	1,918	...	...	1,918	13½	15	16
Tuesday .....	...	1,857	57	...	1,444	13½	15	16
Wednesday	230	74	...	...	970	13½	15	16
Thursday .....	...	7,523	35	...	1,558	13½	15	16
Friday .....	...	1,424	22	...	1,444	...	...	...
Total	330	7,976	114	...	8,420	...	...	...

For forward delivery the sales (including — free on board) have reached during the week 134,300 bales (all low middling or on the basis of low middling), and the following is a statement of the sales and prices:

For September.	For November.	For January.	For March.
bales. cts.	bales. cts.	bales. cts.	bales. cts.
4,000..... 15 15-32	500..... 15 15-32	500..... 15 15-32	200..... 15 21-32
3,700..... 15 9-16	600..... 15 1-32	1,000..... 15 5-32	400..... 15 11-16
1,800..... 15 19-32	800..... 15 1-16	1,900..... 15 8-16	1,000..... 15 23-32
1,900..... 15 15-32	200..... 15 3-32	200..... 15 7-32	1,100..... 15 15-32
500..... 15 21-32	1,800..... 15 15-32	2,200..... 15 15-32	400..... 15 25-32
2,800..... 15 11-16	1,000..... 15 5-32	3,000..... 15 9-32	1,000..... 15 13-16
1,300..... 15 23-32	1,600..... 15 3-16	700..... 15 5-16	100..... 15 27-32
5,100..... 15 15-32	700..... 15 7-32	700..... 15 11-32	600..... 15 15-32
800..... 15 25-32	2,400..... 15 15-32	1,400..... 15 15-32	100..... 15 15-15
800..... 15 13-16	1,700..... 15 9-32	1,000..... 15 13-32	300..... 15 31-32
300..... 15 29-32	600..... 15 5-16	900..... 15 7-16	600..... 15 1-16
2,100..... 15 15-16	1,400..... 15 11-32	1,600..... 15 15-32	100..... 16 1-32
100 s.n..... 15 15-16	100..... 15 15-32	2,900..... 15 15-32	400..... 16 1-16
25,200 total Sept.	12,500 total Nov.	18,500 total Jan.	5,600 total March.
For October.	For December.	For February.	For April.
bales. cts.	bales. cts.	bales. cts.	bales. cts.
800..... 15 1-16	200..... 15 1-16	600..... 15 15-32	1,300..... 16 1-16
1,600..... 15 3-32	700..... 15 1-32	100..... 15 7-16	100..... 16 1-32
100..... 15 15-32	100..... 15 1-16	100..... 15 15-32	1,400..... 16 1-16
2,800..... 15 5-32	1,800..... 15 15-32	600..... 15 15-32	500..... 16 1-16
4,200..... 15 3-16	600..... 15 5-32	100..... 15 7-16	100..... 16 7-32
800..... 15 7-32	700..... 15 3-16	100..... 15 15-32	500..... 16 1-16
4,600..... 15 15-32	900..... 15 7-32	1,200..... 15 15-32	200..... 16 9-32
2,000..... 15 9-32	600..... 15 15-32	800..... 15 17-32	4,200 total April.
8,200..... 15 5-16	700..... 15 5-32	100..... 15 19-32	For May.
4,500..... 15 11-32	1,400..... 15 5-16	300..... 15 21-32	200..... 16 9-32
8,100..... 15 15-32	1,900..... 15 11-32	200..... 15 21-32	100..... 16 5-16
2,100..... 15 13-32	1,600..... 15 15-32	500..... 15 11-16	100..... 16 1-16
8,200..... 15 7-16	2,800..... 15 13-32	600..... 15 23-32	100..... 16 1-16
2,100..... 15 15-32	500..... 15 7-16	2,200..... 15 15-32	
45,800 total Oct.	14,400 total Dec.	6,700 total Feb.	400 total May.

The following exchanges have been made during the week:

½c. pd. to exch. 100 Sept. reg. for s. n.

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	16	16	16	16	16	16
September.....	15 11-16	15 11-16	15 23-32	15 9-16	15 17-32	15 15-32	15 23-32
October.....	15 13-32	15 11-32	15 5-16	15 5-32	15 5-32	15 11-32	15 9-32
November.....	15 15-32	15 5-16	15 9-32	15 5-32	15 3-32	15 3-16	15 3-16
December.....	15 15-32	15 11-32	15 5-16	15 3-16	15 15-32	15 7-32	15 7-32
January.....	15 15-32	15 15-32	15 15-32	15 9-32	15 15-32	15 15-32	15 15-32
February.....	15 23-32	15 15-32	15 23-32	15 21-32	15 15-32	15 21-32	15 15-32
March.....	16	16	15 31-32	15 15-16	15 15-16	15 15-16	15 15-16
April.....	16 15-32	16 9-32	16 15-32	16 7-32	16 1-16	16 1-16	16 1-16
May.....	16 15-32	16 9-32	16 15-32	16 7-32	16 1-16	16 1-16	16 1-16
Gold.....	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
Exchange.....	4.81 1/2	4.81 1/2	4.81 1/2	4.81 1/2	4.81 1/2	4.81 1/2	4.81 1/2
Sales spot.....	3.350	1.056	1.9 1/8	1.444	970	1,558	1,444
Sales future.....	14,850	20,000	15,600	20,900	23,200	27,300	27,000

WEATHER REPORTS BY TELEGRAPH.—There have been rains the past week in the Gulf States and along the coast of the Atlantic. No harm, but only good, has been done by them, except in Texas, where they have been very severe in some sections, and have done injury by beating out cotton. Otherwise our reports indicate no unfavorable condition other than the results of the August drought, which some of our correspondents still believe to have worked great harm, while others are inclined to think that the reported damage has been greatly exaggerated. It is very satisfactory to know that since the drought broke up we have not had those excessive rains so many very naturally feared; but that the weather has, in most sections, been just about as favorable as it could be.

At Galveston they have had rain on every day in the week, on two days hard and five showery; as stated above, our correspondent believes that the hard rains have done harm in some sections of the upland country by beating out cotton; the rain-fall was three inches and ninety-five hundredths.

At Indianola there was also rain on every day, with a hard storm on two days; rainfall, seven and fifteen-hundredths inches.

They have had warm, sultry, wet weather at New Orleans, with showers on three days; the rainfall from which aggregated one and fifteen-hundredths inches.

We learn from Nashville that the weather has been warm and dry all the week, the days warm and the nights cold.

At Mobile there was rain on three days, showery the earlier part of the week, but the latter part was clear and pleasant; our correspondent thinks that much damage has been done by the drought; picking is making excellent progress; the rainfall has reached sixty-nine-hundredths of an inch.

There was no rain at Montgomery the past week; picking is progressing finely, and planters are sending the crop to market freely.

At Selma cotton is opening rapidly, and picking is progressing finely; the weather there has been warm and dry.

There has been no rain the past week at Macon.

At Atlanta there was no rain all the week; our correspondent at this point believes that the reported damage to the crop was much exaggerated; he telegraphs the rainfall for August as eight and sixty-nine hundredths inches, the rainfall reported in our last week's telegram for the whole month being apparently erroneous.

From Columbus we learn that the weather there has also been warm and dry; picking is making fine progress, but the top crop, our correspondents think, will be poor.

At Savannah they have had two rainy days, with a rainfall of six hundredths of an inch.

There has been no rain at Augusta; the weather has been pleasant and favorable for picking; our correspondent further says that the unfavorable crop accounts are not exaggerated.

The thermometer has averaged at Galveston, 81, Indianola, 80, New Orleans, 80, Nashville, 78, Mobile, 80, Montgomery, 80, Selma, 82, Macon, 79, Atlanta, 78, Columbus, 79, Savannah, 77 and at Augusta, 77.

