

THE Commercial AND Financial Chronicle.

HUNT'S MERCHANTS' MAGAZINE,
A Weekly Newspaper,

REPRESENTING THE COMMERCIAL AND INDUSTRIAL INTERESTS OF THE UNITED STATES

VOL. 22

NEW YORK, APRIL 15, 1876.

NO. 564

Financial.

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Entire bonded debt.....	91,000
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Population about.....	8,000

The city has anticipated the maturity of many of its bonds heretofore issued, and paid them long before they were due.

I have an official statement from the City Treasurer made up to 1st February, 1876, giving the above figures. The above bonds were not issued until all the provisions of the law and ordinances were complied with, as in the official documents to show to that effect. There can be no safer security made than these bonds. Only 2 1/2 per cent. on its taxable property. Send for official statement.

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The undersigned Referee, duly appointed therein, hereby gives notice that he will attend at his office, No. 132 Broadway, New York City, on the 5th day of April next, at 12 o'clock M., to take proof of the ownership and amount of such bonds, and the owners and holders thereof are required to appear before the said Referee, at the time and place aforesaid, and present their claims and proof of ownership and amount of said bonds.—Dated New York, March 15, 1876.
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THE Commercial AND Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

VOL. 22.

SATURDAY, APRIL 15, 1876.

NO. 564.

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The Chronicle.

THE COMMERCIAL AND FINANCIAL CHRONICLE is issued on Saturday morning, with the latest news up to midnight of Friday.

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A complete set of the COMMERCIAL AND FINANCIAL CHRONICLE—July 1865, to date—is for sale at the office. Also one set of HUNT'S MERCHANTS' MAGAZINE, 1839 to 1871, sixty-three volumes.

The Business Department of the CHRONICLE is represented among Financial Interests in New York City by Mr. Fred. W. Jones.

ECONOMY AND PURITY VS. THE INDIAN BUREAU.

Mr. Cox has given us a very interesting speech in opposition to the transfer of the Indian Bureau to the war department; but we are not able to feel that the arguments advanced are conclusive. His chief, if not only, point appears to be that the transfer means war with the Indians; an abandonment of all attempts to pacify, enlighten, civilize, Christianize them; and the adoption of a brutal exterminating policy instead. If this is what the change implies, the united voice of the community would be raised in opposition. It is unfortunately, at times, necessary to do what seems cruel, in punishment of worse cruelty; but, aside from that, the "peace policy" has very few opposers.

What proof then is offered that this change means war? Certainly, the heads of the War Department and of the Indian Bureau are, and always will be, civilians; so in that particular the transfer can make no difference. Back of them both would be the same Congress and the same President; and hence one authority would necessarily govern and control them. If the legislative branch of the Government and its head intended war and extermination, a separate Indian Bureau would be as pliant a tool as the War Department; or, if peace and conciliation were the policy adopted, either would find it necessary to be in accord with, and to execute the will of, the administration. Certainly, then, there is nothing in the Department itself to justify or encourage the idea which seems to pervade the speech of Mr. Cox.

Nor can we see the force of the objection urged when we go one step further,—to the army. Certainly, if the President and the Department are in accord as to the policy to be pursued, a subordinate officer will not so far forget his duty as to go counter to his instructions. We have always been led to suppose that no body of men would execute orders more implicitly than the army. And if they were inclined to do otherwise, they have every opportunity now. In fact, the change would place them no nearer the Indians than they now are. They would hold the same military positions and no others. The only difference would be that officers detailed for the duty would act in the place of the present agents at the agencies. The army, as a military force, would do nothing that it does not already do. We cannot see, therefore, how, even on Mr. Cox's theory, there would be any greater probability than at present of severe or cruel measures being used, while the superior education of the West Point graduate, and the greater refinement and delicacy which are natural accompaniments of culture, ought especially to fit them for all the arts of diplomacy.

Then, again, we do not see the force of the illustrations used; in fact, they seem to be a little unfortunate. For instance, much is made of the Piegan and also of the Black Kettle campaigns. Suppose we grant that they were precisely as unjustifiable and cruel as is claimed—what does that prove? Remember, those acts were all done while the Indian Bureau exists, and consequently under its jurisdiction and, probably, with its approval and direction; as Mr. Cox says, we hear of "no remonstrance against these outrages on the part of the board of Indian peace commissioners, or of the mission boards of the various churches to whom the selection of agents was remitted, or even the Indian Bureau itself." It would seem, therefore, that these cases furnish us no

proof of what is to happen when the War Department is in control, but simply, if his version of them is true, of the inefficiency of the Indian Bureau. We cannot understand how a system not yet tried is to be blamed for the shortcomings of the existing system which it is proposed to displace. And even less fair is it to charge on the whole army the shortcomings (if such they be) of a leading officer of that army. The facts stated, if accurately stated, would be a very good argument to show that some other officer should be put in command; but they come very far short of proving that every graduate of West Point is cruel, heartless, brutish. In fact, the country has not the highest opinion of the discretion of the officer in charge of that department. His course at New Orleans and his "banditti" proclamation were enough to convince any one that he would not be a wise or prudent person for any delicate mission. This does not establish a rule, however, but is simply an exception. And at a time like the present, when so many civil officials are proving untrue and untrustworthy, it will hardly do for us to say of the whole body of army officers, stand off, for we are holier than thou.

But this is all preliminary to the real questions, and they are, first, how can we decrease government expenses and, second, how can we arrange it so that politics will have no influence in appointing officials. The care of the Indians is a far more expensive business now than it was before the war, and the whole system has become offensively corrupt. Our people are weighed down and oppressed by the excessive taxation and heartily ashamed of the rognery being exposed. Here is a place for a partial relief. It is, of all others, the most sensible way of reaching economy and honesty of administration. This multiplying of Bureaus has been one prominent cause for increased expenses. We want the Government simplified in every way it can be. But in this case there is a still greater recommendation for the step, and that is that politics will have nothing to do with the disbursing of the money or the appointing of the agents. An officer can be detailed for that duty because he is fitted for it, not because he has votes at his command. We think there is, therefore, in the proposed transfer, promise of a purer administration of this service than we have had, and also of a considerable decrease of our burdensome taxation.

MERCANTILE FAILURES.

The cause of failures in commercial enterprises can in all cases be traced either to the fault of the individual or to the financial system of the country in which they occur. A man who disregards every teaching of experience and sails his craft with only the prudence and appliances needed in fair weather is sure to come to grief. Nor can he charge his disaster upon any cause other than his own heedlessness. But it calls for more than ordinary sagacity to have been able to foresee and to prepare for such a prolonged stagnation in all industrial enterprises as that which our country is now passing through. This paralysis is the result of no ordinary cause, but may be traced back to our false financial system. The panic we could, under ordinary circumstances, have soon recovered from. But in this case there was no true basis to build upon, no starting point; and hence we have drifted and are still drifting, with a result which is marked by the many wrecks left along the shore. Messrs. Dun, Barlow & Co. give us this week their usual quarterly statement, which illustrates how these present surroundings are affecting individuals.

States and Territories.	—1st Quarter in '76—		—1st Quarter in '75—	
	No. of Failures.	Amount of Liabilities.	No. of Failures.	Amount of Liabilities.
Alabama.....	22	\$256,300	15	\$366,000
Arizona.....	.....	.....	.....	.....
Arkansas.....	8	97,700	2	27,000
California.....	52	1,201,998	61	675,971
Colorado.....	8	50,000	.....	.....
Connecticut.....	62	1,722,294	41	297,781
Dakota.....	8	67,000	.....	.....
Delaware.....	8	85,000	5	65,000
District of Columbia.....	1	4,477	5	28,824
Florida.....	5	80,000	4	160,000
Georgia.....	68	2,030,276	40	1,037,300
Idaho.....	1	2,500	.....	.....
Illinois.....	132	2,962,500	96	2,385,018
City of Chicago.....	62	3,091,300	.....	.....
Indiana.....	92	1,327,521	84	1,661,549
Iowa.....	58	1,180,080	44	376,265
Kansas.....	19	171,500	19	83,500
Kentucky.....	68	1,218,953	38	1,196,000
Louisiana.....	12	552,525	6	208,831
Maine.....	40	669,450	*	*
Maryland.....	44	703,492	44	780,435
Massachusetts.....	154	4,022,560	118	5,514,000
City of Boston.....	114	8,157,000	.....	.....
Michigan.....	159	3,441,839	61	511,041
Minnesota.....	44	283,477	38	250,000
Mississippi.....	30	311,046	17	418,450
Missouri.....	35	653,200	65	1,199,650
City of St. Louis.....	23	560,933	.....	.....
Montana.....	2	55,000	.....	.....
Nebraska.....	8	51,200	18	120,000
Nevada.....	5	32,000	.....	.....
New Hampshire.....	18	217,500	*	*
New Jersey.....	53	657,747	11	81,758
New York.....	282	8,035,968	152	2,694,562
City of New York.....	313	9,513,543	197	8,490,500
North Carolina.....	55	482,585	16	123,000
Ohio.....	137	2,113,005	73	1,187,155
City of Cincinnati.....	28	780,809	.....	.....
Oregon.....	8	25,300	.....	.....
Pennsylvania.....	139	3,125,171	155	4,927,006
City of Philadelphia.....	31	1,322,320	.....	.....
Rhode Island.....	38	982,191	21	471,594
South Carolina.....	40	725,828	62	989,236
Tennessee.....	.....	.....	29	143,765
Territories.....	.....	.....	32	646,702
Texas.....	44	635,836	67	660,100
Utah.....	1	6,000	.....	.....
Vermont.....	23	417,000	7	31,200
Virginia and West Virginia.....	51	2,121,665	47	642,765
Washington Territory.....	3	182,964	.....	.....
Wisconsin.....	92	1,039,712	57	419,834
Wyoming.....	1	37,000	.....	.....
Total.....	2,806	\$64,644,156	1,733	\$38,373,222
Dominion of Canada.....	477	7,418,030	396	4,141,240

* Included last year in statement from Massachusetts.

According to the last annual returns, the total number of persons engaged in industrial enterprises, as reported by this firm, was 680,072. We have here, therefore, a little more than four-tenths of one per cent. who have failed during the first three months of 1876, against about two and one-half tenths per cent. during the same three months of 1875. The total liabilities also show a corresponding increase, so that the average liabilities to each individual are a little over \$23,000 this year, and a little less than that amount last year. We have a more complete comparison in the following statement of returns for each quarter of 1875 :

	No. of Failures.	Amount of Liabilities.	No. of Failures.	Amount of Liabilities.
First quarter, 1876.....	2,806	\$64,000,000	As compared with 1st qr. '76.	
First quarter, 1875.....	1,733	\$28,000,000	Inc. 1,073	Inc. \$36,000,000
Second quarter, 1875.....	1,681	33,000,000	Inc. 1,225	Inc. 31,000,000
Third quarter, 1875.....	1,771	54,000,000	Inc. 1,035	Inc. 10,000,000
Fourth quarter, 1875.....	2,405	70,000,000	Inc. 401	Dec. 8,000,000

It will be noticed that, during the six months ending March 31, the failures have reached 4,176 in number; (the number for the last quarter of 1875 being 2,405, and for the first quarter of 1876 being 2,806), while the gross liabilities for the same period were \$134,000,000. This is a surprising result, the full force of which may be better seen with the help of the annual figures for a series of years:

FAILURES IN THE UNITED STATES, 1857 TO 1875.

	New York.		Boston.		Philadelphia.		United States.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
1857....	915	\$135,122,000	253	\$41,010,000	280	\$32,964,000	4,992	\$231,750,000
1858....	406	17,773,462	123	4,173,925	109	10,002,985	4,225	95,749,000
1859....	299	13,219,000	123	4,759,000	105	2,589,000	3,913	64,391,000
1860....	428	22,127,297	172	4,956,760	144	6,107,935	3,076	79,867,000
1861....	920	69,067,114	490	13,317,161	359	21,304,363	6,993	207,210,000
1862....	152	7,491,000	120	2,013,000	60	1,310,000	1,652	23,049,300
1863....	31	1,670,000	50	1,098,100	14	401,500	485	6,864,700
1864....	417	31,654,000	...	...	...	...	2,603	63,774,000
1869....	418	21,370,067	...	...	...	...	2,799	75,051,000
1870....	470	20,573,700	...	...	...	...	3,551	88,212,000
1871....	324	20,740,000	...	...	...	...	2,915	85,252,000
1872....	285	20,634,000	...	...	...	...	4,069	121,056,000
1873....	644	92,635,000	...	...	...	...	5,151	228,499,000
1874....	615	32,580,000	...	...	...	...	5,830	155,239,000
1875....	951	49,263,667	...	...	...	...	7,740	201,060,352
1875-6*.	713	27,050,965	...	...	...	...	5,211	131,532,603

* Six months, from October 1, 1875, to March 31, 1876.

We are sorry not to be able to give, in the above, some of the cities, other than New York, separately; but, as Messrs. Dun, Barlow & Co., with this year, have begun again to return several of the larger cities by themselves, we shall hereafter be able to make a more useful comparison. It appears from the foregoing that, during the last six months, the total failures are in excess of any previous twelve months in our record, except the years 1857, 1861 and 1875.

Such a record as this challenges the attention of our law makers. Of course, to some extent, failures must always occur, for many men will ever be reckless. But, clearly, the facts here presented prove that our monetary system is all wrong. A large class will, of course, tell us to repeal the resumption act, and that will right it. They have studied the disease and its progress to no purpose who fancy relief is to come by a little more indulgence. We would say, first of all, stop corruption; next, decrease immediately and materially all government expenses, by every conceivable economy; and, finally, with largely reduced taxation made possible through these savings, let us bring ourselves up to specie payments with all the speed the circumstances will permit. A revival of enterprise while hampered with our present uncertainties seems out of the question.

THE POSITION OF THE WHEAT AND CORN MARKETS.

A critical period has been reached in the principal grain markets of the world, and the contingencies or circumstances which may affect the future of prices, are scrutinized with more than the usual anxiety and interest. The influences which now and for some time past have been at work, are of the most contradictory nature; and, yielding in turn to each other, have produced frequent and apparently causeless fluctuations. Speculation has become exceedingly precarious, making the position of commission houses and dealers quite unsatisfactory.

Wheat, very naturally, is the chief object of interest, as it is indeed the centre of speculative action. Its future, however, is a problem by no means admitting of an easy solution. Stocks now are much in excess of the corresponding date last year, but they were comparatively small at the principal European markets last April. In the United States, alone, were any considerable supplies then available. Still, stocks now are, in the aggregate, considerably in excess of any recent year, at this stage of the season; and, besides the great quantity in store—the burdensome accumulations at New York and Liverpool—the condition of much of it is such as to expose it to serious damage from the warm weather which is rapidly approaching. Prices are not high, but they are higher than last April, when stocks were much smaller, and when the condition of the wheat in store was more satisfactory to holders.

With regard to the present season for spring sowing and the early development of the plant, the surroundings have been unfavorable. The whole of the West of Europe was visited by storms and floods of extraordinary severity. Farm work was rendered impossible at a time when it should have been prosecuted with the utmost activity. The Northwestern section of the United States—where our great crops of spring wheat are grown—has also suffered much from bad weather. The temperature has been low, and as late as the 4th inst. a severe snow storm prevailed over a large portion of it. Winter wheat in many parts of the United States has suffered from exposure to severe cold, being uncovered by snow the most of the winter; but for some days past the weather has been good, and it is sufficiently early for all the injury done during the fortnight following the 21st of March to be fully recovered.

We have already noted the fact that prices are now higher than last April, but it is also true that they are much below the average of the past five years. The price of English wheat at Mark Lane at a recent date was 43s. per quarter, while the average for five years was 51s. It is possible, however, that the present relatively low price may be caused, to some extent, by the comparatively poor condition of the samples offering. The large stocks in the English markets are deprived of a portion of their significance by the fact that at a late date the quantity at sea for British ports was only about two-thirds as large as last year. With reference more directly to American wheat, it is asserted, with many circumstances in corroboration, that the inferior qualities are pretty well closed out, and that present stocks are made up largely of prime qualities and regular grades. This, with cheap money, is encouraging to holders.

Much depends, however, upon the weather in the West of Europe, and in the Northwestern section of the United States, during the next two or three weeks. A repetition, even in a modified degree, of what was experienced in March, could hardly fail to impair seriously the prospects for the next crop, and stimulate the renewal of active speculation, while good weather will no doubt so far improve crop prospects as to make very difficult the support of prices for some time following the general resumption of inland navigation. The situation must, therefore, be regarded as surrounded with many uncertainties, which time alone can remove. It may be added, as supplementary to the above, that war rumors from Europe have latterly exerted some influence upon prices.

Indian corn has been growing in speculative interest. The recent advance which has taken place in parcels immediately available arose from a temporary scarcity, and did not give much strength to the market for futures. The stocks are small in Great Britain, and the orders for shipments, though moderate in extent, are of that steady character which is the best assurance that prices will be supported. It is to be noted, that while the stock in this market and the visible supply at the principal points of accumulation are much smaller than last April, prices are at the same time much lower. This discrepancy is caused by the general impression that the quantity remaining in the hands of farmers is greatly in excess of last year, which, when brought out, will over-burden the market; and the disastrous decline which took place last June has not been forgotten. It is also believed that much of the present crop will come forward in such poor con

dition that forced sales will be necessary, with the usual effect upon prices. But, on the other hand, it must be borne in mind that farmers have now, in the high prices of swine, an inducement to use corn largely for feeding purposes, by which that not in shipping condition may be wholly absorbed. The renewal of the export of highwines will also cause some increase in the consumption of corn for distilling. Nor can the present price of corn be called high; and yet it is the result of two temporary influences—an unusual scarcity and extremely low ocean freights. Within a short time the advance has been, for leading qualities, about ten cents a bushel; and it is reasonable to conclude that, with fuller supplies and the higher ocean freights which may be expected at no distant day, this advance may be lost. Still, there is danger that the market may be over-sold, and speculative operations for a decline exposed to the dangers of a "corner." Nothing can be said, as yet, of crop prospects, except that some injury has been done in the extreme South by frost, but not to an extent giving it any commercial importance.

ALEXANDER T. STEWART.

In the death of Mr. Stewart, our city has lost a merchant of pre-eminent sagacity and enterprise and unimpeachable integrity, whose career is one of the most remarkable that is recorded in the history of trade. His undertakings have been so numerous and extensive, and are even now so unfinished, that some years must elapse before his life can be effectively written, and then only in the light of results. The lines of demarkation which bounded the various grades of business with which he had relations, and which until his time had been faithfully respected, were as nothing to him. He combined the pursuits of manufacturing, importing, wholesaling, retailing and "custom work" in one grand system, remorselessly attacking and overthrowing old business ideas and practices. It remains to be seen whether he effected a reform, or whether, at his death, his enterprises shall be found impracticable in other hands, and his grand combinations shall fall in pieces.

In some important respects, Mr. Stewart was a worthy example for others possessed of large fortunes. He was classically educated, and always maintained his early love for literature and the arts, being happy in the possession of a fine library, and one of the most extensive and valuable galleries of paintings to be found in the whole world. His great wealth became in this direction a positive good. Mr. Stewart was not one of those men who wholly forget the maxim that "wealth has its duties as well as its rights."

It is much to be regretted, however, that he did not retire from active business ten years ago, and that the accession of General Grant to the Presidency in 1869 did not find him in position to accept the office of the Treasury, which was then tendered him. It would have given him a wider fame, with opportunities for using his talents in a new field where he could have rendered services to his country, of which it has stood in the greatest need. His thorough knowledge of affairs, his capacity as an organizer, and his invincible integrity would have prevented much that has occurred to humiliate and impoverish the American people. The mistake which he made, in continuing in the active participation in the details of business to the close of life, should not be lost upon his contemporaries. An especial need of our country at this time is a class of retired business men, upon whose time and expe-

rience the whole community may rely in guiding public affairs.

Mr. Stewart desired to be of service to his fellow-creatures, and contributed liberally to public and private charities. But his two conspicuous efforts in that direction, it is feared, are not likely to be attended with a degree of success commensurate with their cost, because they partake too much in their nature of his own exact and somewhat arbitrary character. We refer to his hotel for women on Fourth avenue, and his Garden City on Long Island. "You may lead a horse to water, but you cannot make him drink." These enterprises may be of the very best sort, to afford relief to the classes they were designed to aid, and yet, such is the perversity of human nature, may repel instead of attract them. We trust this may not prove to be the case, for, if it should, these monuments to his liberality will disappear.

RAILROAD EARNINGS IN MARCH AND FROM JANUARY 1 TO APRIL 1.

The growing sentiment in favor of more light on the subject of current railroad earnings, together with the fact that the receipts of the past three months compare favorably with the same period of last year, have operated to induce more companies than usual to furnish reports of their earnings. There has seldom or never been a time when our list embraced a larger number of companies than at present; and still a majority of those whose stocks are most prominent at the Board are not yet included.

There are several points to be kept in mind in considering the current reports of earnings. In the first place, the latest returns are all of *gross* earnings, and the *net* receipts of the respective roads can only be estimated by assuming a certain percentage of operating expenses, and calculating the balance as net profits. In assuming a percentage of operating expenses for the current year, it would seem to be on the safe side to take the percentage as shown in the last annual report of each company, as the cost of material, wages, &c., is, if anything, lower than at any previous time. A number of companies have wisely furnished a statement of their operating expenses and net earnings up to the first of March, and those will be found in a table below. A second point of importance is the circumstance that all the current reports of earnings are compared with the "same time last year," and are deemed favorable or otherwise, as the comparison shows an increase or decrease. This practice, though the best that can be adopted, is evidently liable at times to represent the earnings of any given road quite unfairly, as the increase or decrease may occur from an exceptionally good or bad month last year, and not from an improvement or deficiency in the present. Thus, in the month just passed, we find that at least two of the leading roads—the Michigan Central and the Ohio & Mississippi—made the largest earnings in March, 1875, of any month in the first half of that year, and their comparison for March, 1876, appears, therefore, in a less advantageous light than it otherwise would. In the case of the last-named road there was also a payment from the Government of some \$28,000 in March, 1875, which made the earnings appear large. Pursuing the same inquiry as to other companies in the same or different months, we should find results of a similar character on one side or the other. These exceptional influences governing the traffic of a single month, however, are to a great extent leveled down in the comparison from January 1 to latest dates.

