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The Chronicle.

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THE MOVEMENTS OF THE BANKS.

At this period of the year we usually expect to find
our banks amply supplied with reserves. The quietude
of the season and a number of other circumstances are
favorable to the accumulation in bank of a large sum of
unemployed capital. The forthcoming June reports
from the Comptroller of the Currency are expected on
this account to show an unusual strength in the line of
reserves held by the banks throughout the country.
There are, however, some further reasons for this an-
ticipation, which it may be well for us to call to mind.
Our banking system is undergoing some important
changes, which have a tendency to scatter the cash
reserves, among the individual banks, instead of concen-
trating them, as heretofore, in the chief cities. It is one
peculiarity of our national banking system that it per-
mits the country banks to compute and report as part of
their cash reserves, the balances in the hands of their
corresponding banks in New York or other central

cities. These corresponding banks have allowed in-
terest on such deposits, and the amount has
consequently been kept at a higher level than
it otherwise would have been likely to reach. The
ease of money and the impossibility of lending
country-bank balances at remunerative rates, have
induced the central banks to diminish their interest on
deposits, and have thus led the country banks to keep
more of their reserve in greenbacks in their own vaults.
To what extent this tendency may have developed itself,
we can not at present discover, but it is quite probable
that it may go on increasing, and its first effects will
undoubtedly be to increase that part of the country
bank reserves which is held in greenbacks, and to dimin-
ish the part which consists of bank balances. It has
been pointed out that in the West the country banks are
re-discounting their paper at Chicago and elsewhere,
and that this is done to enable them to extend facilities
to the agricultural districts, where large amounts of
breadstuffs are being held for higher prices. That this
movement may have a tendency to diminish the reserves
of the country banks, there is no doubt, but it could
scarcely have begun to operate as early as the 30th June,
when the Comptroller's report was made up. Hence it
is probable that the disturbing force of this circumstance
will scarcely be perceptible at present, though it may
find work for the Comptroller if it lead the banks to
trespass on their reserves in the early future.

Another reason for large reserves in the banks is the
public agitation which is kept up in the newspapers on
this subject. Few people have any adequate apprecia-
tion of the valuable services which have been rendered
to our banking system and to its stable management by
the press. It is one of the chief safeguards of our
national banks that they have always been obliged to
publish frequent reports of their condition in the news-
papers. There is in our large cities so well-informed a
public opinion on bank questions that the published
reports are not productive of the mischiefs which some
English economists and bankers have supposed to be
inevitable. On the contrary, the plan of publicity,
after a test of many years, has worked extremely well
all over the country, and among its many benefits
it has led our banks to keep ample reserves. In
England, had similar publicity been enforced, it is
highly probable that the panics which have occurred
since 1844 would either have been averted or greatly
diminished in violence. However this may be, it is
absolutely certain that our long exemption from financial
panics, prior to 1873, was largely due to this and to one
or two other safeguards of our banking system. Public

opinion, all over the country, is so peremptory in its demand for large bank reserves that any bank which is careful of its credit will be especially anxious to have a good report in this particular.

Thirdly, there is a further reason for ample reserves in the fact that the banks throughout the country are looking forward with some anxiety, not unmixed with a wholesome fear, to the approach of specie payments. It has been affirmed that the national banks are hostile to resumption. So far as we have observed, this charge is without confirmation. The fact is that many of the chief authorities among our banking community are firm advocates of a sound monetary policy, and the whole of our banking system is being conducted with a view to the early resumption of specie payments. Of this conservative policy, one of the essential conditions is the holding of an ample cash reserve by all our banks.

There is, however, another tendency which also begins to show itself at this season in our banking community. Money is generally so easy, and the rates of interest rule so low, that a great number of bad loans are apt to be carelessly and mischievously made. "During the months of July and August," it has been said, "more bad business is done by our banks than during any other two months of the year." It was even affirmed that most of the loans which crippled some of our banks in the crisis of 1873 were made in the months of July and August of that year. If this be true, it is full of suggestive instruction for us at present. Our banks, if strong in reserve, must not be tempted to weaken themselves at this critical period of the year; and the Comptroller, it is hoped, will use the whole of the means which the law puts at his command for preventing or detecting mischievous expansion. The next two or three months should be the busiest part of the year for his inspection and bank examination. There is in some quarters an expectation of a revival of business in the fall. If it should be realized, one condition for its full development will be absent, except the position of the banks be now kept strong.

THE SILVER PANIC AND ITS CAUSES.

One of the most timely and instructive documents which has been prepared on the silver question is the report of Mr. Goschen's Committee, appointed by the British House of Commons to inquire why the price of silver has fallen, and what effect the fall has produced upon the exchanges with India. Although the report of the Committee has not been officially published, portions of the evidence it has collected have transpired from time to time, and we have before us the conclusion of the report, containing the inferences deduced by the Committee from the testimony of bankers and numerous other men of experience who were summoned before them.

It is premature to express any very definite opinion as to the manner in which the Committee have fulfilled their task, but it does appear to us that some important departments of the inquiry entrusted to them have been insufficiently explored. We refer especially to the exchanges with British India. A suggestion of much importance was made by one of the witnesses, Mr. Walter Bagehot. He expressed the opinion that a comparatively slight depreciation of silver in India would so stimulate the productive powers of its 180 millions of people that the exports from that country would be increased, and the consequent demand for silver in India would be indefinitely enlarged. The *London Times* disputes this opinion and pronounces it

chimerical. It is, however, of sufficient importance to justify the Committee in giving much more prominence to it than they have deemed necessary. As we shall presently see, the prospective demand for silver in India and in other Oriental markets, is one of the vital questions of the silver problem. Of course, if India is to import silver she must export something to pay for it, and the inquiry which Mr. Bagehot started, might, one would have thought, have suggested to the Committee the propriety of inquiring into the evidence whether a development of the productive forces of India is probable; and, if so, in what directions its earliest and most notable growth might be looked for.

Turning now to the report of the Committee, we find that they trace the fall of silver to two chief causes, the decline of the effective demand and the augmented pressure of the supply on the market. As to the first point, the demand for silver has fallen off from various circumstances, some of which are temporary. Several Continental countries are now using paper money instead of silver coin; hence one of the sources of demand for silver bullion has been stopped. London has for some years past been the great centre of the commerce in silver, and she has been more and more embarrassed by the load of silver bullion she has had to carry in consequence of the gradual cessation of the purchases of various countries for coinage.

There was, however, till lately an unwavering belief that the East would absorb any amount of silver which might be sent there. Adam Smith mentions this belief, which was as current in his day as it has been ever since. The British exports of silver to India used to average 10 or 12 millions sterling every year. But since the construction of the costly railroad system of India, the remittances have been less and less made in silver. In the years 1868-72 England sent to India an average of £10,000,000 in silver and of £7,400,000 in bills. In 1872-6 the average was £4,100,000 in silver and £12,000,000 in bills. Furthermore, it is said that the proportion of silver shows a tendency still to decrease. This decrease, past and prospective, offers an important field of inquiry. So far as it has resulted from the construction of railroads and other public works in India, it is, as we said, likely to be temporary; for, as the railroad system of India is now nearly complete, there will be less iron imported there, and less of other materials for the construction of public works, so that more silver will be taken by India in the ordinary course of its exchanges. Moreover, India has a large trade with China, rendering necessary an export of silver to the amount of nearly 20 millions of dollars a year. Should Mr. Bagehot's principle prove true, the commerce of these Oriental nations, both with each other and with the rest of the world, will receive a notable enlargement.

In the second place, the Committee give a very elaborate and full account of the enormous increase in the supply of silver pressing on the London market. This pressure of the supply, like that of the demand, arises from causes, some of which are temporary. The chief of these temporary causes of depression is the sale by Germany of its discarded silver coin, of which it is estimated that a further sum will be sold of from 40 to 100 millions of dollars. Austria and the Scandinavian Kingdoms have also sold some \$50,000,000 worth of silver during the last four or five years, but have now no more to dispose of. Italy also has lost, since 1865, \$85,000,000 of silver, and would have to enter the market as a purchaser of that sum of gold or silver if she were to carry out her projects recently agitated for resumption.

Among the more permanent sources of supply in the silver market, the Committee mention that the total production of silver has risen to more than \$70,000,000, from an average of about \$40,000,000 to \$45,000,000 in 1860. Of this amount the United States produce more than one-half, and it is a question whether Mexico, South America and other countries can sustain their past yield of silver, should the price continue depressed. It is thus demonstrated that there is even in these more permanent causes of the augmented supply of silver a considerable degree of uncertainty. Again, with regard to the future demand for silver in India and the East, it depends on a multitude of circumstances, concerning which we are left to conjecture and have little trustworthy information. In another column will be found the concluding paragraphs of the report, giving a summary of the facts in evidence before the Committee.

Imperfect as it is, this report is capable of rendering much service in the discussions about silver which are now agitating the whole of the commercial world, and have been carried on with more or less vigor for a quarter of a century. When the gold discoveries of 1848 were announced, many economists thought with Bastiat and Chevalier that gold would suddenly depreciate, and would become so unfit for coin, that we might be driven to the exclusive use of silver money. Experience showed that the increase of the gold supply poured new life into the veins of commercial industry, and thus enriched the nations of Christendom, instead of embarrassing and impoverishing them. Gold did, indeed, depreciate, but so slowly, and to such a slight annual degree, that its effects were scarcely perceptible. At the end of this downward turn in gold, followed a movement of appreciation, which is believed to be quite active, though it has only recently begun. As a consequence partly of the appreciation in gold and partly of the causes we have discussed above, the price of silver fell rapidly, and a speculative impulse being given to the market, a panic in silver was the natural result. Such vast amounts of capital are now embarked in the silver speculation in London and elsewhere, that it is quite impossible to foresee the probable movements of the early future. What is important for us to remember is, that the fall in silver, so far as it is due to the panic and to speculative combinations by the bears, is liable to be followed by an upward re-action, which has, indeed, already begun. Another point suggested by the facts before us is that the incertitude of the situation is so great as to impose the obligation upon us to follow the example of France and of other countries, and to avoid for the present all further legislation on the silver question.

RIVER AND HARBOR APPROPRIATIONS.

If we could spare the space we should like to make some literal extracts from the discussion in the House and Senate on the River and Harbor bill, because they exhibit so clearly the drift and nature of this class of public expenditures, and are, therefore, very instructive. The bill reached the stage of discussion after the usual process by which one member is understood by another as saying: "If you help me, I will help you, and if you get in my way, I will get in yours;" the gist of which system is that ninety-nine men vote in favor of an appropriation for something they neither know nor care about, to induce the hundredth man (whose pet it is,) to vote in succession for each of *their* pet projects. Mr.

Anthony thought the Senate should be ashamed over the niggardly treatment of Rhode Island; Mr. Frelinghuysen said that deepening the Shrewsbury river would greatly accommodate many vessels; Mr. Maxey said New York is getting all the money, and urged that the division should be "fair" as well as "liberal;" and there was scarcely a stream or a lake landing which lacked a voice to plead for it. Mr. Morton was strictly correct—only that he need not have confined the remark to the present Congress—when he said that members of Congress, of both parties, are unwilling to contract expenditures to be made in their localities, but are quite ready to cut down those to be made directly from Washington and all over the country.

As it came from the House, the bill aggregated \$5,872,850, which is not unusually large, and is much less than the estimate, \$14,000,000. Last year, the expenditures for this purpose were \$6,380,811; in 1874, \$5,511,345; in 1873, \$6,321,880; in 1872, \$5,401,493; in 1870, \$3,668,060. The growth is not excessive of late years, but the disposition to increase is constant, and the great trouble is that there is no fixed stopping-place; for the rivers and harbors to be dug out and widened are simply innumerable. When Mr. Conkling, in defending New York, said that the harbor of Buffalo and the works in the East River and the Hudson have absorbed nearly one-half of the \$7,000,000 expended in the State during fifty years, but that it is impossible to draw from that fact an argument in favor of deepening some creek to obtain twenty inches of water, he was clearly right; and yet the argument, good or bad, is certain to be made. For if Vermont gets money to deepen her creek, it is impossible to deny it to Michigan, for the like purpose; why make fish of one and fowl of another?

The root of the evil is in the undeniable fact that each Congressman considers himself charged with the duty of securing expenditures of public money in his own State or district; and so far has this thing gone that many members of the House are judged by their constituents very much according to the amounts they secure. Of course, the same local pride, and belief in possible growth to be had on certain conditions, which has led to the issue largely of local bonds for railroads, is delighted with the idea of getting money from the whole country to build up home interests; the public work brings in laborers, who expend their wages and help local trade; the laborers themselves are bound closely to the honorable member as the friend of the workingman, and they have votes; and as everybody realizes that getting money is one of the tasks which prove strength, the member who has "secured" a large sum is proven to be an able man, and has the sure key to popularity with the majority. It is noteworthy that the argument is ready for any change in circumstances. For in times of prosperity we are told that it is a very petty business for a great nation to haggle over a few thousands for the improvement in question; and in a time of depression we are asked to consider the condition of the poor, who need the employment which the asked-for appropriation will give them. This specious talk is carried so far that orators and newspapers have repeatedly declared, within the last three years, that it is the duty of the government to give work to all the unemployed, on public improvements, using the legal tenders on hand for that purpose, and borrowing, if need be, or even printing, more notes.

It is unnecessary to show that money has not been, and is not likely to be, expended very wisely under a system which naturally excludes wisdom; money pro-

enured because others furnish it and others are procuring it, and procured for the simple and express purpose of being expended, is likely to be rather worse handled than that used in the routine business of government. The system is an outgrowth of the narrow and vicious idea about the nature of government which has gradually obtained: that it is something to be divided up in shares, and the community which gets the largest share is the happiest. Mr. Conkling's reply to Mr. Maxey that New York furnishes the bulk of the public revenue, while pertinent to the comparison of "claims," was but another way of saying that the whole country owns and uses New York water-ways. But the question, whether a particular harbor or river belongs to the whole, in this sense, is forgotten in the scrambles of Congressmen for something to divide among their constituents; and hence Texas is jealous of New York, and Michigan of Pennsylvania. The retention of useless navy-yards and the making of unnatural harbors are to be attributed to the desire for local benefit at the public cost; in fact, we have little doubt that if there were a State which had neither river nor harbor, its representatives in Congress would want something to be done for it, in order that it might get its "share" with the rest.

Now, it is not quite such a bald truism as it sounds, to say that if retrenchment is to be made anywhere, it must be begun somewhere. There is not a man, even among the contractors, who is not in favor of retrenchment; every head of a department recommends it, and it is the stock subject of the oratorical Congressman. But every department head is quick to prove that retrenchment is impossible in *his* control, without great injury, and every Congressman has good reasons why the pruning-knife should be put in just outside of the very trifling matter he has in charge; everything wants something else to bear the clipping. But the fact is that economy is really to be effected, not more by cutting down salaries and amounts, than by lopping off the systems and methods which demand those amounts; it is not more to expend smaller sums than to have fewer men and fewer things to be done. As to river and harbor management, the change needed is quite radical. Mr. Edmunds comprehended it when he proposed to dispose of the subject by appropriating \$4,000,000, to be expended under direction of the Secretary of War, citing as a precedent the act of April 10, 1809, which placed \$2,000,000 in his hands for that purpose. Mr. Conkling also showed his appreciation of the subject when he proposed that a specific budget should be submitted annually by sworn officers selected for the duty. This system would take the subject out of the hands of Congress as far as it can be while remaining a subject of legislation; and yet there would be abundant room for abuses even then. The subject needs thorough discussion, and, as a result, it is to be hoped that some plan may be devised and adopted, under which this petty scrambling for public money among the different Congressional election districts may come to an end.

OTTAWA OSWEGO & FOX RIVER VALLEY.—In conformity to the provisions of a traffic contract with the Chicago Burlington & Quincy Railroad, the mortgage trustees of the latter company give notice that the sum of \$242,496 has become applicable to the purchase of the O. O. & F. R. V. R.R. as mortgage bonds. Sealed proposals of holders are invited till the first day of August. John N. Denison, Assistant Treasurer, Boston.

PEKIN LINCOLN & DECATUR.—The Pekin Lincoln & Decatur Railroad, sold under foreclosure, June 10, to Alex. White, A. B. Bayliss, John T. Martin, and others of the first mortgage bondholders, has been reorganized by local stockholders, who have filed a certificate of organization at Springfield, Ill., under the name of the Pekin Lincoln & Decatur Railway, capital \$1,500,000, the incorporators being C. R. Cummings, R. B. Latham, George D. Bowen, John B. Cohen, D. T. Littler, and H. S. Green.

Latest Monetary and Commercial English News

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

EXCHANGE AT LONDON— JULY 14.			EXCHANGE ON LONDON.		
ON—	TIME.	RATE.	LATEST DATE.	TIME.	RATE.
Amsterdam...	3 months.	12 2½ @ 12 3¼	....	short.	12 13
Antwerp.....	"	25 4½ @ 25 4¾	....	"	25 32
Hamburg.....	"	20 70 @ 20 74	....	3 mos.	20 43
Paris.....	short.	25 27½ @ 25 37½	....	short.	25 23½
Paris.....	3 months.	25 42½ @ 25 47½	....	....	....
Vienna.....	"	12 85 @ 12 95	....	....	....
Berlin.....	"	20 70 @ 20 74	....	short.	20 50
Frankfort.....	"	20 69 @ 20 74	....	"	20 50
St. Petersburg	"	20 4 @ 20 4½	July 10.	3 mos.	31½
Cadiz.....	"	40½ @ 40½	....	....	....
Lisbon.....	90 days.	51½ @ 51½	....	....	....
Milan.....	3 months.	27 77½ @ 27 82½	....	....	....
Genoa.....	"	27 77½ @ 27 82½	....	....	....
Naples.....	"	27 77½ @ 27 82½	....	....	....
Madrid.....	"	47½ @ 47½	July 12.	short.	43 50
New York.....	....	....	July 14.	60 days.	4 59
Rio de Janeiro	....	....	July 8.	90 days.	25½ @ 25½
Bahia.....	....	....	....	....	....
Buenos Ayres..	....	....	....	....	....
Valparaiso.....	....	....	May 17.	90 days.	41½ @ 41½
Pernambuco.....	....	....	....	....	....
Montevideo.....	....	....	May 9.	90 days.	50½ @ 50½
Bombay.....	30 days.	1s. 6½d.	July 13.	6 mos.	1s. 6 13-16d.
Calcutta.....	"	1s. 6½d.	July 12.	"	1s. 6½d.
Hong Kong.....	"	"	May 15.	"	3s 10½d @ 3s 10½d
Shanghai.....	"	"	June 24.	"	2s. 2d.
Singapore.....	"	"	June 7.	"	2s. 11½d @ 2s.
Alexandria.....	"	"	July 5.	3 mos.	9½

[From our own correspondent.]

LONDON, Saturday, July 15, 1876.

The weather during the past week has been brilliant, and the crops of cereal produce have made rapid progress towards maturity. It is not expected that the work of harvesting will be commenced before the first week in August, which will be somewhat later than usual; but as the harvesting of wheat and rye is proceeding north of Paris, it can scarcely be long before operations are inaugurated here. With weather such as we are enjoying at the present time the crops will make speedy progress towards maturity, and it is even possible that, in early districts, some wheat will have been cut before the month has elapsed. I have previously mentioned that the yield of wheat in this country cannot be abundant. In the first place, the low prices which were current last season induced farmers to devote their attention to the production of other crops, and especially of roots and feeding-stuffs, and, consequently, the quantity of land under wheat cultivation shows no increase over the diminished acreage of the previous year. Owing to the heavy rains of last autumn and winter, the seed was, in many localities, sown under adverse conditions, while, in some districts, farmers were unable to finish sowing their wheat, and were compelled to relinquish that operation in favor of spring corn or roots. The season has been one favorable to the light-land, and decidedly adverse to the heavy-land, farmers. On clay soils the wheat is thin in plant, and the crop will be light; but on light soils there is every promise of an abundant yield of produce. The crop will, nevertheless, be decidedly superior to that of last year, for, unless the weather should become adverse, the quality will be good, and, from some districts, fine. Under any circumstances, however, we shall require a large supply of foreign produce, and an amount, probably, not much short of the importation during the season now approaching its termination. There is reason to believe that we shall be able to obtain that supply at about the prices now current, as the crops on the Continent are making satisfactory progress, and there is likely, in consequence, to be a continuance of the present freedom from competition. The quantity of wheat now estimated to be afloat is about 1,400,000 quarters, being about the same as at this period last year. The stocks here, although less than at this period last year, are ample, so that there appears to be no doubt of the fact that the present season will terminate without the slightest scarcity being apparent. There is, however, very little English wheat in the country, and the deliveries of home-grown produce are now small. Last week they amounted, in the 150 principal markets of England and Wales, to only 21,780 quarters against 28,464 quarters last year, the average price being 48s. 6d., against 44s. 4d. per quarter.

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 previous three years:

	IMPORTS.			
	1875-6.	1874-5.	1873-4.	1872-3.
Wheat.....	cwt. 45,802,929	34,898,144	26,529,167	39,281,823
Barley.....	7,647,969	12,047,369	8,645,674	12,287,689
Oats.....	9,709,462	8,658,662	9,356,661	10,216,653

	1875-6.	1874-5.	1873-4.	1872-3.
Peas	1,308,953	1,641,509	1,142,638	1,297,629
Beans	3,382,149	2,512,121	3,851,655	2,210,079
Indian Corn	24,162,236	14,018,129	15,138,517	18,126,291
Flour	5,422,498	5,769,610	5,770,072	5,951,687

	1875-6.	1874-5.	1873-4.	1872-3.
Wheat	826,113	109,125	2,348,578	600,905
Barley	23,257	186,835	233,105	19,809
Oats	346,911	72,575	117,418	18,411
Peas	38,334	15,237	10,995	7,120
Beans	9,107	2,447	2,513	2,539
Indian Corn	47,580	46,033	127,288	39,695
Flour	25,856	54,534	216,986	25,369

The return for the week ending July 8, shows, as already stated, that in the 150 principal markets, the sales of English wheat amounted to only 21,730 quarters, against 28,424 quarters last year. In the whole Kingdom, it is estimated that they were 87,120 quarters, against 113,860 quarters in 1875. Since harvest, the sales in the 150 principal markets have been 1,943,647 quarters, against 2,562,774 quarters; and in the whole Kingdom 7,774,600 quarters, against 10,251,100 quarters in the corresponding period of last season. The deficiency amounts, therefore, to 2,476,500 quarters. It is estimated that the following quantities of wheat and flour have been placed upon the British markets since harvest:

	1875-6.	1874-5.	1873-4.	1872-3.
Imports of wheat since harvest.....	45,802,239	81,893,141	36,510,107	39,283,829
Imports of flour since harvest.....	5,422,498	5,769,610	5,770,072	5,951,687
Sales of English produce.....	34,938,001	46,130,000	39,418,000	36,331,000
Total.....	85,211,437	86,737,751	61,727,179	84,636,516
Deduct exports of wheat and flour.....	532,011	233,649	2,465,324	625,074
Result.....	85,359,403	86,481,101	79,261,855	84,000,542
Average price of English wheat for the season.....	47s. 6d.	41s. 7d.	63s. 1d.	58s. 1d.