NORFOLK RECEIPTS FOR YEAR.—William Lamb, commission merchant of Norfolk, sends us the following statement of the receipts of cotton at Norfolk, Va., for year ending 31st August, 1874, as collated by Captain William Phillips, marine reporter,

	N. & P. RR.	S. & R. RR.	Canals & Rivers.	Total.
	No. of bales.	No. of bales.	No. of bales.	No. of bales.
1873.				
September.....	5,234	6,150	917	12,301
October.....	14,714	34,481	5,370	54,565
November.....	17,292	39,025	10,423	66,740
December.....	27,382	46,887	9,453	83,722
1874.				
January.....	32,171	44,401	12,457	89,029
February.....	21,993	22,936	4,052	48,981
March.....	24,395	22,216	3,478	50,089
April.....	10,739	11,290	1,795	23,824
May.....	8,495	6,666	1,540	16,701
June.....	7,674	4,483	422	12,579
July.....	5,710	3,425	219	9,354
August.....	1,679	2,849	33	4,561
Total.....	177,478	214,809	50,159	442,446

We have not seen these figures published, and, therefore, give the statement in full.

INDIA COTTON CROP.—This is about the date to study the prospects as to India cotton; that is to say, the planting has been completed in most districts, and in the earlier ones the weed should by this time be well started. Our readers are aware that in considering the possibilities of the crop there, the points upon which light is needed, up to this date, are the acreage planted or being planted and the extent and character of the monsoon. We have, therefore, taken the trouble to gather in what information we could on these points, and from it all conclude that at present there is no prospect of any diminution in the supply from that quarter this year.

1. As to acreage. Messrs. Finlay, Muir & Co., under date of July 16, state in their circular, that "no figures of estimated area devoted to cotton have been received, but it is said that there will be no falling off as compared with last year, and probably some increase, as in the neighborhood of Oomrawutty a considerable portion of waste land is now being cleared and cultivated." Under date of July 23, Messrs. Nicol & Co., say: "We have not yet got sufficient particulars to give detailed figures, but our correspondents in both the Berars and Guzerat lean to the belief that the area of land under cotton this year will prove greater than last." In the same connection it may be of interest to our readers to learn that the Assistant Commissioner of the Akola Districts has just published his report, in which he states that in the Berars and central Provinces the area under cotton the past year was 2,637,719 acres, against 2,410,435 in 1872-3, and 2,176,589 acres in 1871-2. These districts produce about a quarter of the Bombay receipts, and this increased acreage the past year accounts in part for the unusual arrivals at that port this season.

2. With regard to the monsoon and the present condition of the plant, Messrs. Nicol & Co., under date of July 23, say: "We have had heavy and continuous rain here for several days past, making about 50 inches to date, which is a good average. We have not heard yet whether the fall has extended to the cotton-growing districts, but up to the date of our latest telegrams everything promised well." The same firm, one week later (July 30), write: "The heavy rain reported in our last as having fallen in Bombay has proved very general, and the cotton crop has everywhere been greatly benefited. Our correspondents at Broach write that the cotton plants are in many fields from 6 to 9 inches above ground, and look exceedingly healthy; during the week we have had heavy showers of rain, and the crops are in splendid condition. Ahmedabad and Surat have been equally favorable. From the Berars we hear that although they have had a week's incessant rain the crops required it, and the cotton especially is now looking remarkably well." Messrs. Finlay, Muir & Co., under date of July 16, state that "the rainfall has been general throughout the districts, and accounts from Khan-deish, Berar and Hingunghaut are very satisfactory, and the young cotton plants are well above ground, and are very healthy in appearance." In their circular of July 30th they also say that "the accounts from up country are satisfactory. In the Broach districts the rainfall has been fair, and cotton and other crops are said to be in splendid condition. * * * In Khan-deish and the Berars heavy rain has fallen, but not more than was wanted, and the cotton plants are looking very well, and give promise of a large crop, so far as can be said at this early period." Sir Charles Forbes & Co., under date of July 31, state that "the weather reports from the various cotton growing districts are generally, so far as a judgment can yet be formed, favorable to the prospects of the coming crop. In the Berars and the Deccan the fall of rain has been very satisfactory. In Khandeish a want of rain was for some time felt in certain districts, but latterly there has been a sufficient fall in all parts; a great proportion of the Khandeish cotton land has this year been sown in American seed. In Guzerat a fair supply of rain in June was followed, during the early half of the current month, by a spell of dry weather, which caused considerable anxiety, but by late advices an abundant downpour has removed all cause of fear. In Dharwar the supply of rain has

"been ample for requirements, while in Compta and Vingorla it has been reported as excessive, and some damage to the young plants is apprehended."

These extracts are sufficient to show that up to latest mail dates the crop was making excellent progress. As we have heard nothing by cable indicating any harm to the plant since the above dates, we suppose that up to this time the conditions have continued satisfactory.

BOMBAY SHIPMENTS.—According to our cabled dispatch received to-day, there have been 5,000 bales shipped from Bombay to Great Britain the past week and 4,000 bales to the Continent, while the receipts at Bombay during the same time have been 2,000 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, Sept. 10:

	Shipments this week			Shipments since Jan. 1			Receipts	
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.	This week.	Since Jan. 1.
1874.....	5,000	4,000	9,000	782,000	362,000	1,144,000	2,000	1,211,000
1873.....	9,000	1,000	10,000	873,000	196,000	1,069,000	2,000	923,000
1872.....				619,000	239,000	858,000	1,000	906,000

From the foregoing it would appear that compared with last year there is an *decrease* 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 275,000 bales compared with the corresponding period of 1873.

GUNNY BAGS, BAGGING, ETC.—Bagging has not been active, on account of the high prices asked; and at the close holders would probably shade former quotations. The sales are 500 rolls here on p. t.; 1,000 rolls in Boston at 14c., and 250 bales on p. t. Native has been in fair request, and sales of 50 bales are reported at 4½c., gold in bond for export, and 150 bales duty in lots at 10½@10¾. Bags are held at 12c., no sales making. Jute butts are in small stock, arrivals are small, and demand light. Sales are 600 bales at 2 11-16c.; 400 bales at 2½c. currency; 500 bales at 2½c., and 500 bales September shipment at 2½c. gold, cash.

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 (Sept. 11), we add the item of exports from the United States, including in it the exports of Friday only.

	1874.	1873.	1872.
Stock at Liverpool.....	841,000	728,000	815,000
Stock at London.....	111,000	209,250	215,000
Total Great Britain stock	952,000	937,250	1,030,000
Stock at Havre.....	179,750	128,500	223,000
Stock at Marseilles.....	14,000	12,750	19,000
Stock at Barcelona.....	58,000	39,000	49,000
Stock at Hamburg.....	25,750	32,000	16,000
Stock at Bremen.....	44,500	46,000	39,000
Stock at Amsterdam.....	95,250	98,750	89,000
Stock at Rotterdam.....	23,750	29,000	9,000
Stock at Antwerp.....	10,500	27,000	42,000
Stock at other continental ports.....	35,000	67,000	71,000
Total continental stocks.....	486,500	480,000	557,000
Total European stocks.....	1,438,500	1,417,250	1,587,000
India cotton afloat for Europe.....	330,000	290,500	308,000
American cotton afloat for Europe.....	27,000	36,000	18,000
Egypt, Brazil, &c., afloat for Europe.....	44,000	40,000	55,000
Stock in United States ports.....	95,561	65,963	68,239
Stock in United States interior ports.....	18,457	9,374	8,095
United States exports to-day.....		1,000	1,000
Total visible supply.....	1,953,518	1,860,092	2,045,334

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

American—			
Liverpool stock.....	314,000	257,000	180,000
Continental stocks.....	243,000	199,000	117,000
American afloat to Europe.....	27,000	36,000	18,000
United States stock.....	95,561	65,963	68,239
United States interior stocks.....	18,457	9,374	8,095
United States exports to-day.....		1,000	1,000
Total American..... bales.	698,018	568,342	392,334
East Indian, Brazil, &c.—			
Liverpool stock.....	527,000	471,000	635,000
London stock.....	111,000	209,250	215,000
Continental stocks.....	243,500	281,000	440,000
India afloat for Europe.....	330,000	290,500	308,000
Egypt, Brazil, &c., afloat	44,000	40,000	55,000
Total East India, &c.....	1,255,500	1,291,750	1,653,000
Total American.....	698,018	568,342	392,334
Total visible supply..... bales.	1,953,518	1,860,092	2,045,334
Price Middling Uplands, Liverpool.....	7½@8d.	9d.	9½d.