The mileage of road operated is frequently made more of than is really worth while, from a financial point of view; although it is undoubtedly a matter of interest to those who have to do with the practical operation of railroads. The earnings on new and old lines of the same road are often so widely different as to make a comparison of mileage this year with last, rather misleading than otherwise to the average reader. Nearly all the roads in our list are working the same mileage as last year. The Atchison Topeka & Santa Fe has increased 202 miles, Cairo & St. Louis 30 miles, Chic. Bur. & Quincy 33 miles; the Ohio & Mississippi took possession of its Springfield line in March, 1875, and therefore worked the same number of miles this year as last. It seems to be necessary to refer to these changes in mileage, as a statement recently published gave the mileage of the Ohio & Miss. as 222 miles more this year than last, and the mileage of Kansas Pacific as 88 miles more, and Central Pacific 102 miles more than

they should be. But the key to the financial situation of a railroad is not in the amount of gross or net earnings per mile, but in the actual excess of net earnings per month above the interest charges, rentals, &c.

As to present and prospective earnings, we should classify the roads named below into four principal groups. 1. The Central Pacific and Union Pacific on the main line to the Pacific. 2. The granger roads—chiefly the Chicago & Northwest and Chicago Mil. & St. Paul. 3. The other western and southwestern roads. 4. The roads forming parts of trunk lines from the Atlantic Coast westward.

The earnings of the Pacific roads are well maintained, but they would do a good business if only up to that of last year. The Union Pacific reports for the first three weeks in March an increase of \$30,000 over the same weeks in 1875. The "granger" roads expect to be benefitted materially by the advance in rates which took place on their lines in Wisconsin, early in the present month. The gain from this advance is variously estimated, and may perhaps be placed at an average of 12 to 15 per cent on local business within that State, a good part of which ought to be net profit. The third class named above embraces all the other roads except those mentioned just below, and their business depends mainly on the prosperity of the country and the maintenance of fair rates among competing roads. In the fourth class only three roads can properly be placed—these are the Michigan Central, Canada Southern and Ohio & Mississippi. Their earnings depend largely upon the maintenance of rates among the rival trunk lines, and so far this year they have been favored by harmony. The opening rates on Lake freights are very low, being 4½ cents per bushel on wheat from Chicago to Buffalo, and eastward bound freights have just been reduced as follows, on the "pool" railroad lines from Chicago, viz: Rates on grain to New York to 35 cents, on flour to 70 cents per barrel, and on fourth class freight to 40 cents—a reduction of 5 cents per cwt. The rates to other Eastern points are correspondingly reduced. But it is to be remarked that this class of business is one that the railroads do not look to for profit in summer. The Baltimore & Ohio does not publish its earnings regularly, but a statement is made that in February there was an increase of \$228,871 over the same month of 1875.

The Houston & Texas Central shows the following, for six months ending February: Gross earnings 1874-75, \$1,617,698; 1875-76, \$2,080,080; expenses, \$941,606, against \$971,125; net earnings, \$706,092, against \$1,108,855 in 1875-76.

GROSS EARNINGS IN MARCH.

	1876.	1875.	Increase.	Decrease.
Achison Topeka & Santa Fe	\$181,000	\$101,032	\$79,968	\$.....
Burlington Cedar Rap. & Minn.	105,843	97,218	8,625	.....
Canada Southern	105,431	83,790	21,641	.....
Calif. & St. Louis*	16,392	31,213	14,821	.....
Central Pacific	1,138,000	1,138,433	.....	3,263
Chicago & Alton	253,719	263,637	.....	9,908
Chicago Mil. & St. Paul	567,283	532,765	34,518	.....
Cincinnati Lafayette & Chic.	31,611	30,274	1,337	223
Deaver & Rio Grande	163,575	26,501	137,074	4,906
Hannibal & St. Joseph	405,491	595,519	190,028	21,726
Illinois Central	103,613	101,593	2,020	1,237
Indianap. Bloom. & West	379,516	312,116	67,400	9,973
International & Gt. Northern	97,531	105,593	8,062	.....
Kansas Pacific	230,097	255,474	25,377	35,377
Michigan Central	534,136	611,211	77,075	28,073
Mo. Kansas & Texas	245,814	233,095	12,719	.....
Ohio & Mississippi	314,382	203,908	110,474	.....
St. L. Alton & T.H. (branches)	42,272	49,353	7,081	7,056
St. Louis Iron Mt. & South	220,000	275,910	55,910	.....
St. L. Kan. City & North'n	274,353	243,491	30,862	.....
St. Louis & South Eastern*	61,028	64,806	3,778	2,778
Toledo Peoria & Warsaw	102,737	72,805	29,932	.....
Total	\$5,695,037	\$4,415,282	\$1,279,755	\$96,015
Net Increase	.....	.....	.....	273,765

GROSS EARNINGS FROM JANUARY 1 TO MARCH 31.

	1876.	1875.	Increase.	Decrease.
Achison Topeka & S. Fe	\$141,549	\$251,121	\$109,572	\$.....
Bur. Cedar Rapids & Minn.	299,469	262,481	36,988	.....
Canada Southern	480,332	212,019	268,313	.....
Calif. & St. Louis*	56,055	40,692	15,363	.....
Central Pacific	3,094,030	3,006,360	87,670	.....
Chicago & Alton	1,076,163	1,011,774	64,389	5,805
Chicago Milwaukee & St. P.	1,612,384	1,232,130	380,254	.....
Chic. Lafayette & Chicago	98,920	91,474	7,446	.....
Deaver & Rio Grande	91,513	70,524	20,989	.....
Hannibal & St. Joseph	463,737	319,597	144,140	.....
Illinois Central	1,501,097	1,668,231	167,134	.....
Indianap. Bloom. & West	379,516	312,116	67,400	.....
International & Gt. North'n	354,063	346,672	7,391	.....
Kansas Pacific	634,615	627,332	7,283	6,313
Michigan Central	1,630,372	1,551,736	78,636	.....
Mo. Kansas & Texas	756,996	628,009	128,987	.....
Ohio & Mississippi	92,126	800,881	708,755	122,326
St. L. Alton & T.H. (branches)	120,273	162,281	42,008	42,018
St. Louis Iron Mt. & Southern	934,301	908,611	25,690	.....
St. Louis Kan. City & North'n	873,316	645,211	228,105	.....
St. Louis & S. Eastern*	245,513	223,429	22,084	2,913
Toledo Peoria & Warsaw	314,135	206,611	107,524	.....
Total	\$16,493,734	\$14,531,861	\$1,961,873	\$50,512
Net Increase	.....	.....	.....	1,918,953

The following companies have recently reported their earnings for February:

	1876.	1875.	Increase.	Decrease.
Chicago & Northwestern	\$634,636	\$671,731	\$37,095	.....
Chicago Rock Island & Pac.	511,705	532,239	20,534	.....
Chicago Burlington & Quincy	918,623	764,163	154,460	.....
Cleveland Mt. Vernon & Del.	27,286	55,783	28,497	.....
Houston & Texas Central	234,915	212,631	22,284	.....
Mobile & Ohio	177,993	156,174	21,819	.....
Nashville Chatt. & St. Louis	161,823	189,911	28,088	.....
Paducah & Memphis	21,331	11,911	9,420	.....
Philadelphia & Erie	225,916	183,249	42,667	.....
Rome Watertown & Ogdensh.	75,937	58,832	17,105	.....
St. Paul & Sioux City	41,740	19,898	21,842	.....
Sioux City & St. Paul	35,321	8,761	26,560	.....
Total	\$1,963,216	\$2,557,717	\$605,501	.....
Net Increase	.....	.....	605,529	.....

GROSS EARNINGS FROM JANUARY 1 TO MARCH 1.

	1876.	1875.	Inc.	Dec.
Chicago & Northwestern	\$1,663,463	\$1,497,253	\$166,210	.....
Chic. Rock Island and Pacific	1,024,343	1,061,489	37,146	\$30,116
Chicago Burlington & Quincy	1,753,585	1,625,168	128,417	.....
Clev. Mt. Vernon & Delaware	54,983	51,261	3,722	.....
Houston & Texas Central	554,618	431,891	122,727	.....
Mobile & Ohio	407,223	352,893	54,330	.....
Nashv. Chattanooga & St. L.	335,238	299,011	36,227	.....
Paducah & Memphis	42,823	30,181	12,642	.....
Philadelphia & Erie	454,101	378,353	75,748	.....
Rome Watertown & Ogdensh.	150,655	126,337	24,318	.....
St. Paul & Sioux City	83,240	42,423	40,817	.....
Sioux City & St. Paul	53,018	19,513	33,505	.....
Total	\$6,952,317	\$5,912,311	\$1,040,006	\$30,116
Net Increase	.....	.....	\$710,086	.....

The following is a statement of the gross earnings, operating expenses and net earnings for the month of February, and from January 1 to March 1, of all the roads that will furnish statements for publication:

	February		Jan. 1 to March 1	
	1876.	1875.	1876.	1875.
Achison Top. & Santa Fe—				
Gross earnings	\$144,132	\$78,410	\$231,549	\$147,069
Operating expenses	68,315	35,459	139,958	85,592
Net earnings	\$75,797	\$39,951	\$121,591	\$61,477
Burlington Cedar Rap. & Minn.—				
Gross earnings	\$1,692	\$62,701	\$193,621	\$165,266
Operating expenses	62,800	44,754	132,000	117,967
Net earnings	\$2,338	\$17,947	\$61,621	\$47,299
Chic. Burlington & Quincy—				
Gross earnings	\$915,623	\$764,163	\$1,778,585	\$1,625,168
Operating expenses	493,687	474,142	961,896	912,600
Net earnings	\$477,236	\$290,021	\$816,689	\$712,568
Clev. Mt. Vernon & Del.—				
Gross earnings	\$27,235	\$25,738	\$49,933	\$51,261
Operating expenses	23,165	22,787	46,271	47,161
Net earnings	\$5,070	\$2,951	\$3,662	\$4,100
Houston & Texas Central—				
Gross earnings	\$259,916	\$212,631	\$564,649	\$431,891
Operating expenses	165,650	170,161	318,741	337,149
Net earnings	\$94,410	\$42,470	\$245,908	\$94,742
International & Gt. Northern—				
Gross earnings	\$116,183	\$115,178	\$276,532	\$211,073
Operating expenses	61,193	68,167	133,163	157,290
Net earnings	\$54,990	\$47,011	\$143,369	\$53,783
Missouri Kansas & Texas—				
Gross earnings	\$354,723	\$195,234	\$511,182	\$391,914
Operating expenses	109,983	109,107	255,892	267,630
Net earnings	\$244,740	\$86,127	\$255,290	\$124,284
Nashville Chatt. & St. L.—				
Gross earnings	\$161,823	\$139,911	\$335,238	\$239,091
Operating expenses	95,912	95,667	195,998	211,621
Net earnings	\$65,911	\$44,244	\$139,240	\$27,470
Philadelphia & Erie—				
Gross earnings	\$236,916	\$183,249	\$453,169	\$378,855
Operating expenses	189,211	145,994	349,131	297,812
Net earnings	\$57,705	\$37,255	\$104,038	\$81,043
St. Louis & Southeastern—				
Gross earnings	\$83,643	\$80,087	\$164,490	\$161,623
Operating expenses	71,265	69,464	149,726	149,551
Net earnings	\$12,378	\$10,623	\$14,764	\$12,072
St. Louis Iron Mt. & South.—				
Gross earnings	\$312,116	\$281,312	\$639,306	\$532,701
Operating expenses	151,060	147,373	317,818	302,523
Net earnings	\$161,116	\$133,939	\$321,488	\$230,178
St. Louis Kansas C. & No.—				
Gross earnings	\$92,879	\$106,155	\$533,978	\$404,243
Operating expenses	159,319	.....	282,007	.....
Net earnings	.....	.....	\$251,971	.....
St. Paul & Sioux City—				
Gross earnings	\$41,740	\$19,898	\$33,220	\$12,423
Operating expenses	25,013	26,577	53,613	49,771
Net earnings	\$16,727	def't \$6,679	\$19,607	def't \$3,348
Sioux City & St. Paul—				
Gross earnings	\$35,323	\$8,764	\$53,088	\$19,518
Operating expenses	19,501	14,166	40,143	27,430
Net earnings	\$15,822	def't \$4,382	\$12,945	def't \$7,912

Railroad Tax Suits in Missouri.—In the tax cases of the several railroads which resisted taxation in 1873 under the valuations of the State Board of Equalization, Judge Dillon of the U. S. Circuit Court has decided in favor of the companies. He holds that the Board of Equalization was not authorized to act as a Board of Assessors and increase the valuation of railroad property, but that the railroads are liable to taxation on the county valuation, and orders the taxes on that basis to be paid with ten per cent. interest on what has not been paid. Most of the companies have already paid 60 per cent., and the amount due from them is not very large.

* Three weeks only of March in each year.
† This road operated 711 miles in March, 1876, against 507 miles last year.

Latest Monetary and Commercial English News

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

EXCHANGE AT LONDON—MARCH 31.			EXCHANGE ON LONDON.		
ON—	TIME.	RATE.	LATEST DATE.	TIME.	RATE.
Amsterdam...	short.	12.2 @ 12.3	March 31.	short.	12.10
Antwerp.....	3 months.	25.45 @ 25.50	"	"	25.27
Hamburg.....	"	20.70 @ 20.72	"	3 mos.	20.31
Paris.....	short.	25.23 1/2 @ 25.35	"	short.	25.27
Paris.....	3 months.	25.42 1/2 @ 25.47 1/2	"	3 mos.	"
Vienna.....	"	11.90 @ 12.00	"	"	11.80
Berlin.....	"	20.70 @ 20.72	"	short.	20.52
Frankfort.....	"	20.70 @ 20.72	"	"	20.52
St. Petersburg	"	30 1/2 @ 30 3/4	"	3 mos.	31 13-16
Cadiz.....	"	45 @ 45 1/2	"	"	"
Lisbon.....	90 days.	51 1/2 @ 51 3/4	"	"	"
Milan.....	3 months.	27.70 @ 27.80	"	"	"
Genoa.....	"	27.70 @ 27.80	"	"	"
Naples.....	"	27.70 @ 27.80	"	"	"
Madrid.....	"	47 1/2 @ 47 3/4	March 31.	3 mos.	45.70
New York.....	"	"	March 31.	60 days.	4.87 1/2
Rio de Janeiro	"	"	March 8.	90 days.	2 1/2
Bahia.....	"	"	Jan. 27.	"	26 1/2
Buenos Ayres.	"	"	Feb. 27.	"	43
Valparaiso.....	"	"	Feb. 2.	"	43 @ 13 1/4
Pernambuco.....	"	"	Feb. 25.	"	25 1/2
Montevideo.....	"	"	Jan. 30.	"	51 1/2
Bombay.....	60 days.	1s. 8 1/2 d. @ 1/4 d.	March 30.	6 mos.	1s. 8 1/2 d. 16d.
Calcutta.....	"	1s. 8 1/2 d. @ 1/4 d.	March 23.	"	1s. 8 1/2 d. 16d.
Hong Kong.....	"	3s. 9d.	March 21.	"	3s. 10d.
Shanghai.....	"	5s. 2d.	March 24.	"	5s. 3d.
Penang.....	"	"	"	"	"
Singapore.....	"	3s. 9d.	"	"	"
Alexandria.....	"	"	March 29.	3 mos.	56 1/2

[From our own correspondent.]

LONDON, Saturday, April 1, 1876.

There has been a slightly increased demand for money this week, in connection with the settlement in the Stock Exchange, but the actual commercial inquiry has been upon a restricted scale. The supply seeking employment has been moderate, and, in the open market, the rates of discount have had a drooping tendency. The impression is very general that even the present very moderate charges for accommodation cannot be maintained, as neither commercial nor financial enterprise is calculated to absorb our supplies of unemployed money. There is just now scarcely any demand for gold for export. On the contrary, during the last few days, the accumulation at the Bank has been considerable, and there appear to be indications that the supply held will be further augmented. The number of commercial bills in circulation is very moderate, and as trade remains extremely quiet, there is no prospect of any increase. The spring trade is remarkably inactive. The heavy losses which the public have sustained, are producing great, if not increasing, economies, and it will, no doubt, be long before the position of affairs has been completely rectified. A few failures continue to take place, but there appear to be no serious apprehensions, while there is reason to believe that the more judicious system of trading will eventually establish our commerce upon a sound basis. The quotations for money are now as follows:

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

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

	Per cent.
Joint-stock banks.....	2 1/2 @
Discount houses at call.....	2 1/2 @
Discount houses with 7 days' notice.....	2 1/2 @
Discount houses with 14 days' notice.....	2 1/2 @

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's Mule twist, fair second quality, and the Bankers' Clearing House return, compared with the previous four years:

	1872.	1873.	1874.	1875.	1876.
Circulation, including bank post bills.....	26,383,704	26,506,864	27,011,407	26,924,025	27,106,515
Public deposits.....	12,711,523	15,660,357	9,706,318	8,730,464	9,608,159
Other deposits.....	19,220,841	19,746,746	18,740,226	18,810,779	19,021,778
Government securities.....	13,309,090	13,881,422	14,812,327	13,595,887	14,257,675
Other securities.....	25,961,225	23,810,207	22,316,052	22,952,399	19,553,620
Reserve of notes and coin.....	11,396,371	12,136,509	11,067,091	9,524,169	13,179,833
Gold and bullion in both departments.....	22,358,400	23,245,591	22,687,201	21,165,924	25,000,938
Bank-rate.....	3 1/2 p. c.	3 1/2 p. c.	3 1/2 p. c.	3 1/2 p. c.	3 1/2 p. c.
Consols.....	92 1/2	93	92	93	94 1/2 d.
English wheat.....	51s. 2d.	55s. 4d.	60s. 10d.	41s. 10d.	43s. 9d.
Mid. Upland cotton.....	11 1/2-16d.	9 1/2 d.	8 3/4-16d.	7 1/2-16d.	* 6 3/4-16d.
No. 40 mule yarn fair 2d quality.....	1s. 3 1/2 d.	1s. 2 1/2 d.	1s. 0 1/2 d.	1s. 0 d.	* 1s. 0 1/2 d.
Clearing House return.....	81,699,000	136,021,000	124,851,000	107,727,000	79,437,000

* Prices March 23.

The proportion of reserve to liabilities at the Bank now amounts to 45 1-3 per cent., against 45 1/2 per cent. last week.

The following figures show the position of the Bank of England in each week during the past quarter:

	Circulation.	Public Deposits.	Other Deposits.	Government Securities.
January 5.....	£28,422,554	£3,477,812	£19,462,060	£16,990,704
" 12.....	27,918,563	4,631,182	19,822,413	16,288,960
" 19.....	27,631,542	4,623,555	19,708,224	15,788,960
" 26.....	27,070,336	4,986,455	19,163,123	14,598,960
February 2.....	27,501,181	5,125,610	18,402,786	13,587,274
" 9.....	26,999,279	6,558,378	18,508,470	13,585,914
" 16.....	26,701,787	7,928,105	18,440,770	13,885,314
" 23.....	26,572,480	8,940,446	18,018,884	13,884,914
March 1.....	26,395,411	9,296,318	18,775,212	13,835,752
" 8.....	26,507,485	10,586,813	18,804,888	13,853,215
" 15.....	26,638,186	10,012,167	19,694,577	13,853,215
" 22.....	26,485,370	9,069,382	19,626,933	13,853,215
" 29.....	27,105,515	6,803,159	19,021,728	14,337,605

	Other Securities.	Reserve.	Bullion.	Per cent.	Open market rate.	Bank market rate.
January 5.....	£21,661,281	£3,134,241	£21,215,761	2 1/2	5	4 1/2
" 12.....	17,377,214	3,970,934	21,591,233	3 1/2	5	4
" 19.....	17,004,061	4,664,619	21,981,619	3 1/2	5	3 1/2 @ 4
" 26.....	17,120,323	10,470,762	22,216,347	4 1/2	4	3 1/2 @ 4
February 2.....	17,708,170	10,169,411	22,355,451	4 1/2	4	3 1/2
" 9.....	18,476,634	10,743,132	21,431,397	4 1/2	4	3 1/2 @ 4
" 16.....	19,345,807	11,412,267	22,801,807	4 1/2	4	3 1/2 @ 4
" 23.....	19,461,491	11,865,745	23,072,780	4 1/2	4	3 1/2 @ 4
March 1.....	20,979,151	11,740,555	23,279,020	4 1/2	4	3 1/2
" 8.....	21,439,201	12,153,291	23,512,637	4 1/2	4	3 1/2 @ 4
" 15.....	21,805,834	12,601,915	23,937,405	4 1/2	4	3 1/2 @ 4
" 22.....	19,940,835	13,436,894	21,661,606	4 1/2	3 1/2	3 1/2
" 29.....	19,832,623	13,179,833	25,000,938	4 1/2	2 1/2	2 1/2 @ 3

The following are the rates of discount at the leading cities abroad:

	Bank rate.	Open market.	per cent.	per cent.	Bank rate.	Open market.	per cent.	per cent.
Paris.....	4	2 1/2			Brussels.....	3	3	
Amsterdam.....	3	3			Turin, Florence and Rome.....	5	4 1/2	
Hamburg.....	3 1/2	3 1/2			Leipzig.....	4	3 1/2	
Berlin.....	4	3 1/2			Genoa.....	3	4 1/2	
Frankfort.....	4	3			Vienna.....	5	3 1/2	
Madrid, Cadiz and Barcelona.....	6	6 @ 8			New York.....	5 @ 6		
Lisbon and Oporto.....	4	3 1/2			Calcutta.....	10 1/2		
St. Petersburg.....	6	6			Copenhagen.....	5	5	
					Constantinople.....			

The demand for gold for export has been upon a very moderate scale, and a moderate supply has recently been sent into the Bank. The silver market is decidedly firmer, and the price of fine bars is now 53 1/2 d. to 52 1/2 d. per ounce. The steamer for the East took out this week £122,000. The prices of bullion are as follows:

	per oz. standard.	s. d.	per oz. standard.	s. d.
Bar Gold.....	77 9	@	77 9	@
Bar Gold, fine.....	77 9	@	77 9	@
Bar Gold, refinable.....	77 11	@	77 11	@
Spanish Doubleloons.....	73 6	@	73 6	@
South American Doubleloons.....	74 9	@	74 9	@
United States Gold Coin.....	76 3 1/2	@	76 3 1/2	@
German Gold Coin.....	76 3 1/2	@	76 3 1/2	@
Bar Silver, Fine.....	53 1/2	@	53 1/2	@
Bar Silver, containing 5 gra. Gold.....	53 15-16	@	53 15-16	@
Mexican Dollars.....	52	@	52	@
Spanish Dollars (Caroline).....		@		@
Five Franc Pieces.....		@		@

Quicksilver, £10 per bottle. Discount, 3 per cent.

The supply of bullion held by the Bank of France now amounts to as much as £75,425,000.