There still seems to be a general desire amongst manufacturers to work short time, and it is very probable that in the cotton trade an early announcement will be made closing all establishments on Friday night and not resuming work until Monday. A reduction in the operatives' wages, amounting to ten per cent, is also spoken of. At Crewe, where the large engine-manufacturing works of the London & Northwestern Railway Company are situated, resort is also being made to short time. The goods' traffic of our principal railway companies has fallen off so materially of late, and the demand for rolling-stock has, in consequence, become so greatly diminished, that the railway companies find they possess a super-abundant supply, and have now but little to do, except to attend to the work of repairs. Excessive caution, in fact, continues to pervade every department of business, and no improvement is possible until the return of autumn at the least, and even then there is not much probability of any great activity. Many classes of goods, in the absence of any great power on the part of the general public to purchase liberally, are now quite cheap. Heavy losses sustained in foreign loans and public companies have obviously diminished the spending power of the community, and it is obvious that some time must elapse before the position of those who have lost can be restored. There appears to be no speculation of any importance in any department of trade, and it is more than probable that business will remain in a quiet state as long as so many political uncertainties exist.

The wool sales are still in progress. Sellers report that a firm tone now prevails, but it appears that prices are from 15 to 30 per cent below those current at the corresponding sales of last year.

A case of considerable importance has been decided this week. It is that of Twycross and Grant and others, and has arisen in connection with the Lisbon Steam Tramways Company, limited. It appears that Mr Twycross purchased certain shares in the Lisbon Steam Tramways Company, limited, and he contended that had he known of two contracts which were in existence, but which were not published with the prospectus, he would not have purchased those shares. The contention was that the prospectus was a fraudulent one, and that the money should be returned. The case has occupied about a week in all, and has excited considerable interest. Mr. Grant defended his own case, and made an able speech extending over two days, but the jury returned a verdict in favor of the plaintiff for £700; but the presiding judge respited judgment, and said that the plaintiff must move to enter judgment on the findings on Monday week. The other defendants were Messrs. Clark and Punched, the contractors. The plaintiff in this case having been successful, it is stated that 89 more claims will be made.

The demand for money during the week has been very moderate, and with a good supply seeking employment, the rates of discount have remained easy. In the open market the best bills are taken at $1\frac{1}{2}$ per cent., and the Bank rate remains at 2 per cent. The Bank return published this week is favorable, and the proportion of reserve to liabilities now amounts to rather

more than 54 per cent. The supply of bullion held by the establishment is nearly £31,000,000; and the reserve of notes and coin is £17,704,436. These figures show a considerable increase over previous years. It is probable that both the reserve and the supply of bullion will be considerably augmented during the next few weeks. The prices of money are as follows:

	Per cent.	Open-market rates:	Per cent.
Bank rate.....	2	4 months' bank bills.....	1 $\frac{1}{2}$ to 1 $\frac{3}{4}$
Open-market rates:		6 months' bank bills.....	1 $\frac{1}{2}$ to 1 $\frac{3}{4}$
30 and 60 days' bills.....	1 $\frac{1}{4}$	4 and 6 months' trade bills.....	2 to 2 $\frac{1}{4}$
3 months' bills.....	1 $\frac{1}{4}$		

The rates of interest allowed by the Joint stock banks and discount houses for deposits, remain as follows:

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

Owing to the low value of money, the directors of the Union Bank of London have resolved that when the Bank of England minimum is under 3 per cent, the interest to be allowed on minimum monthly balances of current accounts not drawn, below £500 during the half-year, shall be at the rate of 1 per cent below the Bank of England rate, the existing conditions as to interest on current accounts in all other respects remaining unaltered.

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.....	26,612,642	26,557,891	27,602,745	28,821,830	28,511,692
Public deposits.....	5,740,777	5,734,935	3,528,205	4,019,820	4,810,880
Other deposits.....	21,489,700	18,611,878	19,999,496	20,018,244	27,635,128
Government securities.....	13,385,648	13,218,154	14,225,691	15,071,418	15,399,705
Other securities.....	20,780,687	18,241,179	17,024,322	19,165,994	17,493,331
Reserve of notes and coin.....	11,408,198	11,309,640	10,833,624	14,150,000	17,704,436
Coin and bullion in both departments.....	22,603,443	22,411,800	23,017,779	27,605,005	3,007,648
Bank rate.....	3 $\frac{1}{4}$ p. c.	4 $\frac{1}{4}$ p. c.	2 $\frac{1}{4}$ p. c.	3 p. c.	2 p. c.
Consols.....	92 $\frac{1}{2}$	92 $\frac{1}{2}$	92 $\frac{1}{2}$	94 $\frac{1}{2}$	94 $\frac{1}{2}$
English wheat.....	48s. 4d.	59s. 5d.	60s. 9d.	44s. 4d.	48s. 6d.
Middling Upland cotton.....	10d.	8 $\frac{1}{2}$ d.	8 13-16d.	7 $\frac{1}{2}$ d.	5 $\frac{1}{2}$ d.
No. 40 mule twist fair 2d quality.....	1s. 3 d.	1s. 1 $\frac{1}{2}$ d.	1s. 2d.	11 $\frac{1}{2}$ d.	10 $\frac{1}{2}$ d.
Clearing House return.....	135,891,000	133,613,000	111,837,000	101,519,000	88,855,000

The joint-stock banking companies' dividends, recently declared show some improvement over those of the corresponding period of last year. This was to be expected, as in the corresponding period of 1875 some heavy losses were sustained by the serious failures which took place. Restricted trade and a small demand for accommodation have diminished the gross profits of several banks; but, on the other hand, there have been fewer losses, owing to the caution with which the banks have conducted their business of late. The net result is, therefore, more satisfactory on the whole.

A meeting of the Standing Committee of the North of England Iron Trade Arbitration Board was held on Wednesday, when the report of the accountant (Mr. Waterhouse) as to the results of his examination of the employers' books for the last quarter was presented. The average net selling price per ton of manufactured iron, including rails, plates, bars, and angles, was £7 6s. The manufacture of rails declined during the quarter by between 9,000 and 10,000 tons, the total made being under 29,000 tons. Of the whole finished iron production, rails formed only about 27 per cent, instead of 54 in a normal state of trade. Taking all classes of manufactured iron, there was a total reduction of 7s 4d. per ton; but, owing to a less production of rails, which are of a cheaper class of iron, and an increase of plates, the latter being higher priced, there is only a reduction of 6d. per ton on the total average. These returns are made to regulate wages by the selling prices of iron; but as no notice has been given by either masters or men, no change can take place before October.

The Scottish American Investment Company, limited, have announced that they are prepared to receive subscriptions to an issue of \$1,000,000 7 per cent first consolidated mortgage bonds of \$1,000 each of the Albany & Susquehanna Railroad Company, the principal and interest being guaranteed by the Delaware & Hudson Canal Company. The price of issue, including accrued interest from April 1, is to be £205 per £200, £20 being payable on application, and £185 on August 15. The prospectus states that the above bonds bear the absolute guarantee of the Delaware & Hudson Canal Company for payment of the principal and interest in currency, and are secured by a mortgage, under which the total issue is restricted to \$10,000,000. The Albany & Susquehanna Railroad is 142 miles in length, and runs through the

centre of the State of New York, from Binghamton to Albany, the capital of the State.

The Delaware & Hudson Canal Company have a capital stock of \$20,000,000, and a total funded debt of \$15,116,000. The estimated value of the company's assets on Dec. 31, 1875, was \$37,888,593, and the total net earning for 1875, after deducting expenses and taxes, amounted to \$3,452,196.

The ordinary stock of the Albany & Susquehanna Railroad Company amounts to \$3,500,000 (on which dividends of 7 per cent, to be increased hereafter to 9 per cent, are guaranteed by the Delaware & Hudson Canal Company).

It is stated that, owing to the slackness of trade, four ships of the Cunard Company are now in the Clyde, for sale.

The stock markets have been pretty strong during the week, notwithstanding the paucity of business, and the improvement has in some securities been considerable. Foreign government stocks have been chiefly swayed by the movements on the Paris and other Continental Bourses, while the main influence operating on the British railway market has been the character of the dividends announced. Of these, the Manchester Sheffield & Lincolnshire at the rate of $\frac{1}{2}$ per cent, as against 1 per cent last year, has been the most favorably received, it being—unlike the Metropolitan London & Brighton and South Eastern, which complete the list as yet made known—almost wholly dependent upon the condition of trade. A prominent feature has been the buoyancy of consols, which have to-day, together with other leading securities, been largely affected by the observations of Lord Derby in reply to a large and influential deputation urging a policy of non-intervention on the part of the British Government in the Eastern question.

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

	Redm.	July 6.	July 15.
Consols.....	93 $\frac{1}{2}$ @ 93 $\frac{1}{2}$	91 $\frac{1}{2}$ @ 95 $\frac{1}{2}$	
United States.....	1881	108 $\frac{1}{2}$ @ 109 $\frac{1}{2}$	109 @ 110
Do 5-20s.....	1885	105 @ 106	105 $\frac{1}{2}$ @ 106 $\frac{1}{2}$
Do 5-20s.....	1885	105 @ 107	105 @ 107
U. S. 1887, \$371,346,350 iss. to Feb. 27, '69, 6s.....	1887	108 @ 108 $\frac{1}{2}$	108 $\frac{1}{2}$ @ 109 $\frac{1}{2}$
Do funded, 5s.....	1881	106 $\frac{1}{2}$ @ 107 $\frac{1}{2}$	106 $\frac{1}{2}$ @ 108 $\frac{1}{2}$
Do 10-40s, 5s.....	1904	107 @ 108	108 @ 109
Louisiana Levee, 8s.....	1875	35 @ 45	35 @ 45
Do 6s.....	1888	35 @ 45	35 @ 45
Massachusetts 5s.....	1888	104 @ 106	105 @ 107
Do 6s.....	1894	101 @ 106	104 @ 106
Do 5s.....	1900	103 @ 105	103 @ 105
Do 5s.....	1889	103 @ 103	103 @ 105
Do 5s.....	1891	103 @ 103	103 @ 105
Do 5s.....	1891	103 @ 103	103 @ 105
Do 5s.....	1875	103 @ 103	103 @ 105
Do 5s.....	1895	103 @ 103	103 @ 105
Virginia stock 8s.....			
Do 6s.....	20 @ 80	20 @ 80	
Do New funded 6s.....	1905	59 @ 61	59 @ 61

AMERICAN DOLLAR BONDS AND SHARES.

Atlantic & Great Western 1st M., \$1,000, 7s.....	1902	22 @ 21	22 @ 24
Do 2d mort., \$1,000, 7s.....	1902	9 @ 11	8 @ 10
Do 3d mort., \$1,000, 7s.....	1902	4 @ 5	4 @ 5
Do 1st mort. Trustees' certificates.....		20 @ 25	20 @ 25
Do 2d do do.....		9 @ 11	8 @ 10
Do 3d do do.....		4 @ 5	4 @ 5
Atlantic Mississippi & Ohio, Con. mort., 7s.....	1905	23 @ 32	28 @ 32
do Committee of Bondholders' cts.....		23 @ 32	28 @ 32
Baltimore & Potomac (Main Line) 1st mort. 6s.....	1911	92 @ 91	92 @ 94
do (Tunnel) 1st mortgage, 6s.....			
(guar. by Pennsylvania & No. Cent. Railway).....	1911	90 @ 92	90 @ 92
Central of New Jersey, cons. mort., 7s.....	1899	95 $\frac{1}{2}$ @ 94 $\frac{1}{2}$	91 @ 93
Central Pacific of California, 1st mort., 6s.....	1896	97 @ 98	97 $\frac{1}{2}$ @ 98 $\frac{1}{2}$
Do Calif. & Oregon Div. 1st mort. gld. bds. 6s.....	1892	88 @ 90	90 @ 91
Do Land grant bonds.....	1890	86 @ 88	88 @ 90
Detroit & Milwaukee 1st mortgage, 7s.....	1875	35 @ 45	35 @ 45
Do 2d mortgage, 6s.....	1875	35 @ 45	35 @ 45
Erie \$100 shares.....		12 $\frac{1}{2}$ @ 13 $\frac{1}{2}$	13 @ 13 $\frac{1}{2}$
Do preference, 7s.....		17 @ 19	18 @ 20
Do convertible gold bonds, 7s.....	1904	33 @ 35	33 @ 35
Galveston & Harrisburg, 1st mortgage, 6s.....	1911	60 @ 65	65 @ 67
Illinois Central, \$100 shares.....		57 @ 58	58 @ 57
Lehigh Valley, consolidated mortgage, 6s.....	1923	93 $\frac{1}{2}$ @ 91 $\frac{1}{2}$	91 $\frac{1}{2}$ @ 92 $\frac{1}{2}$
Marietta & Cincinnati Railway, 7s.....	1891	100 @ 101	100 @ 102
Masonri Kansas & Texas, 1st mort., guar. gold bonds, English, 7s.....	1904	56 @ 58	55 @ 58
New York Boston & Montreal, 7s.....	1903		
New York Central & Hudson River mortg. bonds 7s.....		110 @ 111	111 @ 112
New York Central \$100 shares.....		97 @ 98	97 @ 98
Oregon & California, 1st mort., 7s.....	1890	25 @ 27	25 @ 27
do Frankfort Comm'te Receipts, x coup.....		24 @ 26	24 @ 26
Pennsylvania, \$50 shares.....		47 $\frac{1}{2}$ @ 48 $\frac{1}{2}$	47 $\frac{1}{2}$ @ 48 $\frac{1}{2}$
Do 1st mort., 6s.....	1880	92 @ 94	92 @ 94
Do consol. sluk'g fund mort. 6s.....	1905	93 @ 91	91 @ 92
Philadelphia & Reading \$50 shares.....		39 $\frac{1}{2}$ @ 40 $\frac{1}{2}$	39 $\frac{1}{2}$ @ 40 $\frac{1}{2}$
Pittsburgh Port Wayne & Chicago equipment bonds (guar. by Pennsylvania R. R. Co.), 8s.....		100 @ 102	102 @ 101
Union Pacific Land Grant 1st mort., 7s.....	1889	92 @ 94	92 @ 91
Union Pacific Railway, 1st mortgage, 6s.....	1893	93 @ 95	93 @ 95

AMERICAN STERLING BONDS.

Allegheny Valley, guar. by Penn. R'y Co.....	1910	95 $\frac{1}{2}$ @ 96 $\frac{1}{2}$	97 $\frac{1}{2}$ @ 98 $\frac{1}{2}$
Atlantic & Gt. Western consol. mort., Blachoff, certa. (n), 7s.....			
Atlantic & Gt. W., leased lines rental trust, 7s.....	1892	34 @ 35	34 @ 42
Do do do.....	1873, 7s.....	10 @ 15	15 @ 20
Do do do.....		35 @ 40	35 @ 40
Do do do.....		35 @ 41	35 @ 41
Baltimore & Ohio, 6s.....	1895	111 $\frac{1}{2}$ @ 112 $\frac{1}{2}$	113 @ 114
Do 6s.....	1902	111 $\frac{1}{2}$ @ 112 $\frac{1}{2}$	113 @ 114
Do 6s.....	1910	111 @ 113	113 @ 115
Cairo & Vincennes, 7s.....	1909	85 @ 40	35 @ 40
Chicago & Alton sterling consol. mort., 8s.....	1903	106 $\frac{1}{2}$ @ 107 $\frac{1}{2}$	107 @ 108
Chicago & Paducah 1st mort. gold bonds, 7s.....	1902	60 @ 65	60 @ 65
Cleveland, C. & Ind. con. mort., 1013		91 @ 95	95 @ 95
Eastern Railway of Massachusetts, 6s.....	1893	80 @ 82	80 @ 82

	Redm.	July 8.	July 15.
Erie convertible bonds, 6s.....	1875	69 @ 73	70 @ 72
Do. cons. mort. for conv. of existing bonds, 7s.....	1923	72 @ 74	73 @ 75
Do. second mort., 7s.....	1894	32 @ 34	33 @ 35
Gilman Clinton & Springfield 1st mort. gold, 7s.....	1900	85 @ 70	65 @ 70
Illinois & St. Louis Bridge 1st mort., 7s.....	1900	93 @ 95	93 @ 95
Do do 2d mort., 7s.....		55 @ 60	55 @ 60
Illinois Central, sinking fund, 5s.....	1903	97 @ 98	98 @ 99
Do do 6s.....	1895	103 @ 110	109 @ 111
Lehigh Valley consol. mort. "A," 6s.....	1903	103 @ 101	103 $\frac{1}{2}$ @ 101 $\frac{1}{2}$
Louisville & Nashville, 6s.....	1902	85 @ 88	85 @ 88
Memphis & Ohio 1st mort., 7s.....	1901	97 @ 99	98 @ 100
Milwaukee & St. Paul, 1st mort., 7s.....	1902	92 @ 91	93 @ 95
New York & Canada R'way, guar. by the Delaware & Hudson Canal 6s.....	1904	103 @ 105	104 @ 106
N. Y. Central & Hudson Riv. mort. bonds, 6s.....	1881	111 @ 112	111 $\frac{1}{2}$ @ 112 $\frac{1}{2}$
Northern Central R'way, consol. mort., 6s.....	1904	90 @ 91	90 $\frac{1}{2}$ @ 91 $\frac{1}{2}$
Panama general mortgage, 7s.....	1897	103 @ 105	103 @ 105
Paris & Decatur.....	1892	25 @ 35	25 @ 35
Pennsylvania general mort. 6s.....	1910	107 $\frac{1}{2}$ @ 108 $\frac{1}{2}$	108 @ 109
Do consol. sink'g fund mort. 6s.....	1905	101 $\frac{1}{2}$ @ 101 $\frac{1}{2}$	102 $\frac{1}{2}$ @ 103 $\frac{1}{2}$
Perkiomen con. mort. (June '73) guar. by Phil. & Reading, 6s.....	1913	88 @ 91	88 @ 91
Phil. & Erie 1st mort. (guar. by Penn. RR.) 6s.....	1881	102 @ 104	102 @ 104
Do with option to be paid in Phil., 6s.....		102 @ 101	102 @ 104
Phil. & Erie gen. mort. (guar. by Penn. RR.) 6s.....	1920	91 $\frac{1}{2}$ @ 92 $\frac{1}{2}$	93 $\frac{1}{2}$ @ 91 $\frac{1}{2}$
Phil. & Reading general consol. mort. 6s.....	1911	104 @ 106	106 @ 108
Do imp. mort., 6s.....	1897	97 $\frac{1}{2}$ @ 98 $\frac{1}{2}$	98 $\frac{1}{2}$ @ 99 $\frac{1}{2}$
Do gen. mort., 1874, 6s.....		89 @ 90	88 $\frac{1}{2}$ @ 89 $\frac{1}{2}$
Pittsburgh & Connellsville Con. Mort. Scrip, guar. by Baltimore & Ohio RR Co., 6s.....		105 @ 101	105 @ 106
South & North Alabama bonds, 6s.....		85 @ 87	85 @ 87
St. Louis Tunnel 1st mort. (guar. by the Illinois & St. Louis Bridge Co.) 9s.....	1888	65 @ 75	65 @ 75
Union Pacific R'way, Omaha Bridge, 8s.....	1896	91 @ 93	98 @ 100
United New Jersey Railway and Canal, 6s.....	1894	111 @ 113	112 @ 114
Do do do do 8s.....	1901	111 @ 113	112 @ 114

* Ex 6 coupons, January, 1872, to July, 1874, inclusive.

The following British railway dividends have been announced up to the present date: The Metropolitan, at the rate of 4 per cent per annum for the half-year, as against $3\frac{1}{2}$ per cent for the corresponding period of 1875; the London & Brighton at the rate of $2\frac{1}{2}$ per cent, as against the same rate in 1875; the South Eastern at the rate of $3\frac{1}{2}$ per cent, as against the same rate in last year; and the Manchester Sheffield & Lincolnshire at the rate of $\frac{1}{2}$ per cent, as compared with 1 per cent in 1875.

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:

The bullion in the Bank of England, has increased £744,000 during the week.

London Money and Stock Market.—The bullion in the Bank of England has increased £744,000 during the week.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Consols for money.....	96 $\frac{1}{2}$	96 13-16	96 $\frac{1}{2}$	96 $\frac{1}{2}$	96 $\frac{1}{2}$	96 $\frac{1}{2}$
" account.....	96 $\frac{1}{2}$	96 13-16	96 $\frac{1}{2}$	96 $\frac{1}{2}$	96 $\frac{1}{2}$	96 $\frac{1}{2}$
U. S. 6s (5-20s), 1887 (old) 108 $\frac{1}{2}$	108 $\frac{1}{2}$	108 $\frac{1}{2}$	108 $\frac{1}{2}$	108 $\frac{1}{2}$	108 $\frac{1}{2}$	108 $\frac{1}{2}$
" 1887.....	109 $\frac{1}{2}$	109 $\frac{1}{2}$	109 $\frac{1}{2}$	109 $\frac{1}{2}$	109 $\frac{1}{2}$	109 $\frac{1}{2}$
U. S. 10-40s.....	108 $\frac{1}{2}$	108 $\frac{1}{2}$	108 $\frac{1}{2}$	108 $\frac{1}{2}$	108 $\frac{1}{2}$	108 $\frac{1}{2}$
New 5s.....	106 $\frac{1}{2}$	106 $\frac{1}{2}$	106 $\frac{1}{2}$	106 $\frac{1}{2}$	106 $\frac{1}{2}$	106 $\frac{1}{2}$

Tr quotations for United States new fives at Frankfurt were: U. S. new fives..... 103 103 $\frac{1}{2}$ 103 103 $\frac{1}{2}$ 103 $\frac{1}{2}$ 103 $\frac{1}{2}$

Liverpool Cotton Market.—See special report of cotton.