These figures indicate an *increase* in the cotton in sight to-night of 93,426 bales as compared with the same date of 1873, and a *decrease* of 91,816 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 Sept. 11, 1874—			—Week ending Sept. 12, 1873—		
	Receipts.	Shipments.	Stock.	Receipts.	Shipments.	Stock.
Augusta.....	736	379	4,964	1,090	1,060	782
Columbus.....	332	348	605	489	295	1,273
Macon.....	286	334	1,780	320	282	1,494
Montgomery ..	933	744	838	441	540	1,309
Selma.....	985	633	1,009	476	408	338
Memphis.....	1,677	1,716	6,019	1,253	1,586	2,823
Nashville.....	497	642	3,242	497	1,024	1,355
Total, old...	5,446	4,796	18,457	4,566	5,195	9,374
Shreveport....	275	40	475	36	38	526
Atlanta.....	35	17	419	154	100	83
St. Louis.....	319	772	2,131	87	756	443
Cincinnati	185	681	5,600	1,263	1,576	2,015
Total, new..	814	1,510	8,625	1,540	2,470	3,067
Total, all...	6,260	6,306	27,082	6,106	7,665	12,441

The above totals show that the old interior stocks have *increased* during the week 650 bales, and are to-night 9,083 bales *more* than at the same period last year. The receipts have been 880 bales *more* than the same week last year.

The exports of cotton *this week* from New York show an increase, as compared with the last five days of August, the total reaching 4,884 bales, against 2,866 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, 1874; and in the last column the total for the same period of the previous year.

Exports of Cotton (bales) from New York since Sept. 1, 1874.

EXPORTED TO	WEEK ENDING				Total to date.	Same period prev'us year.
	Aug. 19.	Aug. 26.	Aug. 31.	Sept. 9.		
Liverpool.....	5,871	5,455	2,866	2,775	4,264	11,710
Other British Ports.....	...	...	...	...	...	...
Total to Gt. Britain.....	5,871	5,455	2,866	2,775	4,264	11,710
Havre.....	...	95	...	2,109	2,109	2
Other French ports.....	...	...	...	...	...	...
Total French.....	...	95	...	2,109	2,109	2
Bremen and Hanover.....	...	...	...	...	...	...
Hamburg.....	...	...	...	...	...	...
Other ports.....	...	...	...	...	...	...
Total to N. Europe.....	...	...	...	...	...	...
Spain, Oporto & Gibraltar &c.....	...	...	...	...	...	...
All others.....	...	...	...	...	...	...
Total Spain, &c.....	...	...	...	...	...	...
Grand Total.....	5,871	5,550	2,866	1,373	6,373	11,712

The following are the receipts of cotton at New York, Boston, Philadelphia and Baltimore for the last week, and since Sept. 1, '74.

REC'D FROM—	NEW YORK.		BOSTON.		PHILADELPHIA		BALTIMORE.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
New Orleans..	2,438	2,645	...	...	...	...	...	...
Texas.....	447	466	...	...	...	...	...	...
Savannah.....	1,705	2,306	84	84	154	154	8	8
Mobile.....	...	...	...	...	...	...	...	...
Florida.....	...	...	...	...	...	...	...	...
S'th Carolina.....	583	1,112	517	517	...	...	79	79
N'th Carolina.....	20	91	...	...	48	48	54	54
Virginia.....	198	228	260	260	...	...	...	...
North'n Ports.....	14	35	845	845	99	99	13	13
Tennessee, &c.....	164	307	115	115	...	...	...	...
Foreign.....	21	21	...	...	...	...	...	...
Total this year.....	5,590	7,211	1,821	1,821	301	301	154	154
Total last year.....	7,018	12,607	2,251	2,251	491	491	686	686

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 5,594 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in THE CHRONICLE last Friday, except Galveston, and the figures for that port are the exports for two weeks back. With regard to New York, we include the manifests of all vessels cleared up to Wednesday night of this week.

				Total bales.
NEW YORK—To Liverpool, per steamers Minnesota, 828....	Palm, 558	...	...	2,775
... Russia, 1....	The Queen, 753....	China, 295....	Republic, 310	
... per ship Jorawur, 30....	...	...	...	2,109
To Havre, per steamer Washington, 741....	...	per bark Argonaute, 1,368....	...	
NEW ORLEANS—To Liverpool, per steamers Sully, 432....	...	...	...	11
To Havre, per steamer Sully, 11....	...	...	...
CHARLESTON—To Liverpool, per bark Atlanta, 149 Upland and 13 Sea Island.....	...	...	...	162
BALTIMORE—To Liverpool, per steamer Jose, 53....	...	...	...
BOSTON—To Liverpool, per steamer Batavia, 52....	...	...	...	52
Total.....	...	...	...

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

	Liverpool.	Havre.	Total.
New York.....	2,775	2,109	4,884
New Orleans.....	432	11	443
Charleston.....	162	...	162
Baltimore.....	53	...	53
Boston.....	52	...	52
Total.....	3,474	2,120	5,594

Cotton freights the past week have been as follows:

	Liverpool.		Havre.		Bremen.		Hamburg.	
	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.
Saturday...	d.	d.	c.	c.	c.	c.	c.	c.
Monday...	②½	②½	②½	②½	②½	②½	②½	②½
Tuesday...	②½	②½	②½	②½	②½	②½	②½	②½
Wedn'day...	②½	②½	②½	②½	②½	②½	②½	②½
Thursday...	②½	②½	②½	②½	②½	②½	②½	②½
Friday...	②½	②½	②½	②½	②½	②½	②½	②½

LIVERPOOL, Sep. 11.—3.30 P.M.—BY CABLE FROM LIVERPOOL.—The market has ruled steady to-day. Sales of the day were 14,000 bales, of which 2,000 bales were for export and speculation. Of to-day's sales 8,000 bales were American. The weekly movement is given as follows:

	Aug. 21	Aug. 28.	Sept. 4.	Sept. 11.
Sales of the week.....bales	72,000	61,000	61,000	78,000
of which exporters took....	9,000	6,000	10,000	18,000
of which speculators took....	6,000	3,000	1,000	2,000
Total stock.....	910,000	870,000	890,000	841,000
of which American.....	359,000	343,000	335,000	312,000
Total import of the week.....	91,000	21,000	81,000	21,000
of which American.....	14,000	10,000	19,000	10,000
Actual export.....	12,000	9,000	11,000	10,000
Amount afloat.....	387,000	384,000	384,000	319,000
of which American.....	41,000	40,000	26,000	23,000

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

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Mid'g Uplands...	②8	②8	②8	7½②8	7½②8	7½②8
do Orleans...	②8½	②8½	②8½	8½②8½	8½②8½	8½②8½

EUROPEAN COTTON MARKETS.—In reference to these markets our correspondent in London, writing under the date of Aug. 29, 1874, states:

LIVERPOOL, Aug. 27.—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 U.K. in '73.
	1874.	1873.	1874.	1873.	
American.....bales	157,240	123,150	156,810	77,069	120,750
Brazilian.....	18,400	5,900	85,400	18,815	18,880
Egyptian, &c.	13,450	8,720	32,650	7,640	9,990
W. India, &c.	2,440	1,100	3,840	7,839	29,270
E. India &c.	55,830	48,320	215,390	189,168	412,600
Total.....	247,340	187,190	522,090	300,531	591,490

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

SALES, ETC., OF ALL DESCRIPTIONS.						
Sales this week.			Total this period		Average weekly sales	
Trade.	Ex-Port.	Speculation.	1874.	1873.	1874.	1873.
American.....bales	29,250	1,090	510	26,850	1,355,790	1,353,250
Brazilian.....	9,090	200	110	9,400	392,940	272,470
Egyptian.....	5,240	60	90	5,240	193,400	186,440
Smyrna & Greek.....	1,200	220	...	1,570	55,700	78,340
West Indian.....	12,240	4,340	1,540	18,120	647,570	547,980
East Indian.....	...	...	...	...	...	...
Total.....	53,020	5,910	2,250	61,180	2,581,400	2,438,380