Another fortnightly account in shares and foreign stocks has been completed this week, but only one failure has been made public. The fluctuations in foreign stocks had been severe, but the weaker operators had been weeded out during the previous account, and the difficulties which had then arisen had produced much caution. In foreign stocks the public are operating to a very limited extent. They are certainly not buyers, and hence, with the large supplies of stock in existence, the market is very sensitive to speculative influences. The delay in the publication of Mr. Cave's report regarding Egyptian finance, has produced a certain amount of distrust in Egyptian securities, and the result has been that speculators have forced down their value to a considerable extent. The Chancellor of the Exchequer assured the country that, with judicious management, there is much hope for Egypt, but the refusal to publish the report, and allow bondholders to judge for themselves, naturally had an adverse effect, and enabled speculators for the fall to take advantage of the distrust which prevails. The fall in foreign stocks extended to Russian, Brazilian, Argentine, Chilean, Uruguay, Entre Rios and Santa Fe; but French and Italian government bonds have been steady, and the value of United States descriptions has had an upward tendency. American railroad first mortgage bonds have slightly improved in value; but in other respects the stock markets have been quiet and dull in tone.

Since writing the above I have learned that the Chancellor of the Exchequer made the announcement at the close of yesterday's sitting in Parliament that the Khedive of Egypt had consented to the publication of Mr. Cave's report upon Egyptian Finance. The report was, therefore, laid upon the table of the House, and will be printed forthwith.

The closing prices of consols and the principal American securities at to-day's market, compared with those of last week, are subjoined:

Table with columns: Consols, United States, U. S. 1867, Louisiana, Massachusetts, Virginia stock, and various bond types. Includes sub-columns for Redm. April 1 and March 25.

AMERICAN DOLLAR BONDS AND SHARES.

Table listing American Dollar Bonds and Shares, including Atlantic & Great Western, Atlantic Mississippi & Ohio, Baltimore & Potomac, Erie, Illinois Central, and others.

AMERICAN STERLING BONDS.

Table listing American Sterling Bonds, including Allegheny Valley, Atlantic & Gt. Western, Chicago & Alton, Erie convertible, and others.

* Ex 6 coupons, January, 1871, to July, 1874, inclusive.

The revenue returns for the past financial year have been published, and they are more satisfactory than had been anticipated. There is an increase for the year of £731,000 in the receipts from customs duties...

Table showing Quarters ended (June 30, Sept. 30, Dec. 31, March 31) and Year ended (March 31) for Customs, Excise, Stamps, Taxes, Property tax, Post Office, Telegraph Service, Crown lands, and Miscellaneous.

Table showing Quarters ended (June 30, Sept. 30, Dec. 31, March 31) and Year ended (March 31) for Customs, Excise, Stamps, Taxes, Property tax, Post Office, Telegraph service, Crown lands, and Miscellaneous.

The public sales of colonial wool were commenced on Tuesday last. The arrivals amount to 231,171 bales, comprising 32,155 bales from Sydney; 115,153 Port Phillip; 51,901 Adelaide; 1,525 Swan River; 204 Van Diemen's Land; 13,220 New Zealand; and 17,002 bales from the Cape of Good Hope.

There has been no important movement in the wheat trade during the past week. A firm tone, however, has continued to prevail, and higher prices have been demanded. Millers, however, have been buying with caution, and no general improvement has taken place.

The return for the week ending March 25 shows that in the 150 principal markets of England and Wales the deliveries of English wheat were only 41,445 quarters, against 57,479 quarters last year. In the whole Kingdom it is estimated that they were 165,780 quarters, against 229,200 quarters in 1875.

Table showing Imports of wheat since harvest, Imports of flour since harvest, and Sales of English wheat for 1875-6, 1874-5, 1873-4, and 1872-3.

Table showing Result and Average price of English wheat for the season for 1875-6, 1874-5, 1873-4, and 1872-3.

The following figures show the imports and exports of cereal produce into and from the United Kingdom since harvest—viz., from September 1 to the close of last week, compared with the corresponding periods in the three previous years:

Table showing Imports and Exports of Wheat, Barley, Oats, Peas, Beans, Indian Corn, and Flour for 1875-6, 1874-5, 1873-4, and 1872-3.

English Market Reports—Per Cable.

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

London Money and Stock Market.—The bullion in the Bank of England has decreased £4,500 during the week.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Consols for money	94 11-16	94 11-16	94 11-16	94 9-16	94 9-16	94 9-16
U. S. 6s (5-20a) 1865, old	106 1/2	106 1/2	106 1/2	103 1/2	103 1/2	103 1/2
U. S. 10-40s	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2
New 5s	106 1/2	106 1/2	106 1/2	105 1/2	105 1/2	105 1/2

The quotations for United States new fives at Frankfurt were:
 U. S. new fives..... 102 101 1/2 10 1/2

Liverpool Cotton Market.—See special report of cotton.

Liverpool Breadstuffs Market.—

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Floor (extra State)	22 6	22 6	22 6	22 6	22 6	22 6
Wheat (No. 1 spring)	9 6	9 6	9 7	9 7	9 7	9 7
" (No. 2 spring)	9 1	9 1	9 1	9 1	9 1	9 1
" (winter)	9 6	9 6	9 8	9 8	9 8	9 8
Corn (a. W. mix.)	26 0	26 3	26 6	26 6	26 6	26 6
Peas (Canadian)	39 6	39 6	39 6	39 0	39 0	39 6

Liverpool Provisions Market.—

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Beef (mess) new	89 0	89 0	88 0	88 0	88 0	88 0
Pork (W. mess) new	87 0	87 0	87 0	87 0	87 0	87 0
Bacon (l. cl. ind.) new	54 0	54 0	54 0	54 0	54 0	54 0
Lard (American)	60 3	60 0	60 0	60 0	60 0	59 6
Cheese (Amer'n fine)	62 6	62 6	62 6	62 6	62 6	62 6

Liverpool Produce Market.—

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Roain (common)	5 0	6 0	5 0	5 0	5 0	5 0
" (pale)	16 0	16 0	16 0	16 0	16 0	16 0
Petroleum (refined)	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Tallow (prime C. I.)	41 6	41 6	41 6	41 6	41 6	41 6
Cloversced (Am. red)	63 0	63 0	63 0	63 0	63 0	63 0
Spirits turpentine	25 0	25 0	25 0	25 0	24 9	24 9

London Produce and Oil Markets.—

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Lins'd c'ke (obl.)	10 15 0	10 15 0	10 10 0	10 10 0	10 10 0	10 10 0
Linsced (Calcutta)	45 6	45 6	45 6	45 6	45 6	45 6
Sugar (No. 12 D'ch etd)	20 6	20 6	20 6	20 5	21 0	21 0
Sperm oil	94 0	94 0	94 0	94 0	94 0	94 0
Whale oil	34 0	34 0	31 0	34 0	31 0	31 0
Linsced oil	22 9	22 6	22 9	22 6	22 6	22 6

Commercial and Miscellaneous News.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports this week show a decrease in dry goods and an increase in general merchandise. The total imports amount to \$7,369,522 this week, against \$7,447,171 last week, and \$5,610,583 the previous week. The exports amount to \$4,523,403 this week, against \$4,801,300 last week and \$4,449,173 the previous week. The exports of cotton the past week were 7,376 bales, against 7,557 bales last week. The following are the imports at New York for week ending (for dry goods) April 6, and for the week ending (for general merchandise) April 7:

FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.

	1873.	1874.	1875.	1876.
Dry goods	\$1,433,756	\$3,060,909	\$2,171,498	\$2,052,277
General merchandise	4,787,702	8,217,169	6,706,513	5,317,245
Total for the week	\$6,221,458	\$11,278,078	\$8,878,011	\$7,369,522
Previously reported	120,908,613	110,396,414	97,997,975	87,245,985

Since Jan. 1..... \$127,179,971 \$121,674,492 \$106,876,291 \$94,614,507

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 April 11:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1873.	1874.	1875.	1876.
For the week	\$5,421,753	\$5,199,462	\$4,151,269	\$4,523,403
Previously reported	69,398,513	73,705,006	62,601,149	64,872,249

Since Jan. 1..... \$74,820,296 \$78,934,463 \$66,752,418 \$69,395,65

The following will show the exports of specie from the port of New York for the week ending April 8, 1876, and since the beginning of the year, with a comparison for the corresponding date in previous years:

Apr. 4—Str. Labradore..... Havre.....	Gold bars.....	\$40,000
Apr. 5—Str. Algeria..... Liverpool.....	Silver bars.....	11,400
Apr. 6—Str. Columbus..... Havana.....	American gold coin.....	300,000
Apr. 7—Schr. Minnehaha..... Porto Cabello.....	Mexican dollars.....	20,000
Apr. 7—Schr. Pottsville..... Havana.....	American gold coin.....	105,000
Apr. 8—Str. Republic..... Liverpool.....	Spanish gold.....	2(0.450
Apr. 8—Str. City of New York..... Liverpool.....	American gold coin.....	9,900
	Silver bars.....	100,000
	Gold bars.....	90,000
	Gold coin.....	15,000
	American gold coin.....	39,056
		51,000

Total for the week..... \$979,906
 Previously reported..... 12,333,837
 Total since January 1, 1876..... \$13,313,743

Same time in— 1870..... \$7,054,952
 1871..... 9,454,952
 1872..... 16,837,258
 1873..... 7,850,022
 1874..... 5,697,744

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

Apr. 3—Str. City of Merida..... Vera Cruz.....	Silver coin.....	\$28,699
Apr. 4—Str. Alps..... Panama.....	Gold coin.....	1,000
Apr. 4—Str. Geo. Washington..... Halifax.....	Silver coin.....	830
Apr. 7—S. R. Nettle Martin..... St. John, P. R.....	Gold coin.....	1,000
	Silver coin.....	3,695
	Gold coin.....	35
		15,600

Total for the week..... \$43,790
 Previously reported..... 1,408,969
 Total since Jan. 1, 1876..... \$1,452,159

Same time in—	Same time in—
1875..... \$5,012,248	1870..... \$6,102,699
1874..... 1,115,191	1869..... 7,187,655
1873..... 1,059,698	1868..... 2,589,164
1872..... 578,725	1867..... 665,678
1871..... 2,907,667	

Arizona and New Mexico Express Co.—This is the name of a new enterprise in the express business, intended to do business in the Territories of Oregon and New Mexico, connecting with Wells Fargo at San Bernardino, California, the terminus of the Southern Pacific Railroad. The capital stock of the company is \$500,000, and Mr. Wells, the originator of Wells, Fargo & Co., is the projector.

California Railroad Law.—The California State Senate finally passed the bill known as the O'Connor bill, which provides for a board of three railroad commissioners to have general supervisory and advisory powers, to collect statistics, and report annually. The bill also contains provisions against discrimination, and fixes as the maximum rates allowed to be charged the rates in force January 1, 1876. The bill finally passed the Assembly without change, and went to the Governor for his signature.

Osage Ceded Lands.—The United States Supreme Court has affirmed the decision of the Circuit Court in these cases, and the rights of the settlers on these lands are now fully confirmed, to the exclusion of the Missouri Kansas & Texas and the Leavenworth Lawrence & Galveston companies, which claimed the lands as part of their grants.

Pacific Mail and Panama.—The Sheriff of San Francisco refused to attach any more of the Pacific Mail steamers unless the Panama Railroad Company would furnish him with additional bonds for \$600,000, in consequence of the attitude of the trustees of the \$2,000,000 mortgage or the Pacific Mail Company, who claim that the vessels are subject to their control.

Suit has been brought in San Francisco by the Panama Railroad Company against the Pacific Mail Steamship Company to recover \$338,049 due for transportation across the Isthmus.

Western Union Telegraph.—The New York Superior Court has granted a temporary injunction, restraining the Western Union Telegraph Company, George B. Prescott, and others, from prosecuting or withdrawing the applications for the duplex and quadruplex patents, and from receiving letters patent for the same, pending adjudication of the Atlantic & Pacific Telegraph Company thereto.

The following is from the semi-annual statement of the Equitable Trust Company, March 1, 1876, whose business in guaranteeing real estate mortgages we have frequently noticed. It appears from this that the company up to March 1, 1876, had taken \$6,530,000 of mortgages, of which it had sold with its own guaranty \$5,665,000, and had on hand \$865,000. The company is managed very conservatively, and any explanation desired of the details of its statement will be cheerfully furnished at the office, 52 William street.

ASSETS.

Real estate mortgage bonds taken and outstanding	\$6,530,000
Real estate mortgage bonds sold	5,665,000
Real estate mortgage bonds now on hand	\$865,000
\$32,000 interest notes on hand secured by mortgage, present value	24,500
\$200,000 United States currency sixes at 1.20 per cent	240,000
*Advanced to pay coupons	35,424
*Advanced insurance and taxes	10,237
Cash on deposit in New York trust companies	143,876
Cash on deposit in banks, and cash items	18,895
Cash on deposit with Baring Brothers & Co., London	9,238
Accrued interest	19,549
Total	\$1,366,719

LIABILITIES.

Capital stock	\$1,000,000
Dividend No. 6, payable March 1	35,000
Guaranty reserve	130,000
Surplus	181,719
Total	\$1,366,719
The loans of the Company (\$6,530,000)	
Are secured by land valued at	\$11,378,950
And buildings valued at	5,894,946
These buildings are insured for	\$17,243,896
The rental value of property securing loans is	3,518,635
*April 4. Received since March 1	12,490
† Received since March 1	2,711

—We notice a change recently in the old and well-known firm of Cecil, Stout & Thayer by the withdrawal of Mr. John R. Cecil and the formation of a new firm by the remaining partners, Mr. Jacob Stout and Mr. Stephen H. Thayer, under the name of Stout & Thayer. The present firm will continue the general banking and stock commission business so well established by the old concern.

—Attention is called to the banking card of Messrs. Smithers & Donald, which will be found on the first page of the CHRONICLE. The firm has excellent connections, and, in addition to their transactions with customers in this vicinity, an important part of their business is with correspondents in the Dominion of Canada.

The Bankers' Gazette.

NATIONAL BANKS ORGANIZED.

The United States Comptroller of the Currency furnishes the following statement of National Banks organized the past week:
2,329—First National Bank of Connelleville, Pennsylvania. Authorized capital, \$30,000. Paid-in capital, \$27,500. John D. Frisbee, President; Cashier. Authorized to commence business April 8, 1876.
2,330—Centennial National Bank of Virginia, Illinois. Authorized capital, \$10,000. Paid-in capital, \$95,000. John A. Petefish, President; John N. Wood, Cashier. Authorized to commence business, April 11, 1876.

DIVIDENDS.

The following Dividends have recently been announced:

Table with columns: COMPANY, PER CENT, WHEN PAYABLE, BOOKS CLOSED (Days inclusive.)
Railroad: Baltimore & Ohio (5% May 1), Boston & Providence (\$4 May 15)
Banks: Germania (7% May 3), National City (quar.) (5% May 1)

FRIDAY, APRIL 14, 1876—6 P. M.

The Money Market and Financial Situation.—A dull week culminates to-day—Good Friday—with a pretty general cessation of business. A further decline in speculative stocks here, and the cable despatches indicating a depressed feeling in the markets of London and Continental cities, have been the principal features worthy of mention. A statement of business failures for the first quarter of 1876, just issued by the Mercantile Agency of Dun, Barlow & Co., shows that the number and amount was considerably larger than in the corresponding quarter of 1875, but a little below the quarter immediately preceding, which embraced the last three months of 1875. It is hoped from this that the tendency is toward a gradual improvement, and that the maximum of failures was reached in the last part of last year.

The Silver bill, which has passed both houses of Congress, received the President's signature, and becomes a law, is as follows:

Be it enacted, etc. That there be and hereby is appropriated out of any money in the Treasury, not otherwise appropriated, the sum of \$161,000, to provide for engraving and printing and other expenses of making and issuing United States notes, and the further sum of \$180,000 to provide for engraving and printing National bank notes, to be disbursed under the Secretary of the Treasury.

Section 2. That the Secretary of the Treasury is hereby directed to issue silver coins of the United States of the denomination of 10, 25, and 50 cents of standard value, in redemption of an equal amount of fractional currency, whether the same be now in the Treasury awaiting redemption or wherever it may be presented for redemption; and the Secretary of the Treasury may, under regulations of the Treasury Department, provide for such redemption and issue by substitution at the regular sub-treasuries and public depositories of the United States until the whole amount of fractional currency outstanding shall be redeemed, and the fractional currency redeemed under the act shall be held to be part of the Sinking Fund provided for by the existing law, the interest to be computed thereon as in the case of bonds redeemed under the acts relating to the Sinking Fund.

Our local money market has been a little irregular and feverish in consequence of the decline in stocks and the unfavorable tone of foreign advices, but rates have not actually changed much, and the quotations for call loans are 3@5 per cent., and prime commercial paper 5@6 per cent.

The Bank of England report on Thursday showed a decrease in bullion of £4,500, and the discount rate remained unchanged at 3 per cent. The Bank of France gained 2,583,000 francs in specie.

The last statement of the New York City Clearing House banks, issued April 8, showed a decrease of \$2,960,450 in the excess above their 25 per cent. legal reserve, the whole of such excess being \$7,038,875, against \$9,929,225 the previous week.

This following table shows the changes from the previous week and a comparison with 1875 and 1874:

Table comparing 1876 (Apr. 1, Apr. 8) and 1875 (Apr. 10, Apr. 11) for Loans and d.a., Specie, Circulation, Net deposits, and Legal tenders.

At a meeting of the Board of Directors of the National Bank of the State of New York, Mr. A. Belmont and Mr. Lawrence Turnure having resigned their positions as President and Vice-President, Mr. W. H. Hays was elected President, and Mr. Henry Morgan, Vice-President.

By report of the Manager of the Boston Clearing House, it appears that the exchanges for the past year have been \$3,447,279,426. The balances for the same time have been \$325,306,055. The average monthly exchanges have been \$204,106,619. The average monthly balances have been \$27,106,838. The aggregate capital of the associated banks in that city is \$51,350,000.

As the Fourth of July falls on Tuesday, the Stock Exchange has resolved that when the Board adjourns on Saturday, July 1, it will hold no session until the following Wednesday, July 5.

United States Bonds.—In government bonds the week shows a very moderate business, but with prices fairly maintained. The apprehension of trouble in the London and German markets, together with the fact that Good Friday is a blank day here, and both Friday and Easter Monday in London, have been among the principal reasons for a slow business just at the present time. If the experience of previous years furnishes a precedent that may be taken as a guide at all, we may look for more activity in all classes of stocks and bonds after Easter.

Closing prices of securities in London have been as follows:

Table of closing prices for U.S. 6s, 5-20s, 1867, 1865, and New 5s, including range since Jan. 1, 1876.

Closing prices daily have been as follows:

Table of closing prices for various bonds (6s, 1881, 5-20s, 1865, 1867, 1868, 1869, 1870, 1871, 1872, 1873, 1874, 1875, 1876) with columns for Int. period, April 8, 10, 11, 12, 13, 14.

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

The range in prices since Jan. 1, 1876, and the amount of each class of bonds outstanding April 1, 1876, were as follows:

Table showing range in prices (Lowest, Highest) and amount of bonds (Registered, Coupon) for various classes since Jan. 1, 1876.

State and Railroad Bonds.—There has been very little doing in State bonds. The last sales of Tennessee at the Board were \$25,000 old bonds at 43, and \$5,000 new series at 41, showing prices about the same as those of last week. The trustees of the Cincinnati Southern Railway have awarded \$3,000,000 of the City 6 per cent. 30 year gold bonds to a banking firm there at 100.13 and accrued interest.

Railroad bonds, on a slow business, have shown a tendency toward lower prices, in sympathy with stocks. It is observed that the speculative business in bonds, which is often large and marked by the sales of round lots of \$10,000 and upwards at the Board, has recently been quite limited. It is still difficult to find really first-class 7 per cent. bonds below par, and where prices have yielded at all it is generally on the less substantial securities, which hold a position among bonds analogous to the "fancies" on the speculative list of stocks.

Messrs. A. H. Muller & Son sold the following at auction:

Table of auction sales for Shares (85 Mechanics' Nat Bank, 40 Mechanics' and Traders' Bk, 100 Nat. Butch. and Drovers' Bank, etc.) and Bonds (\$7,000 Houston & Texas Cen. RR, 1st mort., 1st div. 7, gold bonds, etc.).

Albert H. Nicolay sold at auction \$97,000 Burl. Cedar Rapids & Minn. RR. 1st mtge, 7, gold (Mil. div.), 20@24.

Closing prices of leading State and Railroad Bonds for three weeks past, and the range since Jan. 1, have been as follows:

Table of closing prices and ranges for States (Tennessee 6s, old, do 6s, new, North Carolina 6s, old, Virginia 6s, consolidated, etc.) and Railroads (Centrl of N. J., Central Pacific 1st, Chic. Burl. & Quincy cons. 7s, etc.).

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

Railroad and Miscellaneous Stocks.—The stock market, after considerable irregularity and a general declining tendency during the previous days, showed a decided weakness on Thursday, with a fall in prices to the lowest point yet reached in the present movement. In connection with the bear influence exerted in the market, the reports of a disagreement at the meeting of railroad managers in Chicago, had much to do with the weakness in Lake Shore and Michigan Central, which were especially conspicuous.

As to the facts of the railroad negotiations at Chicago over freight and passenger rates, it is known that a moderate reduction on grain and flour was made a few days ago, as usual about the time Lake navigation opens, but no break has yet taken place between the managers of the "pool" lines, although the telegrams indicate that Mr. Joy of the Michigan Central is dissatisfied. Against the Western Union Telegraph were urged the recent reduction of the A. & P. line on night messages, and the temporary injunction against the company's use of the duplex and quadruplex system until the right to it is settled. Pacific Mail declines in the absence of any hopeful development respecting the company's affairs, though there are undoubtedly many

who suspect that the stock will presently be picked up by some strong party—possibly "the leading operator"—and bulled again. The report of the Dundee committee on Erie affairs has been made in England, and they favor the funding of coupons and a foreclosure on the Watkin plan. The stock sold down here to 16.

Aside from the market influences, and the continued depression in mercantile business, including the coal trade and mining, there seems to be nothing to cause a large decline in values. Railroad earnings, as fully reported on another page, are, upon the whole, quite satisfactory; the express companies claim a larger business than usual; while telegraphing is not likely to decline, nor the receipts of Western Union to be largely diminished.

The granger stocks are also expected to reap the benefit of the higher rates in Wisconsin, which went into effect about the first of this month. The market, at present prices, offers inducements for clique purchases to start an upward movement, though no evidences of such a purpose have yet come to our notice.

Total sales of the week in leading stocks were as follows:

Table with columns for stock types (Pacific Mail, Lake Shore, West'n Union, etc.) and dates (April 8-14), showing sales figures.