Liverpool Breadstuffs Market.—

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Flour (extra State).....	21 6	21 6	21 6	21 6	21 6	21 6
Wheat (No. 1 spring).....	9 0	9 0	9 0	9 0	9 0	9 2
(No. 2 spring).....	8 2	8 2	8 2	8 2	8 2	8 8
(winter).....	9 1	9 1	9 1	9 1	9 1	9 2
(Cal. white, club).....	9 4	9 4	9 4	9 4	9 4	9 6
Corn (n. w. mix.) quarter 25 3	25 3	25 3	25 3	25 3	25 3	25 6
Peas (Canadian) quarter 36 0	36 0	36 0	36 0	36 0	36 0	36 0

Liverpool Provisions Market.—

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Beef (mess) new wce.....	73 0	72 6	73 0	71 0	73 0	73 0
Pork (Wt. mess) new wce.....	85 0	85 0	85 0	85 0	85 0	85 0
Bacon (l. cl. mid. new) cwt.....	49 0	49 0	49 0	49 0	49 0	49 0
Lard (American).....	50 0	49 0	49 0	49 0	48 0	48 0
Cheese (Amer'n fine).....	47 0	46 6	46 0	46 6	47 0	47 0

Liverpool Produce Market.—

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Rosin (common).....	4 9	4 9	5 0	5 0	5 0	4 9
(pale).....	14 0	14 0	14 0	14 0	14 0	14 0
Petroleum (refined).....	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$
(spirits).....	8	8	8	8	8	8
Tallow (prime City).....	41 3	41 3	41 3	41 3	41 3	41 3
Cloveseed (Am. red.).....	50 0	50 0	50 0	50 0	50 0	50 0
Spirits turpentine.....	24 0	24 0	24 0	24 0	24 0	24 6

London Produce and Oil Markets.—

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Line of ke (obl).....	10 10	10 10	10 10	10 10	10 10	10 10
Line of ke (Calcutta).....	47 6	47 6	47 6	47 6	47 6	47 6
Sugar (No. 12 D'ch std).....	23 3	23 3	23 3	23 3	23 3	23 3
on spot, cwt.....	84 0	84 0	84 0	84 0	84 0	84 0
Sperm oil.....	34 0	34 0	34 0	34 0	34 0	34 0
Whale oil.....	23 6	23 9	23 9	23 9	23 9	23 9
Linseed oil.....	23 6	23 9	23 9	23 9	23 9	23 9

Commercial and Miscellaneous News.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports this week show an increase in dry goods and a decrease in general merchandise. The total imports amount to \$5,200,119 this week, against \$5,371,584 last week, and \$2,538,263 the previous week. The exports amount to \$4,790,941 this week, against \$5,832,961 last

week and \$7,170,896 the previous week. The exports of cotton the past week were 7,307 bales, against 8,216 bales last week. The following are the imports at New York for week ending (for dry goods) July 20, and for the week ending (for general merchandise) July 21:

FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.

	1873.	1874.	1875.	1876.
Dry goods.....	\$2,756,837	\$1,837,701	\$2,474,031	\$1,530,127
General merchandise...	4,210,839	6,582,751	4,527,420	3,663,992
Total for the week.	\$6,967,706	\$8,419,456	\$7,001,511	\$5,200,119
Previously reported....	233,178,266	330,434,477	194,039,255	164,893,341

Since Jan. 1.....\$240,115,372 \$230,175,073 \$201,100,763 \$170,095,463
In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports, for the week ending July 25:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1873.	1874.	1875.	1876.
For the week	\$5,764,323	\$6,661,788	\$7,798,286	\$4,790,941
Previously reported....	157,181,573	163,948,315	193,169,081	143,952,983

Since Jan. 1.....\$162,895,896 \$170,903,103 \$143,952,317 \$148,743,926

The following will show the exports of specie from the port of New York for the week ending July 22, 1876, and since the beginning of the year, with a comparison for the corresponding date in previous years:

July 17—Str. Scythia.....	Liverpool.....	American gold coin.	\$550,000
		Gold bars.....	70,391
		Silver bars.....	2,000
July 20—Str. Cimbrina.....	Paris.....	Gold bars.....	63,432
	London.....	Silver bars.....	12,000
		American gold coin.	6,030
July 22—Str. St. Laurent.....	Paris.....	Gold bars.....	24,974
July 22—Str. Malu.....	London.....	American gold coin.	450,000
		Gold bars.....	70,000
		Silver bars.....	75,000
July 22—Str. City of Richmond.....	Liverpool.....	American gold coin.	500,000
		Silver bars.....	125,000
		English sovereigns.	67,600

Total for the week.....\$2,620,857
Previously reported.....\$1,184,896

Total since January 1, 1876.....\$20,806,777

Same time in—	1873.	1874.	1875.	1876.
1873.....	\$57,853,134	1870.....	\$33,963,032	
1874.....	32,539,004	1869.....	21,294,741	
1875.....	37,898,608	1868.....	58,972,565	
1876.....	65,162,750	1867.....	37,266,051	
1871.....	59,937,341	1866.....	61,191,597	

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

July 17—Str. Acapulco.....	Aspinwall.....	Silver coin.....	\$6,032
		Gold coin.....	14,802
		Silver bars.....	3,900
July 17—Str. City of Richmond.....	Liverpool.....	Gold coin.....	5,853
July 17—Str. Canima.....	Bermuda.....	Silver coin.....	49
		Gold coin.....	399
July 18—Str. Etra.....	Valparaiso.....	Gold coin.....	10,250
July 21—Brig Sea Bird.....	Puerto Cabello.....	Gold coin.....	2,700
July 21—Str. Leo.....	Nassau.....	Gold coin.....	650
July 21—Str. Isaac Oliver.....	Anx Cayes.....	Silver coin.....	6,000
July 21—Str. City of Vera Cruz.....	Havana.....	Gold coin.....	58,460

Total for the week.....\$110,631
Previously reported.....2,447,403

Total since Jan. 1, 1876.....\$2,458,053

Same time in—	1873.	1874.	1875.	1876.
1873.....	\$7,887,353	1870.....	\$7,300,217	
1874.....	2,725,674	1869.....	9,567,172	
1875.....	2,869,261	1868.....	4,665,006	
1876.....	2,739,562	1867.....	1,743,560	
1871.....	3,348,306			

UNITED STATES TREASURY.—The following table presents a weekly summary of certain items in the United States Treasury statements:

	U. S. Bonds held— For Circulation.	Bank Notes For Deposits.	Bank Notes In Circula- tion.	—Bal. in Treasury— Coin.	Currency.	Coin cer- tificates outst'd.
1875.						
Oct. 16..	368,857,212	13,752,200	346,813,776	70,473,506	6,716,768	12,775,600
Oct. 23..	368,119,917	13,760,000	344,438,128	69,070,408	6,659,371	11,562,300
Oct. 30..	367,799,412	13,780,000	346,805,616			
Nov. 6..	366,858,812	13,780,000	345,799,108	72,042,514	9,261,130	16,069,900
Nov. 13..	366,150,812	13,724,500	345,032,278	71,451,572	9,862,366	17,435,400
Nov. 20..	366,150,912	13,676,500	345,160,913	71,272,045	9,570,478	19,076,300
Nov. 27..	365,829,912	13,676,500	344,753,821	72,348,160	10,713,468	19,736,500
Dec. 4..	365,631,412	13,676,500	345,166,598			
Dec. 11..	365,417,412	13,626,500	341,631,964			
Dec. 18..	364,690,112	13,626,500	343,938,278	69,208,263	9,944,141	21,447,000
1876.						
Jan. 8..	363,032,902	13,626,500	343,891,004			
Jan. 15..	362,640,032	13,626,500	344,803,311	70,897,517	8,410,028	24,621,900
Jan. 22..	362,108,062	13,626,500	343,253,577	73,200,709	8,734,867	34,459,000
Jan. 29..	331,723,962	13,626,500	343,322,344	70,972,277	8,401,162	34,512,600
Feb. 6..	361,033,462	13,621,500	342,809,036	73,420,389	11,706,760	31,694,700
Feb. 12..	360,050,162	13,621,500	342,634,501	73,286,114	12,053,005	34,865,900
Feb. 19..	358,428,650	13,621,500	341,677,911	75,051,625	10,106,381	31,766,900
Feb. 26..	356,998,650	13,671,500	340,993,074	70,814,449	8,836,457	33,994,100
March 4..	356,295,750	13,721,500	345,415,456			
March 11..	355,311,715	13,741,500	340,016,776	69,637,208	6,147,763	34,779,600
March 18..	353,781,100	13,721,500	339,646,214	70,977,410	4,762,257	35,424,000
March 25..	353,895,700	13,671,500	339,815,389	73,957,609	4,347,073	34,234,803
April 1..	352,323,950	13,606,500		73,756,794	5,965,624	
April 8..	351,505,450	13,628,000		71,134,593	4,760,923	30,934,900
April 15..	350,400,000	13,600,000	338,400,000	75,179,539	5,205,583	29,790,100
April 22..	347,800,250	13,600,000	337,495,919	76,148,711	5,252,010	28,457,600
April 29..	346,775,350	13,623,000	346,964,556			
May 6..	345,962,550	13,623,000	338,520,935	76,000,000	7,140,000	27,200,000
May 13..	345,313,650	13,623,000	335,979,803	73,171,877	10,866,878	27,932,600
May 20..	344,883,850	13,623,000	335,197,105	71,000,000	10,000,000	24,600,000
May 27..	344,623,850	13,773,000	344,813,305	66,177,983	10,221,886	24,756,700
June 3..	344,970,450	13,573,000	334,206,583			
June 10..	343,756,050	13,823,000	332,680,005			
June 17..	342,333,000	13,812,000	331,400,000	65,500,000	10,000,000	22,500,000
June 24..	341,752,750	13,823,000	333,559,505	66,900,963	10,778,613	22,967,000
July 1..	341,914,750	13,873,000				
July 8..	341,223,750	13,873,000	232,615,816			
July 15..	340,912,850	13,873,000	331,818,744	60,910,983	11,557,823	30,486,900
July 22..	340,249,850	13,735,000	331,839,109	60,976,306	11,572,526	30,125,900

GOLD AND SILVER.—PRODUCTION IN CALIFORNIA, &c.—PARLIAMENTARY COMMITTEE'S REPORT.—The California papers furnish the following: The receipts of treasure from the mines and mining districts, through Wells, Fargo & Co.'s Express, for the quarter ending June 30, aggregate \$17,600,000, against \$15,786,000 for the previous quarter. The yield for the half-year is the largest in the history of the country. For the quarter ending June 30, 1875, the receipts were \$12,131,800, against \$10,448,700 for the previous quarter, making a total of \$22,580,500 for the half-year ending June 30, 1875, against \$33,487,300 for the same time this year, as follows:

	1876.	Silver bars.	Gold bars.	Coin.
January.....	\$1,500,300	\$700,000	\$1,277,900	
February.....	2,804,600	608,400	1,681,600	
March.....	1,439,000	718,000	1,171,400	
April.....	2,600,600	734,800	1,731,900	
May.....	3,168,000	950,100	1,996,200	
June.....	2,201,100	8,6,300	2,483,000	
Totals	\$19,215,600	\$4,587,500	\$9,468,100	
In 1875.....	\$10,234,700	\$4,235,160	\$8,010,700	
In 1874.....	9,970,000	4,339,200	6,162,900	

About 40 per cent of the bullion produced from the California, Consolidated Virginia, Belcher and Ophir mines is in gold, and much of it is sent here in the form of Dore bars. When the new bonanza mills shall be put in operation, another million per month, and perhaps two millions, will be added to this result.

The shipments of treasure to the East for the past quarter amounted to \$3,916,000, against \$9,257,600 for the previous quarter. The monthly shipments this year have been as follows:

	1876.	Silver bars.	Gold bars.	Coin.
January.....	\$658,600	\$113,500	\$1,210,600	
February.....	650,000	275,800	794,500	
March.....	818,300	291,500	4,415,300	
April.....	817,000	290,500	350,000	
May.....	1,634,200	251,100	1,818,900	
June.....	705,600	481,900	2,486,900	
Totals	\$5,294,900	\$1,813,300	\$11,066,300	

Making a grand total of \$18,174,400 for the six months ending June 30, 1876.

—The following is the text of the silver bill now under discussion in the House of Representatives:

A bill (H. R. No. 3435) to utilize the product of gold and silver mines, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That coin notes of the denomination of \$50, and multiples thereof up to \$10,000, may, in the mode hereinafter provided, be paid by the several mints and assay offices at San Francisco, Carson City, Philadelphia and New York, for the net value of gold and silver bullion deposited thereat; and of the bullion thus received not less than 75 per cent in coin or fine bars shall at all times be kept on hand for redemption of the coin notes, gold for gold, and silver for silver. The gold deposited shall be computed at its coloring value, and silver at the rate of 149.5 grains standard silver to the dollar, less the lawful mint charges, and such charge for transportation from the several assay offices to the mint for coloring, and from the latter to the assistant treasurers respectively at which the coin notes shall be payable; and there shall be coined at the mint of the United States the silver dollar hereinafter mentioned.

Sec. 2. That for bullion deposited at the mints of San Francisco and Carson, the coin notes issued shall be redeemable on demand at the assistant treasury at San Francisco; and for bullion deposited at the Philadelphia mint and assay office at New York, the notes shall be redeemed at the assistant treasury at New York.

Sec. 3. That the Secretary of the Treasury shall, from time to time, cause coin and fine mint bars (stamped) to be transferred from the mint to the assistant treasuries at San Francisco and New York in such amounts as may be necessary for the redemption of the coin notes.

Sec. 4. That the coin notes issued under the provisions of this act shall be receivable without limit for all dues to the United States; and the coin mentioned in this act shall be a legal tender for all debts, public and private, not excepted to be paid in gold coin.

Sec. 5. That the gold coin notes issued under this act shall be redeemed, on presentation, in gold coin or fine bars, and silver in silver dollars or fine bars.

Sec. 6. That the coin notes authorized by this act to be issued shall be prepared under the direction of the Secretary of the Treasury, and shall be transferred to the mints and assay offices named in this act as a part of the bullion fund, and from which fund deposits shall be paid for in coin or coin notes at the option of the depositor.

Sec. 7. That the fine gold and silver bars by this act authorized to be issued shall bear the mint stamp of fineness, weight and value, and the value of the gold bars shall be computed according to their coloring rate, and the silver bars at their coloring value in dollars.

Sec. 8. That the Secretary of the Treasury shall prescribe the necessary regulations for carrying into effect the provisions of this act.

Mr. Holman's amendment is as follows:

That so much of the act entitled "An act to provide for the resumption of specie payments," approved January 14, 1875, as authorizes or requires the Secretary of the Treasury to redeem in coin on and after the 1st day of January, 1879, and to issue and sell United States bonds for that purpose, is hereby repealed.

—The report of the Committee of Parliament on the silver question is one of the most important documents on this now engrossing topic, and the following is an extract from it:

To sum up the more striking facts which have been brought before your Committee, the situation at the present moment appears to be this:

1. The total annual production of silver has risen to upward of £14,000,000, from an average of about £3,000,000 to £9,000,000 in 1860.

2. Of this amount of £14,000,000, the mines of the United States are estimated to have produced about £7,000,000, with the prospect of an increase for some years to come. On the other hand, if the price of silver should remain as low as at present, there may be some diminution in the production elsewhere.

3. Germany has still to dispose of an amount which is certainly not less than £3,000,000, with the possibility that it may exceed £20,000,000; but with the possibility on the other hand that a considerably larger sum than the estimated amount may be ultimately required for subsidiary coinage.

4. The Scandinavian Kingdoms have discontinued the use of silver; but the amounts of demonetized silver coin which they have thrown or can throw on the market are not important.

5. Austria has apparently been exchanging silver for gold, the

amount of silver held in the Imperial Bank having diminished from £10,000,000 to £6,000,000 since 1871.

6. Italy has been gradually denuded of her silver currency. Since 1865 large amounts have been exported; her forced paper currency has apparently expelled the whole of the metallic currency, of which the silver coins amounted, at the beginning of 1866, to about £17,000,000.

7. France, on the other hand, has for some years past been replenishing her stock of silver, of which, during the last four years, her imports have exceeded her exports by £33,500,000.

8. England, Russia and Spain have each been buyers to the extent of some millions.

9. Japan and China and other countries in the East have absorbed a certain amount.

10. India still takes silver, but in greatly decreased amounts.

11. The Home Government has bills to sell to the extent of £15,000,000 per annum, which debtors to India can buy in the place of remitting bullion. This total has been gradually reached, and represents an excess of more than £10,000,000, compared with 20 years ago.

12. The gross remittances of silver to India during the last four years have been £15,000,000, compared with £28,000,000 in the four previous years.

Legislatively, the position is as follows:

Germany is gradually demonetizing silver, and looks forward to its use only for subsidiary coinage.

The United States is carrying out a policy of introducing silver subsidiary coinage in the place of all fractional paper currency now afloat, and of coining full weighted silver coins, but only on a contracted scale, and only available for legal tender for a limited amount.

The members of the Latin Union and Holland have adopted an expectant attitude; but meanwhile limit, as far as possible, the coinage of silver.

No indications are given of any intention on the part of Russia and Austria to pass any laws with regard to their currency.

The actual facts which have been enumerated speak for themselves, and it will be seen at once which of them are in favor of a rise in the price of silver, and which of them tend in a contrary direction. It is important, too, that the temporary character of some of these facts, and the normal character of others, should be fully taken into account. The surplus stock of Germany will in all probability weigh heavily on the market for some time to come; still, it is a temporary circumstance. On the other hand, the United States will afford temporary relief to the market by retaining for her own coinage considerable amounts of the silver there produced. It is indeed possible, according to the evidence adduced, that the United States will retain as much silver for her new coinage operations as Germany may have to sell as the result of hers.

The case of France deserves especial attention. The replenishment of her stock of silver can scarcely be regarded as other than a temporary circumstance. During the last four years, out of a total of £76,000,000 of disposable silver, France absorbed £33,500,000. The relief thereby given to the market must have been immense. It is impossible to assume that it can be continued on the same scale. The natural inference to be drawn would be in the opposite direction.

With regard to India and the East, hitherto the largest consumers of silver, so much must depend upon the prosperity of the populations, on the abundance of the crops—in fact on their powers of production—that it is impossible to make any forecast; and, as regards actual facts, no more can be stated than that, on the one hand, they have always possessed a very large power of absorbing bullion, while, on the other, that power has been diminished by the growth of the sums annually payable by India to the Home Government.

The only facts in any calculation as to the future which are certain, and appear to be permanent, are the increased total production of silver and the effect caused by the necessity of the Indian Government to draw annually for a heavy amount. Both are adverse to the future value of silver, so far as they go; but they may be partially counterbalanced by changes in the trade with the East.

As regards Europe, much must depend upon the action taken by the governments of the various countries where the question of the currency to be adopted is still unsettled. Your committee have not considered it to be within the scope of the questions referred to them to make inquiry as to the intentions of these governments, though many references to their views will be found in the various official documents procured for the committee by the Foreign Office. Your committee on this point would simply remark that it is obvious that, if effect should be given to the policy of substituting gold for silver, wherever it is feasible, and giving gold, for the sake of its advantages in international commerce, the preference, even among populations whose habits and customs are in favor of silver, and thus displacing silver from the position (which it has always occupied) of doing the work of the currency over at least as large an area as gold, no possible limits could be assigned to the further fall in its value which would inevitably take place; but your committee are bound to refrain from giving any opinion on the expediency of such a policy or the necessity for its adoption. Z. L. W.

UNION PACIFIC.—The second drawing of one per cent of the outstanding Sinking Fund Mortgage bonds, in accordance with the provisions of the indenture between the Union Pacific Railroad Company and the Union Trust Company of New York, took place at the office of the railroad company, No. 44 Equitable Building, at noon yesterday. As provided, the drawing was conducted in the presence of the trustees, represented by Mr. E. B. Wesley, of the Union Trust Company, Mr. Elisha Atkins, Vice-

President of the Union Pacific, and Mr. James G. Harris, a notary public. The following were the numbers drawn:

11,345	11,396	337	3,242	6,469	4,478
12,668	2,116	3,396	10,733	2,181	7,880
3,133	14,167	11,725	7,746	11,327	11,019
9,005	1,036	633	6,427	2,597	9,942
3,285	13,990	4,89	11,532	13,461	12,151
5,464	7,952	4,147	15,269	8,052	13,570
4,174	15,056	11,964	6,671	12,492	8,523
285	10,191	5,835	11,440	6,357	8,259
15,457	2,621	8,716	12,249	7,355	14,638
10,593	1,832	859	11,855	6,395	13,991
10,073	5,081	14,132	12,810	13,514	5,471
411	4,252	11,011	9,705	12,157	14,014
5,169	7,725	5,142	8,465	15,478	1,983
6,241	11,040	12,391	7,094	13,258	13,846
15,133	3,697	1,530	1,953	13,354	7,104
2,922	7,397	1,254	4,977	13,865	1,568
15,555	8,406	5,475	7,728	9,581	255
7,873	7,615	4,070	10,985	10,639	10,329
3,438	5,474	9,224	9,012	9,377	12,602
9,445	9,477	6,101	115	14,769	2,420
6,590	3,493	4,692	4,579	9,633	4,733
6,873	5,113	13,983	9,459	4,037	735
3,129	8,117	4,539	12,913	2,236	996
5,472	10,264	10,158	5,359	11,392	....