Imports.				Stocks.		
This week.	To this date	To this date	Total.	This date	Same date	Dec. 31.
1874.	1874.	1873.	1873.	1874.	1873.	1873.
American.....	10,537	1,475,550	1,489,070	1,371,991	343,410	290,130
Brazilian.....	8,419	368,119	327,999	468,070	159,770	100,300
Egyptian.....	182,708	178,247	309,789	65,620	39,340	77,830
Smyrna & Gr'k.....	2,061	15,630	16,102	1,350	8,510	...
W. Indian.....	50,731	62,632	113,041	31,400	23,390	23,130
East Indian.....	550,775	506,249	757,603	268,480	294,340	281,800
Total.....	21,497	2,629,934	2,579,827	3,536,546	870,030	756,510

LONDON, August 29.—The cotton trade has been dull throughout the week and prices have slightly declined. The following are the particulars of imports, deliveries and stocks:

	1872.	1873.	1874.
Imports, Jan. 1 to Aug. 27.....	314,368	196,165	137,298
Deliveries.....	241,503	222,186	212,542
Stocks, Aug. 27.....	233,249	201,909	109,882

The Annual Cotton Crop Statement for 1873-4 will be issued from the CHRONICLE office in circular form at as early a date in September as the complete figures can be obtained, probably on or about the 15th. Merchants and others desiring copies, with their business cards inserted, should send orders immediately.

BREADSTUFFS.

FRIDAY P. M., September 11, 1874.

The flour market has been fairly active the past week, and prices have been without important change. The export demand has been checked to some extent, and on Wednesday shippers were enabled to secure several thousand bbls of favorite Wisconsin brands at \$5.30@5.35, a decline of 5@10c per bbl., fancy State for the West Indies, to the extent of 4,000 bbls., at \$5.80@5.90, low winter extras at \$5.50@5.85, and prime superfine for the Provinces at \$4.80. There has been a better trade in the range of \$6@7.25, with choice brands \$7.50@8. Receipts at the Western markets have fallen off, but have been pretty free at this point, and receivers show as yet no disposition to store. Rye flour at some decline has been fairly active. Corn meal is firmer, but dull. To-day, there was a good demand for shipping grades of flour, and they were firm. Corn held for a further advance.

The wheat market has fluctuated slightly from day to day, but as compared with last Friday has changed but little. The export

demand has been quite moderate, although favored by low rates of ocean freights. Receipts at the Western markets have been much smaller than last year, but the movement toward the seaboard is large from previous accumulations. There is, therefore, no lack of supplies, present or prospective. It seems very probable that farmers are holding back their wheat for better prices. The business has been mainly at \$1 16@1 18 for No. 2 Chicago and Northwest, \$1 22½@1 23½ for No. 2 Milwaukee, both old crop; with prime new red and amber Winter \$1 23@1 24½. New Spring wheat was nominally 2@8c. below old. To-day, the market was firm for old Spring, with sales of No. 2 Milwaukee at \$1 23@1 25, and No. 2 Chicago at \$1 16@1 18 in store and afloat, but prime new red Winter sold at \$1 23.

Indian corn has marked another decided advance. Receipts have been moderate, both here and at the West, and there has been a good demand for home consumption and for export, but the strength of the market was mainly speculative. Early in the week prime mixed sold at 91@93c in store and afloat; but yesterday about a quarter million bushels changed hands at 95@96c in store, 95, 96@97c to arrive, and 96@97½c afloat, closing in each case at the higher figures. The latest purchases for export are understood to have been at 93c. To-day, prime mixed brought 99c afloat, and 97c to arrive, but was very dull.

Rye has been more steady, but without decided change. Barley remains unsettled and nominal. Canada peas are scarce and higher.

Oats have advanced even more than corn. The supply on hand and near this market has been very light, and yesterday scarcely any were offered for immediate delivery. There have been sales of several hundred thousand bushels to arrive at 65@65½c. for September, and 63c. for October for No. 2 mixed, with some business early in the week at 59@60c. for both September and October. The movement is fair at the Western markets, but speculation checks shipments eastward. To-day, the market was dull, and closed weak.

The following are the closing quotations:

FLOUR.			GRAIN.		
No. 2.....	\$3 75@4 15		Wheat—No. 3 spring, bush.	\$1 16@1 14	
Superfine State and West.			No. 2 spring.....	1 16@1 23	
ern.....	4 60@4 90		No. 1 spring.....	1 26@1 33	
Extra State, &c.....	5 10@5 30		Red Western.....	1 15@1 22	
Western Spring Wheat			Amber do.....	1 23@1 27	
extras.....	5 00@5 40		White.....	1 25@1 42	
do double extras.....	5 50@8 00		Corn—Western mixed.....	97@99	
do winter wheat extras			White Western.....	1 00@1 10	
and double extras.....	5 50@8 00		Yellow Western.....	99@1 00	
City shipping extras.....	5 25@5 85		Southern, white.....	90@1 00	
City trade and family			Rye.....	62@65	
brands.....	6 25@8 00		Oats—Black.....	62@65	
Southern bakers' and fam-			Mixed.....	65@67	
ily brands.....	7 00@8 25		White.....	66@70	
Southern shipp'g extras..	5 75@6 75		Barley—Western.....	1 00@1 25	
Rye flour, superfine.....	5 00@5 50		Canada West.....	1 20@1 40	
Corn meal—Western, &c.	4 25@4 75		State.....	1 15@1 30	
Corn meal—Br'wine, &c.	5 00@5 15		Peas—Canada.....	1 15@1 40	

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

RECEIPTS AT NEW YORK.				EXPORTS FROM NEW YORK.			
1874.	Since Jan. 1.	1, 1873.		1874.	Since Jan. 1.	1, 1873.	
Flour, bbls.	74,063	2,707,311	2,151,723	35,376	1,531,222	38,208	966,029
C. meal, "	1,509	140,895	168,577	2,815	135,094	4,066	132,094
Wheat, bus.	858,507	29,069,648	13,924,452	995,899	26,562,240	477,467	12,176,720
Corn, "	271,523	22,815,074	15,738,451	175,462	15,713,915	774,313	9,827,323
Rye, "	10,125	457,205	667,811	...	533,050	92,716	551,094
*Barley " "	8,260	778,598	804,754	...	3,000	...	40,040
Oats " "	179,889	6,775,361	7,955,729	6,950	88,936	2,600	26,454

* 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 SEPT. 5, AND FROM SEPT. 1 TO SEPT. 5.

	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...	23,908	678,230	771,990	203,464	52,226	10,217
Milwaukee.....	22,716	36,730	11,570	19,925	20,635	3,580
Toledo.....	1,585	171,691	46,897	74,187	700	...
Detroit.....	13,123	171,989	1,438	10,891	2,076	...
Cleveland.....	3,585	80,350	14,900	33,150	3,000	...
St. Louis.....	37,403	188,721	38,145	64,959	47,410	11,707
Peoria.....	1,107	6,500	60,210	49,750	4,900	8,500
Duluth.....	2,550	7,710	...	...	...	...
Total.....	105,092	1,618,971	945,060	485,626	136,217	34,044
Previous week.....	106,838	2,690,543	1,307,725	835,886	127,069	52,618
Corresp'g week, '73.	120,314	3,955,929	2,070,005	675,468	226,225	90,114
" " '72.	95,693	1,553,371	2,126,114	725,617	289,691	53,613
" " '71.	146,681	1,937,938	1,438,784	1,161,190	304,399	135,199
" " '70.	144,812	1,513,588	426,709	683,099	368,612	68,143
" " '69.	102,658	1,551,488	1,648,687	510,438	55,246	122,755
Total Aug. 1 to date.	495,775	9,536,487	6,545,832	4,108,927	444,117	2,258,829
Same time 1872-73.	528,371	11,210,062	11,936,634	3,757,279	728,778	316,981
Same time 1871-72.	445,438	7,657,206	12,389,522	3,870,387	637,055	219,455
Same time 1870-71.	806,034	9,839,606	8,715,841	6,093,707	1,219,006	744,985

* Estimated.