The total number of shares of stock outstanding is given in the last line, for the purpose of comparison. The daily highest and lowest prices have been as follows:

Table showing daily highest and lowest prices for various stocks from Saturday, April 8 to Friday, April 14.

Total sales this week, and the range in prices since Jan. 1, were as follows:

Table showing sales of shares for various stocks from Jan. 1, 1876, to the current date, including low and high prices.

The Gold Market.—Gold, on a small business, has been a littler firmer than last week, and closed at 113. On gold loans the last terms were "flat," and from 1 to 4 per cent for carrying. The silver bill has become a law by the signature of the President, though what will be done immediately is not clearly known. It is stated that the Government now owns about \$20,000,000 silver, of which about \$16,000,000 is coined and deposited in the vaults of the various Treasury offices, some \$3,250,000 being at the Sub-Treasury here.

Customs receipts of the week were \$1,875,000. The following table will show the course of gold and operations of the Gold Exchange Bank each day of the past week:

Table with columns for Quotations (Op'n, High, Clos.) and Balances (Clearings, Gold, Currency) for dates from Saturday, April 8 to Friday, April 14.

Exchange.—Business in foreign exchange has been dull throughout the week, and nominal rates have remained stationary at 4.87 and 4.90 for long and short sterling respectively. On actual business the latest rates were about 1/2 below the above quotations.

At other cities exchange on New York was quoted as follows: Charleston, par, 3-16; New Orleans, commercial, par@1-32; bank, 1/2; Cincinnati steady—75 to 100 premium; Chicago, 75 premium; and St. Louis, 75 to 90 premium.

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

Table with columns for Receipts (Custom House, Gold, Currency) and Payments (Sub-Treasury, Gold, Currency) for dates from April 8 to April 14.

CALIFORNIA MINING STOCKS.—The following prices, by telegraph, are furnished by Messrs. Wm. W. Wakeman & Co., 22 William street, N. Y.:

Table listing California mining stocks such as Alpha, Belcher, Best & Belc, Caledonia, California, and Chol' Potosi with their respective prices.

TEXAS SECURITIES.—Messrs. Forster, Ludlow & Co., 7 Wall st., quote: State 7s, gold \$107 1/2; State 10s, pns \$104 1/8; 7s, 30 yrs \$107 1/2; 10s, 1874-1876 \$102 1/2; 10s, 1876-99 \$99.

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on April 8, 1876:

Large table showing the condition of various New York City banks, including Capital, Loans and Discounts, Specie, Legal Tenders, Deposits, and Circulation.

The deviations from the returns of the previous week are as follows: Loans, Inc. \$435,000; Net Deposits, Dec. \$3,267,800; Legal Tenders, Dec. \$918,100.

Table showing totals for a series of weeks past, with columns for Loans, Receipts, Legal Tenders, Deposits, and Circulation.

Boston Banks.—Below we give a statement of the Boston National Banks, as returned to the Clearing House on Monday, April 10, 1876:

Table with columns: Banks, Capital, Loans, Specie, L.T. Notes, Deposits, Circul. Lists various banks like Atlantic, Atlas, Blackstone, Boston, etc.

Total \$31,950,000 \$127,095,100 \$2,737,000 \$7,285,500 \$55,830,200 \$22,740,800

The following are the totals for a series of weeks past: Table with columns: Date, Loans, Specie, Legal Tenders, Deposits, Circulation.

Philadelphia Banks.—The following is the average condition of the Philadelphia National Banks for the week preceding Monday, April 10, 1876:

Table with columns: Banks, Capital, Loans, Specie, L. Tender, Deposits, Circulation. Lists banks like Philadelphia, North America, Farmers and Mech., etc.

The deviations from the returns of previous week are as follows: Table with columns: Loans, Dec, Specie, Dec, Legal Tender Notes, Dec.

The following are the totals for a series of weeks past: Table with columns: Date, Loans, Specie, Legal Tender, Deposits, Circulation.

QUOTATIONS IN BOSTON, PHILADELPHIA AND OTHER CITIES.

Table with columns: SECURITIES, Bid, Ask. Lists various securities like Vermont & Mass., Boston & Albany, etc.

BOSTON, PHILADELPHIA, Etc.—Continued.

Large table with columns: SECURITIES, Bid, Ask. Lists various securities like PHILADELPHIA, BALTIMORE, WASHINGTON, CINCINNATI, LOUISVILLE, etc.

GENERAL QUOTATIONS OF STOCKS AND BONDS IN NEW YORK.

U. S. Bonds and active Railroad Stocks are quoted on a previous page. Prices represent the per cent value, whatever the par may be.

Table with columns for State Bonds, Railroad Bonds, and Southern Securities. Each section lists various securities with their respective bid and ask prices. The table is organized into three main vertical sections: State Bonds, Railroad Bonds, and Southern Securities. Each section contains multiple columns of data, including the name of the security, its bid price, and its ask price. The entries are densely packed and cover a wide range of financial instruments from the late 19th century.

NEW YORK LOCAL SECURITIES.

Bank Stock List.

Table with columns: COMPANIES, CAPITAL, DIVIDENDS, PRICE. Lists various banks like American, American Exchange, Bowery, Broadway, etc., with their respective financial details.

Insurance Stock List.

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

Table with columns: COMPANIES, CAPITAL, NET SUR PLUS, DIVIDENDS, PRICE. Lists various insurance companies like Adriatic, Actna, American, American Exch'e., Amity, Arctic, Atlantic, etc.

Gas and City R.R. Stocks and Bonds.

(Quotations by Charles Otis, Broker, 47 Exchange Place.)

Table with columns: GAS COMPANIES, Par Amount, Periods, Rate, Last dividend, Bid, Asked. Lists gas companies like Brooklyn Gas Light, Citizens' Gas Co., Harlem, Jersey City & Hoboken, etc.

City Securities.

(Quotations by DANIEL A. MORAN, Broker, 40 Wall Street.)

Table with columns: INTEREST, Rate, Months Payable, Bonds due, PRICE, Bid, Asked. Lists various city securities like New York Water stock, Croton water stock, etc.

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

* All Brooklyn bonds flat.

Investments

AND

STATE, CITY AND CORPORATION FINANCES.

The "Investors' Supplement" is published on the last Saturday of each month, and furnished to all regular subscribers of the CHRONICLE. No single copies of the Supplement are sold at the office, as only a sufficient number is printed to supply regular subscribers.

ANNUAL REPORTS.

Atlantic & Great Western.

(Report from Dec. 10, 1874, to Dec. 31, 1875.)

The report of the Receiver, Mr. J. H. Devereux, is an elaborate document giving the operations from 10th December, 1874, to 31st December, 1875, from which we obtain the following:

In briefly commenting upon the financial results of this period, it is remarked that the low rates on freight, and the miners' strike in the Mahoning Valley, were causes for small receipts. From December 10, 1874, to June 30, 1875, the Cleveland & Mahoning Valley road showed an actual loss in operation of \$12,807 38. But, the miners resuming work during the latter part of June, the result of the following month (July) upon the Mahoning Division was a surplus earning over and above all expenses and rental, of \$43,878 92.

During 1874 the rate upon local freight traffic was 1.636 cents per ton per mile, and upon through freight but .837 cents per ton per mile. And yet, mainly from the effects of a disastrous trunk line rivalry, the rate for 1875 upon through freight is seen to be .694 cents per ton per mile, and the average rate of all freight has fallen to 1.015 cents per ton per mile.

If but the exceedingly low freight rates of 1874 had prevailed, the net earnings would have been increased by \$615,122 39.

It would seem fair, therefore, to regard the net revenue of the year's operations as exceptional, whilst in the thorough and faithful maintenance of the road, its equipment and appurtenances, judicious care has been given, and no needed expenditure has been withheld.

The largest portion of the equipment used on the lines is under lease, paying a rental equivalent to 15 per cent of the value of such cars and locomotive engines at their cost of some years ago, (much higher than the current value of to-day), and with such equipment maintained to standard at the expense of the lessee.

SUMMARY OF FREIGHT BUSINESS FROM DEC. 10, 1873, TO DEC. 31, 1874, AND FROM DEC. 10, 1874, TO DEC. 31, 1875.

1873 and 1874.				
	Tons.	No. of tons carried one mile.	Revenue.	Per ton per mile in cents.
Local.....	2,253,864	150,584,051	\$2,463,973 70	1.636
Through.....	583,256	166,321,806	1,392,511 11	0.837
Total.....	2,837,120	316,905,857	\$3,856,484 81	1.217
1874 and 1875.				
	Tons.	No. of tons carried one mile.	Revenue.	Per ton per mile in cents.
Local.....	1,933,008	136,520,349	\$1,925,914 03	1.410
Through.....	617,568	168,325,876	1,168,942 09	0.694
Total.....	2,600,576	304,846,225	\$3,094,856 17	1.016

SUMMARY OF PASSENGER BUSINESS FROM DEC. 10, 1873, TO DEC. 31, 1874, AND FROM DEC. 10, 1874, TO DEC. 31, 1875.

1873 and 1874.				
	Passengers.	Passengers carried one mile.	Revenue.	Earnings per pass'r per mile in cents.
Local.....	1,021,346	23,441,959	\$664,281 05	2.833
Through.....	87,730	17,652,621	309,621 39	1.754
Total.....	1,109,076	41,094,580	\$973,902 44	2.369
1874 and 1875.				
	Passengers.	Passengers carried one mile.	Revenue.	Earnings per pass'r per mile in cents.
Local.....	921,696	20,837,619	\$588,932 31	2.819
Through.....	77,334	15,039,257	262,593 95	1.741
Total.....	999,030	35,969,876	\$851,526 26	2.367

EARNINGS AND EXPENSES.

	Dec. 10 to Dec. 31, 1874.	Dec. 10, '74, to Dec. 31, 1875.	Total from Dec. 10, '74, to Dec. 31, 1875.
Freight earnings.....	\$156,652	\$3,094,856	\$3,251,508
Passenger earnings.....	44,355	851,526	895,881
Mail earnings.....	2,497	45,567	48,064
Express earnings.....	5,727	66,926	72,653
Miscellaneous earnings.....	1,751	49,137	50,888
Total earnings.....	\$210,984	\$3,998,002	\$4,208,986
<i>Operating Expenses.</i>			
Salaries.....	\$6,980	\$114,924	\$121,904
General operating expenses.....	19,080	341,068	360,148
Station expenses.....	15,439	247,920	263,359
Train expenses.....	52,741	923,125	975,866
Maintenance of locomotives.....	21,956	372,336	394,292
Maintenance of cars.....	18,150	339,127	357,277
Maintenance of way.....	35,235	712,820	748,055
Maintenance of buildings and docks.....	4,072	65,166	69,238
Maintenance of fences.....	781	26,331	27,112
Loss and damage.....	212	16,272	16,484
Legal expenses.....	19	17,225	17,244
Profit and loss.....	.....	7	7
Total operating expenses.....	\$174,412	\$3,178,737	\$3,353,149
Operating, cost per cent.....	82.67	77.33	79.00
Balance to credit of income.....	\$36,572	\$99,000	\$135,572

Deductions from income.		
Use of foreign cars and engines.....	\$21,763	\$284,946
Rent of Cleveland and Mahoning Railroad.....	16,220	290,492
Rent of Cincinnati H. & Dayton R. R.....	8,168	62,351
Rent of docks and lots.....	45	6,055
Profit and loss.....	.....	190
General expenses.....	409	25,635
General interest and exchange.....	.....	13,109
Taxes.....	177	26,935
Rent of Sharon Branch.....	.....	3,177
Expenses of A. & G. W. R. R. Co.....	1,595	21,552
Total deductions from income.....	\$48,331	\$731,448
Net Income from operation.....	*\$11,609	\$191,827

* Deficiency.

RECEIVER'S GENERAL BALANCE SHEET, DEC. 10, 1874, TO DEC. 31, 1875.

Additions.....		\$125,748
Liabilities Atlantic & Great Western Railroad, paid.....	1,009,142	
Meadville Hotel and Dining Room.....	19,826	
Supplies on hand.....	331,209	
Reserves—Cash on hand and in transit.....	\$190,634	
Due by agents.....	62,159	
Due on various accounts.....	253,450	612,274
Use of foreign cars and engines.....	234,946	
Rental of Cleveland & Mahoning Railroad.....	290,492	
Rental of Cincinnati Hamilton & Dayton Railroad, up to May 26, 1875.....	62,251	
Rental of Sharon Branch.....	3,177	
Rental of docks, lots, &c.....	6,055	
General profit and loss.....	190	
General expenses.....	25,635	
General interest and exchange.....	13,109	
Taxes.....	26,935	
Expenses of Atlantic & Great Western Railroad Company.....	21,552	734,449
Total.....		\$2,732,645
Assets of A. & G. W. R. R., collected by the Receiver.....	\$281,932	
Assets of A. & G. W. R. R., transferred to the Receiver.....	377,338	\$658,770
Income from operation.....		929,276
Income from other sources.....		8,618
Due for supplies, &c.....	\$128,350	
Due for wages.....	358,915	
Due on bills payable.....	14,694	
Due on Receiver's certificates.....	285,915	
Due Shensungo & Allegheny Railroad Company.....	2,963	
Due United States Rolling Stock Company.....	18,153	
Due Mercer Mining & Manufacturing Company.....	29,723	
Due Cincinnati Hamilton & Dayton Railroad Company.....	6,600	
Due Cleveland & Mahoning Valley Railway Co—Operating account.....	2,839	
Due sundry individuals and companies.....	57,912	1,135,978
Total.....		\$2,732,645

GENERAL INVESTMENT NEWS.

Arkansas Central.—At the March term of the United States Court for the Western District of Arkansas, Judge J. C. Parker appointed Mr. A. H. Johnson Receiver, on application of the first-mortgage bondholders. The road will be operated by Mr. Johnson as Receiver and General Manager. On motion of the floating-debt creditors, the Court ordered that an exhibit of the affairs of the company be made at the next term of court.

Atlantic Mississippi & Ohio.—The case in the United States Circuit Court, Richmond, Va., involving the application of certain bondholders for the appointment of a receiver for the Atlantic Mississippi & Ohio Railroad, was postponed, April 7, by Judges Bond and Hughes, till Tuesday, the 2d of May.

Atlantic & Pacific—Pacific of Missouri.—The new receivers of these railroads have qualified by giving bonds. They subsequently held a meeting and decided to separate the two roads, according to the decree of the Court. Dr. Garrison was elected General Manager of the Missouri Pacific, and Capt. C. W. Rogers was chosen General Superintendent of the Atlantic & Pacific Road.

Baltimore & Ohio.—The suit of the State of Maryland against the Baltimore & Ohio Railroad Company, to recover the State's one-fifth of the passenger fares of the Washington branch, since January 1, 1870, was tried in the Howard County Circuit Court, last week, and decision rendered against the company, which has taken an appeal to the Court of Appeals of Maryland. The amount involved in the pending suit is over \$95,000, including accrued interest, and in all the cases the amount, with interest, aggregates over \$800,000.

The Baltimore & Ohio Railroad directors, on April 12, resolved to give up the Valley road from Harrisburg to Staunton, rather than retain it on the terms demanded by the Valley Railroad Company.

A dividend of five per cent on the stock of the B. & O. main stem, payable on and after May 1st, was declared. It was voted inexpedient to declare a dividend on the stock of the Washington branch, in view of the continued claim of the State of Maryland for the 20 per cent tax.

Bangor & Piscataquis.—The entire issue of second mortgage bonds of this railroad was sold at auction in Bangor, April 8, by direction of the Bangor Savings Bank, for the sum of \$4,000. The bonds were held as collateral security, and the balance due on the note was paid in full by the endorsers.

Burlington Cedar Rapids & Minnesota.—The bondholders' committee has submitted a plan of re-organization, of which the following is an outline:

The main line and each of the divisions shall be sold under the respective decrees of sale, and shall be bought at such sale by a committee to be known as the "Purchasing Committee in Trust," which committee shall consist of Fred. Taylor, Alexander Taylor, John M. Denison, and M. Shepard Bolles.

Such purchase shall be for the benefit of all holders of the first mortgage bonds of the Burlington Cedar Rapids and Minnesota Railway Company, who shall come into the purchase under this plan.

The Purchasing Committee shall transfer the property, so purchased, to a new corporation, to be organized under their direction. The capital stock of the new corporation shall be \$10,000,000. Such new railway company having acquired title to the property so sold and purchased, shall issue new thirty year 6 per cent mortgage bonds, to the extent of \$6,500,000, bearing interest from June 1, 1877.

The new bonds and stock shall be apportioned as follows to the present bondholders:

	Present bonds.	New bonds.	New stock.
Main line bonds.....	\$3,400,000	\$1,920,000	\$3,780,000
Milwaukee Division.....	2,300,000	1,100,000	1,100,000
Muscataine	800,000	240,000	240,000
Pacific.....	1,800,000	450,000	450,000
Remaining in the Treasury.....		390,000	4,430,000
Total.....		\$6,500,000	\$10,000,000

It is contemplated that the committee may not purchase all the divisions of the said road, owing to a possible failure on the part of the bondholders, secured on one or more of the divisions, to come into the plan; in which case the stock and bonds of the new company, which would otherwise be distributed on account of the omitted division, shall remain in the treasury. Bonds and stock remaining in the treasury of the new company, shall be used only for the legitimate purposes of the new organization, and with the authority of the Board of Directors of the new company.

Chesapeake & Ohio.—The tellers appointed to receive and canvass the ballots for the election of the Committee of Purchase and Reorganization of the Chesapeake & Ohio Railroad, report the result as follows: Amount of first mortgage six per cent. bonds voted, \$8,904,000; amount of seven per cent. bonds voted, \$10,438,000. The following gentlemen are elected as the Committee: A. A. Low, John Castree, C. P. Huntington, A. S. Hatch, and Isaac Davenport, Jr. The result shows much interest on the part of the bondholders in the plan of re-organization, and leads to the expectation of its successful accomplishment.

Chicago & Lake Huron.—William L. Bancroft, of Port Huron, was appointed receiver of the Chicago and Lake Huron Railroad by the United States Circuit Court at Detroit, April 3, in the suit and on the application of the Union Trust Company of New York. It is stated that since the new appointment of a receiver nothing stands in the way of the early completion of the road between Lansing and Flint, furnishing a new thoroughfare between Port Huron and Chicago.

Erie Railway.—A Press despatch from London, April 13, has the following: "Messrs. Fleming and Miller, the members of the Dundee Committee, who were sent to the United States to investigate the Erie Railway, have submitted their report. They say the essential conditions of a successful reorganization are, first, effective control of the management of the road by the real owners—the bondholders; second, the restoration of the equilibrium between the compulsory interest charge on the mortgage debt and the minimum net earnings; third, a provision for "narrow gauging" the line. The net floating debt is \$2,800,000. If a part of the net revenue for a sufficient period could be applied to paying off the floating debt and "narrow gauging" the line, there could, with capable management, be no question as to the capability of the property to earn interest on all its mortgage debt, without the necessity for foreclosure and assessment on the shares. With certain not very important modifications, Messrs. Fleming and Miller see no reason to doubt that the committee's scheme of reorganization by foreclosure may be successfully carried out, and result in placing the road in a thoroughly sound financial position. The scheme referred to is that published heretofore by the committee, of which Sir Edward Watkin was chairman, and Messrs. Fleming and Miller recommend its re-issue, with modifications, and urge all interested to give it support. 'We must content ourselves,' they say, 'with suggesting that the committee proceed with vigor in the direction of foreclosure, at the same time inviting the stockholders to signify their willingness to vest their shares in trustees, as above mentioned. Whenever enough of them have done so, it will be right for us to consult our constituents as to the choice of plan.'"

Galveston Harrisburg & San Antonio.—A statement in London says of this Company that the report for the fiscal year ending October 31, 1875, made the net earnings \$310,374, and the interest charges and sinking fund upon the bonded debt were about \$203,000; and this result was upon the business of a bad year, and almost wholly from local traffic. The line is being pushed forward, and is now within 43 miles of the city of San Antonio. The earnings since the close of the fiscal year have been as follows: November, net, about \$45,000; December, net, about \$38,000; January, two weeks, \$22,000—this latter being upon 163 miles, as against 158 last year. The land grant to this road amounts to 1,300,000 acres or upwards, not reckoning town sites and stations.

Galveston Houston & Henderson.—At the adjourned annual meeting in Galveston, Texas, March 30, resolutions were adopted directing the Executive Committee of the board to carefully consider what is required to place the road in perfect order, and to arrange the gauge so that connections with other lines may be perfect and economical, said committee to take measures necessary in the premises.

At the same meeting several changes in the board were made. Vice-President Sealy was made President in place of Mr. Peirce, who has hitherto controlled the company, and General Superintendent Hoxie, of the International & Great Northern, was chosen Vice-President and General Manager. The gauge of the road is now 5 feet 6 inches, and the resolutions adopted point to a change

to 4 feet 8½ inches, now the gauge of all the leading Texas roads, except a part of the Houston & Texas Central, which is also to be changed before long.

Gilman Clinton & Springfield.—In the United States Court, at Springfield, Ill., a decree was made that the road shall be sold on the 8th of June for the benefit of the mortgage bondholders. The total amount of these bonds is \$2,300,000, and thirty days is allowed after the sale for redemption.

Gulf Colorado & Santa Fe.—At a meeting of the board held in Galveston, Texas, March 27, the Finance Committee reported that they had placed at par the Galveston county bonds now on hand and the next \$100,000 to be received from the County Court. Arrangements were made to resume work on the road, and the President was authorized to order at once 2,000 tons of iron, also a locomotive and cars for construction train.

Indianapolis Bloomington & Western.—Receiver Wright has made a report for the three months ending March 1. In that time improvements were made at a cost of \$37,096 93. Mr Wright says: "We have had scarcely one week of steady cold weather and frozen ground, so open and mild has been the season. It is believed that not one-fifth of the crops of the last season have yet been moved. Notwithstanding this, the increase of earnings for the three months over the corresponding period of 1875 was \$88,730 73. Had the weather been cold and the country roads sold, the increase would undoubtedly have been more than double this. The amount disbursed on back pay-rolls, up to the first of March, was \$24,319 60. Since that time the weather has been so unfavorable for business that the receiver has not been able to continue the payment of a monthly dividend as was expected. The entire issue of receiver's certificates thus far is \$203,200. The total amount maturing since their issue, \$77,460 33, were promptly met as they fell due. The remainder of the issue will mature through this year and until March, 1877.