The drawn bonds will be paid at once, principal and interest due September 1, without rebate.

ERIE RAILWAY.—The members of the Bond and Stockholders' Association assembled in London on the 13th instant, for the purpose of meeting Mr. Jewett. Sir E. Watkin, in a few introductory remarks, said that he was sure Mr. Jewett was not responsible for the war which had existed between some of the great lines in America, but had done all he could to bring it to an end as soon as possible. Mr. Jewett stated that the wide gauge was a great disadvantage to the company; and that another cause of expense and misfortune had been that the 400 engines now on the road in a serviceable condition were of no less than 85 different patterns. He also stated that the floating debt, including everything, was about \$1,400,000, and that there were upon the road profitless contracts amounting to \$17,000,000; also that he had paid in money out of the earnings, since June, 1875, \$1,560,000 to relieve the company from those claims.

WESTERN UNION TELEGRAPH.—Mr. Orton, President, has written at much length to the *Tribune* in regard to its comments on the recent financial statement of this company. The only new point brought out, however, is his explanation of the \$125,000 received from the I. O. T. Company, as follows:

"The Western Union Company voluntarily, with full knowledge of all the facts, surrenders, in common with other holders of preferred stock, its preference upon 5,000 shares of stock, and, according to the *Tribune*, gets in exchange \$125,000. It is precisely at this point that the misconception begins. The real consideration which the Western Union Company received was not the \$125,000, but the appreciation of 5,335 shares of common stock which the company owned. So that thereafter its proprietorship of the I. O. T. Company's stock, all of it standing alike, would be substantially the same as before the right of preference upon a part of the stock had been surrendered."

—Controller Powell, of Brooklyn, sold \$1,000,000 of Assessment and Sewer Bonds at a considerable premium. The advertisement called for bids for \$400,000 of 6 per cent, and \$600,000 of 7 per cent bonds for three years. The amount of bids was five times the amount advertised for. The 6 per cents were awarded at a premium of \$102 81 to \$103 05, and the 7 per cents at \$105 61. Mr. Geo. K. Sistare took most of the bonds and is now offering them to the public at a small advance on the prices paid for the lot.

—Mr. J. H. Wheelock, 118 Maiden Lane, N. Y., now offers for sale the Worm & Lever Cotton Compress, at a figure below that of any other press. This press, it is claimed, can be run with one-third of the fuel required by other presses; it takes up only one-half the space; has equal speed and power to any, and is the only machine made that the steam-power can be applied without being built with the press.

—The German Savings Bank of Little Rock, Arkansas, having been in business about fourteen months, has just increased its paid-up capital to \$75,000, and has a surplus fund of \$9,625. In future no cash dividends will be declared until the surplus is equal to the capital.

—The coupons due August 1 on the first mortgage bonds of the Galveston Harrisburg & San Antonio Railroad will be paid at the office of Messrs. Trask & Stone.

—The Delaware & Hudson Canal Company pays a dividend on its stock of four per cent.

BANKING AND FINANCIAL.

TEXAS STATE AND RAILROAD BONDS.

For sale by

WILLIAM BRADY, 23 William street, N. Y.

CALIFORNIA MINING STOCKS.—The following prices, by telegraph, are furnished by Messrs. Wm. W. Wakenian & Co., 35 Wall street, N. Y.:

Alpha	41	Consol. Virr. ..	53	Justice	25	Savage	20
Belcher	18	Crown Point. ..	10	Kentuck	11	Sierra Nev.	15
Best & Belc. ..	47	Enreka Cons. ..	11	Mexican	35	Silver Hill	6
Caledonia	69	Gould & Cur. ..	16	Ophir	47	Union Consol ..	14
California	*1	Hale & Norc. *10		Overman	74	Yel. Jacket	*23
Chol'r Potosi ..	82	Imperial	*3	Ray'd & Ely. ..	8		

* New shares, 5 for 2. † New shares, 3 for 1. ‡ New shares, 7 for 1.

TEXAS SECURITIES.—Messrs. Foster, Ludlow & Co., 7 Wall st., quote:					
State 7s, 4d 103	\$103 1/4	State 10s, pens 103	\$105	Dallas 10s ..	82 1/2
7s, 30 yrs 109	\$110	6s of 1832 ..	30	S. Ant'io 10s. 89	....
10s 1854 ..	100	Austin 10s	105		

\$ With interest.

The Bankers' Gazette.

No National Banks organized during the past week.

DIVIDENDS.

The following Dividends have recently been announced:

COMPANY.	PER CENT.	WHEN PAYABLE.	BOOKS CLOSED (Days inclusive)
Railroads.			
Chicago Milwaukee & St. Paul preferred...	3½	Oct. 5	Sept. 21 to Oct. 9
Mill Creek & Mine Hill Nav. & R.R. Co.	5	On dem.	.....
Mount Carbon & Port Carbon	6	On dem.	.....
Banks.			
Corn Exchange	5	Aug. 1	July 23 to July 31
Insurance.			
Brewers' & Malsters'	5	Aug. 1	.....
Gebhard Fire	5	Aug. 1	.....
Metropolitan	3½	Aug. 1	.....
Mercantile Mutual	5	Aug. 1	July 25 to July 31
St. Nicholas	5	Aug. 1	.....
Westchester Fire	5	Aug. 1	.....

FRIDAY, JULY 28, 1876—6 P. M.

The Money Market and Financial Situation.—There has been little of importance to affect the quiet of Wall street, beyond the daily reports from Washington relating to the new silver legislation. It is hardly necessary to remark that the proposition to make silver a legal tender to any amount, and consequently a proper medium for the payment of bonds, interest, customs, and all obligations whatsoever, is regarded with unqualified disapproval by the majority of business men in this vicinity. Aside from the immediate prospects for the bill itself, the matter has exerted a slightly depressing influence in opening up a new view of the possibilities before Congress. It had hitherto been supposed that the probable scope of injurious laws relating to the currency was limited to the issue of more paper, or the failure to provide for that outstanding. But now, the turn in a new direction and proposal to seize upon depreciated silver as a suitable medium for paying debts, both public and private, has presented another view of the temper and possible action of Congress, that is, upon the whole, somewhat discouraging.

Our local money market remains in the same condition of extreme ease, at 1½ to 2½ per cent for call loans, and 3 to 4 per cent for prime 60 days' paper.

On Thursday, the Bank of England weekly report showed a gain of £744,000 in specie, and the discount rate was left unchanged at 2 per cent. The Bank of France gained 11,627,000 francs in specie.

The last statement of the New York City Clearing-House banks, issued July 23, showed an increase of \$627,425 in the excess above their 25 per cent legal reserve, the whole of such excess being \$21,703,150, against \$21,075,725 the previous week.

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

	July 15, 1876.	July 22, 1876.	Differences.	1875.	1874.
Loans and dis.	\$21,561,101	\$31,632,103	Dec. \$1,070,000	\$27,549,200	\$24,63,100
Specie	22,410,100	20,631,400	Dec. 1,778,700	17,519,400	26,046,700
Circulation ..	15,412,300	15,257,900	Dec. 155,400	18,599,400	25,767,600
Net deposits..	244,167,700	241,705,800	Inc. 2,461,900	252,128,000	244,313,300
Legal tenders.	51,677,500	57,193,200	Inc. 5,515,700	75,015,200	63,714,800

The following is an abstract of the reports made to the Comptroller of the Currency, showing the condition of the national banks in the city of New York, at the close of business on Friday, June 30, 1876:

RESOURCES.		1876.	1875.	1874.
Loans and discounts		\$175,996,737 30		
Overdrafts		51,212 67		
U. S. bonds to secure circulation ..		19,387,500 00		
U. S. bonds to secure deposits		775,000 00		
U. S. bonds on hand		17,283,450 00		
Other stocks, bonds and mortgages ..		9,267,493 37		
Due from other national banks		13,026,832 34		
Due from State banks and bankers ..		2,569,020 33		
Real estate, furniture and fixtures ..		8,708,227 30		
Current expenses and taxes paid		235,919 03		
Premiums paid		2,385,000 00		
Checks and other cash items		2,003,584 49		
Exchanges for Clearing-house		57,513,975 17		
Bills of other national banks		2,045,010 00		
Fractional currency		210,659 80		
Specie		17,988,80 97		
Legal-tender notes		30,635,223 03		
U. S. certificates of deposit for legal-tender notes ..		15,895,000 00		
Five per cent redemption fund		840,724 00		
Due from U. S. Treasurer		511,173 50		
Silver coin		135,934 65		
Total		\$377,852,024 23		

LIABILITIES.		1876.	1875.	1874.
Capital stock paid in		\$86,400,000 00		
Surplus fund		1,852,667 15		
Other undivided profits		7,419,962 61		
National bank notes outstanding		15,622,578 00		
State bank notes outstanding		77,326 00		
Dividends unpaid		1,519,185 35		
Individual deposits		173,943,760 54		
United States deposits		482,56 50		
Deposits of United States disbursing officers		83,200 31		
Due to other national banks		67,737,661 30		
Due to State banks and bankers		25,407,993 95		
Total		\$377,851,024 23		

United States Bonds.—Government securities have been more quiet than for some weeks past, and there has been a notable decline in the orders from private investors. The general exodus from the city in the last part of July, and the uncertainty thrown over the specie question by the daily reports from Washington of the discussions in Congress, appear to be the principal causes which have contributed to the present slackening in business.

Closing prices daily have been as follows:

	July 21.	July 21.	July 21.	July 21.	July 21.	July 21.
6s, 1881	reg. Jan. & July.	*119½	*119½	*119½	*119½	*119½
6s, 1881	coop. an. & July.	*120½	*120½	*120½	*120½	*120½
6s, 5-20s, 1865	reg. May & Nov.	*116	*116	*116	*116	*116
6s, 5-20s, 1865	coop. Jan. & July.	*116	*116	*116	*116	*116
6s, 5-20s, 1865, n. l. ..	reg. Jan. & July.	*118	*118	*118	*118	*118
6s, 5-20s, 1865, n. l. ..	coop. Jan. & July.	*118	*118	*118	*118	*118
6s, 5-20s, 1867	reg. Jan. & July.	*120	*120	*120	*120	*120
6s, 5-20s, 1867	coop. Jan. & July.	*120	*120	*120	*120	*120
6s, 5-20s, 1869	reg. Jan. & July.	*121½	*121½	*121½	*121½	*121½
6s, 5-20s, 1869	coop. Jan. & July.	*121½	*121½	*121½	*121½	*121½
6s, 10-40s, 1869	reg. Mar. & Sept.	*118½	*118½	*118½	*118½	*118½
6s, 10-40s, 1869	coop. Mar. & Sept.	*119	*119	*119	*119	*119
6s, funded, 1881	reg. Quarterly.	*117	*117	*117	*117	*117
6s, funded, 1881	coop. Quarterly.	*118½	*118½	*118½	*118½	*118½
6s, Currency	reg. Jan. & July.	*126½	*126½	*126½	*126½	*126½

* 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 July 1, 1876, were as follows:

	Lowest.	Highest.	Amount July 1.	Coupon.
6s, 1881	119½	123½	\$193,551,400	.....
6s, 1881	119½	123½	89,184,900	.....
6s, 5-20s, 1865	114½	118½	31,262,750	116,269,500
6s, 5-20s, 1865, new	117	121	60,399,930	142,372,200
6s, 5-20s, 1867	119½	123½	92,465,550	218,167,200
6s, 5-20s, 1867	119½	123½	14,013,500	22,550,300
6s, 10-40s	116½	119½	141,878,100	.....
6s, 10-40s	118	121½	52,758,280	.....
6s, funded, 1881	116½	119	219,342,550	297,516,950
6s, Currency	122½	126½	64,623,512	.....

Closing prices of securities in London have been as follows:

	July 11.	July 21.	July 28.	Range since Jan. 1, '76.	Lowest.	Highest.
U. S. 6s, 5-20s, '865, old ..	105½	104½	103½	x103½	Apr. 13	176½
U. S. 6s, 5-20s, 1867 ..	108½	107½	106½	107½	Jan. 5	111
U. S. 5s, 10-40s	107½	106½	105½	105½	Apr. 10	108½
New 5s	106½	105½	104½	104½	Jan. 13	107½

State and Railroad Bonds.—The transactions in State bonds have been limited to a very few sales, and prices are not much changed. Tennessee and Louisiana are both neglected, and there is little home demand for either. The commissioners for funding Alabama debt are now in New York, and have offices at 25 William street; they have already issued about \$1,200,000 of the new bonds in exchange for old issues. The Brooklyn three-year loan for \$1,000,000 sold at 105.47 for the 7 per cents, and 102.51 for the 6s.

Railroad bonds have shown fair activity and generally stronger prices. There is some speculation in the St. Paul & Northwest consolidated bonds, in connection with the movements of the respective stocks, as based upon the financial statements recently issued. The Pacific Railroad bonds are, as a rule, stronger, and the unfavorable tone of the bills before Congress has but little effect, as it is believed they would be unconstitutional, if passed. Ohio & Mississippi second mortgage bonds have sold down as low as 60½, and there is much loss of confidence in the company's soundness.

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

	July 14.	July 21.	July 28.	Range since Jan. 1, '76.	Lowest.	Highest.
STATES.						
Tennessee 6s, old	46½	45	44½	40½	Jan. 28	48
do 6s, new	45½	44	43	40½	Jan. 4	46½
North Carolina 6s, old	75	74½	74	73½	Jan. 28	74
Virginia 6s, consol.	75	74½	74	73½	Jan. 28	74
do do 2d series	81	80	79	78½	Jan. 28	80
Missouri 6s, long bonds ..	105½	105	104	103½	Jan. 3	108
District of Columbia, 3-6s 1874	71½	71½	71	66½	Jan. 21	73
RAILROADS.						
Central of N. J. 1st consol. ...	101	101	99½	99½	July 28	112½
Central Pacific 1st. 6s, gold ..	106½	107½	108½	104	Jan. 11	110½
Chic. Burl. & Quincy consol. 7s	110	110	107½	107½	Jan. 4	112½
Chic. & Northwest'n, cp., gold	95½	94	93½	85½	Jan. 8	96½
Chic. M. & St. P. cons. s. fd, 7s	91½	90½	89½	79½	Jan. 8	93½
Chic. R. I. & Pac. 1st, 7s	108½	109	110	107½	Jan. 3	111½
Erle 1st, 7s, extended	110	110	110½	108	Jan. 28	115½
Lake Sh. & Mich. So. 2d cons. cp	100	100	100	100	May 18	100
Michigan Central, consol. 7s ..	103½	103	103	99	May 5	107
Morris & Essex, 1st mort.	118½	118	114	114	Jan. 4	124
N. Y. Cen. & Ind. 1st, coup. ...	121	121	121	119	May 9	123½
Ohio & Miss., cons. sink fund	96	95	94	92½	Jan. 3	100½
Pittsb. Ft. Wayne & Chic. 1st.	118	118	120	114½	Jan. 11	121
St. Louis & Iron Mt., 1st mort	102½	102½	103½	95	Jan. 4	102½
Union Pacific 1st, 6s, gold	103½	103½	104	102½	Jan. 4	106½
do sinking fund	93½	93½	94½	87½	May 20	97½

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

Railroad and Miscellaneous Stocks.—The stock market has been rather more active than last week, particularly in the past two days, when the sales of some prominent stocks have been made pretty freely. The tone has been decidedly "bearish," and there was the appearance to-day of some stocks having been sold heavily short—this was especially noticed in Delaware Lackawanna and Western, as ½ to 3 per cent. was paid for the loan of the stock till to-morrow, and there was a similar difference between the price on sales made for cash and in the regular way deliverable to-morrow. Ohio & Mississippi and Michigan Central have been among the weakest of the leading speculative favorites, and in regard to both it is supposed that the railroad freight war is bearing severely on their net earnings, as their reports of gross receipts appear lately to be less favorable. The further decline in the stocks of coal-carrying roads, with large sales of New Jersey Central and Delaware Lackawanna and Western, has been one of the features of the week. The coal combination to maintain prices is yet unbroken, but there are many who suppose that it will ultimately have to be dissolved, and, in the meantime, the small business done is sufficient to reduce earnings. An important cause for wide fluctuations in these stocks is found in the fact that so little information is given to the public about their affairs, and stockholders being unable to learn the real condition of their property, become easily alarmed and throw their stock overboard. The market was generally weak, but with some recovery before the close.

The daily highest and lowest prices have been as follows:

	Saturday, July 22.	Monday, July 23.	Tuesday, July 24.	Wednesday, July 25.	Thursday, July 26.	Friday, July 27.
At. & Pac. prf.	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2
At. & Pac. Tel.	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2
Central of N.J.	72 1/2	72 1/2	72 1/2	72 1/2	72 1/2	72 1/2
C. Mil. & St. P.	39 1/2	39 1/2	39 1/2	39 1/2	39 1/2	39 1/2
do pref.	71 1/2	71 1/2	71 1/2	71 1/2	71 1/2	71 1/2
Chic. & North.	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2
do pref.	65 1/2	65 1/2	65 1/2	65 1/2	65 1/2	65 1/2
C. K. I. & Pac.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Chic. & Ind.	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
Del. & West.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Harlem	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2
Ill. Central	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2
Lake Shore	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2
Michigan Cent.	45 1/2	45 1/2	45 1/2	45 1/2	45 1/2	45 1/2
N.Y. Cen. & H.R.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Ohio & Miss.	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2
Pacific Mail	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2
Pacific of Mo.	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2
Quicksilver	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2
St. L. I. M. & S.	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2
St. L. & K. C. pf.	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2
T. Wash. & W.	60 1/2	60 1/2	60 1/2	60 1/2	60 1/2	60 1/2
West. Union Tel.	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2
Adams Exp.	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2
American Ex.	58 1/2	58 1/2	58 1/2	58 1/2	58 1/2	58 1/2
United States	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2
Wells, Fargo	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2

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

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

	Sales of w.k.	Lowest.	Highest.	Wholesale y.r.
Atlantic & Pacific pref.	1,600	17 1/2	31	18 1/2
Atlantic & Pacific Telegraph	1,159	17 1/2	22	17 1/2
Central of New Jersey	51,334	61 1/2	77	99 1/2
Chicago Mil. & St. Paul	31,450	35 1/2	46 1/2	28 1/2
do do pref.	66,300	61 1/2	84 1/2	67 1/2
Chicago & Northwestern	7,075	38 1/2	45 1/2	39 1/2
do do pref.	12,110	55 1/2	67 1/2	63 1/2
Chicago Rock Island & Pacific	1,282	103 1/2	111 1/2	109 1/2
Columbus Chie. & Ind. Cent.	109	3 1/2	6 1/2	9 1/2
Delaware Lack. & Western	103,252	9 1/2	120 1/2	128 1/2
Erie	11,620	13 1/2	22 1/2	19 1/2
Hannibal & St. Joseph	990	10 1/2	22 1/2	15 1/2
do do pref.	1,800	19 1/2	28 1/2	30 1/2
Harlem	220	180 1/2	14 1/2	127 1/2
Illinois Central	407	92 1/2	103 1/2	106 1/2
Lake Shore	173,475	51 1/2	58 1/2	51 1/2
Michigan Central	67,675	41 1/2	58 1/2	53 1/2
N. Y. Central & Hudson River	2,644	104 1/2	117 1/2	107 1/2
Ohio & Mississippi	76,156	10 1/2	24 1/2	14 1/2
Pacific Mail	29,400	16 1/2	30 1/2	30 1/2
Pacific of Missouri	60	5 1/2	8 1/2	7 1/2
Panama	127	Jan. 4	140	172
Quicksilver	114	Jan. 30	20 1/2	35
do pref.	21	May 16	24 1/2	41
St. Louis I. M. & S.	100	15	24 1/2	20
St. Louis Kan. City & North. pf.	60	22 1/2	31	26
Toledo Wash. & Western	600	Jan. 12	6 1/2	2 1/2
Union Pacific	1,022	57 1/2	74 1/2	82 1/2
Western Union Telegraph	64,193	63 1/2	80 1/2	81 1/2
Adams Express	239	101 1/2	112	104 1/2
American Express	219	51	67	65
United States Express	1,347	58	76 1/2	71 1/2
Wells, Fargo & Co.	250	80 1/2	91	92

The latest railroad earnings, and the totals from Jan. 1 to latest dates, are given below. The statement includes the gross earnings of all railroads from which returns can be obtained. The columns under the heading "Jan. 1 to latest date" furnish the gross earnings from Jan. 1, to, and including, the persons mentioned in the second column.