SHIPMENTS of Flour and Grain from the ports of Chicago, Milwaukee, Toledo, Detroit, Cleveland, St. Louis, Peoria and Duluth, for the week ending Sept. 5, 1874, and from January 1 to Sept. 5:

	Flour,	Wheat,	Corn,	Oats,	Barley,	Rye,
	bush.	bush.	bush.	bush.	bush.	bush.
Week ending—						
Sept. 5, 1874	99,215	2,006,080	1,407,719	336,923	59,751	15,953
August 29, 1874	122,551	2,481,319	1,386,118	328,362	48,232	21,605
Corresponding week 1873	131,106	2,102,843	1,060,852	323,915	36,166	53,248
Corresponding week 1872	71,182	1,392,199	1,461,721	341,130	18,786	4,733
Corresponding week 1871	119,442	1,823,773	1,319,762	643,703	190,652	101,770
Corresponding week 1870	88,787	895,364	627,260	709,700	176,087	94,120
Total Jan. to date	3,824,249	41,748,350	31,477,520	11,416,276	1,431,226	2,449,769
Same time 1873	3,725,034	39,140,270	33,670,101	11,079,373	1,374,475	2,433,816
Same time 1872	3,934,672	26,563,828	33,392,417	14,966,293	1,624,000	814,563
Same time 1871	2,521,575	11,711,618	45,869,512	12,160,506	1,119,506	749,397

RECEIPTS OF FLOUR AND GRAIN AT SEABOARD PORTS FOR THE WEEK ENDING SEPT. 5, AND FROM JAN. 1 TO SEPT. 5.

At—	Flour,	Wheat,	Corn,	Oats,	Barley,	Rye,
	bush.	bush.	bush.	bush.	bush.	bush.
New York	72,278	848,888	387,506	199,090	...	8,500
Boston	45,531	18,406	56,500	89,632	...	800
Portland	3,200	500	6,000	11,900	...	...
Montreal	14,408	145,067	28,685	...	...	300
Philadelphia	22,623	133,100	88,200	62,000	100	1,500
Baltimore	40,107	286,200	27,244	11,700	...	...
New Orleans	19,874	...	9,584	84,192	...	...
Total	218,024	1,432,261	583,619	408,023	100	11,100
Previous week	184,351	1,452,834	1,372,582	649,255	1,000	4,675
Week Aug. 22	189,721	1,142,676	958,254	762,853	2,200	6,285
Week Aug. 15	135,064	897,438	1,624,337	571,785	4,000	2,730
Week Aug. 8	174,201	1,096,961	1,640,565	281,305	11,975	4,407
Cor. week '73	153,332	1,042,890	2,815,421	421,490	4,000	60,121
Total Jan. 1 to date	6,954,629	42,403,334	39,858,877	12,610,680	756,073	669,904
Same time 1873	6,736,605	40,971,073	39,255,258	12,402,657	755,973	658,804
Same time 1872	5,678,163	21,081,153	31,309,206	15,272,816	1,323,348	685,785
Same time 1871	4,650,965	3,463,358	49,043,677	14,776,182	1,334,752	438,160

* Estimate.

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 Sept. 5, 1874:

	Wheat,	Corn,	Oats,	Barley,
	bush.	bush.	bush.	bush.
In store at New York	1,013,531	1,837,285	181,390	528
In store at Albany	20,900	5,300	44,500	17,200
In store at Buffalo	76,009	183,530	...	...
In store at Chicago	986,852	1,958,779	680,895	54,167
In store at Milwaukee	236,802	12,925	12,129	5,340
In store at Duluth	1,151	...	...	...
In store at Toledo	601,818	135,449	110,589	...
In store at Detroit	208,487	16,397	11,100	710
In store at Oswego	425,000	65,000	25,000	8,000
In store at Boston	7,024	74,849	172,801	...
In store at St. Louis	591,242	133,820	139,663	22,582
In store at Peoria	466	131,571	21,742	3,171
In store at Toronto	21,853	...	...	2,906
In store at Montreal	151,835	30,293	2,513	...
In store at Philadelphia	145,000	139,000	95,000	500
In store at Baltimore	261,933	339,374	50,000	...
Lake shipments	1,800,326	1,360,805	153,605	16,000
Rail shipments	205,754	86,914	183,268	43,751
On N. Y. Canals	1,586,300	763,000	52,000	...
Total	8,375,424	6,435,451	1,792,604	174,898
Total in store & in transit Aug. 29, '74	8,391,937	7,284,263	1,968,633	199,990
" " Aug. 22, '74	7,901,793	6,551,837	1,436,958	95,472
" " Aug. 15, '74	6,824,460	7,487,334	1,255,441	46,822
" " Aug. 8, '74	6,904,822	7,031,858	1,043,938	27,644
" " Aug. 1, '74	6,436,585	6,869,841	611,691	32,635
" " Sept. 6, '73	7,930,822	13,261,388	2,898,892	355,236

* Estimated

THE DRY GOODS TRADE.

FRIDAY, P. M., Sept 11, 1874.

The market is becoming somewhat unsettled in consequence of the recent reductions in the prices of brown and bleached cottons, which have led buyers to expect still greater concessions in their favor, and have so far shaken their confidence in the stability of the market as to make them very indifferent about purchasing, except as their wants may render it necessary. Speculation is out of the question, as there is no confidence in the future of values. It is getting rather late in the season, however, for an active business, and nothing more is expected during the remainder of the season than the irregular demand peculiar to this period. There is a fair attendance of buyers from the interior, looking for small jobbing lots to replenish their assortments, and all reports indicate a satisfactory retail business in all sections. There are no complaints of unusual backwardness in collections, and the financial condition of the trade seems to be satisfactory. The volume of business, however, is below the expectations of sellers.

DOMESTIC COTTON GOODS.—The market has been unsettled and irregular during the greater part of the week, and a further reduction of values has been precipitated upon the trade by the decline made last week. Jobbers have taken up their custom of making drives, and the market has been very much unsettled by material reductions on many lines of staple goods. Prominent brands of brown and bleached goods have been cut up in price to afford baits, but buyers have not taken hold with much eagerness. There has been a steady demand for prints, and the market continues firm with a fairly active call for side bands though the popularity of these styles, seems to be decreasing in some sections. Other lines of cottons rule steady, with a fairly active call from retailers for small lots to replenish stocks.

DOMESTIC WOOLLEN GOODS.—The demand for woollens for men's wear has been light and the market is without notable

feature. The call is mainly from buyers of small lines, and does not aggregate a very satisfactory amount, though prices continue to rule fairly steady. There is a liberal jobbing movement in repellants, and the market is pretty well cleared of low priced goods. There is a good trade doing in flannels, and nearly all grades are well cleared up, with some sales ahead of the production. The movement in shawls and knit goods is fair in a jobbing way, but only the most popular makes and styles move with any freedom from first hands. Worsteds dress goods still sell fairly in all of the best makes. Hosiery is rather quiet.

FOREIGN GOODS.—There has been a moderately active general trade in foreign dry goods, and the market is steady on most lines. The liberal offerings through the auction houses have attracted the attention of the trade from offerings in the regular way, and the bulk of the business has been at public sale. There is a good demand for staple dress fabrics, and dress silks are also selling well. The most important sales of the week have been those of the stocks of Messrs. Paton & Co. and of Messrs. Hennequin & Co., the latter being about to retire from business. Both resulted satisfactorily.

The importations of dry goods at this port for the week ending Sept. 10, 1874, and the corresponding weeks of 1873 and 1872, have been as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING SEPTEMBER 10, 1874.