Long Island Railroad.—The election of officers and director was held this week. The following are the new officers: President, Conrad Poppenhusen; Vice-President and Treasurer, Herman C. Poppenhusen; Secretary, E. B. Hinsdale. The Board of Directors is composed of the officers and William Kevan, Herman Funke, Morris Franklin, Adolph Poppenhusen, E. B. Sutton, Alfred L. Poppenhusen, William A. Havemeyer, F. B. Wallace, E. E. Sprague and D. N. Ropes. The only old member in the present Board is F. B. Wallace.

Mobile & Ohio.—In the United States Circuit Court, at Mobile, Ala., April 8th, Judge Woods denied the application to remove the present trustees and receivers, holding that the applicant, Morris Ketchum, is not now, as he claimed to be, a trustee under the mortgage, but that his removal from the trusteeship in 1863 was valid. On April 10th, however, Judge Woods granted an order for the renewal of the motion.

Oregon & California.—Notice is given that the Frankfort Committee, for the Protection of the Bondholders, have declared a dividend of 1.45 per cent., or £2 18s. per \$1,000, on account of the coupon due 1st April, 1876, payable on that date on the 7 per cent. bonds.

Rockford Rock Island & St. Louis.—The road was sold in August last and purchased by Herman Osterberg, for \$1,320,000, in behalf of the German bondholders. There was a balance due on the payment of the purchase money of \$223,347 48, and Mr. Osterberg has just paid into the hands of the master that amount due, which virtually closes this litigation.

Southern Pacific, Cal.—Work on the Southern Pacific Railroad continues to be pushed with an undiminished force. The unusual and long-continued rains rendered progress difficult, except in the tunnels, nine of which are now complete, and work in all the others is going on well. The long tunnel, under the San Fernando mountain, is finished for 4,408 feet, leaving 2,543 feet to be taken out. At the rate of 24 feet per day (being 4 feet on each of the 6 faces), it will require until about the first of July to complete the work. This being the measure of progress on the line between San Francisco and Los Angeles, communication by rail between the two cities may reasonably be expected in July next. On the line from and south of Los Angeles, to the crossing of the Colorado river at Fort Yuma, the grade is complete for 150 miles; the track is laid 134 miles, and is in regular operation to "Seven Palms," where a daily four-horse stage connects to Prescott, Tucson, and all points in Arizona.—*Real Estate Circular.*

Toledo Wabash & Western.—An informal meeting of stockholders was held this week in the office of Mr. O. D. Ashley, Chairman of the Protective Committee. The object was to secure, if possible, a full representation of the stockholders at the meeting to be held in Toledo next month. Mr. Ashley said that there were 140,000 shares of stock, on which nothing had been paid; there were 60,000 in the hands of brokers and bankers, held for other parties; and he urged the propriety of having these shares transferred to the names of the owners, and that payment be made upon them. It was necessary that measures should be taken to protect their interests, and this could not be done without pecuniary means. The following resolution was adopted:

Resolved, That a committee of ten stockholders be appointed by the Chairman to confer and advise with the Protective Committee, and take such steps as may seem to them advisable to insure a full representation of the stock at the special meeting called at Toledo on the 31st May, and assist the Protective Committee in measures designed to save the stockholders from the threatened extinction.

The following committee was appointed: W. J. Syms, John S. Tappan, W. K. Hamilton, W. B. Cragin, P. Notwan, Chas. Dana, W. B. Scott, Robert N. Tappan, Chas. Kaesland and J. R. Powell. The committee arranged to meet on Wednesday next at 1 P. M.

MONTHLY EARNINGS OF PRINCIPAL RAILROADS.

	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
Atch. Top. & S. Fe.—													
1874.....(509 m.)...	\$62,792	\$78,505	\$121,003	\$114,245	\$101,341	\$101,774	\$100,641	\$112,681	\$110,563	\$133,654	\$116,379	\$102,235	\$1,250,806
1875.....(509 m.)...	63,659	73,410	104,052	112,474	107,615	104,433	113,450	152,215	147,552	199,926	178,954	152,581	1,520,359
1876.....(711 m.)*	117,417	141,133	283,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bur. C. R. & Man.—													
1874.....(407 m.)...	168,303	81,213	88,016	84,692	86,819	91,205	87,435	116,270	126,295	142,314	103,536	126,737	1,248,875
1875.....(407 m.)...	102,563	62,701	97,213	100,533	108,241	101,709	132,923	112,759	117,928	136,125	127,579	110,803	1,311,377
1876.....(407 m.)...	91,931	101,692	105,243	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific—													
1874.....(1,219 m.)...	848,558	804,044	882,423	1,110,624	1,311,609	1,366,615	1,286,940	1,222,557	1,371,739	1,465,515	1,381,766	1,370,834	14,522,814
1875.....(1,213 m.)...	963,928	906,159	1,156,263	1,366,964	1,798,469	1,788,570	1,536,225	1,553,014	1,597,622	1,615,974	1,513,836	1,333,200	17,035,063
1876.....(1,213 m.)...	961,600	1,000,000	1,133,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago & Atton—													
1874.....(650 m.)...	314,430	330,376	362,342	384,325	397,853	406,815	464,439	480,656	524,012	550,951	416,544	364,725	5,126,228
1875.....(650 m.)...	319,478	342,219	363,627	367,955	351,034	332,233	337,445	411,900	490,233	493,019	335,779	369,312	4,656,764
1876.....(650 m.)...	305,597	316,850	253,719	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chic. Bur. & Q.—													
1874.....(1,294 m.)...	570,725	755,326	851,858	946,125	1,004,693	1,060,269	884,013	1,161,357	1,091,641	1,190,192	1,007,576	842,240	11,645,318
1875.....(1,294 m.)†	860,945	781,163	920,223	979,560	981,085	948,105	913,463	1,066,367	1,213,221	1,132,610	1,019,538	823,468	11,738,411
1876.....(1,297 m.)...	812,962	915,623	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chic. Mil. & St. P.—													
1874.....(1,399 m.)...	654,425	657,438	576,271	742,051	964,930	888,709	749,215	704,373	799,879	862,153	694,250	662,283	8,953,018
1875.....(1,399 m.)...	466,101	322,273	502,765	639,669	718,165	742,183	842,395	630,516	741,206	974,262	927,039	747,893	8,255,743
1876.....(1,399 m.)...	527,000	518,000	567,383	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cin. L. & Chic.—													
1874.....(75 m.)...	39,563	26,537	36,732	29,902	32,618	31,870	35,196	34,550	40,105	44,668	38,687	42,800	453,718
1875.....(75 m.)...	33,795	27,405	30,274	32,855	30,903	31,247	31,098	32,748	41,746	36,452	31,266	26,446	359,299
1876.....(75 m.)...	62,256	36,822	30,051	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Denver & Rio G.—													
1874.....(120 m.)...	19,530	19,124	24,297	29,673	33,083	39,162	40,782	35,168	35,496	25,516	23,923	29,091	376,659
1875.....(120 m.)...	20,364	23,660	26,500	32,192	35,586	34,767	29,984	32,751	28,329	28,983	30,243	36,802	360,701
1876.....(120 m.)...	23,079	29,228	31,303	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Eric—													
1874.....(930 m.)...	1,455,200	1,358,510	1,490,911	1,556,922	1,646,189	1,648,983	1,545,379	1,546,174	1,635,138	1,660,195	1,447,665	1,237,550	18,136,780
1875.....(943 m.)...	1,164,975	1,101,331	1,074,742	1,428,886	1,556,821	1,570,470	1,534,038	1,497,523	1,533,089	.....	.....	.....	.....
1876.....(943 m.)...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Houston & Tex. C.—													
1874.....(503 m.)...	422,683	303,820	257,893	293,870	194,703	171,035	186,233	212,098	251,533	311,102	329,516	317,651	3,154,025
1875.....(508 m.)...	222,837	212,554	205,211	165,987	141,209	145,437	153,697	211,139	293,761	497,435	412,614	401,592	2,980,053
1876.....(508 m.)...	334,633	259,965	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central—													
1874.....(1,109 m.)...	583,997	517,674	561,793	586,963	672,231	692,416	627,451	711,969	758,576	638,207	668,943	680,435	7,900,720
1875.....(1,109 m.)...	591,031	481,681	595,519	610,459	604,851	602,505	715,839	618,448	718,101	816,108	773,692	679,431	7,892,558
1876.....(1,109 m.)...	553,417	603,123	625,494	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ind. Bloom. & W.—													
1874.....(344 m.)...	151,795	129,304	151,158	140,324	119,910	130,154	124,395	144,173	154,192	146,958	118,868	114,076	1,693,853
1875.....(344 m.)...	116,542	96,821	104,750	100,767	88,047	79,937	81,036	103,526	133,901	131,465	123,576	134,069	1,300,640
1876.....(344 m.)...	133,336	142,619	103,513	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Intern'l & Gt. N.—													
1874.....(382 m.)†	122,116	115,593	91,120	76,387	73,387	55,144	70,495	75,503	105,915	147,418	176,542	200,756	1,364,589
1875.....(458 m.)...	125,895	115,178	105,579	86,435	81,593	75,371	70,926	79,167	68,523	139,731	188,652	190,760	1,368,215
1876.....(458 m.)...	140,346	116,126	97,531	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific—													
1874.....(673 m.)...	137,143	189,117	251,918	300,662	322,657	317,789	293,913	302,174	305,895	383,093	587,927	240,810	3,356,750
1875.....(673 m.)...	119,333	202,525	255,474	293,317	294,202	277,793	292,462	315,387	315,641	356,979	360,993	295,823	3,363,761
1876.....(673 m.)...	203,023	265,599	220,097	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Keokuk & Des M.—													
1874.....(161 m.)...	43,067	43,238	57,259	64,077	62,151	49,954	41,248	63,309	68,453	71,118	66,553	67,723	706,163
1875.....(161 m.)...	63,064	60,031	75,068	69,021	70,219	65,483	60,139	67,443	80,539	74,324	56,033	50,164	792,783
1876.....(161 m.)...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Cent.—													
1874.....(804 m.)...	647,478	543,016	615,930	683,862	833,179	581,782	519,872	603,835	687,703	751,596	654,206	592,998	7,587,095
1875.....(804 m.)...	600,902	441,633	611,211	600,086	536,789	484,447	467,159	527,744	620,314	671,874	587,270	654,493	6,624,332
1876.....(804 m.)...	518,567	543,669	583,136	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mo. Kan. & Texas—													
1874.....(786 m.)...	266,893	230,371	292,801	213,747	221,923	243,411	251,781	291,873	342,037	322,840	277,870	260,475	3,195,495
1875.....(786 m.)...	194,680	195,234	233,035	192,471	187,091	221,411	211,735	270,932	291,827	305,111	310,534	295,738	2,904,925
1876.....(786 m.)...	258,459	251,723	245,814	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mobile & Ohio—													
1874.....(528 m.)...	293,227	213,348	174,968	134,954	146,667	120,407	119,047	116,639	155,202	242,607	257,845	385,408	2,391,019
1875.....(528 m.)...	198,729	158,174	130,251	103,711	100,532	89,928	102,101	112,573	149,821	219,804	255,594	291,014	1,914,342
1876.....(528 m.)...	229,334	177,932	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio & Mississippi—													
1874.....(395 m.)...	266,039	242,167	304,312	298,665	268,807	292,516	282,942	311,140	366,131	382,544	298,575	297,675	3,612,776
1875.....(395 m.)§	245,959	241,983	309,993	273,411	257,971	256,772	239,156	250,320	340,966	351,134	327,253	341,492	3,439,438
1876.....(395 m.)...	315,795	293,089	314,352	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. L. A. & T.H. Brehe.—													
1874.....(71 m.)...	38,607	37,408	44,472	41,093	40,867	43,153	42,794	50,039	55,232	65,800	46,930	52,812	539,347
1875.....(71 m.)...	57,291	53,727	49,358	40,445	39,032	36,315	35,753	40,444	48,710	57,351	50,700	50,824	551,868
1876.....(71 m.)...	39,313	35,683	42,272	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. L. Iron M. & So.—													
1874.....(684 m.)...	250,074	217,363	236,132	230,434	244,894	238,608	235,248	251,230	292,216	257,820	387,742	404,219	3,298,985
1875.....(684 m.)...	257,769	231,912	275,910	291,560	275,117	291,631	248,211	283,957	333,776	338,601	423,765	497,650	3,892,942
1876.....(684 m.)...	327,190	312,116	399,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. L. Kan. C. & N.—													
1874.....(504 m.)...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1875.....(504 m.)...	208,088	196,155	243,991	.....	.....	.....	.....	.....	235,929	240,729	275,105	251,176	2,587,604
1876.....(504 m.)...	246,099	282,879	274,353	.....	.....	.....	.....	.....	248,836	246,624	263,240	265,536	2,636,707
St. L. & So' eastern—													
1874.....(358 m.)...	111,900	99,447	107,971										

The Commercial Times.

COMMERCIAL EPIITOME.

FRIDAY NIGHT, April 14, 1876.

To-day, being Good Friday, business is almost wholly suspended. The weather has become more spring like during the past week, and this has given some impulse to trade, but complaints of dullness continue to be heard on every side. Not only is business limited in volume, but results are unsatisfactory; profits are very small, and collections difficult. Congress has passed a bill designed to substitute silver for fractional currency; and the tariff bill, somewhat modified, and with the provisions for an import duty on tea and coffee stricken out, has been ordered reported to the House of Representatives by the Committee of Ways and Means. These measures, especially the tariff, may have some influence upon business, and yet probably very little for the reason that there is no expectation that the tariff will ever become a law.

Provisions have been almost uniformly declining during the past week. Mess pork has receded to \$22 75@23 85, and there have been free sales of Western prime mess at \$21 37@21 50. On Wednesday, there were large speculative purchases of mess on Western account for August delivery at \$23, but the closing bids of yesterday were \$22 30 for April, \$23 45 for May, \$22 65 for June, \$22 55 for July, and \$22 90 for August. But the most important fact has been the rapid decline in lard, for both spot and future, the closing prices for prime Western steam being \$13 75@13 80 for spot and May, \$13 90 for June, \$14 05 for July, and \$14 10 bid for August. Bacon is lower and unsettled, and cut meats have declined 1/4@1/2c. per pound. Beef and beef hams have been without essential change. Butter and cheese have been dull and drooping, but are not essentially lower. Tallow has been salable at 8 1/2c. for prime. In steerine the principal movement has been 250 tierces May at 14 1/2c.

Rio coffee has been only moderately active, and closes a little weak, though still quoted at 17 1/2@19c., gold, for fair to prime cargoes. The stock here is 122,000 bags, and the visible supply for the United States is 230,000 bags. Mild grades have been dull, with stocks aggregating 27,443 bags and 187,000 mats, the latter mostly Java. Rice has been selling fairly, and prices are steady. Molasses has been in better request, the sales of the week aggregating several thousand hhds., on the basis of 33 cents for 50 test. Teas have been in more active request, and prices are rather firmer. Foreign fruits are selling more freely, with large transactions in raisins and prunes at higher prices. Sugars have been selling very fairly at full and improving figures, but still quoted at 7 1/2@7 3/4c. for fair to prime refining, and 10 1/2c. for standard crushed.

	Hhds.	Boxes.	Bags.	Melado.
Stock April 1, 1876.....	49,906	22,373	153,314	3,011
Receipts since April 1.....	24,524	6,178	8,942	100
Sales since.....	15,145	5,899	6,429	...
Stock April 13, 1876.....	51,984	22,672	255,857	3,141
Stock April 15, 1876.....	63,167	35,165	122,698	1,415

There are no particular changes to note in the ocean freight market; the business, in the aggregate, has been moderate, stimulated by the present low rates; the individual demands for room, however, continue small; it is thought that the action of several of the steamship companies, in withdrawing some of the regular steamers, will have a tendency toward higher rates. Late engagements and charters include: Grain to Liverpool, by steam, 4d. per standard bushel; provisions, 25@30s. per ton; cotton, 1/4d.; oil cake, 15s. per ton; grain to London, by steam, 6s.; beef, 7s. per tierce; pork, 5s. per bbl.; grain to Bristol, by steam, 6 1/2d.; flour, 3s.; grain to Cork for orders, (re-chartered vessel), 4s. 9d.; do. same voyage, regular, 5s. 6d.; case oil to Vigo, 25c., gold; do. from Philadelphia to Genoa, at 4s. 9 1/2. for bbls. and 2 1/2c. for cases. To-day, there were no changes; business was small, but late rates were retained. Grain to Liverpool, by steam, 4 1/2; tallow, 22s. 6d. per ton; grain to London, by sail, 6d.; refined petroleum to Cork for orders, 4s. 3 1/2; 3d off if direct port; crude do. to Dunkirk, at 4s. 1 1/2d.

Naval stores have been generally quiet; spirits turpentine has gradually declined until 37c. was the closing price; rosins, however, have remained steady; common to good strained quoted at \$1 80@1 85. In petroleum little or nothing has been done, and figures at the close were more nominal than real; crude, in bulk, 8 1/2c., and refined, in hhls., at 14 1/2c. Logot copper closes firmer at 22 1/2@23c. cash for Lake, with previous sales of 250,000 lbs at 22 1/2@22 1/4c.

The market for hides has been dull, and prices have shown weakness; dry Buenos Ayres sold at 19c. cash, less 3 per cent., gold, and city slaughter ox at 8 1/2c. currency. Linseed oil has been in fair demand and steady at 58c.@59c. Other oils have been quiet and unchanged. Codfish have ruled lower and more active at \$1 for Grand Bank, \$5 25 for new Georges, and \$1 50 for old do. Clover seed has been dull at 16 1/2c.@16 1/4c. Whiskey has been fluctuating, and closed at \$1 12.

There has been a fair demand for Kentucky tobacco during the past week, and quotations are unchanged at 5@7 1/2c. for lugs and 8 1/2@15c. for leaf; the sales embraced 650 hhds., of which 500 were for export and 150 were for consumption. Seed leaf has been fairly active at former prices; the sales embraced: Crop of 1873, 86 cases New England, at 40c., 54 cases Ohio, at 3 1/2c., 86 cases Pennsylvania, at 16c.; crop of 1874, 100 cases New York, at 9 1/2c., and 180 cases New England, on private terms; crop of 1874 and 1875, 43 cases Ohio, and crop of 1875, 200 cases Pennsylvania, both on private terms. Spanish tobacco has remained steady with a fair business; the sales were 700 bales Havana at 88c.@ \$1 15.

COTTON.

FRIDAY, P. M., April 14, 1876.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (April 14) the total receipts have reached 41,620 bales, against 55,804 bales last week, 59,912 bales the previous week, and 62,933 bales three weeks since, making the total receipts since the 1st of September, 1875, 3,855,106 bales, against 3,274,656 bales for the same period of 1874-5, showing an increase since Sept. 1, 1875, of 580,450 bales. The details of the receipts for this week (as per telegraph) and for the corresponding weeks of five previous years are as follows:

Receipts this week at—	1876.	1875.	1874.	1873.	1872.	1871.
New Orleans.....	16,592	10,369	8,873	23,981	11,231	25,473
Mobile.....	2,461	1,429	2,388	3,392	1,722	4,531
Charleston.....	2,258	3,875	4,421	2,698	2,871	2,614
Port Royal, &c. ....	.....	291	.....		
Savannah.....	2,311	4,418	4,534	4,533	5,760	7,965
Galveston.....	3,850	4,015	3,865	4,467	269	7,309
Indianola, &c.....	321	193	846			
Tennessee, &c.....	5,248	5,563	9,809	5,187	5,733	8,824
Florida.....	78	11	112	88	78	206
North Carolina.....	1,955	977	591	503	639	1,239
Norfolk.....	6,187	6,280	4,923	5,685	2,883	5,994
City Point, &c.....	231	490	313	256	349	
Total this week.....	41,620	87,769	40,615	55,804	85,153	64,156
Total since Sept. 1....	3,855,106	3,274,656	3,512,570	3,163,638	2,499,274	3,448,720

The exports for the week ending this evening reach a total of 60,790 bales, of which 46,174 to Great Britain, 9,475 to France, and 5,141 to rest of the Continent, while the stocks as made up this evening are now 580,459 bales. Below are the stocks and exports for the week, and also for the corresponding week of last season:

Week ending April 11.	Exported to			Total this week.	Same week 1875.	Stock.	
	Great Britain.	France	C. cont.			1876.	1875.
New Orleans*....	19,991	9,475	3,226	32,695	19,642	222,998	154,225
Mobile.....	8,025	.....	.....	8,025	.....	57,600	25,569
Charleston.....	.....	.....	.....	.....	1,870	16,898	21,239
Savannah.....	3,818	.....	.....	3,818	.....	22,462	39,599
Galveston.....	509	.....	1,835	1,834	2,918	32,619	62,348
New York.....	6,788	.....	599	7,376	6,964	192,015	192,512
Norfolk.....	3,315	.....	.....	3,315	1,035	14,097	6,976
Other ports.....	3,727	.....	.....	3,727	1,036	42,000	45,094
Total this week..	46,174	9,475	5,141	60,790	29,865	580,459	527,492
Total since Sept. 1	1,716,066	366,316	425,969	2,718,241	2,133,573	.....	.....

* New Orleans.—Our telegram to-night from New Orleans shows that (besides above exports) the amount of cotton on shipboard and engaged for shipment at that port is as follows: For Liverpool, 40,000 bales; for Havre, 21,000 bales; for Continent, 10,000 bales; for coastwise ports, 2,250 bales; which, if deducted from the stock, would leave 149,750 bales representing the quantity at the landing and in presses unsold or awaiting orders.

† Galveston.—Our Galveston telegram shows (besides above exports) on shipboard at that port, not cleared: For Liverpool, 4,234 bales; for other foreign, 1,833 bales; for coastwise ports, 301 bales; which, if deducted from the stock, would leave remaining 25,105 bales.

‡ The exports this week under the head of "other ports" include from Baltimore 554 bales and 134 bags Sea Island to Liverpool; from Boston 2,029 bales to Liverpool; from Philadelphia 310 bales to Liverpool; from Wilmington 700 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 30,925 bales, while the stocks to-night are 42,965 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 April 7, the latest mail dates:

PORTS.	RECEIPTS SINCE SEPT. 1.		EXPORTED SINCE SEPT. 1 TO—				Coast-wise Ports.	Stock.
	1875.	1874.	Great Britain	France	Other fore'n	Total.		
	N. Orleans.	1,296,405	932,017	676,535	241,355	238,231			1,099,221	163,873	240,907
Mobile.....	352,771	309,371	116,864	23,523	61,011	201,397	108,919	43,714
Charleston*....	390,238	417,406	120,639	51,128	73,900	254,137	102,093	19,754
Savannah..	493,596	583,406	160,269	29,959	152,739	342,961	137,352	25,680
Galveston*....	417,743	849,177	178,489	4,111	34,411	217,014	204,458	85,062
New York.....	181,102	120,469	232,919	1,915	53,672	242,497	.....	185,545
Florida.....	11,839	12,279	.....	.....	.....	.....	11,839	.....
N. Carolina	93,537	91,661	23,470	.....	2,301	25,771	65,094	2,592
Norfolk*....	455,632	375,311	94,101	1,817	.....	100,918	338,540	17,803
Other ports	99,513	66,917	71,595	.....	12,930	84,515	.....	36,200
Tot. this yr.	3,813,485	.....	1,699,832	353,571	630,728	2,637,491	1,129,407	607,257
Tot. last yr.	.....	3,296,387	1,497,218	272,539	381,106	2,150,768	1,143,115	554,586

* Under the head of Charleston is included Port Royal, &c.; under the head of Galveston is included Indianola, &c.; under the head of Norfolk is included City Point, &c.