	1876.	1875.	1876.	1875.
Atch. Top. & S. Fe. 2d week of July	\$4,331	\$25,981	\$1,133,410	\$62,555
Atlantic & Gt. West. Month of May	221,073	292,632		
Atlantic & Pacific. Month of June	106,600	27,100	611,293	562,751
Baltimore & Ohio. Month of June	1,313,012	1,519,547		
B. & O. Riv. in Neb. Month of June	61,662	36,072	311,657	251,761
Can. & St. Louis. 2d week of July	4,681	4,524	131,445	184,131
Canada Southern. 2d week of July	24,550	27,138	84,667	567,993
Central Pacific. Month of June	1,639,000	1,738,370	7,901,000	7,910,183
Chicago & Alton. 2d week of July	169,190	99,475	2,426,672	2,291,511
Chic. Bar. & Quincy. Month of May	1,049,570	929,085	4,588,275	4,514,676
Chic. Mil. & St. Paul. 3d week of July	158,000	192,772	4,461,185	3,925,411
Chic. & Northwest. Month of June	1,587,553	1,054,800		
Chic. R. I. & Pac. Month of June	614,015	576,082		
Cin. Lafayette & Chic. 1st week of July	6,203	7,762	195,876	191,836
Denver & Rio Grande. 1st week of July	33,650	42,232	181,200	205,934
Flint & Pere Marquette. Month of May	90,182	58,719	395,376	
Hannibal & St. Jo. Month of May	141,289	125,890	769,276	622,925
Houston & Texas C. 2d week of July	71,905	68,718	1,280,328	1,071,249
Illinois Central. Month of June	614,451	602,505	3,543,601	3,498,076
Indianap. Bl. & W. 2d week of July	18,701	17,370	591,754	633,765
Int. & Gt. Northern. 2d week of July	16,290	15,290	593,908	622,578
Kansas Pacific. 2d week of July	58,493	62,059	1,82,767	1,618,825
Louisv. Cin. & Lex. Month of May	91,859	92,560	415,278	
Michigan Central. 3d week of July	92,477	103,198	3,753,273	3,534,861
Mo. Kansas & Texas 2d week of July	41,451	52,517	1,492,903	1,320,893
Mobile & Ohio. Month of May	101,542	100,592	771,179	697,397
Nashv. Chatt. & St. L. Month of June	118,562	102,102	876,636	763,803
Ohio & Mississippi. 3d week of July	68,335	60,019	2,033,834	1,773,012
Pacific of Missouri. Month of May	261,317	2,23,321	1,438,802	1,773,719
Paducah & Memphis. Month of June	14,371	13,621	106,054	91,878
Philadelphia & Erie. Month of June	231,245	287,158	1,563,721	1,462,271
St. L. & T. H. (Brcha.) 2d week of July	8,600	9,265	428,680	295,003
St. L. I. M. & S. 2d week of July	65,101	57,985	1,849,470	1,753,534
St. L. K. C. & North. 3d week of July	51,273	41,940	1,655,701	1,843,233
St. L. & Southern. 2d week of July	17,138	14,234	544,768	510,716
St. Paul & S. City. 2d week of June	83,616	65,739	424,253	312,370
Tol. Peoria & Warsaw. Month of June	185,292	77,953	691,355	429,415
Union Pacific. Month of May	1,301,955	1,273,225		

* Includes Pittsburgh Division.

† The decrease in the earnings of the Mo. Kansas & Texas RR. for the second week in July, was occasioned by interruption of business through the loss of the Red River Bridge.

The Gold Market.—The price of gold has been quite steady and closes at 111 1/2. On gold loans the terms to-day were 1/2 and 1 per cent for carrying, 2 per cent for borrowing, and flat. The silver question has engrossed much attention. The joint resolution passed by both Houses of Congress has been signed by the

President, and the provisions of the new silver bill now under discussion are summarized as follows in the *Tribune's* Washington correspondence:

"The bill authorizes the issue by the United States of coin notes in exchange for bullion, bars of gold and silver, the gold to be computed at its coining value, and the silver at the rate of 412 8-10 grains standard silver to the dollar. Seventy-five per cent of the bullion thus received is to be held in the mints and assay offices for the purpose of redeeming the coin certificates whenever they may be presented. The coin notes thus authorized to be issued are made a legal tender without limit for all debts to the United States, and the silver coin for all debts of every nature, public and private, not specified to be paid in gold coin. The most important amendment reported by the Committee is one directing the coining of silver dollars in the mints of the United States, and Mr. Bland, of Missouri, who has charge of the bill, has agreed to admit an amendment proposed by Mr. Holman, repealing that part of the Resumption Act of 1875 which provides for the redemption of United States notes in coin on the 1st of January, 1879, and authorizing the Secretary of the Treasury to sell bonds for the accumulation of a redemption fund."

The cable press despatches report the price of silver to-day, in London, at 51 1/2d., but private advices of bankers report it at 50 1/2d @ 51d., with a heavy market. Customs receipts of the week were \$1,813,000.

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

	Quotations.	Total	Balances.
	Op'n Low High Clos.	Clearings.	Gold. Currency.
Saturday, July 22	111 1/2 111 1/2 111 1/2 111 1/2	\$19,531,000	\$934,889 \$1,084,126
Monday, " 24	111 1/2 111 1/2 111 1/2 111 1/2	12,336,000	722,473 803,691
Tuesday, " 25	111 1/2 111 1/2 111 1/2 111 1/2	14,361,000	669,778 749,500
Wednesday, " 26	111 1/2 111 1/2 111 1/2 111 1/2	16,182,000	1,128,665 1,261,166
Thursday, " 27	111 1/2 111 1/2 111 1/2 111 1/2	12,841,000	727,869 817,839
Friday, " 28	111 1/2 111 1/2 111 1/2 111 1/2	13,617,000	575,911 613,810
Current week	111 1/2 111 1/2 111 1/2 111 1/2	\$83,920,000	\$8,752 922,461
Previous week	111 1/2 111 1/2 111 1/2 111 1/2	103,273,000	
January 1 to date	113 1/2 113 1/2 115 1/2 115 1/2		

Exchange.—Foreign exchange has been a shade easier this week, and the asking rates of leading drawers were reduced 1/2 point on Monday. The small demand for bills seems to be the principal cause for easier rates, and in consequence of the decreased firmness, the amount of specie going out is comparatively light.

In domestic exchange the following were rates to day on New York at the cities named: Savannah, 1/2 premium; Cincinnati quiet and firm, 50 to 100 premium; New Orleans, commercial, 1/2, bank, 3/4; St. Louis, 75 premium; Chicago, 60@75c premium; Charleston, offerings light, 1/2 premium; buying 1/2 premium.

On actual business in sterling bills the rates this afternoon were about 4.88 for prime bankers' 60 days', and 4.89 1/2 for demand.

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

	Custom House Receipts.	Sub-Treasury Receipts.	Payments.
	Gold. Currency.	Gold. Currency.	Gold. Currency.
July 22	\$269,000	\$235,731 01	\$237,993 80
" 24	318,000	221,011 78	212,750 26
" 25	301,000	414,184 20	334,265 07
" 26	481,000	492,351 68	50,034 71
" 27	241,000	239,378 12	381,911 34
" 28	203,000	231,131 13	551,404 40
Total	\$1,813,000	\$2,035,240 92	\$3,151,511 67
Balance, July 21	39,655,735 16	3,685,035 47	\$2,716,557 04
Balance, July 28	33,027,419 04	29,740,831 51	\$4,093,193 80

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on July 23, 1876:

AVERAGE AMOUNT OF						
BANKS.	Capital.	Loans and Discounts.	Specie.	Tenders.	Net Deposits.	Circulation.
New York.....	\$3,000,000	\$3,491,600	\$2,933,800	\$1,418,500	\$19,259,000	\$26,000
Manhattan Co.....	2,500,000	5,600,000	471,000	2,813,500	5,782,600	9,500
Mechanics'.....	3,000,000	7,841,800	1,321,000	1,311,500	6,941,300	275,000
Mechanics'.....	2,000,000	6,003,400	473,600	1,247,300	4,711,900	286,000
Union.....	1,500,000	854,000	1,500,000	7,745,000	4,830,500	.....
America.....	3,000,000	8,755,100	1,221,700	1,363,500	2,735,600	11,000
Phoenix.....	1,800,000	2,948,100	831,000	808,000	8,475,000	261,000
City.....	1,000,000	6,496,500	935,000	1,980,000	6,714,400	.....
Tradesmen's.....	1,000,000	3,026,700	270,000	281,300	1,872,000	667,400
Fulton.....	600,000	1,633,100	110,800	576,800	1,251,600	.....
Chemical.....	300,000	8,599,100	475,400	2,139,000	8,077,300	.....
Mechanics' Exch.....	1,600,000	3,312,200	10,800	712,600	4,830,500	.....
Galien, National.....	1,500,000	4,331,800	172,000	471,000	2,423,300	173,500
Butchers & Drovers.....	500,000	1,571,000	57,000	250,000	1,301,000	129,000
Mechanics & Traders.....	600,000	1,901,900	18,700	256,000	1,935,700	.....
Greenwich.....	200,000	805,500	50,000	208,700	621,600	2,700
Leather Manuf.....	600,000	2,910,400	488,700	250,400	2,535,100	247,900
Seventh Ward.....	300,000	1,395,200	137,000	266,400	1,130,100	.....
State of N. York.....	800,000	966,800	22,700	38,800	998,900	43,000
American Exch'ge.....	5,000,000	10,621,000	953,000	2,320,000	7,745,000	32,000
Commerce.....	10,000,000	19,458,500	2,618,000	2,502,700	8,764,600	2,765,600
Broadway.....	1,000,000	4,162,100	63,000	937,500	8,351,200	835,000
Mercantile.....	1,000,000	3,040,800	152,000	739,000	3,180,800	75,000
Pacific.....	422,700	1,615,000	11,000	9,600	1,928,600	.....
Republic.....	2,000,000	2,521,100	258,200	411,800	2,213,900	450,000
Chatham.....	450,000	2,891,800	36,900	814,400	2,899,300	272,100
People's.....	412,500	1,247,700	95,000	181,000	1,091,600	5,500
North America.....	1,000,000	3,996,200	371,000	421,000	2,682,800	.....
Manover.....	1,000,000	3,817,400	60,000	628,500	2,686,900	290,100
Irvine.....	500,000	2,070,000	23,100	681,000	2,218,000	111,200
Metropolitan.....	1,600,000	12,822,000	816,000	2,234,000	10,833,000	18,000
Citizens.....	600,000	1,989,400	50,300	314,400	1,662,100	182,500
Nassau.....	1,080,000	2,074,500	51,400	398,300	2,067,300	3,900
Market.....	1,000,000	2,665,100	114,300	538,700	2,116,400	178,100
St. Nicholas.....	1,000,000	2,201,000	275,000	370,000	2,196,000	.....
Shoe and Leather.....	413,000	4,130,000	135,300	615,000	2,193,000	661,400
Foreign Exchange.....	1,500,000	2,845,000	115,800	425,000	1,550,500	4,800
Continental.....	1,500,000	8,706,400	49,900	758,000	2,655,800	599,300
Oriental.....	300,000	1,246,000	4,900	279,000	1,889,900	.....
Marine.....	400,000	1,612,500	154,700	835,000	1,700,000	240,000
Importers & Trad'rs.....	1,500,000	15,308,900	348,800	854,700	16,821,900	469,700
Park.....	2,000,000	11,610,100	1,515,200	1,285,900	16,430,100	60,000
Mech. Bank'g Asso.....	500,000	893,000	20,000	150,000	873,000	305,700
Grocers.....	400,000	625,400	4,500	181,300	677,700	.....
East River.....	350,000	787,300	12,600	173,100	700,200	.....
Manufact'rs & Mer.....	800,000	571,200	13,800	210,600	654,000	62,900
Fourth National.....	5,000,000	15,773,000	486,200	3,200,200	12,755,100	1,075,000
Central National.....	2,000,000	7,422,000	157,300	2,351,000	7,889,000	1,399,000
Second National.....	3,000,000	1,639,000	67,000	1,000,000	1,639,000	.....
Ninth National.....	1,500,000	7,730,000	67,000	1,971,000	5,369,300	45,000
Third National.....	500,000	5,259,000	725,400	1,035,000	6,955,500	45,000
N. Y. National Exch.....	1,000,000	5,403,000	97,300	1,453,300	7,161,000	49,400
Penth National.....	500,000	1,161,900	9,000	248,300	933,900	90,000
Bowery National.....	500,000	1,377,000	160,100	87,900	1,011,200	430,000
New York Co. Nat.....	250,000	1,911,000	9,300	242,000	1,060,200	233,000
German American.....	200,000	2,186,000	.....	376,400	1,247,600	150,000
Dry Goods.....	1,000,000	2,719,100	272,100	440,800	2,658,000	.....
.....	1,000,000	1,791,900	6,700	459,100	1,538,000	.....
Total.....	\$23,435,200	\$251,631,100	\$20,681,400	\$57,193,200	\$24,705,800	\$15,357,300

The daily GENERAL QUOTATIONS OF STOCKS AND BONDS IN NEW YORK.
ids and active Railroad Stocks are quoted on a previous page. Prices represent the per cent value, whatever the par may be.

AT. & Pa. AL. & R. CENT. C.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
State Bonds.			Boston Hartf. & Erie, lat mort	18	24	Tol. & Wabash, lat m. St. L. div.	65	65	Mo. Kan. & Tex. 7s, gold, July 7s	63	65
do 5s, 1883	30	30	do do guar	189	24	do do equip't bonds	65	65	Mo. R. Ft. S. & Gulf 1st m. 10s	54	55
do 5s, 1885	30	30	Bar. C. Rapids & Minn., lat m.	20	25	do con. conv't	65	65	do do 2d m. 10s	15	15
do 5s, 1886	30	30	Chenapeake & Ohio 6s, 1st m.	20	25	Hannibal & Naples, lat mort	65	65	N. Haven Middlet'n & W. 7s	25	30
do 5s, 1887	30	30	Chicago & Alton sinking fund	100	100	Great Western, 1st m., 1888	93	94	N. J. Midland 1st 7s, gold	34	35
do 5s, 1888	30	30	do do income	104	104	do do 2d mort., 1888	92	93	do do 2d 7s	3	8
do 5s, 1889	30	30	Joliet & Chicago, lat mort.	108	108	Quincy & Toledo, 1st m., '90	55	55	New Jersey & N. Y. 7s, gold	12	15
do 5s, 1890	30	30	Louisiana & Mo., 1st m., guar	108	108	Illinois & So. Iowa, lat mort.	65	65	N. Y. & Oaw. Mid. 1st 7s, gold	12	15
do 5s, 1891	30	30	St. Louis Jack. & Chic, 1st m.	108	108	Fayetteville & Miss., 1st m.	65	65	do do 2d 7s, conv.	1	2
do 5s, 1892	30	30	Chic. Bur. & Q. 3 p. c., 1st m.	114	114	Lan. & Cent. Missouri, 1st m.	65	65	North. Pac. 1st m. rid. 7s-10	14	16
do 5s, 1893	30	30	do do annuol. m. 7s	100	100	Pekin Lin' in & Dec'r, 1st m.	65	65	Omaha & Southwestern RR. 2s	91	91
do 5s, 1894	30	30	Chicago, Kk. Island & Pacific	100	100	Boston & N. Y. Air Line, 1st m.	65	65	Oswego & Rome 7s, guar	90	100
do 5s, 1895	30	30	do do St. F. Inc. 6s, '102	102	102	Cin. Lafayette & Chic., 1st m.	65	65	Peoria & Pekin 7s, 1st mort	70	75
do 5s, 1896	30	30	Central of N. J., 1st m., new	100	100	Del. & Hudson Canal, 1st m., '9	110	110	Peoria & Rock I. 7s, gold	50	58
do 5s, 1897	30	30	do do 1st consol.	100	100	do do 1889	110	110	Port Huron & L. M. 7s, g. cod.	13	18
do 5s, 1898	30	30	do do 2d consol.	100	100	do do 1890	110	110	Pullman Palace Car Co. stock	81	84
do 5s, 1899	30	30	Lehigh & Wilkes B. con. guar	87	87	do do 1891	110	110	Rock I. & L. 1st m. 7s, gold	12	17
do 5s, 1900	30	30	Am. Dock & Improve. bonds	90	90	do do 1892	110	110	Rock I. & L. 2d m. 7s, gold	40	40
do 5s, 1901	30	30	Ch. Mil. & St. P., 1st m. 8s, P.D.	118	118	do do 1893	110	110	St. Jo. & C. B. 1st mort. 10s	71	75
do 5s, 1902	30	30	do do 2d m. 7s-10	102	102	do do 1894	110	110	do do 2d m. 10s	71	75
do 5s, 1903	30	30	do do 7s, gold, H. D.	190	190	do do 1895	110	110	do do 2d m. 10s	71	75
do 5s, 1904	30	30	do do 1st m. 7s-10	102	102	do do 1896	110	110	do do 2d m. 10s	71	75
do 5s, 1905	30	30	do do 1st m. 7s-10	102	102	do do 1897	110	110	do do 2d m. 10s	71	75
do 5s, 1906	30	30	do do 1st m. 7s-10	102	102	do do 1898	110	110	do do 2d m. 10s	71	75
do 5s, 1907	30	30	do do 1st m. 7s-10	102	102	do do 1899	110	110	do do 2d m. 10s	71	75
do 5s, 1908	30	30	do do 1st m. 7s-10	102	102	do do 1900	110	110	do do 2d m. 10s	71	75
do 5s, 1909	30	30	do do 1st m. 7s-10	102	102	do do 1901	110	110	do do 2d m. 10s	71	75
do 5s, 1910	30	30	do do 1st m. 7s-10	102	102	do do 1902	110	110	do do 2d m. 10s	71	75
do 5s, 1911	30	30	do do 1st m. 7s-10	102	102	do do 1903	110	110	do do 2d m. 10s	71	75
do 5s, 1912	30	30	do do 1st m. 7s-10	102	102	do do 1904	110	110	do do 2d m. 10s	71	75
do 5s, 1913	30	30	do do 1st m. 7s-10	102	102	do do 1905	110	110	do do 2d m. 10s	71	75
do 5s, 1914	30	30	do do 1st m. 7s-10	102	102	do do 1906	110	110	do do 2d m. 10s	71	75
do 5s, 1915	30	30	do do 1st m. 7s-10	102	102	do do 1907	110	110	do do 2d m. 10s	71	75
do 5s, 1916	30	30	do do 1st m. 7s-10	102	102	do do 1908	110	110	do do 2d m. 10s	71	75
do 5s, 1917	30	30	do do 1st m. 7s-10	102	102	do do 1909	110	110	do do 2d m. 10s	71	75
do 5s, 1918	30	30	do do 1st m. 7s-10	102	102	do do 1910	110	110	do do 2d m. 10s	71	75
do 5s, 1919	30	30	do do 1st m. 7s-10	102	102	do do 1911	110	110	do do 2d m. 10s	71	75
do 5s, 1920	30	30	do do 1st m. 7s-10	102	102	do do 1912	110	110	do do 2d m. 10s	71	75
do 5s, 1921	30	30	do do 1st m. 7s-10	102	102	do do 1913	110	110	do do 2d m. 10s	71	75
do 5s, 1922	30	30	do do 1st m. 7s-10	102	102	do do 1914	110	110	do do 2d m. 10s	71	75
do 5s, 1923	30	30	do do 1st m. 7s-10	102	102	do do 1915	110	110	do do 2d m. 10s	71	75
do 5s, 1924	30	30	do do 1st m. 7s-10	102	102	do do 1916	110	110	do do 2d m. 10s	71	75
do 5s, 1925	30	30	do do 1st m. 7s-10	102	102	do do 1917	110	110	do do 2d m. 10s	71	75
do 5s, 1926	30	30	do do 1st m. 7s-10	102	102	do do 1918	110	110	do do 2d m. 10s	71	75
do 5s, 1927	30	30	do do 1st m. 7s-10	102	102	do do 1919	110	110	do do 2d m. 10s	71	75
do 5s, 1928	30	30	do do 1st m. 7s-10	102	102	do do 1920	110	110	do do 2d m. 10s	71	75
do 5s, 1929	30	30	do do 1st m. 7s-10	102	102	do do 1921	110	110	do do 2d m. 10s	71	75
do 5s, 1930	30	30	do do 1st m. 7s-10	102	102	do do 1922	110	110	do do 2d m. 10s	71	75
do 5s, 1931	30	30	do do 1st m. 7s-10	102	102	do do 1923	110	110	do do 2d m. 10s	71	75
do 5s, 1932	30	30	do do 1st m. 7s-10	102	102	do do 1924	110	110	do do 2d m. 10s	71	75
do 5s, 1933	30	30	do do 1st m. 7s-10	102	102	do do 1925	110	110	do do 2d m. 10s	71	75
do 5s, 1934	30	30	do do 1st m. 7s-10	102	102	do do 1926	110	110	do do 2d m. 10s	71	75
do 5s, 1935	30	30	do do 1st m. 7s-10	102	102	do do 1927	110	110	do do 2d m. 10s	71	75
do 5s, 1936	30	30	do do 1st m. 7s-10	102	102	do do 1928	110	110	do do 2d m. 10s	71	75
do 5s, 1937	30	30	do do 1st m. 7s-10	102	102	do do 1929	110	110	do do 2d m. 10s	71	75
do 5s, 1938	30	30	do do 1st m. 7s-10	102	102	do do 1930	110	110	do do 2d m. 10s	71	75
do 5s, 1939	30	30	do do 1st m. 7s-10	102	102	do do 1931	110	110	do do 2d m. 10s	71	75
do 5s, 1940	30	30	do do 1st m. 7s-10	102	102	do do 1932	110	110	do do 2d m. 10s	71	75
do 5s, 1941	30	30	do do 1st m. 7s-10	102	102	do do 1933	110	110	do do 2d m. 10s	71	75
do 5s, 1942	30	30	do do 1st m. 7s-10	102	102	do do 1934	110	110	do do 2d m. 10s	71	75
do 5s, 1943	30	30	do do 1st m. 7s-10	102	102	do do 1935	110	110	do do 2d m. 10s	71	75
do 5s, 1944	30	30	do do 1st m. 7s-10	102	102	do do 1936	110	110	do do 2d m. 10s	71	75
do 5s, 1945	30	30	do do 1st m. 7s-10	102	102	do do 1937	110	110	do do 2d m. 10s	71	75
do 5s, 1946	30	30	do do 1st m. 7s-10	102	102	do do 1938	110	110	do do 2d m. 10s	71	75
do 5s, 1947	30	30	do do 1st m. 7s-10	102	102	do do 1939	110	110	do do 2d m. 10s	71	75
do 5s, 1948	30	30	do do 1st m. 7s-10	102	102	do do 1940	110	110	do do 2d m. 10s	71	75
do 5s, 1949	30	30	do do 1st m. 7s-10	102	102	do do 1941	110	110	do do 2d m. 10s	71	75
do 5s, 1950	30	30	do do 1st m. 7s-10	102	102	do do 1942	110	110	do do 2d m. 10s	71	75
do 5s, 1951	30	30	do do 1st m. 7s-10	102	102	do do 1943	110	110	do do 2d m. 10s	71	75
do 5s, 1952	30	30	do do 1st m. 7s-10	102	102	do do 1944	110	110	do do 2d m. 10s	71	75
do 5s, 1953	30	30	do do 1st m. 7s-10	102	102	do do 1945	110	110	do do 2d m. 10s	71	75
do 5s, 1954	30	30	do do 1st m. 7s-10	102	102	do do 1946	110	110	do do 2d m. 10s	71	75
do 5s, 1955	30	30	do do 1st m. 7s-10	102	102	do do 1947	110	110	do do 2d m. 10s	71	75
do 5s, 1956	30	30	do do 1st m. 7s-10	102	102	do do 1948	110	110	do do 2d m. 10s	71	75
do 5s, 1957	30	30	do do 1st m. 7s-10	102	102	do do 1949	110	110	do do 2d m. 10s	71	75
do 5s, 1958	30	30	do do 1st m. 7s-10	102	102	do do 1950	110	110	do do 2d m. 10s	71	75
do 5s, 1959	30	30	do do 1st m. 7s-10	102	102	do do 1951	110	110	do do 2d m. 10s	71	75
do 5s, 1960	30	30	do do 1st m. 7s-10	102	102	do do 1952	110	110	do do 2d m. 10s	71	75
do 5s, 1961	30	30	do do 1st m. 7s-10	102	102	do do 1953	110	110	do do 2d m. 10s	71	75
do 5s, 1962	30	30	do do 1st m. 7s-10	102	102	do do 1954	110	110	do do 2d m. 10s	71	75
do 5s, 1963	30	30	do do 1st m. 7s-10	102	102	do do 1955	110	110	do do 2d m. 10s	71	75
do 5s, 1964	30	30	do do 1st m. 7s-10	102	102	do do 1956	110	110	do do 2d m. 10s	71	75
do 5s, 1965	30	30	do do 1st m. 7s-10	102	102	do do 1957	110	110	do do 2d m. 10s	71	75
do 5s, 1966	30	30	do do 1st m. 7s-10	102	102	do do 1958	110	110	do do 2d m. 10s	71	75
do 5s, 1967	30	30	do do 1st m. 7s-10	102	102	do do 1959	110	110	do do 2d m. 10s	71	75
do 5s, 1968	30	30	do do 1st m. 7s-10	102	102	do do 1960	110	110	do do 2d m. 10s	71	75
do 5s, 1969	30	30	do do 1st m. 7s-10	102	102	do do 1961	110	110	do do 2d m. 10s	71	75
do 5s, 1970	30	30	do do 1st m. 7s-10	102	102	do do 1962	110	110	do do 2d m. 10s	71	75
do 5s, 1971	30	30	do do 1st m. 7s-10	102	102	do do 1963	110	110	do do 2d m. 10s	71	75
do 5s, 1972	30	30	do do 1st m. 7s-10	102	102	do do 1964	110	110	do do 2d m. 10s	71	75
do 5s, 1973	30	30	do do 1st m. 7s-10	102	102	do do 1965	110	110	do do 2d m. 10s	71	75
do 5s, 1974	30	30	do do 1st m. 7s-10	102	102	do do 1966	110	110	do do 2d m. 10s	71	75
do 5s, 1975	30	30	do do 1st m. 7s-10	102	102	do do 1967	110	110	do do 2d m. 10s	71	75
do 5s, 1976	30	30	do do 1st m. 7s-10	102	102	do do 1968	110	110	do do 2d m. 10s	71	75
do 5s, 1977	30	30	do do 1st m. 7s-10	102	102	do do 1969					

NEW YORK LOCAL SECURITIES.