ENTERED FOR CONSUMPTION FOR THE YEAR ENDING

	1872		1873		1874	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of wool.....	1,499	\$713,531	1,705	\$729,095	1,363	\$622,111
do cotton.....	1,318	393,782	879	253,162	860	273,278
do silk.....	695	594,444	535	417,460	703	546,270
do flax.....	1,814	255,774	950	225,718	1,419	190,862
Miscellaneous dry goods.....	486	147,824	307	114,768	528	150,953
Total.....	5,302	\$2,104,755	4,376	\$1,740,203	4,873	\$1,783,474

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

SAME PERIOD.						
Manufactures of wool....	1,817	\$885,716	1,159	\$517,385	1,444	\$680,069
do cotton.....	617	210,808	382	114,010	439	139,141
do silk.....	310	402,938	293	322,955	175	168,356
do flax.....	625	141,477	582	122,192	620	147,917
Miscellaneous dry goods.....	311	69,573	1,198	36,599	138	37,607
Total	3,680	\$1,710,012	3,614	\$1,113,171	2,816	\$1,173,090
Add ent'd for consumpt'n	5,302	2,104,755	4,376	1,740,203	4,873	1,783,474
Total thrown upon m'k't.	8,982	\$3,814,767	7,990	\$2,853,374	7,689	\$2,956,564

ENTERED FOR WAREHOUSING DURING SAME PERIOD

Manufactures of wool	1,573	\$683,134	717	\$343,816	747	\$303,019
do cotton	605	190,672	343	106,254	232	74,545
do silk	272	333,808	153	160,731	114	104,908
do flax	591	136,491	494	136,480	330	69,319
Miscellaneous dry goods	87	43,198	55	15,734	1,626	32,310
Total	3,127	\$1,387,303	1,767	\$763,515	3,049	\$583,101
Add'd for consumption	5,302	2,104,755	4,376	1,740,203	4,873	1,783,474

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

Prints.

Ancona fancy....	9%	Garner's fancies..	9	Oriental shirting..	10%
do specialties	10-11	do purple....	9%	do side band....	10%
do shirtings..	8%	Gloucester.....	9%	Pacific Mills....	10
American.....	9%	do mourning..	9%	Peabody solid....	8%
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	10%
Anchor shirt's....	8%	do h'r cord....	10%	do frocks....	10%
Albion solid.....	9	do purples	10%	do d'bl pink	10%
do fancy.....	9%	do shirt'gs.	9	Simpson mourn..	9%
do suiting....	9	Hartel's fancies..	9%	do solid blacks	9
Allens' fancies..	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 chevrot....	.....	do grn & oge..	10%	do pinks.....	.....
do shirtings..	8%	do palm.....	10%	do solids....	9
Amoskeag.....	8	do c'r pi'ks	10	do fancies....	9%
do purples	8%	Lancaster cam	12%	do chnz rbs.	10%
Bristol fancies..	9	Miners' shirts...	8%	do blue & wh	11
Cocheco fancies..	9%	Manchester.....	9%	do robes....	10%
do pinks.....	10%	do robes.	10	do suitings..	9%
do purples....	10%	Merrimac D'fey	9%	Southbridge fan..	9%
do robes....	10%	do Fpk&pur	10%	do shirting	8%
do shirtings..	8%	do G.....	9%	Wamsutta.....	.....
do side b'nds	10%	do robes....	10	Washington rbs.	10%
Conestoga fancies	9%	do shirtings	8%	do grn stripes	11
Carleton mounr'g	9	do side b'n'l	10	do pad'd fan.	10%
Dunnell's.....	9-10	do shirtings	10	do fancies....	10%
do purples	10%	do buffs.....	9	do fan & choc	10%
do checks.	9%	do frock....	9%	do Swiss rub.	10%
Freeman fancies	8%	do h'r cord..	9	do green & or.	10%
do ruby.....	9	do checks....	9	do rkey red.	10%
do Swiss do...	9	Oriental, D. fancy	9	do palm robe	10%
do frocks....	9%	do robes....	10%	do purples....	10%
do pinks.....	9%	do purple....	10	do pink.....	11
do purples..	9%	do ruby.....	10		

Cotton Sail Duck.

	No.		No.		No.
Woodberry and Druid Mills	44	No. 8	28	Ontario and Woodberry	23 1/2 in.
No. 0	42	No. 9	26	USA Standard	23 1/2 in.
No. 1	42			do	8 oz.
No. 2	40			do	9 oz.
No. 3	38	Light duck	18	do	10 oz.
No. 4	38	Bear (8 oz.) 29 in.	21	do	12 oz.
No. 5	34	do heavy (9 oz.)	21	do	15 oz.
No. 6	32	Mont. Ravens 29 in.	20	Ontario Twls	29 in.
		do 40 in.	28	do 36 in.	23

Domestic Gingham.

Amoskeag	11%	Glenox	10%	Renfrew	11%
Bates	11%	Gloucester	10%	Shirley	10%
Caledonia	11%	Lancaster	11%	Union	9%
Glasgow	9%	Namake	10%	Randalmon	18

GENERAL PRICES CURRENT.

ASHES—
Pot. 6 1/2 @

BREADSTUFFS—See special report.

BUILDING MATERIALS—

Bricks—Common hard, float. 8 75 @ 8 75
Croton. 14 00 @ 17 00
Philadelphia. 28 50 @ 30 50
Cement—R. sandale. 1 40 @
Lime—Rockland, common. 1 10 @ 1 35
Rockland, fine. 1 60 @ 1 35
Lumber—Southern pine. 29 30 @ 35 00
White pine box boards. 20 00 @ 25 00
White pine merchant. box boards. 24 00 @ 30 00
Clear pine. 65 00 @ 75 00
Oak and ash. 50 00 @ 60 00
Black walnut. 100 00 @ 130 00
Spruce, boards & planks. 22 00 @ 28 00
Hemlock boards & planks. 18 00 @ 21 00
Nails—3000 lb. can, 10 lb. keg. 8 75 @
Cinch, 1 to 3 in. & longer. 5 50 @ 6 50
8d fine. 26 00 @
Cut spikes, all sizes. 4 00 @
Paints—Lead, white, Am. pure, in oil. 11 @
Lead, white, Amer. pure dry. 9 1/2 @
Zinc, wh., Amer. dry, No. 1. 7 @ 7 1/2
Zinc, wh., Amer. No. 1, in oil. 11 1/2 @ 12
Paris white, English, prime. 1 50 @ 1 00

BUTTER—
Half fir tubs, per inv. (N.Y., N.J. & Pa.) 27 @ 35
Welsh tubs, per inv. 25 @ 34
Half fir tubs, per inv. (Western) 20 @ 26
Welsh tubs, per inv. 24 @ 26

CHEESE—
State factory, good to fine. 12 1/2 @ 13 1/2
State dairies, fine. 12 @ 12 1/2

COAL—
Auction sale of Scranton, Aug. 26:
5,000 tons steamboat. 5 10 @ 5 15
10,000 tons grate. 5 15 @ 5 20
5,000 tons egg. 5 42 1/2 @ 5 45
20,000 tons stove. 5 93 @ 5 92 1/2
10,000 tons chestnut. 4 75 @ 4 82 1/2
Liverpool gas canal. 11 00 @
Liverpool house canal. 18 00 @ 19 00

COFFEE—
Rio, ord. cargoes, 60 @ 90 days, gold. 14 1/2 @ 15
do fair, do. 15 1/2 @ 16
do good, do. 17 1/2 @ 17 1/2
do prime, do. 18 1/2 @ 19
Java, mats and bags. 23 @ 27
Native Ceylon. 17 @ 20
Macao. 16 @ 20
Laguayra. 17 1/2 @ 18 1/2
St. Domingo. 14 1/2 @ 14 1/2
Savannah. 16 @ 19
Costa Rica. 17 @ 19

COPPER—
Bolts. 32 @ 38
Sheathing, new (over 12 oz). 30 @ 31
Braziers' (over 16 oz). 32 @ 33
Ingot. 21 1/2 @

COTTON—See special report.