These mail returns do not correspond precisely with the total of the telegraphic figures, because in preparing them it is always necessary to incorporate every correction made at the ports.

Futures.

SATURDAY.—May-June delivery, Uplands, Low Mid. clause, 6 11-32d.
 June-July delivery, Uplands, Low Mid. clause, 6 7-16d.
 August-Sept. delivery, Uplands, Low Mid. clause, 6 3/4d.
 April-May delivery, Uplands, Low Mid. clause, 6 3/4d.
 April-May delivery, Uplands, Low Mid. clause, 6 9-32d.
 May-June delivery, Uplands, Low Mid. clause, 6 3/4d.
 June-July delivery, Uplands, Low Mid. clause, 6 3/4d.
MONDAY.—June-July delivery, Uplands, Low Mid. clause, 6 15-32d.
 May-June delivery, Uplands, Low Mid. clause, 6 11-32d.
 July-Aug. delivery, Uplands, Low Mid. clause, 6 17-32d.
 March shipment, Uplands, Low Mid. clause, by sail, 6 13-32d.
 June-July delivery, Uplands, Low Mid. clause, 6 7-16d.
TUESDAY.—June-July delivery, Uplands, Low Mid. clause, 6 13-32d.
 March shipment, Uplands, Low Mid. clause, by sail 6 3/4d.
 April-May delivery, Uplands, Low Mid. clause, 6 3/4d.
 May-June delivery, Uplands, Low Mid. clause, 6 5-16d.
 July-Aug. delivery, Uplands, Low Mid. clause, 6 3/4d.
 March-April shipments, Uplands, Low Mid. clause, by sail, 6 3/4d.
 April-May delivery, Mobile, Mid., regular contract, 6 3-16d.
 April-May delivery, Uplands, Low Mid. clause, 6 7-32d.
WEDNESDAY.—March-April shipments, Uplands, Low Mid. clause, by sail, 6 3/4d.
 April-May delivery, Uplands, Low Mid. clause, 6 7-32d.
 June-July delivery, Uplands, Low Mid. clause, 6 13-32d.
 April delivery, New Orleans, Low Mid. clause, 6 11-32d.
 July-Aug. delivery, Uplands, Low Mid. clause, 6 3/4d.
 April-May delivery, Uplands, Low Mid. clause, 6 3/4d.
 May-June delivery, Uplands, Low Mid. clause, 6 3/4d.
 June-July delivery, Uplands, Low Mid. clause, 6 7-16d.
THURSDAY.—March-April shipments, Uplands, Low Mid. clause, by sail, 6 7-16d.
 June-July delivery, Uplands, Low Mid. clause, 6 15-32d & 7-16d.
 July-Aug. delivery, Uplands, Low Mid. clause, 6 3/4d.
 May-June delivery, Uplands, Low Mid. clause, 6 11-32d.
 April-May delivery, Uplands, Low Mid. clause, 6 3/4d.
FRIDAY.—Holiday.

WEEKLY RECEIPTS OF COTTON.—Below we give a table showing the receipts of cotton each week at all the ports of the United States for several seasons, indicating, also, the total crop each year. Our figures are given in thousands of bales.

Date.	1875-76.		1874-75.		1873-74.		1872-73.		1871-72.		1870-71.	
	Week.	Month.	Week.	Month.	Week.	Month.	Week.	Month.	Week.	Month.	Week.	Month.
Sept. 3.....	4		6		9		14		1		5	
" 10.....	19		15		13		30		9		11	
" 17.....	37		28		24		51		12		19	
" 24.....	47-107		46-95		41-87		64-159		20-42		38-72	
Oct. 1.....	33		59		53		74		34		55	
" 8.....	103		97		46		87		46		69	
" 15.....	138		121		79		98		64		76	
" 22.....	147		123		101		113		83		82	
" 29.....	171-639		150-553		103-387		120-492		94-321		85-367	
Nov. 5.....	175		145		128		124		97		107	
" 12.....	150		160		124		111		105		132	
" 19.....	186		153		134		119		101		122	
" 26.....	183-691		160-627		121-510		134-498		105-408		119-410	
Dec. 3.....	158		176		170		134		122		141	
" 10.....	173		181		173		126		106		151	
" 17.....	191		188		196		125		121		156	
" 24.....	197		165		215		103		130		130	
" 31.....	187-909		147-857		176-930		105-593		127-606		125-705	
Jan. 7.....	138		82		142		133		111		140	
" 14.....	162		96		154		136		95		122	
" 21.....	142		102		159		138		119		147	
" 28.....	152-594		110-396		171-626		115-520		121-446		151-570	
Feb. 4.....	131		108		146		126		93		155	
" 11.....	119		104		131		122		86		131	
" 18.....	111		1		116		109		89		142	
" 25.....	110-471		73-387		106-499		105-462		77-345		137-595	
March 8.....	86		77		95		82		74		127	
" 10.....	73		63		82		83		50		137	
" 17.....	65		52		67		74		50		108	
" 24.....	63		48		64		55		40		82	
" 31.....	60-352		39-279		60-368		49-343		41-255		72-521	
April 7.....	56		41		50		49		37		70	
" 14.....	42		38		40		56		36		65	
" 21.....			22		32		45		39		68	
" 28.....			22-123		30-152		43-199		27-189		67-225	
May 5.....			22		24		44		20		53	
" 12.....			20		26		41		18		48	
" 19.....			19		23		34		16		46	
" 26.....			18-73		22-95		31-160		13-67		42-189	
June 2.....			12		17		25		14		37	
" 9.....			14		13		18		12		28	
" 16.....			13		13		20		13		24	
" 23.....			10		13		18		10		24	
" 30.....			6-55		12-68		9-90		7-56		19-132	
July 7.....			7		9		15		5		19	
" 14.....			4		10		14		4		16	
" 21.....			3		6		13		3		11	
" 28.....			3-17		5-30		13-55		3-15		11-57	
Aug. 4.....			2		5		11		3		11	
" 11.....			2		4		11		2		10	
" 18.....			2		6		11		3		8	
" 31.....			6-12		7-22		10-43		12-20		15-44	
Corrections...			15		30		47		12		45	
Total at ports..			3,497		3,804		3,651		2,732		4,032	
Overland.....			205		238		141		122		229	
Cons'm'd South			131		129		135		120		91	
Total crop....			3,833		4,171		3,927		2,974		4,352	

* Made up on count of stocks, &c.

THE EXPORTS OF COTTON from New York, this week, show a decrease, as compared with last week, the total reaching 7,376 bales, against 7,557 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, 1875; 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, 1875

EXPORTED TO	WEEK ENDING				Total to date.	Same period prev'us year.
	March 22.	March 29.	April 5.	April 12.		
Liverpool.....	3,243	5,218	7,542	6,786	388,052	243,032
Other British Ports.....	.....	.....	.....	.....	1,644	.....
Total to Gt. Britain	3,243	5,218	7,542	6,786	389,696	243,032
HAVE.....	.....	.....	.....	.....	1,915	4,860
Other French ports.....	.....	.....	.....	.....	.....	.....
Total French.....	.....	.....	.....	.....	1,915	4,860
Bremen and Hanover.....	239	796	15	350	21,687	16,215
Hamburg.....	.....	.....	.....	.....	8,371	16,404
Other ports.....	2,609	150	.....	240	26,780	2,432
Total to N. Europe.	2,839	946	15	590	56,841	35,071
Spain, Oporto & Gibraltar &c	.....	.....	.....	.....	12	10
All others.....	.....	.....	.....	.....	409	50
Total Spain, &c.....	.....	.....	.....	.....	421	60
Grand Total.....	6,082	6,164	7,557	7,376	243,873	253,073

The following are the receipts of cotton at New York, Boston, Philadelphia and Baltimore for the last week, and since Sept. 1, '75:

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..	9,758	124,706	2,306	14,945	.....	422	.....	.....
Texas.....	.....	64,048	.....	7,577	.....	.....	.....	.....
Savannah.....	1,522	73,144	1,066	24,710	296	14,276	667	15,604
Mobile.....	1,210	3,160	.....	2,368	.....	.....	.....	.....
Florida.....	50	7,188	.....	.....	.....	.....	.....	.....
S'th Carolina.....	859	85,033	106	1,770	.....	.....	86	9,672
N'th Carolina.....	1,318	45,973	.....	.....	.....	.....	531	20,379
Virginia.....	2,051	176,350	1,313	55,393	.....	.....	506	51,224
Nor't'n Ports	.....	8,577	1,030	65,289	.....	.....	.....	65
Tennessee, &c	2,242	183,344	1,573	52,034	769	29,423	134	5,332
Foreign.....	.....	2,188	.....	4	.....	.....	.....	.....
Total this year	19,010	772,951	7,388	229,631	1,065	44,121	1,234	102,535
Total last year	12,927	691,075	9,829	255,912	2,151	56,517	1,491	105,476

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 31,883 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in THE CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Wednesday night of this week.

NEW YORK		BOSTON		PHILADELPHIA		BALTIMORE	
To	Vessel	To	Vessel	To	Vessel	To	Vessel
To Liverpool, per steamers Republic, 435... China, 521....		To Liverpool, per steamers Republic, 435... China, 521....		To Liverpool, per steamers Republic, 435... China, 521....		To Liverpool, per steamers Republic, 435... China, 521....	
City of New York, 1,782 City of Richmond, 1,167... The Queen, 1,431... per ship Isaac Webb, 1,350.....		To Bremen, per bark Farewell, 350.....		To Antwerp, per steamer Kenilworth, 240.....		To Liverpool, per bark Champion, 2,507.....	
To Havre, per bark Jeanne Postel, 1,300.....		To Malaga, per bark Imperator, 1,000.....		(Week ending April 7.)—To Liverpool, per steamer Dhoolia, 5,900..... per ships Adorna, 5,007... Evangelina, 3,212... Thornhill, 2,938 and 24 bags seed cotton... Wm. Douglas, 4,375... per bark Siberia, 4,229.....		To Havre, per ship Union, 3,161... per bark Reine des Armes, 2,040.....	
To Rouen, per bark Elies, 636.....		To Bremen, per ship Hamout Court, 3,262.....		To Amsterdam, per ships D. W. Chapman, 3,212... Freydis, 1,939... To Revel, per bark Mississipi, 1,497.....		To Barcelona, per bark Joven Narciso, 1,237.....	
To Vera Cruz, per brig Esperanza, 65.....		(Omitted last week)—To Havre, per schooner Edith, 1,512.....		To Rotterdam, per bark E. L. Partridge, 1,432.....		To Cronstadt, per schooner C. M. Newins, 1,175.....	
To Barcelona, per bark Virgin de Monserate, 1,240.....		(Week ending April 7.)—To Havre, per schooner W. G. Lewis, 1,324.....		To Cronstadt, per schooner B. B. Church, 1,510.....		To Helsingfors, per bark P. A. Munch, 1,410.....	
Sea Island.....		CHARLESTON—To Liverpool, per ship Richard III., 3,325 Upland and 123		To Havre, per brig Valentine, 1,123 Upland.....		To Rotterdam, per bark Leif Eriksen, 100 Upland.....	
To a port in Europe, per bark Eging, 1,300 Upland.....		SAVANNAH—To Liverpool, per ship Casilda, 3,256 Upland.....		To Bremen, per brig Abraham, 1,265 Upland.....		TEXAS—To Liverpool, per brig J. W. Beard, 1,217.....	
To Cronstadt, per bark Nora, 1,446.....		BALTIMORE—To Bremen, per steamer Leipzig, 306.....		BOSTON—To Liverpool, per steamers Iberian, 1,500... Hecla, 353.....		PHILADELPHIA—To Liverpool, per steamer Ohio, 700.....	
Total.....		Total.....		Total.....		Total.....	

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

	Liverpool.	Havre.	Bre. Amster.	Cron-Helsing-Bar	Revol.	stadt.	fors.	celeon.	Total.
New York.....	6,786	330	.....	.....	.....	.....	.....	.....	7,376
New Orleans.....	28,176	7,001	3,202	5,151	1,997	.....	.....	1,237	43,515
Mobile.....	.....	2,836	.....	.....	.....	2,685	1,410	1,240	9,373
Charleston.....	3,943	1,123							

Included in the above totals are, from New York, 210 bales to Antwerp; from New Orleans 633 bales to Rouen, 1,000 to Malaga, and 65 to Vera Cruz; from Mobile 1,402 bales to Rotterdam; from Charleston 100 bales to Rotterdam and 1,260 to a port in Europe.

Below we give all news received to date of disasters, &c., to vessels carrying cotton from United States ports:

ANDEAN. The cotton on board the steamer Andean, at Liverpool from New Orleans, took fire April 5, but was extinguished. The damage was slight.

Fritz, bark, (Dutch), Leuschen, from New Orleans for Havre, before reported taken into Brunswick, Ga., by steamer Dictator, was seen by the latter vessel, April 8, lying on the breakers to the northward of St. Simon's bar. She approached the bark as near as practicable and communicated with the captain, who stated that there was a hole in her bottom; that she had taken in 7 1/2 feet of water and was sinking; bark thumping on the shoal at the time; wind south and ebb tide. The condition of the bark being perilous, and the prospects that she would prove a total loss, the captain of the Dictator, by request of the captain of the Fritz, took the vessel in tow and pulled upon her some 15 minutes more or less, when she began to yield. Having dragged her from the shoal, the Dictator proceeded to tow her into Brunswick. In crossing the bar the bark grounded again in 18 feet of water, parting the hawser three times. The captain of the Fritz asserted that the men on the bark were exhausted by work at the pumps, having been constantly engaged since the 1st of April, the day on which the vessel struck a piece of floating wreck or timber on starboard bow, in lat 29.73, lon 73.36 and stove a hole in her bow port. The master of the Dictator then transferred a mate and seven men to the bark Fritz, who were put to work on her and succeeded in keeping her free so that she could be taken into Brunswick. The Fritz is estimated to be worth \$15,000, and the cargo \$135,000. A libel has been instituted against the Fritz and cargo, and a reasonable salvage asked for.

J. B. DUFFUS bark, (Br), for Havre, which put back to New Orleans, March 14, partly dismantled, refitted and sailed for destination April 8.

UNKNOWN.—A vessel, supposed a brig or bark, painted black, apparently cotton laden, on fire fore and aft, stern burnt to water's edge, starboard bow badly burned, was passed, March 6, in lat 35 N, lon 73 W, by steamer Cordova, from New Orleans at Liverpool. There was no name on bow; wreck of foremast and yards rising by the headstays to the how-prit end, foreyard and lower part of top painted yellow, bow-prit charred or blackened with smoke, what appeared to be the iron bands of cotton bales could be seen the whole length of the vessel; all the iron knees were visible right aft from the fore chaise.

Cotton freights the past week have been as follows:

Saturday	Liverpool		Havre		Bremen		Hamburg	
	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.
Monday	..@X	X@9-32	Xcomp.	..	Xcomp.	..	Xcomp.	..
Tuesday	..@X	X@9-33	Xcomp.	..	Xcomp.	..	Xcomp.	..
Wednesday	..@X	X@9-33	Xcomp.	..	Xcomp.	..	Xcomp.	..
Thursday	..@X	X@9-32	Xcomp.	..	Xcomp.	..	Xcomp.	..
Friday	..@X	X@9-32	Xcomp.	..	Xcomp.	..	Xcomp.	..

EUROPEAN COTTON MARKETS.—In reference to these markets our correspondent in London, writing under the date of April 1, 1876, states:

LIVERPOOL, March 29.—The following are the prices of American cotton compared with those of last year:

Sea Island	Ord. & Mid.		Fr. & G. Fr.		G. & Fine		Mid. Fair. Good	
	1876.	1875.	1876.	1875.	1876.	1875.	1876.	1875.
Florida do.	14	15 1/2	17	18	19	21	18 1/2	17 1/2
Upland	5 1/2	5 1/2	6 3-16	6 9-16	7 1/2	7 15-16	8 3-16	8 7-16
Mobile	5 1/2	5 1/2	6 2-16	6 9-16	7 1/2	8	9	8 7-16
Texas	5 1/2	5 1/2	6 5-16	6 11-16	7 1/2	8	8 1/2	8 1/2
N. Orleans	5 1/2	6	6 7-16	6 13-16	7 1/2	8 1-16	8 1/2	9

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., Hell & other outports to date			Actual exp. from U. K. to date		
	1876.	1875.	1874.	1876.	1875.	1874.	1876.	1875.	1874.
American	60,460	99,520	48,740	18,997	19,739	146,660	18,997	19,739	146,660
Brazilian	550	2,080	3,410	697	4,872	38,270	697	4,872	38,270
Egyptian	10,540	4,660	4,660	1,183	816	9,020	1,183	816	9,020
W. India, &c.	40	1,180	600	1,983	4,498	25,700	1,983	4,498	25,700
E. India, &c.	16,740	34,610	23,130	51,715	58,460	497,120	51,715	58,460	497,120
Total	88,630	142,050	79,550	74,455	97,183	706,210	74,455	97,183	706,210

BREADSTUFFS.

FRIDAY, P. M., April 14, 1876.

The flour market, in some features, is the reverse of last week. Then the low grades were dull and depressed and the medium and better grades were in demand at full prices; while this week the high grades have been neglected, the medium qualities depressed, and the low grades have met with a very good demand and been so scarce as to readily bring full prices. This is especially true of common extras, in the range of \$5 10@5 30. Production of flour is quite moderate at points, and shippers are often under the necessity of giving orders for flour to be made, to secure lines suitable to their trade. Rye flour has been doing rather better, and corn meal is held for a material advance. The close yesterday was without new feature.

The wheat market has been variable from day to day, and yet in the aggregate shows very little change for the week. There has, however, been more improvement in tone. The advance in gold and exchange, and the decline in ocean freights to minimum rates, have caused some increase in the export demand, and a little strengthening of prices of regular grades. But the most notable occurrence has been the sale of choice white wheat of the crop of 1874 at \$1 60@\$1 70, to a considerable extent. Yesterday the market opened buoyant, on foreign advices of storms, and threatened hostilities on the Continent, but it was soon reported that recent buyers for the Continent desired to resell their stock, and the demand proved limited. Full prices were maintained, however, and Western markets were higher, with very bad weather reported.

Indian corn has continued to advance, but not so actively as last week. Old Western has been more freely offered from store, and sold quite freely at 63 1/2@70c., as in quality. New Western and Southern, mixed and yellow descriptions, have sold in the past two days at 71@74c. For future delivery there has been a hardening tendency, and 25,000 bushels new Western mixed sold for all April at 60 1/2@67c.

Rye has met with a much more active demand; Western sold at 80@87c, in store; and for arrival by canal, Canada at 92 1/2c. in bond, and State at 97 1/2c. The nature of the demand has not transpired. Barley has been fairly active at the late decline Canada peas are scarce and higher.

Oats have been in better demand, and in the course of the week prices have advanced about 1c. a bushel for all grades.

The following are closing quotations:

FLOUR.		GRAIN.	
No. 2	4 25@ 5 30	Wheat—No. 3 spring, bush.	1 12@ 1 16
Superfine State & Western	4 20@ 4 65	No. 2 spring	1 22@ 1 25
Extra State, &c.	5 10@ 5 80	No. 1 spring	1 23@ 1 30
Western Spring Wheat	5 00@ 5 35	Red Western	1 10@ 1 35
do XX and XXX	5 40@ 7 00	Amber do.	1 35@ 1 45
do winter X and XX	5 25@ 6 00	White	1 40@ 1 70
Unsound winter extras	4 25@ 5 75	Corn—West'n mix'd, new	71@ 73
City shipping extras	5 30@ 6 00	Yellow Western, new	72@ 74
City trade and family brands	6 25@ 8 75	Southern new	70@ 74
Southern bakers' and family brands	7 00@ 9 00	Rye	68@ 68
Southern shipping extras	5 50@ 6 75	Oats—Mixed	44@ 49
Rye flour, superfine	4 90@ 5 12	White	47@ 53
Cornmeal—Western, &c.	2 60@ 3 35	Barley—Canada West.	90@ 1 05
Corn meal—Br'wine, &c.	3 65@ 3 75	State, 2-rowed	70@ 75
		State, 4-rowed	..@..
		Barley Mat—State	50@ 1 10
		Canadian	1 05@ 1 20
		Peas—Canada, bond & free	1 05@ 1 25

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

RECEIPTS AT NEW YORK.				EXPORTS FROM NEW YORK.			
1876.		1875.		1876.		1875.	
For the week	Since Jan. 1	For the week	Since Jan. 1	For the week	Since Jan. 1	For the week	Since Jan. 1
Flour, bbls.	33,275	1,069,596	554,623	45,001	570,714	33,326	524,226
C. meal, "	2,439	49,938	56,393	2,671	46,836	6,957	44,408
Wheat, bus.	245,760	3,114,901	2,474,865	522,436	4,996,177	302,657	4,360,579
Corn, "	61,728	4,056,877	5,544,523	156,401	3,707,635	178,911	3,424,418
Rye, "	2,460	35,833	11,200	..	43,320	6,253	89,321
Barley, "	61,914	1,345,792	703,997	..	..	..	110
Oats, "	178,490	2,210,129	1,710,207	3,645	63,594	1,320	34,360

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 APRIL 8, 1876, AND FROM AUGUST 1, 1875, TO APRIL 8, 1876:

At—	Flour,		Wheat,		Corn,		Oats,		Barley,		Rye,	
	bb. a.	bush.	bb. a.	bush.	bb. a.	bush.	bb. a.	bush.	bb. a.	bush.	bb. a.	bush.
Chicago	41,985	164,089	203,301	85,004	26,535	24,377	33,326	524,226	14,274	14,274	14,274	14,274
Milwaukee	25,650	158,960	11,850	12,285	23,401	5,463	..	..	..	..	..	..
Toledo	360	59,575	272,769	15,261	..	..	..	..	..	..	..	..
Detroit	7,818	97,062	5,866	32,647	76,480	316	..	..	..	..	..	..
Cleveland	2,287*	10,150	1,400	8,200	2,600	..	..	..	..	..	..	..
St. Louis	17,104	75,619	265,792	39,419	32,181	2,325	..	..	..	..	..	..
Peoria	1,850	9,960	120,200	17,509	15,850	6,500	..	..	..	..	..	..
Duluth	..	27,420	..	..	..	..	..	..	..	..	..	..
Total	97,034	602,835	838,778	210,657	177,100	17,350	..	..	..	..	..	..
Previous week	101,749	664,191	769,364	281,920	109,668	14,274	..	..	..	..	..	..
Corresponding week '75	82,160	423,179	877,447	241,035	47,520	17,302	..	..	..	..	..	..
	74,113,483	953,351	964,927	632,938	46,970	25,391	..	..	..	..	..	..