Bank Stock List.

COMPANIES.	CAPITAL.	DIVIDENDS.			PRICE.	
Marked thus (*) are not National.	Par Amount.	Periods.	1874	1873	Last Paid.	Bid. Askd
America.....	100 3,000,000	J. & J.	10	10	July 1, '76. 4	140
American Exchange.	100 3,000,000	M. & N.	8	8	May 1, '76. 3 1/2	108 1/2 109 3/4
Bowery.....	100 250,000	J. & J.	12	12	July 1, '76. 6	
Broadway.....	25 1,000,000	J. & J.	24	24	July 1, '76. 3	
Bull's Head.....	10 200,000	M. & S.		10	Sept. 1, '75. 5	
Butchers & Drovers	25 300,000	J. & J.	10	10	July 1, '76. 5	133 101
Central.....	100 2,000,000	J. & J.	4	8	July 1, '76. 4	
Chatham.....	25 450,000	J. & J.	10	10	July 1, '76. 5	
Chemical.....	100 300,000	ev. 2 mo	91	100	July 1, '76. 15	
Citizens.....	25 650,000	J. & J.	10	9	July 1, '76. 4	120
City.....	100 1,000,000	Q-F	20	20	Aug. 1, '76. 5	300
Commerce.....	100 10,000,000	J. & J.	8	8	July 10, '76. 3 1/2	115
Commercial.....	100 10,000	J. & J.				
Continental.....	100 1,500,000	J. & J.	4	8	Jan. 6, '76. 3	
Coru Exchange.....	100 1,000,000	F. & A.	10	10	Aug. 1, '76. 5	
Curry.....	100 1,000,000	J. & J.	8	8	July 1, '76. 4	
Dry Goods.....	100 1,000,000	J. & J.	8	8	July 10, '76. 2	
East River.....	25 350,000	J. & J.	8	8	July 1, '76. 3 1/2	
Eleventh Ward.....	25 200,000	J. & J.	7	7	July 1, '76. 3	
Fifth Avenue.....	100 150,000	Q-J.	11	7 1/2	July 1, '76. 2 1/2	
Fir.....	100 500,000	Q-J.	14	6	July 1, '76. 3	200
Fourth.....	100 5,000,000	J. & J.	8	8	July 1, '76. 3 1/2	89
Fulton.....	30 600,000	M. & N.	11 2-8	10	May 1, '76. 5	145
Gallatin.....	50 1,000,000	A. & O.	8	8	Apr. 1, '76. 4	
German American.....	100 1,000,000	F. & A.	3		Feb. 1, '76. 3	
German Exchange.....	100 2,000	M. & N.	7		May 5, '76. 6	
German Loan.....	100 200,000	M. & N.	10	8	May 3, '76. 1	
Greenwich.....	25 200,000	M. & N.	20	100	May 3, '76. 1	
Graun Central.....	25 300,000	M. & N.				
Grocers.....	40 800,000	J. & J.				93
Hanover.....	100 1,000,000	J. & J.	3	4	Jan. 3, '76. 3	6 1/2 85
Harlem.....	100 93,500	M. & S.	8	4	Oct. 1, '75. 4	
Importers & Traders.....	100 1,500,000	J. & J.	14	11	July 1, '76. 7	155
Irving.....	30 500,000	J. & J.	10	10	July 1, '76. 5	
Island City.....	30 100,000	J. & J.				
Leather Manufacturers.....	100 500,000	J. & J.	12	12	July 1, '76. 6	
Loane.....	100 500,000	F. & A.	3 1/2	10	Feb. 12, '76. 3 1/2	
Machatan.....	50 2,050,000	F. & A.	10	10	Feb. 10, '76. 5	111 115
Manul. & Merchants.....	60 300,000	J. & J.		7	July 1, '76. 3 1/2	15
Marine.....	100 400,000	J. & J.	11	10	Jan. 3, '76. 5	
Mechanics.....	100 1,000,000	J. & J.	10	9	July 1, '76. 4	113
Mech. Bkg Assn.....	50 500,000	M. & N.	7 1/2	10	July 1, '76. 5	
Mechanics & Traders.....	25 600,000	M. & N.		6	May 1, '76. 3	
Merchants.....	100 1,000,000	M. & N.	9	8	May 1, '76. 4	
Merchants' Ex.....	50 3,000,000	J. & J.	8	8	July 1, '76. 4	11 1/2 115
Metropolitan.....	100 1,000,000	J. & J.	4	8	July 1, '76. 4	100
Metropolis.....	100 500,000	J. & J.	8	7 1/2	Jan. 3, '76. 3 1/2	
Metropolitan.....	100 4,000,000	J. & J.	10	10	July 3, '76. 5	120
Murray Hill.....	100 2,300,000	A. & O.	8	8	Oct. 1, '75. 4	
Nassau.....	100 1,000,000	M. & N.	8	10	May 10, '76. 3 1/2	101 103
New York.....	100 3,000,000	J. & J.	10	10	July 1, '76. 5	117 120
New York County.....	100 200,000	J. & J.	13	11 1/2	July 1, '76. 4	
N. Y. Nat. Exchange.....	100 500,000	J. & J.		7 1/2	Jan. 3, '76. 3	109
N. Y. Gold Exchange.....	100 500,000	J. & J.			May 3, '76. 5	117
North America.....	100 1,500,000	J. & J.	8	4	July 1, '76. 3	
North River.....	100 1,000,000	J. & J.	8	8	July 1, '76. 3 1/2	90 1/2
Oriental.....	25 400,000	J. & J.	7		July 1, '74. 3 1/2	
Pacific.....	50 422,700	Q-F.	12	12	Aug. 1, '76. 3	
Park.....	100 2,000,000	J. & J.	12	12	July 1, '76. 5	124
Peoples.....	25 422,500	J. & J.	10	10	July 1, '76. 5	
Phoenix.....	25 1,800,000	J. & J.	7	7	July 1, '76. 3 1/2	
Produce.....	100 250,000		8 1/2	3	Apr. 14, '75. 3 1/2	
Republic.....	100 2,000,000	F. & A.	8	4	Feb. 8, '76. 4	104 104
St. Nicholas.....	100 1,000,000	F. & A.	8	8	July 1, '76. 3	101
Seventh Ward.....	100 800,000	J. & J.	3	6	July 1, '76. 3	
Second.....	100 800,000	J. & J.	12	11	July 1, '76. 5	
Shoe and Leather.....	100 1,000,000	J. & J.	12	12	July 1, '76. 5	150
Sixth.....	50 200,000	J. & J.	9	5	July 1, '76. 4	
State of N. York (new)	100 500,000	J. & J.	2 1/2		Jan. 3, '76. 4	110 1/2
Tenth.....	100 500,000	J. & J.	2 1/2		Jan. 3, '76. 4	
Third.....	100 1,000,000	J. & J.	10	10	July 1, '76. 4	
Tradesmen's.....	40 1,000,000	M. & N.	10	10	July 1, '76. 5	
Union.....	50 1,500,000	M. & N.	10	10	May 1, '76. 5	
West Side.....	100 200,000	J. & J.	9	8	July 1, '76. 4	

Gas and City R.R. Stocks and Bonds.

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

GAS COMPANIES.	Par	Amount.	Periods.	Rate.	Last Dividend.	Bid.	Askd
Brooklyn Gas Light Co.....	25	2,000,000	Q-F 5	June, '76	193		
Citizens Gas Co (Bklyn).....	20	1,200,000	Q-F 3	Jan., '76	90		
do do do.....	50	1,800,000	A. & G. 3 1/2	Apr., '76			
Harlem.....	20	386,000	F. & A. 4	Feb., '76	110		
Jersey City & Hoboken.....	20	4,000,000	J. & J. 5	July, '76	140		
Manhattan.....	100	2,000,000	M. & S. 5	May, '76	115		
Metropolitan.....	100	1,000,000	M. & S. 5	May, '76	110		
do do do.....	100	500,000	J. & J. 5	July, '76	110		
Matine, N. Y.....	25	500,000	M. & N. 7	July, '76	110		
Nassau.....	100	1,000,000	M. & N. 7	Jan., '76	90		
do do do.....	100	1,000,000	M. & N. 7	Jan., '76	90		
New York.....	100	4,000,000	M. & N. 5	Jan., '76	135		
People's (Brooklyn).....	10	1,000,000	J. & J. 3 1/2	Jan., '76	50		
do do do.....	50	450,000	F. & A. 3 1/2	July 1, '76	100		
Westchester County.....	50	450,000	J. & J. 3 1/2	July 1, '76	100		
do do do.....	50	450,000	J. & J. 3 1/2	July 1, '76	100		
Williamsburg.....	50	1,000,000	J. & J. 3 1/2	July 1, '76	135		
do do do.....	50	1,000,000	J. & J. 3 1/2	July 1, '76	100		
Bleecker St. & Fulton Ferry—stock	100	900,000	J. & J. 7	1880	10		
1st mortgage.....	1000	644,000	J. & J. 3	July, '76	70		
Broadway & Seventh Ave—stock	100	2,100,000	J. & J. 3	Jan., '76	18		
1st mortgage.....	1000	1,500,000	J. & J. 3	May, '76	18		
Brooklyn City—stock	100	2,000,000	Q-F 3 1/2	May, '76	20		
1st mortgage.....	1000	300,000	M. & N. 7	1872	104		
Brooklyn & Hunter's Pt—stock	100	400,000	Q-F 3	Apr., '76	75		
1st mortgage bonds.....	1000	300,000	J. & J. 7	1888	90		
Central Pk. N. & E. River—stock	100	1,300,000	J. & J. 7	1895	90		
1st mortgage, consolidated.....	1000	1,200,000	J. & J. 7	1895	90		
Christopher & Tenth Street—stock	100	807,000	J. & J. 7	1877	90		
Coney Island & Brooklyn—1st mort	1000	1,300,000	J. & J. 3	May, '76	90		
Dry Dock, E. B. & Battery—1st mort	100	900,000	J. & J. 3	May, '76	90		
1st mortgage, consolidated.....	1000	900,000	J. & J. 3	May, '76	90		
Eighth Avenue—stock.....	100	1,000,000	J. & J. 6	July, '76	155		
1st mortgage.....	1000	208,000	J. & J. 7	1873	105		
42d St. & Grand St Ferry—stock.....	100	748,000	M. & N. 5	May, '76	50		
1st mortgage.....	1000	236,000	A. & G. 7	1873	50		
Central Cross Town—stock.....	100	560,000	J. & J. 7	1882	90		
1st mortgage.....	1000	200,000	J. & J. 7	1882	90		
Houston, West. & Fulton Ferry—1st	100	250,000	J. & J. 2	July, 1894	75		
1st mortgage.....	500	500,000	Q-F 7	July, '76	70		
Second Avenue—stock.....	100	1,199,500	J. & J. 7	1877	100		
1st mortgage.....	1000	350,000	F. & A. 7	1877	100		
2d mortgage.....	1000	200,000	F. & A. 7	1877	100		
3d mortgage.....	1000	150,000	A. & O. 7	1877	100		
Crosby, Conventual.....	1000	617,000	M. & N. 7	1893	84		
Street & Avenue—stock.....	1000	750,000	J. & J. 5	May, '76	240		
1st mortgage.....	1000	415,000	Q-F 7	1890	100		
Third Avenue—stock.....	100	2,600,000	J. & J. 3	May, '76	85		
1st mortgage.....	1000	2,000,000	J. & J. 3	July, '76	100		
Twenty-third Street—stock.....	100	600,000	M. & N. 7	1890	100		
1st mortgage.....	1000	250,000	M. & N. 7	1890	100		

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

Insurance Stock List.

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

COMPANIES.	CAPITAL.		NET PROF.		DIVIDENDS.					PRICE.	
	Par	Amount.	Plus, Jan. 1, 1876.	1872	1873	1874	1875	Last Paid.	Bid.	Askd	
Adriatic.....	25	200,000	34,006	10	2 1/2	10	40	July, '76. 5	70	50	
Aetna.....	100	200,000	22,500	5	14	10	14	July, '76. 12 1/2	85	100	
American.....	50	400,000	310,000	14	14	14	14	July, '76. 15	155	160	
American Exch'g.....	100	200,000	58,000	6	10	10	10	July, '76. 5	105	112 1/2	
Amity.....	100	200,000	13,400	10	5	10	7 1/2	July, '76. 4	95	100	
Arctic.....	20	200,000	19,000	10	5	10	10	July, '76. 3 1/2	70	80	
Atlantic.....	50	200,000	138,000	10	10	10	10	July, '76. 11	110	120	
Bowery.....	25	800,000	421,000	20	20	30	30	June, '76. 20	200	210	
Brewers' & M'ls'rs.....	100	200,000	26,144	5	5	5	5	Aug., '76. 5	20	24	
Broadway.....	25	200,000	201,500	13	20	20	20	July, '76. 10	201	210	
Brooklyn.....	17	138,000	289,167	20	20	30	30	July, '76. 10	201	210	
Citizens.....	20	300,000	8,500	14	10 1/2	17	30	July, '76. 10	185	190	
City.....	20	210,000	217,349	20	14 1/2	20	30	Feb., '76. 10	155	165	
Clinton.....	100	250,000	192,247	17	10	17	30	July, '76. 10	190	200	
Columbia.....	30	800,000	89,100	10	5	10	10	July, '76. 4	190	200	
Commerce Fire.....	100	200,000	83,850	10	5	10	10	July, '76. 5	85	90	
Commercial.....	50	200,000	169,315	11	5	18	20	July, '76. 10	171	180	
Continental.....	100	1,000,000	630,222	3 1/2	3 1/2	10	7 1/2	July, '76. 5 1/2	120	130	
Eagle.....	40	800,000	5,000	20	20	30	30	Apr., '76. 10	230	240	
Empire City.....	100	200,000	141,000	10	10	10	14	July, '76. 7	135	140	
Eurolun.....	100	200,000	19,400	10	10	10	10	July, '76. 10	135	140	
Exchange.....	30	200,000	15,812	5	10	15	15	July, '76. 10	135	140	
Farragut.....	50	200,000	146,060	5 1/2	10	10	12 1/2	July, '76. 10 1/2	130	135	
Firemen's.....	17	200,000	116,000	5	5	18	19	July, '76. 7	135	140	
Firemen's Fund.....	10	150,000	83,568	10	10	10	10	July, '76. 5	95	100	
Firemen's Trust.....	10	150,000	110,000	10	10	10	12	July, '76. 10	110	115	
Gebhard.....	100	200,000	21,326	10	5	10	10	Feb., '76. 5	75	80	
Germ. & American.....	100	1,000,000	158,000	10	10	10	10	July, '76. 10	112 1/2	115	
Germans.....	50	500,000	618,160	10	10	10	10	July, '76. 15	150	160	
Globe.....	50	200,000	153,093	12 1/2	12 1/2	15	15	July, '76. 10	148	155	
Greenwich.....	25	200,000	825,791	23	23	35	35	July, '76. 10	300	320	
Guaranty.....	100	200,000	1,632	10	10	10	10	July, '76. 5	80	90	
Guardian.....	100	200,000	55,629	8 1/2	10	10	10	July, '76. 5	90	97	
Hamilton.....	25	150,000	144,987	17 1/2	20	30	30	July, '76. 10	151	165	
Home.....	50	600,000	882,159	10	10	10	10	July, '76. 5	117	120	
Hoffman.....	50	200,000	158,000	10	10	10	10	July, '76. 10	110	115	
Home.....	100	800,000	891,723	5	10	10	10	July, '76. 5	110	115	
Hop.....	25	150,000	144,980	5	10	10	10	July, '76. 5	90	95	
Howard.....	50	600,000	199,371	10	7 1/2	10	12	July, '76. 6	115	120	
Knickerbocker & T.....	50	200,000	102,100	10	10	10	10	July, '76. 10	120	125	
Living.....	10	200,000	4,992	10	7	7	13	July, '76. 5	80	100	
Jefferson.....	80	200,010	137,019	10	10	10	10	Feb., '76. 5	145	160	
King & Co. (B'klyn.)	20	150,000	218,712	10	10	20	20	July, '76. 11	190	190	
Knickerbocker.....	40	280,000	71,121	20	20	20	20	July, '76. 5	120	125	
Lafayette (B'klyn.)	50	150,000	1,514	10	10	10	10	July, '76. 11	105	110	
Lenox.....	100	200,000	100,000	10	10	10	10	July, '76. 10	105	110	
Long Island (B'kly.)	50	200,000	186,675	10	15	15	16	July, '76. 10	170	175	
Lorillard.....	25	300,000	103,283	7	7	10	10	July, '76. 5	90	97	
Manuf & Builders.....	100	300,000	155,024	5	10	10	10	July, '76. 5	150	155	
Manhattan.....	100	250,000	292,438	10	10	10	14	July, '76. 7	120	125	
Marine & F.....	25	200,000	83,000	10	10	10	10	July, '76. 10	105	110	
Merchants (B'klyn.)	50	150,000	111,291	10	10	10	10	July, '76. 10	105	110	
Mercantile.....	50	200,000	65,508	5	5	10	10	July, '76. 5	90	100	
Merchants.....	50	200,000	184,276	20	7	17	20	July, '76. 10	150	155	
Metropolitan.....	40	300,000	25,365	4	10	10	10	July, '76. 5 1/2	70	75	
Moutant (B'klyn.)	50	200,000	132,077	20	20	20	20	July, '76. 15	135	145	
Mutual (B'klyn.)	50	200,000	275,500	25	20	20	20	July, '76. 10	150	155	
National.....	37 1/2	200,000	111,664	10	10	10	12	July, '76. 12	115	120	
N. Y. Equitable.....	35	210,000	389,082	20	20	20	20	July, '76. 19	210	210	
New York Fire.....	100	200,000	214,010	16	18	20	21	Feb., '76. 10	163	175	
N. Y. & Yorkers.....	100	200,000	36,590	10	10	10	10	July, '76. 5	80	85	
Niagara.....	50	600,000	457,298	10	10	10	10	July, '76. 5	110	115	
North River.....	25	350,000	387,634	10	12	13	13	Apr., '76. 6	120	130	
Northwestern.....	25	200,000	190,000	20	20	20	20	July, '76. 10	170	175	
Park.....	100	200,000	176,249	14	18	20	20	July, '76. 10	170	175	
Peet Cooper.....	20	150,000	225,567	16	20	20	20	July, '76. 10	190	200	
People's.....	50	150,000	141,040	12	14	18	20	July, '76. 10	155	160	
Phenix (B'klyn.)	50	1,000,000	735,649	10	10	10	15	July, '76. 11	150	160	
Produce Exchange.....	100	200,000	21,000	5	5	5	5	July, '76. 5	100	105	
Real Estate.....	100	200,000	43,000	7 1/2	10	10	10	July, '76. 5	95	100	
Republic.....	100	800,000	85,943	9 1/2	11	10	10	July, '76. 5	85	95	
Ridgewood.....	100	200,000	88,660	10	10	11	11	July, '76. 5	115	120	
Resolve.....	100	200,000	23,975	10	10	10	10	July, '76. 5	75	82	
Ruters.....	25	200,000	225,998	20	20	30	30	Aug., '76. 10	20	25	
Safeguard.....	100	200,000	136,316	5	10	10	12 1/2	July, '76. 8 1/2	130	135	
Standard.....	25	200,000	200,000	10	10	10	10	July, '76. 10	120	125	
Star.....	100	200,000	125,244	10	5	10	12 1/2	July, '76. 7 1/2	120	125	
Sterling.....	100	200,000	94,153	10	10	10	10	Feb., '76. 5	105	110	
Suyvesant.....	25	200,000	176,000	12	18	16	20	July, '76. 10	180	185	
Tradewent's.....	25	150,000	189,758	14	10	10	10	July, '76. 10	180	185	
Union.....	25	200,000	261,000	10	10	10	10	July, '76. 10	180	185	
Westchester.....	10	300,000	180,406	10	10	10	10	Aug., '76. 5	180	185	
Williamshmr City.....	50	250,000	374,006	10	10	12	20	July, '76. 10	175	180	

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.