DRUGS & DYES—

Alum, lump. 22 1/2 @ 23 1/2
Argols, crude. 29 1/2 @ 32 1/2
Argols, refined. 29 1/2 @ 32 1/2
Arsenic, powdered. 5 12 1/2 @ 5 12 1/2
Bi carb. soda, Newcastle. 5 12 1/2 @ 5 12 1/2
Bi chro. potash, Scotch. 2 50 @ 2 75
Bleaching powder. 2 50 @ 2 75
Brimstone, crude. 28 50 @
Brimstone, Am. roll. 3 @
Camphor, refined. 8 1/2 @ 9
Castor oil, E.I. in bond, 7 gal. gold. 8 1/2 @ 9
Caustic soda. 5 00 @ 5 12 1/2
Chlorate potash. 21 1/2 @ 25
Cochineal, Honduras. 45 @ 48
Cochineal, Mexican. 40 @ 43
Cream tartar. 37 @ 37 1/2
Cubebs, East India. 8 @ 9
Cutch. 6 1/2 @ 6 1/2
Gambier. 1 50 @ 1 50
Ginseng, Western. 1 45 @ 1 50
Ginseng, Southern. 1 50 @ 1 50
Jalap. 18 @
Lac dye, good & fine. 15 @
Licorice paste, Calabria. 29 @ 30 1/2
Licorice paste, Sicily. 25 @ 28
Madder, Dutch. 7 @ 8 1/2
Madder, French. 7 @ 7
Nutmegs, blue Aleppo. 15 1/2 @
Oil vitriol (66 degrees). 2 @ 2 1/2
Opium, Turkey, in bond. 6 87 1/2 @ 7 01
Prussiate potash, yellow. 81 1/2 @ 82
Quicklylar. 2 50 @ 1 50
Quinine. 30 @ 1 25
Rhubarb, China, good to pr. 1 70 @
Sal soda, Newcastle. 63 @ 70
Shellac. 2 40 @ 2 40
Soda ash. 2 40 @ 2 40
Sugar of lead, white. 20 @
Vitriol, blue, common. 10 @

FISH—
George's and Grand Bank cod. 5 03 @ 4 00
Mackerel, No. 1, shore, new. 14 00 @ 16 00
Mackerel, No. 1, Halifax, old. 9 00 @ 10 00
Mackerel, No. 1, Bay, old. 10 00 @ 12 00
Mackerel, No. 2, shore, new. 10 50 @ 11 00
Mackerel, No. 2, Halifax, new. 10 50 @

FLAX—
North River. 15 @ 17

FRUIT—

Raisins, Seedless. 5 90 @ 6 00
do Layer. 3 15 @
do Sultan. 14 1/2 @ 14 1/2
do Valencia. 12 1/2 @
do Loose Muscatel. 3 80 @
Currants, large. 6 1/2 @ 6 1/2
Citron, Leghorn. 11 @ 11 1/2
Prunes, Turkish. 11 @ 11 1/2
Dates. 7 @ 8
Figs. 18 @ 19
Canton Ginger. 7 00 @ 7 00
Sardines, 1/2 lb. box. 25 1/2 @ 28 1/2
Sardines, 1/4 lb. box. 14 1/2 @ 15 1/2
Macaroni, Italian. 11 1/2 @ 12 1/2
Domestic Dried. 9 @ 10
Apples, sliced, new. 10 @ 18
Peaches, pared, Georgia, new. 10 @ 18
do unpared halves & grs. old. 9 1/2 @ 10
Blackberries, new. 30 @
Raspberries, new. 29 @ 30
Cherries, pitted, new. 29 @ 30
Plums. 29 @ 30

GUNNIES—See report under Cotton.

GUNPOWDER—
Shipping 25 lb. keg. 4 25 @
Min. & Blasting. 8 75 @

HAY—
North River, shipping, new. 60 @ 65

HEMP AND JUTE—

American dressed. 250 30 @ 300 00
American undressed. 250 00 @ 300 00
Russia, clean. gold 225 90 @ 230 00
Italian. 285 00 @ 300 00
Manila. 8 1/2 @ 9 1/2
Sisal. 8 1/2 @ 9 1/2
Jute. 8 1/2 @ 9 1/2

HIDES—

Dry—Buenos Ayres. gold 26 @ 27
Montevideo. 26 @ 26 1/2
Corrientes. 25 @ 25 1/2
Rio Grande. 25 @ 25 1/2
Orinoco. 24 @ 24 1/2
California. 24 @ 24 1/2
Maracaibo. 19 @
Bahia. 18 @ 15
Dry Salted—Maracaibo. 18 @ 15
Chili. 18 @ 15
Pernambuco. 18 @ 15
Matanzas. 18 @ 15 1/2
Bahia. 18 @ 14
Wet Salted—Buenos Ayres. 12 @ 12 1/2
Para. 11 @ 11
California. 11 @ 11
Texas. 11 @ 18 1/2
E. I. stock—Calcutta slaught. gold 15 1/2 @ 17
Calcutta, dead green. 15 @ 13 1/2
Calcutta, buffalo. 15 @ 13 1/2

HOPS—

Crop of 1874. 40 @ 50
Crop of 1873. 15 @ 30
Crop of 1872. 12 @ 16
Belgian. 12 @ 17
Bavarian. 18 @ 27
English. 18 @ 22

IRON—

Pig, American, No. 1. 30 00 @ 32 00
Pig, American, No. 2. 27 00 @ 29 00
Pig, American Forge. 27 00 @ 29 00
Pig, Scotch. mostly nominal.
Store Prices, each.
Bar, Swedes, ordinary sizes. 140 00 @ 143 00
Scroll. 90 00 @ 130 00
Hoop. 97 50 @ 155 00
Sheet, Russia, as to assort. gold 15 1/2 @ 16
Sheet, single, double & treble, com. 4 1/2 @ 5
Rails, new, English. gold 50 00 @ 52 00
Rails, new, American. 58 00 @ 62 50

LEAD—

Ordinary foreign. 7 100 lbs. gold 6 52 1/2 @
Domestic. 5 75 @ 5 50
Bar. discount 10 % cent @ 7 5
Sheet and pipe. discount 10 % cent @ 7 75

LEATHER—

Hemlock, Ruen, Ayres, h. m. & l. cur. 26 1/2 @ 30
California, h. m. & l. 25 1/2 @ 28 1/2
Orinoco, h. m. & l. 25 @ 28
rough. 27 @ 31
Slaughter crop. 33 @ 36 1/2
Oak, rough. 31 @ 33
Texas, crop. 32 @ 36

MOLASSES—

Cuba, clayed. 37 @ 41
Cuba, centrifugal and mixed. 33 @ 36
Cuba, Muscovado, refining grades. 38 @ 42
do do do do do do. 42 @ 50
Porto Rico. 45 @ 70
English Islands. 40 @ 50
N. Orleans good to prime. 75 @ 81
do choice. 82 @ 83

NAVAL STORES—

Tar, Washington. 2 25 @
Tar, Wilmington. 2 25 @
Pitch, city. 2 62 1/2 @
Spirits turpentine. 2 30 @
Rosin com. to good strain & bbl. 2 30 @
No. 1. 2 75 @ 3 25
No. 2. 2 80 @ 2 50
pale. 4 00 @ 5 50
extra pale. 6 00 @ 7 25

NUTS—

Filberts, Sicily. 14 @
do Barcelona. 13 @
Brazil nuts. 10 @ 18 1/2
Walnuts, Bordeaux. 10 @ 18 1/2
do Naples. 15 @ 18
do do. 12 @
Pecans. 9 @ 10
Peanuts, Tennessee. 1 75 @ 1 90
do Wilmington. 2 75 @
do Virginia. 2 90 @ 3 10
Almonds, Langue doc. 2 1/2 @ 2 1/2
do Tarragona. 2 1/2 @ 2 1/2
do Ivica. 2 1/2 @ 2 1/2
do Shelled. 2 1/2 @ 2 1/2
do Princess. 2 1/2 @ 2 1/2

OAKUM—

City, box. gold 46 00 @
Western. cur. 46 00 @

OILS—

Cotton seed, crude. 44 @ 49
Olive, in casks & gal. 1 20 @ 1 25
Lined, casks and bbls. 83 @ 84
Methaden, prime light. 95 @ 115
Neatsfoot. 95 @ 115
Whale, bleached winter. 68 @ 70
Whale, Northern. 60 @
Sperm, crude. 1 57 1/2 @ 1 60
Sperm, bleached winter. 1 57 1/2 @ 1 60
Lard oil, winter. 1 15 @ 1 20