Total Jan. 1 to date	1,315,497	9,237,648	15,201,900	4,233,208	2,071,511	317,265	..	..	..	..	..	..
Same time 1875	1,099,332	9,918,345	11,089,152	4,036,407	1,228,627	339,412	..	..	..	..	..	..
Same time 1874	1,778,240	18,899,603	10,151,897	6,783,589	1,919,745	500,816	..	..	..	..	..	..
Total Aug. 1 to date	3,449,737	47,391,643	34,520,035	18,566,418	6,605,026	1,879,220	..	..	..	..	..	..
Same time 1874-5	3,663,312	44,479,071	29,748,853	15,754,452	5,453,360	1,084,154	..	..	..	..	..	..
Same time 1873-4	4,412,398	60,154,583	36,792,533	18,074,433	6,718,001	1,519,227	..	..	..	..	..	..
Same time 1872-3	3,905,645	87,841,192	40,754,783	17,311,867	8,197,021	1,442,227	..	..	..	..	..	..

* Estimated.

SHIPMENTS OF FLOUR AND GRAIN from the ports of Chicago, Milwaukee, Toledo, Detroit, Cleveland, St. Louis, Peoria and Duluth for the week ended April 8, and from Jan. 1 to April 8, inclusive, for four years:

Week—	Flour,		Wheat,		Corn,		Oats,		Barley,		Rye,	
	bb. a.	bush.	bb. a.	bush.	bb. a.	bush.	bb. a.	bush.	bb. a.	bush.	bb. a.	bush.
April 8, 1876	115,400	644,348	775,195	146,188	67,400	6,303	..	..	..	..	..	..
April 1, 1876	121,001	410,121	602,685	174,488	58,032	6,032	..	..	..	..	..	..
Cor. week '75	98,652	502,899	399,703	154,807	59,313	18,652	..	..	..	..	..	..
Cor. week '74	103,367	743,591	513,741	225,086	30,161	8,911	..	..	..	..	..	..
Cor. week '73	122,111	233,258	355,413	179,393	114,446	12,476	..	..	..	..	..	..
Cor. week '72	87,582	144,225	618,541	291,498	42,741	17,404	..	..	..	..	..	..
Cor. week '71	92,410	937,794	853,079	191,274	23,744	16,866	..	..	..	..	..	..
Jan. 1 to Apr. 8, 1876	1,420,471	4,713,645	10,060,554	2,520,946	867,839	197,112	..	..	..	..	..	..
Same time 1875	1,156,297	4,146,184	5,241,832	2,431,337	657,634	196,574	..	..	..	..	..	..
Same time 1874	1,592,010	9,154,169	3,531,263	2,628,499	953,152	176,338	..	..	..	..	..	..
Same time 1873	1,594,891	2,311,920	4,035,354	2,774,415	1,167,771	113,020	..	..	..	..	..	..

RECEIPTS OF FLOUR AND GRAIN AT SEABOARD PORTS FOR THE WEEK ENDED APRIL 8, 1876.

At—	Flour,		Wheat,		Corn,		Oats,		Barley,		Rye,	
	bb. a.	bush.	bb. a.	bush.	bb. a.	bush.	bb. a.	bush.	bb. a.	bush.	bb. a.	bush.
New York	76,440	233,950	55,512	200,873	2,000	50	..	..	..	..	..	..
Boston	21,140	2,900	95,420	23,150	15,225	..	..	..	..	..	..	..
Portland	4,700	72,465	1,200	..	..	..	..	..	..	..	..	..
Montreal	11,250	41,600	1,203	2,100	1,800	..	..	..	..	..	..	..
Philadelphia	18,800	117,400	166,700	68,600	7,030	1,200	..	..	..	..	..	..
Baltimore	17,831	60,400	1									

THE VISIBLE SUPPLY OF GRAIN, comprising the stock in granary at the principal points of accumulation at lake and seaboard ports, in transit by rail, and frozen in on the New York canals and on the lakes, April 8, 1876:

Table with columns for Wheat, Corn, Oats, Barley, Rye, bush. and rows for various locations like New York, Albany, Buffalo, Chicago, Milwaukee, Duluth, Toledo, Detroit, Oswego, St. Louis, Peoria, Boston, Toronto, Montreal, Philadelphia, Baltimore, and Rail shipments week.

THE DRY GOODS TRADE.

FRIDAY, P. M., April 14, 1876.

The past week has shown a slight improvement in the package trade, and the jobbing branches have been rather more active. This is due to several causes. In the first place, the weather has been more favorable for the distribution of spring goods, and in some sections of the country a fair consumptive demand has been developed.

DOMESTIC COTTON GOODS.—The export trade in cotton goods presents a steady improvement, and 1,580 packages were shipped in course of the week to different countries, Great Britain taking 1,095 packages, British Honduras 244 packages, Brazil 125 packages, and various other markets the remainder.

DOMESTIC WOOLEN GOODS.—The package trade in men's wear woollens has been very quiet, and some failures occurred among cloth jobbers in this city and at Boston.

coatings were quiet, and low grades showed symptoms of weakness. Overcoatings were delivered in fair amounts in execution of orders, but few new transactions occurred. Low grade Kentucky jeans were in moderate request, but fine qualities ruled quiet.

FOREIGN DRY GOODS.—There was a sluggish movement in imported goods from first hands, and values have barely been maintained, because importers are obliged to meet the low rates which have been established in the auction rooms.

We annex prices of a few articles of domestic manufacture:

Large table with multiple columns listing various goods like Ancona fancy, Eddystone frocks, Oriental purple, Amoskeag, Hartel's agn & oge, Tickings, Albany, Easton, Omega B, Conestoga, Hamilton reg., do B., do No. 2., do No. 3., do No. 4., do No. 5., do No. 6., do No. 7., do No. 8., do No. 9., do No. 10., do No. 11., do No. 12., do No. 13., do No. 14., do No. 15., do No. 16., do No. 17., do No. 18., do No. 19., do No. 20., do No. 21., do No. 22., do No. 23., do No. 24., do No. 25., do No. 26., do No. 27., do No. 28., do No. 29., do No. 30., do No. 31., do No. 32., do No. 33., do No. 34., do No. 35., do No. 36., do No. 37., do No. 38., do No. 39., do No. 40., do No. 41., do No. 42., do No. 43., do No. 44., do No. 45., do No. 46., do No. 47., do No. 48., do No. 49., do No. 50., do No. 51., do No. 52., do No. 53., do No. 54., do No. 55., do No. 56., do No. 57., do No. 58., do No. 59., do No. 60., do No. 61., do No. 62., do No. 63., do No. 64., do No. 65., do No. 66., do No. 67., do No. 68., do No. 69., do No. 70., do No. 71., do No. 72., do No. 73., do No. 74., do No. 75., do No. 76., do No. 77., do No. 78., do No. 79., do No. 80., do No. 81., do No. 82., do No. 83., do No. 84., do No. 85., do No. 86., do No. 87., do No. 88., do No. 89., do No. 90., do No. 91., do No. 92., do No. 93., do No. 94., do No. 95., do No. 96., do No. 97., do No. 98., do No. 99., do No. 100.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending April 13, 1876, and for the corresponding weeks of 1875 and 1874 have been as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING APRIL 13, 1876:						
	1874		1875		1876	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of wool....	111	\$394,492	704	\$297,080	494	\$307,730
do cotton.....	156	279,507	1,144	320,103	894	237,103
do silk.....	564	899,990	526	431,236	469	315,808
do flax.....	1,467	168,867	1,619	201,390	831	174,034
Miscellaneous dry goods	7,485	107,972	440	138,632	6,518	171,221
Total.....	10,933	\$1,190,236	3,811	\$1,471,238	9,209	\$1,105,939

WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET DURING THE SAME PERIOD:						
	1874		1875		1876	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of wool....	746	\$344,437	527	\$213,151	481	\$199,853
do cotton.....	475	137,495	397	111,983	417	111,237
do silk.....	118	100,755	147	149,623	117	111,588
do flax.....	589	127,830	604	144,485	428	111,584
Miscellaneous dry goods	3,875	63,071	4,003	53,793	1,053	81,532
Total.....	5,803	\$773,099	5,684	\$673,050	2,526	\$565,946
Add ent'd for consumpt'n	10,933	1,190,208	3,831	1,471,238	9,209	1,105,939
Total thrown upon m'kt.	16,736	\$1,963,237	9,515	\$2,096,288	11,735	\$1,671,885

ENTERED FOR WAREHOUSING DURING SAME PERIOD:						
	1874		1875		1876	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of wool....	396	\$181,035	406	\$182,025	529	\$207,625
do cotton.....	437	154,503	217	72,091	267	89,932
do silk.....	87	47,569	81	78,975	117	96,441
do flax.....	201	70,328	87	118,896	505	116,277
Miscellaneous dry goods	7,170	84,992	275	34,495	733	40,850
Total.....	8,361	\$538,427	1,596	\$486,483	2,171	\$553,654
Add ent'd for consumpt'n	10,933	1,190,208	3,831	1,471,238	9,209	1,105,939
Total entered at the port.	19,314	\$1,728,635	5,317	\$1,937,721	11,380	\$1,659,593

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, 1876, and for the same period in 1875:

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

	Since Jan. 1, '76.	Same time 1875	Since Jan. 1, '78.	Same time 1875
China, Glass and Earthenware.....	6,231	2,963	1,312	1,484
China.....	6,572	10,914	224	1,240
Earthenware.....	90,732	143,603	10,417	36,459
Glass.....	6,874	9,274	15,059	28,921
Glassware.....	2,220	3,376	239,571	350,214
Glass plate.....	1,751	2,708	8,495,059	2,604,585
Coal, tons.....	7,918	5,246	40,811	89,976
Buttons.....	6,861	5,076	159,468	157,455
Oocoa, bags.....	523,308	442,473	626,662	746,611
Coffee, bags.....	73	524	445,076	369,930
Cotton, bales.....	9,916	7,659	16,513	17,740
Drugs, &c.....	6,794	10,152	335	938
Bark, Peruvian.....	711	2,061	25,771	24,573
Blea, powders.....	12,316	2,485	16,300	43,525
Coal, ton.....	1,141	1,304	22,863	15,757
Cochinal.....	1,295	1,054	Articles reported by value -	
Cream Tartar.....	441	438	Cigars.....	\$376,161
Gambier.....	292	275	Opium.....	11,720
Gum, Arabic.....	1,141	1,304	Fancy goods.....	280,503
Indigo.....	1,295	1,054	Flah.....	176,060
Madder.....	441	438	Fruits, &c.....	
Oil, essential.....	294	326	Lemons.....	123,389
Oil, Olive.....	9,589	9,185	Oranges.....	515,617
Opium.....	292	275	Nuts.....	236,186
Soda, bl-carb.....	8,477	10,100	Raisins.....	541,463
Soda, sal.....	9,344	17,057	Hides, undressed.....	2,621,233
Soda ash.....	12,715	18,694	Rice.....	36,779
Flax.....	1,549	8,326	Spices, &c.....	
Furs.....	2,012	2,433	Caseia.....	35,395
Gunny cloth.....	971	1,142	GINGER.....	192,561
Hair.....	45,772	47,013	Pepper.....	210,210
Hemp, bales.....	385	462	Saltpetre.....	53,656
Hides, dressed.....	1,375	2,214	Woods.....	
Ivory.....	14,851	13,315	Cork.....	109,653
Jewelry, &c.....	640	1,470	Faetic.....	20,908
Jewelry.....	964	953	Logwood.....	257,198
Watches.....	158	258	Mahogany.....	25,780
Linseed.....	210,599	262,071		
Molasses.....	25,362	26,578		

Receipts of Domestic Produce.

The receipts of domestic produce since Jan. 1, 1876, and for the same time in 1875, have been as follows:

	Since Jan. 1, '76.	Same time 1875	Since Jan. 1, '76.	Same time 1875
Ashes.....pkgs.	1,845	2,152	681	332
Breadstuffs.....			141,905	73,288
Flour..... bbls.	1,069,396	854,623	1,647	2,312
Wheat..... bush.	3,114,903	2,419,815	24,423	23,187
Corn..... bush.	4,056,877	5,544,523		
Oats..... bush.	2,210,129	1,710,207		
Rye..... bush.	35,363	11,100		
Barley and malt.....	1,845,792	708,397		
Grass seed, bags.....	63,587	46,332		
Beans..... bush.	38,336	22,918		
Peas..... bush.	535,907	160,924		
C. meal..... bbls.	49,988	56,393		
Cotton..... bales.	311,664	256,124		
Hemp..... bales.	754	505		
Hides..... No.	974,836	701,915		
Hops..... bales.	31,990	6,799		
Leather..... sides.	1,319,136	1,064,618		
Molasses..... hhd.				
Molasses..... bbl.	39,419	18,873		
Naval Stores.....				
Cr. turp..... bbls.	720	2,501		
Spirits turpen.....	12,946	13,432		
Rosin.....	66,445	121,411		
Tar.....	5,876	8,422		
Pitch.....				
Oil cake..... pkgs.				
Oil, lard.....				
Peanuts..... bags.				
Provisions.....				
Butter..... pkgs.				
Cheese..... pkgs.				
Meats.....				
Eggs.....				
Pork.....				
Beef.....				
Lard.....				
Rice..... kegs.				
Starch..... pkgs.				
Stearine.....				
Sugar..... bbls.				
Sugar..... hhd.				
Tallow..... pkgs.				
Tobacco..... hhd.				
Wainsey..... bbls.				
Wool..... bales.				
Dressed Hogs..... No.				

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 Jan. 1, 1876, to all the principal foreign countries, and also the totals for the last week, and since Jan. 1. The last two lines show total values, including the value of all other articles besides those mentioned in the table.

Same time 1876.	Same time 1875.	Same time 1874.	Total since Jan. 1, 1876.	Total since Jan. 1, 1875.	Total since Jan. 1, 1874.
1876.	1875.	1874.	1876.	1875.	1874.
521,226	44,408	44,408	521,226	44,408	44,408
46,836	4,304,579	39,351	46,836	4,304,579	39,351
45,330	39,351	140	45,330	39,351	140
64,294	34,360	34,360	64,294	34,360	34,360
3,424,413	3,424,413	3,424,413	3,424,413	3,424,413	3,424,413
3,705,688	161,285	161,285	3,705,688	161,285	161,285
161,285	161,285	161,285	161,285	161,285	161,285
14,431	14,431	14,431	14,431	14,431	14,431
12,786	12,786	12,786	12,786	12,786	12,786
9,859	9,859	9,859	9,859	9,859	9,859
13,494	13,494	13,494	13,494	13,494	13,494
18,175	18,175	18,175	18,175	18,175	18,175
13,500	13,500	13,500	13,500	13,500	13,500
2,935	2,935	2,935	2,935	2,935	2,935
3,914	3,914	3,914	3,914	3,914	3,914
106,693	106,693	106,693	106,693	106,693	106,693
1,408	1,408	1,408	1,408	1,408	1,408
485,923	485,923	485,923	485,923	485,923	485,923
27,397,547	27,397,547	27,397,547	27,397,547	27,397,547	27,397,547
16,831	16,831	16,831	16,831	16,831	16,831
29,319,307	29,319,307	29,319,307	29,319,307	29,319,307	29,319,307
26,948	26,948	26,948	26,948	26,948	26,948
76,351	76,351	76,351	76,351	76,351	76,351
19,959	19,959	19,959	19,959	19,959	19,959
10,513	10,513	10,513	10,513	10,513	10,513
65,576	65,576	65,576	65,576	65,576	65,576
20,646	20,646	20,646	20,646	20,646	20,646
34,639	34,639	34,639	34,639	34,639	34,639
701,865	701,865	701,865	701,865	701,865	701,865
11,515	11,515	11,515	11,515	11,515	11,515
6,463	6,463	6,463	6,463	6,463	6,463
95,461	95,461	95,461	95,461	95,461	95,461
151,403	151,403	151,403	151,403	151,403	151,403
325,750	325,750	325,750	325,750	325,750	325,750
565,983	565,983	565,983	565,983	565,983	565,983
6,738	6,738	6,738	6,738	6,738	6,738
119,010	119,010	119,010	119,010	119,010	119,010
121,819	121,819	121,819	121,819	121,819	121,819
30,714	30,714	30,714	30,714	30,714	30,714
6,738	6,738	6,738	6,738	6,738	6,738
115	115	115	115	115	115
2,440	2,440	2,440	2,440	2,440	2,440
18,633	18,633	18,633	18,633	18,633	18,633
7,574	7,574	7,574	7,574	7,574	7,574
13,155	13,155	13,155	13,155	13,155	13,155
1,815,745	1,815,745	1,815,745	1,815,745	1,815,745	1,815,745
1,879,876	1,879,876	1,879,876	1,879,876	1,879,876	1,879,876
60,192	60,192	60,192	60,192	60,192	60,192
87,953	87,953	87,953	87,953	87,953	87,953
133,801	133,801	133,801	133,801	133,801	133,801
1,879,876	1,879,876	1,879,876	1,879,876	1,879,876	1,879,876
66,752,419	66,752,419	66,752,419	66,752,419	66,752	

GENERAL PRICES CURRENT.

Table listing various commodities such as Ashes, Bricks, Cement, Lumber, and their prices. Includes sub-sections like 'BUILDING MATERIALS' and 'COTTON'.

Table listing Gunpowder, Explosives, and other materials. Includes sub-sections like 'GUNPOWDER', 'EXPLOSIVES', and 'MAY'.

Table listing various goods including Silk, Spirits, Steel, Sugar, and other commodities. Includes sub-sections like 'SILK', 'SPIRITS', 'STEEL', and 'SUGAR'.

Commercial Cards.

John Dwight & Co.,
 MANUFACTURERS OF
SUPER-CARBONATE
 OF
S O D A.
 No. 11 Old Slip, New York.
 The Jooning Trade ONLY Supplied

Smith, Baker & Co.,
 COMMISSION MERCHANTS
 Yokohama and Higo, Japan.
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 66½ Pine Street, New York.

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 IMPORTERS AND DEALERS
 IN
COFFEES AND TEAS.

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 140 Front Street,
 MANUFACTURERS OF
OILS—SPERM, WHALE, ELEPHANT & LARD.
CANDLES—SPERM, PATENT SPERM, PAR-
AFFINE, ADAMANTINE, HOTEL AND
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 For Export and Home use.
 PARAFFINE OILS, WAX AND BEESWAX.

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 MANUFACTURERS OF
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CORDAGE,
 FOR EXPORT AND DOMESTIC USE
 GANGS OF RIGGING MADE TO ORDER.
 192 FRONT STREET, NEW YORK.

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Dan Talmage's Sons,
 92 Wall Street, New York.
 Adgor's Wharf, Charleston. S. C.
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Gunpowder.

GUNPOWDER

Dupont's

SPORTING, SHIPPING AND MINING
POWDER.

DUPONT'S GUNPOWDER MILLS

(ESTABLISHED IN 1801)

Have maintained their great reputation for 75 years.
 Manufacture the

Celebrated EAGLE DUCKING,
EAGLE RIFLE, and
DIAMOND GRAIN POWDER.

The most Popular Powder in Use. Also,

SPORTING, MINING, SHIPPING AND BLAST
 ING POWDER,

Of all kinds and descriptions.
 For sale in all parts of the country. Represented by

F. L. Kneeland,

70 Wall Street, NEW YORK.

Commercial Cards.

Brinckerhoff, Turner
& Co.,
 Manufacturers and Dealers in
COTTONSAILDUCK

And all kinds of
 COTTON CANVAL, FELTING DUCK, CAR COVER
 ING, BAOGING, HAVENS DUCK, SAIL TWINES
 & C. "ONTARIO" SEAMLESS BAGS,
 "AWNING STRIPES."

Also, Agents
United States Bunting Company.
 A full supply all Widths and Colors always in stock.
 No. 109 Duane Street.

George A. Clark & Bro.



AND
MILWARD'S HELIX NEEDLES.
 337 and 339 Canal street,
 NEW YORK.

E. R. Mudge, Sawyer & Co

AGENTS FOR
Washington Mills,
Burlington Woolen Co.,
Chilcopee Mfg Co.,
Ellerton New Mills,
Saratoga Victory Mfg Co.
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 43 & 45 WHITE STREET. 15 CHAUNCEY ST.
 PHILADELPHIA.
 J. W. DAYTON, 230 CHESTNUT STREET.

OLYPHANT & Co.,

COMMISSION MERCHANTS,
Hong Kong, Shanghai, Foochow &
Canton, China.
 REPRESENTED BY
OLYPHANT & Co., of China,
 104 Wall St., New York.

Financial.

M. K. Jesup, Paton & Co.

BANKERS,
 No. 52 William Street, New York.
 Draw Exchange on Union Bank of London.
 Accounts of Banks, Bankers and others received
 upon favorable terms.
 Interest Allowed on Balances Subject to Drafts at
 Sight.
 Advances made upon Consignments to our address
 or to our Correspondents in Europe.
 Investment Securities Bought and Sold.

EDMUND D. RANDOLPH. HOWELL W. NICELAY
 WILLIAM J. BLAKE.

Randolph, Bickley & Co
 BANKERS. PHILADELPHIA
 32 WALL STREET NEW-YORK
 32 WALNUT ST. PHILADELPHIA

transact all branches of
 domestic and foreign banking
 and receive orders at the
 Stock and Gold Exchanges.

Adolph Bissevain & Co.

BANKERS
 AND
COMMISSION MERCHANTS,
 AMSTERDAM, HOLLAND.

Buy and Sell on Commission American Securities
 in Holland and other Continental Markets.
 Make Collections throughout the Continent of
 Europe.
 Make Payments on Letters of Credit to Travelers
 and transact a general American Banking Business.
 Refer by special permission to Messrs. Blake
 Brothers & Co., Boston and New York, and to Messrs
 S. & W. Weiss, Philadelphia.