Rutland Railroad.

(For the year ending June 30, 1876.)

The annual meeting of the stockholders of the Rutland Railroad Company was held at Rutland, Vt., July 26. The president submitted the following report, showing the financial condition of the company:

BALANCE SHEET, JULY 1, 1876.

	Credit.	
Capital stock, common	\$2,480,600 00	
Capital stock, preferred	4,168,700 00	
Bonds, equipment	1,000,000 00	
Bonds, first mortgage	\$1,500,000	
Bonds, first mortgage, on hand	287,900—1,212,100 06	
Dividend scrip outstanding	227,491 63	
Coupons unpaid	3,810 00	
Bills payable, less bills receivable	256,978 89	
	\$9,449,683 57	
	Debit.	
Construction account	\$9,091,843 82	
Real estate	116,925 67	
Addison Railroad stock	178,100 00	
Claim against Addison Railroad Company to offset back dividends on stock in that company not owned by Rutland Railroad Co.	48,818 88	
Rent due from lessees	11,500 00	
	\$9,449,683 57	

In the settlement last February with the Central Vermont managers, there was charged them the balance due on rent account as stated in the last annual report, viz.:

Rent account—debit.

1875, July 1.—Dne and unpaid, not including interest	\$271,869 54
1876, January 1.—Dne on the Rutland and leased roads to date, per terms of contract of December 30, in six months' rent	331,500 00
Interest due on account	11,500 46
	\$627,375 00

This balance was adjusted by—

Credit.

Cash and notes	\$348,511 46
Addison Railroad stock with the back dividend thereon	48,400 00
Claim against the Addison Railroad Company assigned	102,047 16
Amount relinquished	123,616 38
	\$627,375 00

The rents of the Rutland and leased roads under the modified contract, ratified by the stockholders at the special meeting in February last, for the six months ending July 1, 1876, amount to \$189,000, all of which has been paid except \$11,500.

The receipts for the year ending July 1, 1876, are as follows:

Cash and notes on rent amount	\$525,511 44
Cash for ground rent	794 03
Cash for interest on bills receivable	6,833 47
Cash charged Addison Railroad in settlement of claims against that road	60,599 10
Total	\$993,839 36

The disbursements are, for

Coupons paid on equipment bonds	\$75,000 00
Coupons paid on first mortgage bonds	90,000 00
Interest account balance	39,327 65
On first mortgage bonds Rutland and Burlington, with interest	15,880 71
Rents paid on leased roads	101,500 00
Legal and other services prior to July, 1875	16,053 82
Legal expenses incurred and paid to the present time	10,567 39
Salaries	8,150 00
Advertising, stationery, postage and telegrams	675 54
Bills payable paid	232,504 25
Total	\$593,839 36

The auditing committee appointed for that purpose have examined the treasurer's books and accounts, and their certificate is appended. Respectfully submitted by order of the directors,

JOHN B. PAGE, President.

The report was accepted and adopted. The meeting then proceeded to the election of nine directors of the company for the ensuing year with the following result: Whole number of votes cast, 21,918. Of this number, Jacob Edwards, Peter Butler, James H. Williams, James W. Hickok, Wm. Sohler, James S. Whitney and John Prout had 21,918, and John B. Page and Edwin A. Burchard, 21,908. The directors subsequently held a meeting and elected the Hon. John B. Page president, and J. M. Haven treasurer.

GENERAL INVESTMENT NEWS.

Atlantic & Great Western.—Herapath's Journal of July 1 says the total bonds actually deposited with the trustees up to the 21st June are:

First mortgage	\$9,856,425
Second mortgage	6,003,279
Third mortgage	11,507,312

Boston & Northwestern.—This is the title of a proposed line of railroad from Boston to Poughkeepsie, on the Hudson River, running over the Massachusetts Central Road, already

partly constructed. A friend of the enterprise sent us some time since a communication, drawing a comparison between this and the New York and New England (late Boston Hartford & Erie) route, in which his conclusions are decidedly against the latter. A part of his remarks is given below, with the explanation that they are undisputedly the views of an advocate of the Boston & Northwestern.

"The railroad property to which the holders of these bonds (Boston Hartford & Erie) have obtained possession consists of the following roads:

	Miles.
Main line from Summer street to Willimantic	85.75
Southbridge branch	17.50
Dedham branch	2
Woonsocket Division, from Brookline to Woonsocket	33.75

Total..... 139

"This is encumbered by underlying mortgages, still good, and a floating debt amounting in principal and interest to nearly \$2,000,000, or nearly \$20,000 indebtedness per mile. The holders of the Berdell bond claim the Hartford Providence & Fishkill Railroad, extending from Providence to Waterbury, Conn., 123 miles, on which there is an indebtedness also of from \$2,000,000 to \$3,000,000. Their claim is disputed by the Boston & Providence Railroad and by private parties in Providence, who hold common and preferred stock, which they did not sell or exchange for Boston Hartford & Erie. The preferred stock was guaranteed 10 per cent., and payable in ten years, and was in the form of a second mortgage on the road. Neither the principal nor interest has been paid, though long since due. The holders of this stock claim the right to the road by paying off the mortgage of \$2,055,000, due January 1, 1876.

"Now, admitting, for the sake of the argument, that the New York & New England shall obtain possession of the H. P. & F. R. R. after a few years of litigation, and that it finds itself possessed of a united line from Boston to Waterbury, 150 73-100 miles, and that it shall complete its road from there 76 1/2 miles to Poughkeepsie at an estimated expense of \$2,000,000, the road will then consist of the through line from Boston to Poughkeepsie, 227 1/2 miles, with a branch from Willimantic into Providence, 58 miles, and the Southbridge Woonsocket and Dedham branches, a total of 333 1/2 miles, represented by \$20,000,000 of stock covered by a \$10,000,000 mortgage, a total of \$30,000,000 for a single track, a sum in excess of the entire cost of the Hoosac Tunnel line from Boston to Schenectady completed with double track." * * *

"We will now compare this line with another partially constructed line—the Massachusetts Central and its connections. This at present consists of a partially-constructed road bed, 93 miles in length, extending from Weston to Northampton, on which there has been expended in grading, masonry and the settlement of land damages the sum of \$2,700,000; the sum of \$4,929,000 will complete and equip the entire road with depots, freight grounds and plenty of rolling stock from the foot of Summer street, or South Boston flat, to Northampton. The city of Holyoke will then make a connection with it at Belchertown at an expense of \$500,000; thence by the Holyoke & Westfield branch of the New Haven and Northampton, costing \$571,000, to Westfield; thence by 60 miles of a new line to Boston Corners, which will cost \$2,000,000; thence by the Poughkeepsie Hartford & Boston, 36 1/2 miles, to Poughkeepsie, now represented by a cost of \$800,000 for 48 miles of road and equipment, the whole making the following line from Boston to Poughkeepsie:

	MASSACHUSETTS CENTRAL.
Summer street to Belchertown Junction, 83 6-10 miles	\$7,629,000
Belchertown to Holyoke (to construct), 12 miles	500,000
Holyoke to Westfield, 10 miles	571,000
Westfield to Boston Corners (to construct), 60 miles	2,000,000
Boston Corners to Poughkeepsie, 36 5-10 miles	1,000,000

Total, 207 1-10 miles..... \$11,500,000

"We then have two roads from Boston to Poughkeepsie, as follows:

	In the State.	Out of the State.	Total.	Cost.
	Miles.	Miles.	Miles.	
New York and New England	50	177 1/2	227 1/2	\$30,000,000
Massachusetts Central	160	47 1-10	207 1-10	11,500,000

20 15-100 \$18,500,000

"We here have a line through 160 miles of Massachusetts territory against the New York and New England through but 50—a line over 20 miles the shorter, and with grades enough better to be equivalent to about 5 miles more; the N. Y. & N. E. having 6 summits to overcome with grades on all of them coming east of from 55 to 70 feet per mile, while the Massachusetts Central will have but 3 summits, with grades on two of only 53 feet per mile east and 60 feet per mile east on the line from Boston Corners to Westfield, with a total rise and fall of some 500 feet less than the N. Y. & N. E.—a saving by the Massachusetts Central line over the N. Y. & N. E. of 25 miles in distance, or 11 per cent., and \$18,500,000, or over 60 per cent., in cost as a through line running for 160 miles through the central portion of Massachusetts from Boston to the New York line, and with its intersecting roads distributing the benefits to be derived from the construction of the Poughkeepsie bridge to over 90 per cent. of the population of this commonwealth."

Central Vermont.—The St. Albans Messenger gives the following as an outline of the plan of reorganization which the managers of this company are preparing to submit to the security-holders:

"They propose to form a new company to own the Vermont Central and Vermont & Canada roads. They will issue \$7,000,000 of 6 per cent 30 year bonds, secured by first mortgage on both roads. They will have \$3,000,000 of common stock and \$1,000,000 of preferred stock.

"These securities will be divided and offered to old security holders as follows: To the holders of the funded trust debt (i. e., the Vermont & Canada guaranteed 8s, the equipment loan and the income and extension bonds, but not including the Standard Sheffield & Chamblay and Missisquoi bonds), about \$3,900,000 of first mortgage bonds; to the holders of the floating debt, \$1,600,000 of the same; to the Vermont & Canada, \$1,500,000 of the same. To the Central Vermont stockholders, \$1,000,000 of preferred stock and \$700,000 of common stock; to the Vermont Central first mortgage bondholders, \$2,000,000 of common stock; to the second mortgage, \$300,000 of the same. The new corporation is to pay all debts of the old management not otherwise provided for.

"This, in brief, is the proposition. It proposes to pay the trust debt in full; to pay 66 2-3 per cent. at par of the first mortgage bonds without interest, and 20 per cent. of the second mortgage. It proposes to pay 50 per cent. of the Vermont and Canada, without interest, and as the interest in arrears now amounts to upwards of \$930,000, it will be seen that unless they treat this interest as a part of the trust debt (and this is not in the programme), the Vermont & Canada will get but a pittance of its worth. It should be borne in mind, too, that the offer is not of so much money, or of securities which have a market value; it is of stock and bonds which unitedly represent a capital higher than the roads would now sell for (\$11,000,000), and there is a certainty that it would be more than this, under the clause that the new company shall pay all other debts than those above specified. For instance, the foregoing provision for the floating debt is \$1,600,000; the actual floating debt, exclusive of all interest claims, is certainly in excess of \$2,000,000."

Chesapeake & Ohio—A Summer Tour.—The new and spacious side-wheel steamships of the Old Dominion Steamship Company leave Pier 37, North River, foot of Beach street, New York, on Tuesdays, Thursdays and Saturdays, at 3 o'clock, P. M., arriving at Richmond in about 40 hours from New York, in time to connect with trains to the various Virginia Springs.

We are informed that passengers by this route will find superior accommodations, the cabins, staterooms, table, service, &c., being all that can be desired to make a short trip at sea pleasant, safe and enjoyable. Elegant Pullman cars and all modern improvements are in use on the Chesapeake & Ohio Railroad. The scenery in the vicinity of the Springs is picturesque and beautiful in the extreme. The Springs are located from 1,200 to 2,000 feet above the level of the sea. The climate is healthful and invigorating. The prices charged by hotels vary from \$2 to \$3 50 per day.

There is probably no point in the country where a trip of a few days or weeks may be made with more comfort and less expense than in a visit to the famous Virginia Springs. The following table shows the location of the Springs, and other information:

Name of Springs, &c.	Distance from R.R. Station.	Nearest Station.	Distance from Richmond.	Capacity of Accommodations.	Excursion fares (round trip)*
Bath Alum Springs.....	10	Millboro.....	176	200	\$31 00
Cold Sulphur Springs.....	12	Goshen.....	168	125	27 35
Hot Springs.....	18	Covington.....	235	400	34 10
Healing Springs.....	15	or Millboro.....	205	300	34 10
Jordan's Alum Springs.....	8	Millboro.....	176	400	29 50
Nataul Bridge.....	35	Goshen.....	168	.....	33 35
Rock Bridge Alum Springs	9	Millboro.....	176	600	29 20
Rockbridge Baths.....	10	Millboro.....	176	200	28 85
Sweet Chalybeate Springs	9	Alleghany.....	222	400	32 95
White Springs.....	10	Alleghany.....	222	600	32 95
White Sulphur Springs...	0	Wh. Sul. Spr.	227	2,000	49 55
Warm Springs.....	15	Millboro.....	176	300	33 00

* Including meals and rooms on steamer.

Chicago Danville & Vincennes.—Judge Drummond disposed of the exceptions to the Master's report, in the case of Fiedick and Fish against the Danville & Vincennes Railroad Company, and entered a decree of foreclosure as to a portion of the road. The decree of foreclosure on the Illinois division of the road was entered. His Honor intimated that sometime during the fall a decree will be rendered for the foreclosure of the other division of this road.

Chicago Milwaukee & St. Paul.—The directors of this company have passed the following resolutions:

Whereas, By resolution of the Board of Directors of this company, passed on the 2d day of February, 1874, it was determined that the periods for the payment of dividends should thereafter be the months of April and October; therefore,

Resolved, That it is the policy of this company to adhere to those periods for the distribution of the net earnings of this company as the most convenient for the company and the best for the general interests of the stockholders.

Resolved, That a dividend of *Three Dollars and Fifty Cents per share* be declared on the preferred stock of this company, payable on the 5th day of October next, on account of the net earnings of the current year applicable to the preferred stock.

Resolved, That the consideration of the payment of a dividend in October on the common stock be deferred to the 15th day of September next, at a meeting of the board to be held at that time.

Resolved, That the transfer books of the company be closed at 3 P. M. on Wednesday, the 20th day of September next, for the purpose of making up the stock books for the dividends to be paid on the 5th day of October, and that they be re-opened on the 10th day of October next.

Resolved, That the usual notice of the payment of the dividends and the closing of the transfer books be published.

STATEMENT OF EARNINGS.		
Balance in credit of income account after payment of the dividend in April last.....		\$1,029,469 24
Earnings for six months ending 30th of June, 1876.....	\$3,960,517 29	
Less operating expenses.....	2,352,409 23	1,608,008 06
Net income.....		\$2,637,477 40
Six months' interest on mortgage debt to 1st July, 1876.....		1,079,625 68
Balance income account.....		\$1,568,791 62
Dividend of 3 1/2 per cent on \$12,274,483 preferred stock.....		439,603 90
Balance.....		\$1,129,184 72

Chicago & Northwestern.—Mr. M. L. Sykes, Jr., Vice-President and Treasurer of the Chicago & Northwestern Railroad Company, makes the following statement:

The company declines to sell any more bonds (consol. gold series). Provision has been made for all steel rails to be laid this summer, and sufficient funds are in hand to liquidate the remainder of the floating debt, which the annual report will show as existing on the 31st of May last. The company, therefore, is now virtually free from the accumulation of floating debt, which for so long a time has absorbed its net earnings and deferred dividends. The position which the gold loan bonds occupy among the securities of the company is substantially that of the second place, and near enough to bed-rock to place them on the most secure foundation. The bonds and stocks of the consolidated roads which form the Chicago & Northwestern Railway rank in the following order, beginning at the base of the property and extending upward through its different securities, to wit:

First—Various issues of the original bonds of the consolidated lines, averaging \$17,700 per mile.....	\$18,719,500
Second—The consolidated gold loan, averaging \$12,000 per mile.....	12,651,000
Third—Contingent liability for any deficit on proprietary roads, whose whole debt amounts to.....	16,569,500
Fourth—Preferred stock of C. & N. W. Railway Co.....	21,502,000
Fifth—Common stock of C. & N. W. Railway Co.....	15,011,000

Total.....\$81,513,000

It will be noticed that the items in the first and second classes represent 37 1/2 per cent of the whole.

The business of the fiscal year ending on the 31st of May last will show net earnings on the whole property sufficient to discharge the obligations on all securities included in the first, second and third series above described, together with a surplus extending nearly through the fourth series.

The net profits are a little over \$1,170,000 for the year, the same being about 5 1/2 per cent on the preferred stock.

Hudson River Tunnel.—Mr. Blair, of the firm of White & Blair, attorneys for the proposed Hudson River Tunnel, in conversation with a *Tribune* reporter yesterday, gave a brief history of the work since it was begun, two years ago. Mr. Blair explained that the project was altogether a private one, and nothing was asked of the public except the right of way. The Board of Directors, at the head of which is Colonel Haakins, consists entirely of Western capitalists, eight in number, among whom are Senator Jones of Nevada and J. C. Parks of the Pacific Mail Steamship Company. The cash capital on hand is \$10,000,000, and it is estimated that about \$5,000,000 more will be required before the completion of the work. Immediately on the receipt of the charter in 1874 work was begun, but its progress was soon interrupted by litigation, arising from opposition on the part of the Morris & Essex Railroad Company and the Jersey Shore Improvement Company. The suits have all been decided in favor of the Tunnel Company, and it is proposed to resume work in a few weeks. Active operations will be begun on the New Jersey side from the foot of Fifteenth street. From that point the tunnel will run in a northeasterly direction, passing under the river and the Christopher Street Ferry slip. The entrance on this side will be in the vicinity of Washington square. Proceeding from the New Jersey shore, there will be a gradual descent of two feet in a hundred until a point 2,700 feet from New York is reached, when the tunnel will begin to ascend at the rate of one foot in every hundred. The tunnel will be about two miles in length and have a road-bed of 23 feet, with two tracks, and the entire distance will be lit by gas. The wall overhead will be four feet thick, constructed of brick. At no point will the tunnel be less than 35 feet below the surface of the river, and in many places it will be 70 feet below. It is proposed to employ about 200 laborers and to continue the work day and night. In this manner the enterprise, which would ordinarily occupy six years, will be completed in one-third of that time. The tunnel will be used for conveying passengers from one side to the other, but its main object is a more rapid transportation of freight to and from the railroad depots in Jersey City.—*N. Y. Tribune.*

Illinois Tax Cases.—At Springfield, July 20, in the U. S. Circuit Court, a decision was rendered by Judge David Davis in the St. Louis Vandalia & Terre Haute Railroad case, and others, and the motion of Attorney-General Epsall for dissolution of the injunctions heretofore issued, restraining the collection of capital stock assessment, was granted. The judge decides substantially that the State board of equalization is a legal body of original assessors of the class of property which, under the laws of the State, is a proper subject of taxation. This board sits at times fixed by law, and this is sufficient notice to the companies in interest to appear before the board. The court also held that all the points in the case were covered by the recent decision of the United States Court affirming that of the State Supreme Court, and that the injunction as to the St. Louis Vandalia & Terre Haute Railroad Company should be dissolved. The injunctions were also dissolved as to the Pekin Peoria & Jacksonville, Paris & Decatur, Springfield & Northwestern, Chicago Pekin & Southwestern, Chicago & Paducah, Toledo Wabash & Western, Iron Mountain Cheater & Eastern, Carbondale & Shawneetown, Springfield & Illinois Southeastern, Cairo & Vincennes, Ohio & Mississippi, Jacksonville Northwestern & Southeastern, Cairo & St. Louis, Paris & Danville, St. Louis & St. Southeastern Consolidated, Evansville Terre Haute & Chicago, East St. Louis & Carondelet, and Illinois & St. Louis railway and coal company. The Indianapolis & St. Louis railroad company was more fortunate. A bill was filed showing that it is an Indiana corporation, merely operating as the Indianapolis & St. Louis the St. Louis-Alton & Terre Haute Railroad. The bill is founded on the principle settled by the Supreme Court of Illinois in the case of *Lieb vs. The Western Union Telegraph Company*, 76th Illinois

reports. The question was argued, and a perpetual injunction granted.

Indianapolis Bloomington & Western.—The United States Circuit Court in Springfield, Ill., has refused the motion to remand the foreclosure suit to the State Courts from which it was recently removed to the Federal Court. A motion has been made to vacate the order providing for the payment of back wages and supply bills due. This motion is still pending.

Indianapolis Cincinnati & Lafayette.—The Cincinnati *Inquirer* says: "The fiscal year of the Indianapolis Cincinnati & Lafayette Road closed on June 30, and the annual report is in preparation. It will show the net earnings for the past year to be greater than those of last year, and, it is confidently asserted, greater in proportion to the length of line than the net earnings of any other road leading from the city. The net earnings of the road during the preceding year were \$710,000, and those of that just closed will be materially greater, the cost of running the road having been materially reduced."

Kansas City & Cameron Railroad Company.—Sealed proposals will be received until August 9, 1876, for the sale, at not above par and interest, of the first mortgage bonds of this company to the amount of \$64,170, less the expenses of the trust, in accordance with the contract between said company, the Chicago Burlington & Quincy, and the Hannibal & St. Joseph Railroad Companies, dated Nov. 26, 1866.

Louisville Paducah & Southwestern.—The sale of this railroad, advertised to take place on the 27th day of July, has been, by order of the court, postponed until Thursday the 24th day of August, 1876.

Long Island.—In the suit brought in the New York Supreme Court by F. B. Wallace and John H. Ketchum, as stockholders in the Long Island Railroad, to restrain the company from completing the leases of the Flushing North Shore and Central and the Southern roads, a preliminary injunction has been granted, but so far modified as to permit the lessees to work the leased roads and to make the necessary payments for working expenses.