PETROLEUM—

Crude, in bulk. 4 1/2 @
Crude in shipping order. 4 1/2 @
Refined, standard white. 11 1/2 @ 11 1/2
Naptha, city, bbls. 10 @ 11 1/2

PROVISIONS—

Pork, new mess. 22 00 @ 22 25
Pork, extra prime. Nominal.
Pork, prime mess city. Nominal.
Beef, plain mess, new. 11 00 @ 13 00
Beef, extra mess, new. 13 00 @ 14 50
Beef, hams, new. 18 00 @ 20 00
Hams, pickled. 13 1/2 @ 13
Lard. 13 @ 18 1/2

RICE—

Carolina, fair to prime. 7 1/2 @ 8
Louisiana new. 7 1/2 @ 7 1/2
Rangoon, in bond. gold 2 87 1/2 @ 3 00
Patna, in bond. gold 4 00 @

SALT—

Turkey Island. 28 @ 30
St. Martin. 35 @ 40
Cadiz. 1 65 @ 2 55
Liverpool, various sorts. sack 1 65 @ 2 55

SALT PETRE—

Refined, pure. 12 1/2 @ 14
Crude. gold 5 1/2 @ 5 1/2
Nitrate soda. 12 1/2 @ 14

SEED—

Clover, Western. 10 1/2 @ 10 1/2
Timothy. 7 1/2 @ 8 1/2
Hemp, foreign. 1 90 @ 2 00
Flaxseed, rough. 2 05 @ 2 07
Linseed, Calcutta 56 lb gold (time). 2 82 1/2 @

SILK—

Tsatlee, Nos. 1 to 3. 5 75 @ 6 25
Tsatlee, re-reeled. 4 75 @ 5 50
Taysam, Nos. 1 & 2. 4 50 @ 5 25
Canton, re-reeled No. 1. 4 12 @ 5 00

SPELTER—

Foreign. gold 6 1/2 @ 6 1/2
Domestic. cur. 6 1/2 @ 6 1/2

SPICES—

Pepper, Sumatra. gold 22 1/2 @ 22 1/2
do Singapore. 22 1/2 @ 22 1/2
do white. 27 @ 30
Cassia, China Ligna. 28 @ 25
do Batavia. 28 @ 25
Zinger African. 12 @ 13
do Calcutta. 11 1/2 @ 11 1/2
Mace. 1 18 @ 1 25
Nutmegs, Batavia and Penang. 1 15 @
Pimento, Jamaica. 12 1/2 @ 13
Cloves. 48 @ 44
do stems. 18 @

SPIRITS—

Brandy, foreign brands. 3 35 @ 15 00
Rum—Jam., 4th proof. 3 35 @ 5 50
St. Croix, 3d proof. 3 45 @ 5 55
Gin, Swan and Swallow. 3 15 @ 3 25
Domestic liquors—Cash.
Alcohol (88 per cent) C. & W. cur. 2 07 1/2 @ 2 10
Whiskey. 1 06 @ 1 08

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 @ 16 1/2
English machinery. 12 1/2 @ 14 1/2
English German, 2d & 1st quality. 12 1/2 @ 14 1/2
American blister. 11 1/2 @ 11 1/2
American cast, Tool. 16 @
American cast, spring. 10 @ 10
American machinery. 11 @
American German spring. 11 @

SUGAR—

Cuba, lat. to com. refining. 7 1/2 @ 8
do fair to good refining. 8 1/2 @ 8 1/2
do prime, refining. 8 1/2 @ 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 Cantr. hds. & bxs, No. 8 @ 13. 8 1/2 @ 8 1/2
Molasses, hds & bxs. 1 1/2 @ 1 1/2
Melado. 7 1/2 @ 8 1/2
Hav'a, Box D. S. Nos. 10 @ 11. 8 1/2 @ 9
do do do 12 @ 13. 8 1/2 @ 9
do do do 15 @ 16. 9 1/2 @ 9 1/2
do do do 18 @ 19. 10 @ 11
do do do 20 @ 21. 10 @ 11
Porto Rico, refining, com. to prime. 7 1/2 @ 8 1/2
do do do do do do. 7 1/2 @ 8 1/2
Brazil, bags, D. S. Nos. 10 @ 11. 7 1/2 @ 8 1/2
Java, do, D. S. Nos. 10 @ 11. 7 1/2 @ 8 1/2
Manila. 7 1/2 @ 8 1/2
Refined—Hard, crushed. 7 1/2 @ 8 1/2
Hard, powdered. 7 1/2 @ 8 1/2
do granulated. 11 1/2 @ 11 1/2
do cut loaf. 11 1/2 @ 11 1/2
Soft white, A standard centrif. 14 1/2 @ 10 1/2
do do off A. 14 1/2 @ 10 1/2
White extra C. 14 1/2 @ 10 1/2
Yellow do. 9 1/2 @ 10
Other Yellow. 9 1/2 @ 10

TALLOW—

Prime city. 8 @ 8 1/2
Western. 8 @ 8 1/2

TEA—

Hyson, Common to fair. cur. 25 @ 35
do Superior to fine. 40 @ 55
do Extra fine to finest. 60 @ 80
Young Hyson, Com. to fair. 30 @ 35
do Super. to fine. 42 @ 65
do Ex. fine to finest. 70 @ 85
do Choicest. 1 00 @ 1 25
Gunpowder, Com. to fair. 35 @ 45
do Sup. to fine. 55 @ 70
do Ex. fine to finest. 75 @ 95
do choicest. 1 15 @ 1 80
Imperial, Com. to fair. 25 @ 35
do Sup. to fine. 45 @ 60
do Extra fine to finest. 60 @ 75
Hyson Skin. & Twan. com. to fair. 22 @ 25
do do Sup. to fine. Nominal.
do do Ex. fine to finest. 55 @ 65
Unco'ored Japan, Com. to fair. 50 @ 60
do Sup. to fine. 65 @ 80
do Ex. fine to finest. 85 @ 90
Oolong, Common to fair. 35 @ 45
do Superior to fine. 55 @ 65
do Ex. fine to finest. 75 @ 85
do Choicest. 90 @ 1 20
Soue. & Cong. Com. to fair. 20 @ 35
do Sup. to fine. 35 @ 55
do Ex. fine to finest. 65 @ 1 00

TIN—

Banca. gold 2 1/2 @ 2 1/2
Straits. nominal @ 2 1/2
English. 9 75 @ 10 00
Plates, I. C. charcoal. 8 50 @ 9 00
Plates, char. Terme. 8 50 @ 9 00

TOBACCO—

Kentucky, heavy. 10 1/2 @ 12
do leaf. 19 @ 17
Seed leaf, Conn. & Mass. wrprs. 72. 18 @ 30
do fillers. 78. 6 @ 8
Pennsylvania wrappers. 72. 18 @ 40
Havana, com. to fine. 18 @ 25
Manufac'd, in bond, black work. 25 @ 47
do bright work. 25 @ 47

WOOL—

American XX. 47 @ 55
American, Nos. 1 & 2. 45 @ 52
American, Combing. 55 @ 62
Extra, Pulled. 58 @ 65
No. 1, Pulled. 58 @ 65
California Spring Clip—
Fine, unwashed. 62 @ 66
Medium. 60 @ 64
Coramod. 15 @ 28
South Am. Merino unwashed. 30 @ 32
Cape Good Hope, unwashed. 32 @ 37
Texas, fine. 32 @ 35
Texas, medium. 32 @ 35
Smyrna, unwashed. gold 15 @ 17

ZINC—

Sheet. 3 1/2 @ 3 1/2

FREIGHTS—

To Liverpool. 3 1/2 @ 3 1/2
Cotton. 7 32 @
Flour. 2 3 @ 2 0
Heavy goods. 7 ton. 2 6 @ 30 0
Oil. 55 0 @ 60 0
Corn, b'k & bgs. 7 bu. 4 1/2 @
Wheat, bulk & bags. 4 1/2 @
Beef. 4 0 @
Pork. 4 0 @

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