Financial.

Henry S. King & Co.,

BANKERS,
 45 Pall Mall, London, England.

Issue CIRCULAR NOTES free of charge, available
 in all parts of the world.

Grant COMMERCIAL CREDITS for use against
 Consignments of Merchandise.

Execute Orders on the London Stock Exchange.
 Make Collections on all Points. Receive, Deposit
 and Current Accounts on favorable terms, and do a
 General London and Foreign Banking Business.

KING, BAILLIE & CO., Liverpool,
 NEW YORK AGENTS,
Messrs. WARD, CAMPBELL & CO.

A. M. Kidder.

L. Co.
BANKERS,

4 WALL STREET, NEW YORK.

Persons keeplog accounts with us (currency or gold)
 may deposit and draw as they please same as with any
 banks, and will be allowed interest on daily balances
 according to the nature of the account.

Orders for the purchase and sale of stocks, bond
 and gold will receive from us, personally, prompt and
 careful attention. P. O. Box 2647.

A. M. KIDDER. C. W. McLELLAN, JR. W. TRASK

THE NEW ENGLAND

Mortgage Security Co.

OFFERS FOR SALE, AT PAR,
SEVEN PER CENT TEN-YEAR BONDS
 SECURED BY
FIRST MORTGAGES OF IMPROVED
REAL ESTATE.

GUARANTEED, PRINCIPAL AND INTEREST,
 BY ITS
CAPITAL STOCK OF \$500,000.

Interest Coupons payable semi-annually. Bonds
 registered to order, or payable to bearer at option.
 Accrued interest is not required to be paid by pur-
 chaser, the next due Coupon being stamped so as to
 denote that interest begins at the date of purchase.
 A Pamphlet with full information will be sent on
 application to the Company's Office,

43 Milk Street, Boston.

These Bonds are commended to the attention of the
MOST CONSERVATIVE INVESTORS, as they are
 believed to be as perfect a security as can be obtained.
 The issue of Bonds is limited to one-half the amount
 of the same class of Bonds ever issued under a like
 Guarantee.

The security of each Bond is not confined to a single
 Mortgage, but extends over all the Mortgages owned
 by the Company. This Company receives no deposits,
 guaranties no other securities, and has no other debts
 than its bonds. Its Mortgages are of like character to
 those which have been bought in the last twenty years
 by Individuals, Life Insurance Companies and other
 Corporations, to the amount of more than Fifty Mil-
 lions of Dollars, proving most secure and satisfactory
 investment. The Loans are all upon improved Farms
 in some of the most fertile Western states, near the
 Railroads, with short and perfect titles, and average
 less than \$650 each, upon property worth nearly four
 times their amount. Experience has proved that well-
 selected Mortgages upon this class of property are
 safer than those upon city property, either in the East
 or West. They are not affected by Fires, or by Business
 revulsions; Principal and Interest are more promptly
 paid; and upon the success of Agriculture depends
 that of almost every industrial investment.

HENRY SALTONSTALL, President.

FRANCIS A. OSBORN, Treasurer.

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James L. Little, Thomas Wigglesworth

Geo. P. Upham.

DIRECTORS:

Charles L. Flint, T. Jefferson Coolidge,

Henry Saltonstall, John P. Putnam,

Charles L. Young, J. B. Upham.

COUNSELL:

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Simon E. Baldwin, New Haven.

Martin Lewis,

Room 3. 43 PINE ST., N. Y.
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Securities of Solvent and Defaulted
R.R. Co's, also State, City and
County Bonds.

TIME LOANS NEGOTIATED.

Refers by permission to Messrs. M. K. Jesup, Paton
 & Co., New York; Messrs. Soutter & Co., New York;
 J. S. Norris, Esq., President First National Bank,
 Baltimore; Robert McKie, Esq., Cashier Union Nat'l
 Bank, Baltimore.

Financial.

The Brooklyn Trust Co.

Cor. of Montague & Clinton sts., Brooklyn, N. Y.

CAPITAL, \$500,000.

This Company is authorized by special charter to act as receiver, trustee or guardian. It can act as agent in the sale or management of real estate, collect interest or dividends, receive registry and transfer books, or make purchase and sale of Government and other securities.

Religious and charitable institutions, and persons unaccustomed to the transaction of business, will find this Company a safe and convenient depository for money.

RIPLEY HOPES, President. CHAS. H. MARVIN Vice-Pres t.

EDGAR M. CULLEN, Counsel.

TRUSTEES:

- J. S. Rockwell, Henry Sanger, Alex. McCue, W. C. Kingsley, Chas. R. Marvin, A. A. Low, John P. Rolfe, Abm. B. Baylis, S. B. Chittenden, Thomas Sullivan, Dan'l Chauncey, Edward Harvey, H. E. Pierrepont, Josiah O. Low, James D. Fish, John Halsey, Alex. M. White, Wm. R. BUNNER, Secretary

THE

NATIONAL TRUST COMPANY.

OF THE CITY OF NEW YORK, COR. BROADWAY & WARREN ST.

PAID-UP CAPITAL, \$1,000,000.

Invested in United States Government Bonds.

Pays THREE PER CENT Interest per annum on Deposits subject to check at sight. Pays FIVE PER CENT Interest per annum on special deposits remaining six months or longer. Acts as Trustee for estates.

D. R. MANGAM, President.

JOHN C. CRUIKSHANK, Secretary.

N. T. Beers, Jr.,

BROOKLYN STOCKS, GAS STOCKS,

2 1/2 WALL STREET.

Dealer in Railroad and Investment Stocks and Bonds

McKim Brothers & Co.,

BANKERS,

47 Wall Street, New York.

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Banks, Bankers and Insurance Companies

wishing to purchase OFFICE FURNITURE, will find a fine assortment, at prices to suit the times, at the establishment of

T. G. SELLEW,

103 Fulton St., New York.

Fine Cylinder and Roll Desks a Specialty.

Advertisement for JOSEPH GILLOTT'S STEEL PENS, Sold by all dealers throughout the World.

Harrison, Bradford & Co STEEL PENS.



EMBRACING EVERY STYLE AND FINISH. 75 John Street, New York.

B. R. Smith & Co.,

COTTON COMMISSION MERCHANTS, 44 BROAD STREET, BOSTON,

AND 125 Pearl Street, New York.

Liberal advances made on consignments. Prompt personal attention paid to the execution of orders for the purchase or sale of contracts for future delivery.

Ocean Steamships.



ONLY Direct Line to France.

The General Transatlantic Company's Mail Steamships,

BETWEEN

NEW YORK AND HAVRE.

Calling at Plymouth for the landing of Passengers. The splendid vessels on this favorite route for the Continent, (being more southerly than any other,) will sail from Pier No. 50 North River, as follows:

AMERIQUE, Ponsole... Tuesday, April 18, at 1 P. M. ST. LAURENT, Lachesnez, Tuesday, April 25, at 4 P. M. FRANCE, Trandee... Tuesday, May 2, at 1 P. M. PRICE OF PASSAGE IN GOLD (including wine.) First cabin, \$120 and \$110, according to accommodation. Second cabin, \$72. Third, \$40. Return tickets at reduced rates. Steerage, \$26, with superior accommodation and including all necessaries, without extra charge. Steamers marked thus * do not carry steerage passengers.

LOUIS DE BEBIAN,

Agent, 55 Broadway.



FOR LIVERPOOL,

(Via Queenstown)

CARRYING THE UNITED STATES MAIL. TUESDAY.

LEAVING PIER No. 46 NORTH RIVER, as follows: IDAHO... April 18, at 1 P. M. NEVADA... April 23, at 8 P. M. WIRCONSIN... May 2, at 1 P. M. WYOMING... May 16, at 11 P. M.

RATES FOR PASSENGERS REDUCED. Steerage, \$26; Intermediate, \$40; Cabin, \$65 to \$90, according to stateroom. Steerage office, No. 29 Broadway. General offices, No. 63 Wall street.

WILLIAMS & GILSON.



CUNARD LINE.

NOTICE.—With the view of diminishing the chances of collision, the steamers of this line take a specified course for all seasons of the year. On the outward passage from Queenstown to New York or Boston, crossing Meridian of 50 at 41 Lat., or nothing to the North of 43. On the Homeward Passage, crossing the Meridian of 50 at 42 Lat., or nothing to the North of 42.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMSHIPS.

BETWEEN NEW YORK AND LIVERPOOL, CALLING AT CORK HARBOR.

FROM NEW YORK. Chios... Wed., April 13; Bothnia... Wed., April 13; Abyssinia... Wed., April 16; Russia... Wed., May 3; Scythia... Wed., May 10. FROM NEW YORK. Scotia... Wed., May 17; Bothnia... Wed., May 24; Abyssinia... Wed., May 31; Russia... Wed., June 7; Scythia... Wed., June 14.

And every following Wednesday and Saturday from New York. Steamers marked * do not carry steerage passengers. RATES OF PASSAGE.—Cabin, \$50, \$100 and \$180 gold according to accommodation. Ticket to Paris, \$155 gold, additional. Return tickets on favorable terms. Steerage tickets to and from all parts of Europe at very low rates. Through bills of lading given for Belfast, Glasgow, Havre, Antwerp and other parts on the Continent and for Mediterranean ports. For freight and cabin passage apply at the Company's office, No. 4 Bowling Green; for steerage passage, at 111 Broadway, Trinity Building. CHAS. G. FRANCKLYN Agent.



Atlas Mail Line.

SI-MONTHLY SERVICE TO JAMAICA, HAYTI, COLOMBIA and ASPINWALL, and to PANAMA and SOUTH PACIFIC PORTS (via Aspinwall). First-class, full-powered, iron screw steamers, from Pier No. 51, North River. For HAYTI, COLOMBIA, ISTHMUS OF PANAMA, and SOUTH PACIFIC PORTS (via Aspinwall). ALPS... April 12; ETNA... April 16. For KINGSTON (JAMAICA) and HAYTI. ATLAS... April 20; CLARABEL... May 11. Superior first-class passenger accommodation. P. M. FORWOOD & CO., Agents, No. 56 Wall Street.

Providence & Stonington Steamship Company, between New York and Boston.

Reduction of Fare

Between NEW YORK and PROVIDENCE to \$3 Between NEW YORK and BOSTON to \$4.

STONINGTON LINE.

FOR PROVIDENCE, NEWPORT AND BOSTON. The elegant steamers "ROBE ISLAND," "ARRAGANSSETT" and "STONINGTON," leave Pier 33, N. R., foot of Jay St., daily (except Sundays), at 5 P. M. Through tickets to principal New England points at RR. depots and ticket offices. State-rooms secured at offices of Westcott Express Co. and at 33 Broadway. PROVIDENCE LINE (dir. ct). Steamships ELEONORA and GALATEA leave Pier 27, N. R., foot of Park Place, daily (except Sundays) at 4:30 P. M. Bills of lading to Worcester and points beyond. Freight via either line taken at lowest rates. D. S. BABCOCK, President. L. W. FILKINS, General Pass. Agent.

Railroad Material, &c.

Morris, Tasker & Co., LIMITED.

Pascal Iron Works, Philadelphia. Delaware Iron Co., Newcastle, Del.

MANUFACTURERS OF LAP-WELDED AMERICAN CHARCOAL

IRON BOILER TUBES, WROUGHT IRON TUBES & FITTINGS

of every description, for Gas, Steam, Water and Oil; Steam and Gas Fitters' Supplies, Machinery for Coal Gas Works, Cast Iron Water and Gas Pipe.

IMPROVED SUGAR MACHINERY, &c., &c.

OFFICE.

209 South Third St., Philadelphia.

OFFICES AND WAREHOUSES:

No. 15 GOLD STREET, NEW YORK.

No. 36 OLIVER ST., BOSTON.

PHELPS, DODGE & Co

CLIFF STREET,

Between John and Falton, New York.

IMPORTERS AND DEALERS IN

Tin & Roofing Plates,

OF ALL SIZES AND KINDS.

PIG TIN, RUSSIA SHEET IRON,

CHARCOAL AND COMMON SHEET IRON

LEAD, SHEET ZINC, COPPER,

Spelter, Solder, Antimony, &c.

MANUFACTURERS OF

COPPER, BRASS AND WIRE.

JOHN S. KENNEDY, HENRY M. BARRÉ, JOHN S. BARNES

J. S. KENNEDY & Co.,

BANKERS AND MERCHANTS,

41 CEDAR, COR. WILLIAM ST.,

New York.

Buy and sell Railroad Investment Securities. lect Coupons and Dividends. Negotiate Loans draw Bills of Exchange on London.

Agents of the

CAMBRIA IRON COMPANY

of JOHNSTOWN, Pa., for the sale of their IRON and STEEL RAILS.

All business relating to the Construction and Equipment of Railroads undertaken.

WM. BORDEN. L. N. LOVELL

BORDEN & LOVELL,

COMMISSION MERCHANTS

70 & 71 West St., New York,

AGENTS FOR

BORDEN MINING COMPANY,

CUMBERLAND COALS.

FALL RIVER IRON WORKS COMPANY

NAILS, BANDS, HOOPS AND RODS.

OLD COLONY STEAMBOAT CO.

FALL RIVER LINE STEAMERS.

Insurance.

PHENIX

INSURANCE COMPANY OF BROOKLYN.

Office, Western Union Telegraph Building, Broadway, Cor. Dey Street, N. Y.

ASSETS, Jan. 1, '76, \$2,549,958 77

INSURES COTTON AGAINST LOSS BY FIRE, OVERLAND BY RAILROAD, and Marine by Steamers to Europe.

Agencies in all the Principal Cities in the U. S.

STEPHEN CROWELL, President. WILLIAM R. CROWELL, Secretary.

Insurance.

OFFICE OF THE

ATLANTIC

Mutual Insurance Co.

New York, Jan. 24, 1876.

The Trustees, in conformity to the Charter of the Company, submit the following Statement of its affairs on the 31st December, 1875:

Premiums received on Marine Risks, from 1st January, 1875, to 31st December, 1875.....	\$5,840,021 83
Premiums on Policies not marked off 1st January, 1875.....	2,455,372 87
Total amount of Marine Premiums..	\$3,295,394 75

No Policies have been issued upon Life Risks; nor upon Fire disconnected with Marine Risks.

Premiums marked off from 1st January, 1875, to 31st December, 1875....	\$6,123,134 68
--	----------------

Losses paid during the same period..... \$2,712,053 05

Returns of Premiums and Expenses..\$1,217,417 26

The Company has the following Assets, viz.:

United States and State of New York Stock, City, Bank, and other Stocks..	\$10,314,940 00
Loans secured by Stocks, and otherwise ..	2,514,200 00
Real Estate and Bonds and Mortgages	267,000 00
Interest, and sundry Notes and Claims due the Company, estimated at.....	454,037 92
Premium Notes and Bills Receivable..	2,078,360 50
Cash in Bank.....	363,402 40
Total amount of Assets.....	\$18,019,940 82

Six Per Cent Interest on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the 1st of February next.

The outstanding certificates of the issue of 1872 will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the 1st of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment, and cancelled. Upon certificates which were issued for gold premiums, the payment of interest and redemption will be in gold.

A Dividend of Forty Per Cent. is declared on the net earned premiums of the Company for the year ending 31st December, 1875, for which certificates will be issued on and after Tuesday, the 4th of April next.

By order of the Board,

J. H. CHAPMAN, Secretary.

TRUSTEES.

J. D. Jones,	Gordon W. Barnham,
Charles Dennis,	Frederick Chauncey,
W. H. H. Moore,	Charles P. Burdett,
Henry Coft,	Francis Skiddy,
Lewis Curtis,	Robert B. McInturn,
Charles H. Russell,	Charles H. Marshall,
Lowell Holbrook,	George W. Lane,
David Lane,	Robert L. Stuart,
James Bryce,	James G. De Forest,
Daniel S. Miller,	Alexander V. Blake,
William Stargis,	Charles D. Leverich,
Josiah O. Low,	Adolph Lemoyne,
William E. Dodge,	Adam T. Sackett,
Royal Phelps,	Horace Gray,
Thomas F. Youngs,	Edmund W. Corlies,
C. A. Hand,	John Elliott,
James Low,	Samuel Hutchinson,
John D. Hewlett,	William H. Webb.

J. D. JONES, President.

CHARLES DENNIS, Vice-President.

W. H. H. MOORE, 2d Vice President.

Insurance.

"Pay as you go, get what you buy, stop when you choose."

COMMON SENSE AND FAIR PLAY IN LIFE ASSURANCE!

Do not Assure your Life till you have examined the NEW PLANS devised by SHEPPARD HOMANS Actuary, for

THE

Provident Savings Life Assurance Society,

WESTERN UNION BUILDING, NEW YORK.

Guaranty Cash Capital, \$125,000,

Invested in U. S. Five-Twenty Bonds.

This Society separates the Insurance Part of the Premium from the Reserves or Deposit Part, which latter is held merely for accumulation.

This Society recognizes the Policy-holder as owner of the Reserve.

This Society, therefore, will either issue policies on the payment of uniform annual premiums, guaranteeing a specified surrender value for every year in cash; or it will furnish the PROTECTION OF LIFE ASSURANCE at actual current cost for death claims and expenses of management, each year by itself, renewable at the close of any year without further medical examination.

These Plans are indorsed by leading Actuaries and State Commissioners, and also by the "Society for the Promotion of Life Insurance among Clergymen," James Brown, President; Howard Potter, Treasurer.

For Plans, Rates, and Full Particulars apply to

THE PROVIDENT SAVINGS LIFE ASSURANCE SOCIETY,

WESTERN UNION BUILDING, NEW YORK. GEORGE WALKER, SHEPPARD HOMANS, President. Vice-Pres't and Actuary

The North British and Mercantile Ins. Co.,

OF

LONDON AND EDINBURGH.

UNITED STATES BRANCH,

54 William, Cor. Pine St., New York.

Capital paid up - - - - \$10,000,000
Gross Fire Reserve - - - - 3,700,000
Net Life Assets - - - - 13,300,000

Total - - - - - \$27,000,000
Gross Assets held by Board of Management in New York, \$1,600,000.

The Company's actual losses by Chicago conflagration in 1871 were \$1,743,457 81.

The Company's actual losses by Boston conflagration in 1872 were \$503,680 46.

Yet the Company paid these losses at sight without borrowing or selling a single dollar of permanent investments, continued regular dividends to their stockholders, and at the end of 1873 had entirely made up (not in this country, however) the losses of these two conflagrations and all others, commencing 1874 with a surplus over \$100,000 larger than ever before.

Annual Income of Fire Department alone over \$4,000,000.

Fire and Life Assets entirely distinct—the one not liable for the other.

The Company organized A. D. 1806. Commenced business in this country A. D. 1867.

Agencies in most of the principal cities and towns in the United States.

EZRA WHITE,
CHAS. E. WHITE, } Managers.
SAM. P. BLAGDEN, }

Cotton.

Kremelberg & Co.,
NEW YORK.

J. D. Kremelberg & Co.,
BALTIMORE.

Kremelberg, Schaefer & Co.,
NEW ORLEANS.

Kremelberg & Co.,
LOUISVILLE, KY.

COMMISSION MERCHANTS.

Williams, Birnie & Co.,
COMMISSION MERCHANTS,

65 Beaver St. & 20 Exchange Place, GEO. W. WILLIAMS & CO., Bankers & Commission Merchants, } NEW YORK.

Liberal advances made on consignments of Cotton. Orders executed at the Cotton Exchange for the purchase and sale of contracts for future delivery.

Cotton.

Woodward & Stillman,

SEAMEN'S BANK BUILDING,

Nos. 74 & 76 Wall Street, New York.

COTTON FACTORS

AND

General Commission Merchants.

Special attention paid to the execution of orders for the purchase or sale of contracts for future delivery of cotton. Liberal advances made on consignments.

Ware, Murphy & Co.,

COTTON FACTORS

AND

GENERAL COMMISSION MERCHANTS

COTTON EXCHANGE BUILDING,
NEW YORK.

Special attention paid to the execution of orders for the purchase or sale of contracts for future delivery of cotton. Liberal advances made on consignments.

Henry Hentz & Co.,

GENERAL

COMMISSION MERCHANTS,

5 Hanover Street, New York.

Advances made on Consignments to

Messrs. JAMES FINLAY & CO.,

LIVERPOOL, LONDON AND GLASGOW.

Also execute orders for Merchandise through

Messrs. FINLAY, MUIR & CO.,

CALCUTTA AND BOMBAY.

FUTURE CONTRACTS FOR COTTON bought and old on Commission in New York and Liverpool.

EDWARD M. WRIGHT. JOHN S. DUER,
ADG. L. RICHARDS.

Wright, Richards & Co.,

COTTON FACTORS

AND

General Commission Merchants,

No. 39 BROAD STREET,

(P. O. Box 4856.) New York.

Liberal Advances made on Consignments of Cotton, Wool, Hides, &c., and upon shipments to our friends in Liverpool and London.

Knoop, Hanemann & Co

COMMISSION MERCHANTS,

52 EXCHANGE PLACE, NEW YORK.

ROVERS IN

Manchester and Liverpool,

DE JERSEY & CO.

Moody & Jemison,
BANKERS

AND

General Commission Merchants,
123 PEARL STREET, NEW YORK.

Will keep accounts with Country Banks and Bankers, make collections, issue certificates of Deposit, and attend to the sale and purchase of Bonds, Stocks, Coin, &c.

Particular attention given to the execution of orders for future contracts and the purchase of merchandise.

OVER 5,000 SOLD OF INGERSOLL'S HAND AND HORSE-POWER PRESSES

They have a world-wide reputation and a superiority over all others for baling Hay, Cotton, Rags and all other kinds of material. For price list and full information call on or address the manufacturers

INGERSOLL & BALSTON,
GREENPOINT (City of Brooklyn), L. I.

Cotton.

LEHMAN, ABRAHAM & Co., LEHMAN, DURR & Co.
New Orleans, La. Montgomery, Ala.

LEHMAN BROS,
COTTON FACTORS
AND
COMMISSION MERCHANTS,
138 & 135 PEARL STREET,
New York.

Orders executed at the Cotton Exchanges in New York and Liverpool, and advances made on Cotton and other produce consigned to us, or to our correspondents in Liverpool, Messrs. B. Newgass & Co. and Messrs. L. Rosenheim & Sons.

Sawyer, Wallace & Co.,
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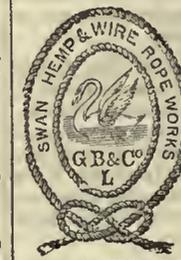
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Liabilities - - - \$246,385 50

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JAS. A. ALEXANDER, Agent.

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