The rental to be paid for the Flushing North Shore & Central is said to be \$229,250 for the first year, to increase gradually to \$351,050 in the sixth year, at which point it is to remain. For the Southern the rental is \$173,250 for the first year, increasing gradually to \$233,450 for the sixth year and thereafter. Both leases are for 99 years.

Mariposa Land and Mining Company.—The trustees of this company have levied an assessment of \$1 per share on the preferred and common stock, payable at the office on or before August 7. After that date it will be delinquent and liable to a charge of \$3 each certificate, for advertising sale.

Mobile & Ohio.—The Special Master in the foreclosure suit gives notice in our advertising columns that, under order of the United States Circuit Court, he is receiving proof of a bond and other debts which are a charge or lien upon the property, and will continue to do so until October 15. For convenience of bondholders, he will be at No. 11 Pine street, New York, from 12 noon to 3 P. M. of every business day, from August 7 to August 31; at other times at his office in Mobile, Ala. Bondholders unable to attend in person at Mobile or New York may by correspondence obtain the forms and information necessary to establish their claims.

Tennessee & Pacific.—Mr. James Price has offered to buy this road and to pay therefor 130 bonds of the State of Tennessee, the \$40,000 mortgage bonds now held by the Fourth National Bank of Nashville, the \$10,000 floating debt of the company, the \$10,600 due the State of Tennessee on the road, and \$10,000 in new bonds to each of the counties of Davidson and Wilson for their stock in the old company.

The Cincinnati Southern.—Rapid progress is being made in the building of the Cincinnati Southern Road, to extend as far south as Chattanooga, Tenn. Much interest is felt in the road by the city of Cincinnati, which up to date has contributed \$16,000,000 towards its construction. By January 1, the road will be open for 160 miles from Cincinnati to a point south of Danville, Ky.; and it is expected by the trustees of the road that the entire line, through Kentucky and on to Chattanooga, a distance of 338 miles, will be completed by July 1, 1877.

The Coal Combination.—The New York *Times* of July 25 says: "The Board of Control of the Coal Combination held a meeting Tuesday afternoon at the office of the Delaware and Hudson Canal Company, in this city, to consider the question of the June shipment of coal by the Lehigh Valley Railroad to tide-water, which was 80,000 tons in excess of the schedule of tonnage agreed upon by the several companies last winter. Among the members of the combination present were Mr. Sloan, President of the Delaware Lackawanna & Western Railroad; Thomas Dickson, President of the Delaware & Hudson Canal Company; Mr. Gowan, of the Reading Railroad Company; Messrs. John Taylor Johnston, President, and Pariah, of the Central Railroad of New Jersey; and Messrs. Pardee and Swoyer, of the Lehigh Valley Company, reported that a large meeting of Lehigh Valley operators was held at Mauch Chunk, Penn., on Friday last, at which it was resolved that the Lehigh Valley suspend shipments of coal to tide-water for two weeks in August, in order to equalize their tonnage to the proper amount, and reduce their June excess; and, also, that the operators of the Lehigh Valley coal region would abide by the action of the Board of Control, and limit their shipments for the remainder of the year to their proper quota as established by the combination. After the adoption of a further resolution to hold monthly meetings of the Coal Combination at their office in this city, for the consideration of questions relating to the government of the trade, the Board adjourned."

The Philadelphia *Ledger* makes the following report of the coal tonnage of the different companies for the first half of 1876, compared with the tonnage for the same months last year:

	1876.	1875.	Difference.
Reading.....	2,595,854	1,535,566	Inc...1,070,288
Schuykill Nav.....	242,561	55,798	Inc...186,763
Lehigh Valley.....	1,931,321	968,453	Inc...962,868
Delaware Lackawanna & West....	703,027	1,701,451	Dec...998,424
Shamokin.....	225,700	93,087	Dec...132,613
Central New Jersey.....	1,153,972	306,942	Inc...847,030
United New Jersey.....	319,741	104,933	Inc...214,808
Pennsylvania Coal.....	435,922	624,900	Dec...188,978
Delaware & Hudson.....	920,256	1,662,258	Dec...742,002
Huntington and Broad Top.....	145,163	211,102	Dec...65,939
Pennsylvania & New York.....	613,650	487,312	Inc...126,338
Clearfield, Pa.	595,522	425,711	Inc...169,811

Toledo Wabash & Western.—A despatch of July 19, from Danville, Ill., said: The stockholders of the Toledo Wabash & Western Railroad have filed a petition in the Circuit Court of this county praying that the decree of sale of the road rendered at the last term of the court, be set aside, on the ground of irregularity and fraud. The petition set up that the directors of the road entered into a conspiracy with the Metropolitan Bank of New York, to defraud the stockholders of their rights.

Union Pacific—Omaha Bridge Bonds.—When the decision was rendered in our courts, relating to the terminus of the Union Pacific Railway, fixing that terminus at Council Bluffs, and compelling the Union Pacific Company to operate the Omaha Bridge as a part of its main line, the Bridge bonds fell off sharply in London. This led to numerous inquiries as to the actual purport of the decision and the precise ground covered by it, and called forth communications from parties interested, of which several were published in the *Money Market Review* of that city. A letter over the signature "Union Pacific" contained the following:

"When the Bridge was completed, the company did not remove their workshops, and continued to unload freight and passengers on the Omaha side of the Bridge, and transfer the same to another train which crossed the Bridge and went direct on to the eastern lines. The non removal of the workshops and the inconvenience of the transfer were a source of irritation to certain parties, and two private citizens, named Hall and Morse, commenced the law suit in question, the nature and scope of which is thus stated by the judges: 'This is a proceeding instituted to compel the Union Pacific Railroad Company to start from Council Bluffs their regular through freight and passenger trains westward bound, and to run their eastward bound trains, of both descriptions, through and over the said Bridge to Council Bluffs under one uniform time schedule with the remainder of their road, and to refrain from causing freight or passengers bound westward or eastward to be transferred at Omaha.' * *

"The deed (Omaha Bridge mortgage) provides that in case of any default the trustees shall take possession of the Bridge, and fix a toll there enough to cover interest and sinking fund; the consequence is, the Omaha Bridge bonds are really a greater security than the first mortgage bonds of the road, as, in such an event as the first mortgage bondholders getting nothing, the Bridge bondholders would still be paid in full by the tolls imposed for that purpose, such tolls being charged to working expenses." * * "When it was rumored that the legal decision injuriously affected the Omaha Bridge bonds, I wrote to one of the directors of the Union Pacific Railroad, and also to Judge Dillon, who decided the case. I stated it was rumored in London that the effect of the legal decision making Council Bluffs the terminus of the railroad would be that, in point of priority, the Omaha Bridge bonds would stand second to the first mortgage bonds of the road. I requested the favor of their opinions, and received the following replies, which show that the rumor was groundless, and that the special security of the Bridge bondholders remains intact—

"Dear Sir—Your information relative to Judge Dillon's decision is not correct. I quote what he said as follows: 'It is suggested by the respondent's counsel that this view, if sound, has the effect to subordinate the Bridge Mortgage for \$2,500,000, which was intended to be a first lien upon the bridge, as well as its tolls, to the prior mortgage of the company upon its entire line of road. These respective mortgages are not before us, and their rights cannot be touched by any here decided. We content ourselves, therefore, with the remark that, observing the terms of the two instruments, we do not see that the result suggested follows from the suggestions we have attempted to maintain. I can obtain for you, if you so desire, the full text of the decision as rendered by Judge Dillon, but you will see from the foregoing quotation that you have been misinformed relative to the character and extent of the decision. Yours truly, JAMES F. WILSON, Director of the Union Pacific Railroad and President of the National Bank of Fairfield, Iowa.'"

"The following letter is from the Judge: 'My dear Sir—Yours received. In the litigation before me nothing has been decided prejudicial to the interests of the Omaha Bridge bondholders, or which ought to affect the market value of their bonds. My opinion is in writing, but I have no copy of it with me. You could, doubtless, procure a copy of the Clerk of the Court. Very respectfully, JOHN F. DILLON, Jefferson City, Mo.'"

"The following letter was received from the Judge of the Supreme Court, who delivered the opinion on the appeal:

"WASHINGTON, June 10, 1876. 'Sir: My absence from home on my Circuit has prevented my receipt of yours of May 10, 1876, until to day. I take pleasure in replying now.'"

"The decision of the Supreme Court of the United States that the Union Pacific Railroad Company is under legal obligation to run its trains to the eastern side of the Missouri River does not in the least affect your security as a holder of the Omaha Bridge bonds. It was not intended by it to hand over the Bridge to the Union Pacific Railroad Company, or to affect the validity and priority of the mortgage upon the Bridge, to secure the Bridge bonds."

"It is quite clear that your claim is undisturbed by anything the Court decided, or intended to decide. You have still all the rights which the deed to your trustees professes to give you, and there seems to be no occasion for any anxiety on your part."

"I am, very respectfully, yours, &c., W. STANON." "Western Union Telegraph—This company has suggested the lines of the Southern and Atlantic Company. These lines extend from Washington to New Orleans, with offices at most of the important places in the Southern States."

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, July 28, 1876.

The cooler weather and the low prices to which many leading staples have declined have united to promote a more active trade in the past few days; and there is really more appearance of that "revival in business" than has been observed since the panic. Farmers and planters, as well as manufacturers, complain of the low prices at which they are obliged to sell their products, but the adjustment of values to a lower scale is some compensation therefor; if one must sell low, he may also buy cheaply. The damage and losses to flour and grain from the intense heat have nearly ceased. Crop prospects continue very good generally; but of course localities have suffered from various causes, and it is said that the tobacco crop will be below an average, especially in Maryland and Virginia.

The speculation in pork and lard has been towards lower prices; in fact, a marked decline has taken place in both spots and futures, under a pressure to sell on Western account. Mess pork sold to-day at \$19 25 on the spot, and the closing bids for future delivery were \$19 15 for August, and \$19 25 for September and October. Lard sold at \$11 10 for prime Western steam on the spot, and the closing bids for future delivery were \$11 02½ for August, \$11 15 for September, \$11 20 for October, and \$10 for November. Bacon was drooping, and city long clear sold yesterday at 10½c. per lb. Cut meats are also offered rather more freely. Beef and beef hams are dull. Butter has been steady at the advance. Cheese, at 6@9½c. for State factories, is in better demand for export. Stearine is firmer at 14@14½c. for prime. Tallow is held higher at 8½@8 5-16c. for prime.

Rio coffee, at a slight reduction in prices, has been more active. About 20,000 bags sold yesterday, by which a material reduction of stocks was effected. Mild grades quiet. Rice quiet and nominal. Stocks of foreign molasses have been replenished, but prices remain firm on the basis of 36@37c. for 50 test Cuba Muscovado. Sugars have been active, and prices have further advanced for raws to 8½@9c. for fair to good refining, but refined are still quoted at 11c. for hards. The movement in raws has been:

	Hhds.	Boxes.	Bags.	Melado.
Receipts past week.....	4,083	1,327	10,722	....
Sales past week.....	12,243	6,010	13,573	....
Stock July 27, 1876.....	66,644	46,471	138,920	3,181
Stock July 28, 1876.....	100,907	46,762	160,635	15,023

The auction sale of teas went off at steadier prices, especially for greens. Foreign dried fruits more active at the recent decline.

Tobacco has been more active for Kentucky leaf, and fine qualities are dearer. Sales for the week, 1,700 hhds., of which 1,500 for export and 200 for consumption. Lugs quoted at 6@8c., and leaf 10@20c. Seed leaf has been in fair request, at very full prices. Sales for the week are: Crop of 1874, 123 cases New England, part at 20c., 24 cases Pennsylvania at 8c., and 163 cases Ohio on private terms; crops of 1874-75, 186 cases Ohio 5½@6c.; and crop of 1875, 100 cases New England at 13@15c., and 75 cases Wisconsin at 3@1¼c.; also 200 cases sundries at 5@35c. Spanish tobacco in better demand, with sales of 450 bales Havana at 87c.@\$1 15.

Early in the week ocean freights were inclined to be rather easy, as the demands for both berth and charter room were quite moderate; in fact, they have continued about on the same scale, and were it not that the supplies of tonnage are rather limited, a decline of some magnitude would undoubtedly take place; and it is, a steady tone can be noted. Late engagements and charters include: Grain to Liverpool, by steam, 9d.; provisions, 40@42s. 6d. for bacon, and 50@60s. for cheese; flour, by sail, 3s. 1½d. To Glasgow, by steam, flour, 4s.; cheese, 60s.; tobacco, by sail, 41s. 3d.; flour to London, by sail, 3s. 1½d.@3s. 3d. Grain to Cork for orders, 6s. 4½d.; do. to the Baltic, 7s. per qr.; refined petroleum to the Baltic, 6s.@6s. 4d.; do. to the United Kingdom, 5s. 9d.; do. to the Mediterranean, 5s. 3d.; cases to Trieste, 30c.; do. to Java, 35@40c.; do. to Salonica, 37½c. To-day, business was better in berth room, but still very quiet for charters. Grain to Liverpool, by steam, 9@9½d.; cotton, 5-16d. Grain to London, by steam, 10@10½d.; do. to Hull, by steam, 8½@9d.; do. to Lisbon, 18c. gold per bush; refined petroleum to Bilbao, 5s. 3d.; do. from Baltimore to the Baltic, 6s. 4½d.

In spirits turpentine there has been a good business, both for export and consumption; sales to-day of 250 bbls at 30@30½c., and 1,000 bbls in shipping order, on private terms; rosins were again dull and more or less nominal at \$1 60@1 75 for common to good strained. Petroleum has been very firm and quite active; the close, however, was rather quiet; crude in bulk quoted at 9½@9¾c.; sales of 7,500 bbls refined at 17½c. Ingot copper has been quiet; only small sales are reported, at 20c. cash for Lake. Hides were to-day more active, and quotations steady. Sales included salted Havana at 9½c., and dry Matamoros at 15c. gold. Whiskey cloade at \$1 13, tax paid.

COTTON.

FRIDAY, P. M., July 28, 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 (July 29) the total receipts have reached 5,589 bales, against 5,042 bales last week, 6,005 bales the previous week, and 8,661 bales three weeks since, making the total receipts since the 1st of September, 1875, 4,081,570 bales, against 3,473,651 bales for the same period of 1874-5, showing an increase since Sept. 1, 1875, of 607,916 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.....	1,714	339	1,827	1,769	461	4,518
Mobile.....	330	64	103	511	41	673
Charleston.....	577	630	571	2,383	243	895
Port Royal, &c.	613	.....	.....	.....	.....	.....
Savannah.....	170	72	963	931	171	891
Galveston.....	428	103	231	598	55	1,534
Indianola, &c.....	.....	10	32	.....	.....	.....
Tennessee, &c.....	765	492	607	3,721	596	1,575
Florida.....	3	8	5	.....	.....	.....
North Carolina.....	377	27	183	138	287	191
Norfolk.....	651	431	931	2,131	747	.....
City Point, &c.....	31	21	155	41	89	573
Total this week.....	5,589	2,377	4,571	12,235	2,598	10,900
Total since Sept. 1....	4,081,570	3,473,651	3,792,981	3,575,346	2,706,147	3,957,247

The exports for the week ending this evening reach a total of 10,368 bales, of which 8,477 were to Great Britain, 500 to France, and 1,391 to rest of the Continent, while the stocks as made up this evening are now 205,812 bales. Below are the stocks and exports for the week, and also for the corresponding week of last season:

Week ending July 31.	Exported to			Total this week.	Stock.		
	Great Britain.	France.	Continent.		1875.	1876.	1875.
New Orleans*....	976	.....	796	1,772	772	50,833	22,935
Mobile.....	.....	.....	.....	.....	.....	4,502	576
Charleston.....	.....	.....	.....	.....	.....	2,065	4,611
Savannah.....	.....	.....	.....	.....	.....	1,178	574
Galveston.....	610	.....	.....	610	.....	2,571	2,994
New York.....	6,274	590	535	7,397	5,617	113,817	68,595
Norfolk.....	.....	.....	.....	.....	.....	936	500
Other ports†....	619	.....	.....	619	51	23,000	31,503
Total this week..	8,477	500	1,391	10,368	6,430	205,812	135,595
Total since Sept. 1..	2,036,373	440,527	693,427	3,172,327	2,659,001	.....	.....

* 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, 4,000 bales; for Havre, 4,750 bales; for Continent, 800 bales; for coastwise ports, no bales; which, if deducted from the stock, would leave 41,100 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, no bales; for other foreign, no bales; for coastwise ports, no bales; which, if deducted from the stock, would leave remaining 2,571 bales.

‡ The exports this week under the head of "other ports" include from Baltimore 270 bales to Liverpool; from Boston 49 bales to Liverpool; from Philadelphia 300 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 3,888 bales, while the stocks to-night are 70,217 bales more than they were at this time a year ago. The following is our usual table showing the movement of cotton at all the ports from Sept. 1 to July 21, the latest mail dates:

PORTS.	RECEIPTS SINCE SEPT. 1.		EXPORTED SINCE SEPT. 1 TO—				Coastwise Ports.	Stock.
	1875.	1874.	Great Britain.	France.	Other foreign.	Total.		
	1875.	1874.	1875.	1874.	1875.	1874.		
N. Orleans.	1,333,008	994,114	754,173	215,176	369,401	1,333,750	203,077	52,173
Mobile.....	369,501	319,787	150,997	24,850	67,835	243,683	125,144	5,235
Charleston*.	410,225	410,270	140,145	57,325	79,243	277,016	117,312	2,314
Savannah..	315,013	397,737	178,690	32,650	137,739	339,079	161,490	1,981
Galveston*.	476,811	360,715	191,414	4,111	36,467	265,022	246,956	4,071
New York..	197,855	157,235	377,194	4,097	66,897	443,193	.....	123,012
Florida.....	12,069	12,590	.....	.....	.....	.....	12,069	.....
N. Carolina	101,935	191,005	21,931	.....	2,301	27,932	74,773	373
Norfolk*..	453,833	403,415	196,756	1,817	.....	198,573	377,939	4,000
Other ports	110,641	73,259	100,293	.....	14,150	114,356	.....	24,530
Tot. this yr.	4,075,981	.....	2,027,816	410,027	694,015	3,161,959	1,324,780	217,693
Tot. last yr.	.....	3,471,217	1,873,061	319,523	330,517	2,523,101	1,904,116	135,815

* 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.

There has been a very fair demand the past week from American spinners for cotton on the spot, and yesterday quotations were advanced 1-16c. to 1 1/2c. for middling uplands. Very little has been done for export, and speculation was less active. Desirable stock is pretty well concentrated at this port, and in strong hands; buyers in absolute need have, therefore, been compelled to pay rather more money. To-day, the advance of yesterday was fully supported, with a fair business for home consumption. For future delivery the market has been subject to more or less speculative manipulation, not only on our own Cotton Exchange, but through Liverpool, and frequent fluctuations have been the result. Yesterday, however, the impression gained ground that not only do the caterpillars endanger the crop, but that in other respects it is less promising than was generally believed a week ago. The weather was reported lowering and quite cool throughout a considerable portion of the South. This, succeeding the intense heat, was looked upon as unfavorable. Yesterday, however, speculation was quite slow, and only 1-32c. advance obtained. But to-day there was a further and general advance of 1-16c., August being 1/2c. higher, with a moderate business.

The total sales for forward delivery for the week are 86,400 bales, including — free on board. For immediate delivery the total sales foot up this week 7,576 bales, including 500 for export, 6,548 for consumption, 523 for speculation, and — in transit. Of the above, — bales were to arrive. The following were the closing quotations to day:

New Classification.	Uplands.	Alabams.	New Orleans.	Texas.
Ordinary.....per lb.	8 5-16 @...	8 5-16 @...	8 5-16 @...	8 5-16 @...
Strict Ordinary.....	9 1-16 @...	9 1-16 @...	9 1-16 @...	9 1-16 @...
Good Ordinary.....	9 1-16 @...	9 1-16 @...	9 1-16 @...	9 1-16 @...
Strict Good Ordinary.....	10 1-16 @...	10 1-16 @...	10 1-16 @...	10 1-16 @...
Low Middling.....	10 1-16 @...	10 1-16 @...	10 1-16 @...	10 1-16 @...
Strict Low Middling.....	11 1-16 @...	11 1-16 @...	11 1-16 @...	11 1-16 @...
Middling.....	11 1-16 @...	11 1-16 @...	11 1-16 @...	11 1-16 @...
Good Middling.....	12 1-16 @...	12 1-16 @...	12 1-16 @...	12 1-16 @...
Strict Good Middling.....	12 1-16 @...	12 1-16 @...	12 1-16 @...	12 1-16 @...
Middling Fair.....	13 1-16 @...	13 1-16 @...	13 1-16 @...	13 1-16 @...
Fair.....	14 @...	14 @...	14 @...	14 @...
Good Ordinary.....	8 5/8 %	8 5/8 %	8 5/8 %	8 5/8 %
Strict Good Ordinary.....	9 1/8 %	9 1/8 %	9 1/8 %	9 1/8 %

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

New Classification.	Exp't.	Con. sump.	Spec. ula'n	Transit.	Total.	Ord'ry	Good	Low	Mid.
Saturday.....	636	69	.....	.....	705	8 1/4	9 1/4	10 1/4	11 1-16
Sunday.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Monday.....	1,070	40	.....	.....	1,110	8 1/4	9 1/4	10 1/4	11 1-16
Tuesday.....	1,567	10	.....	.....	1,577	8 1/4	9 1/4	10 1/4	11 1-16
Wednesday.....	1,706	244	.....	.....	1,950	8 5-16	9 1-16	10 1-16	11 1-16
Thursday.....	590	1,135	42	.....	1,677	8 5-16	9 1-16	10 1-16	11 1-16
Friday.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	500	6,548	528	.....	7,576	.....	.....	.....	.....

Delivered on contract, during the week, 4,900 bales.

For forward delivery the sales (including — free on board), have reached during the week 86,400 bales (all middling or on the basis of middling), and the following is a statement of the sales and prices:

For July.		For September.		bales.		cts.		bales.		cts.	
bales.	cts.	bales.	cts.	bales.	cts.	bales.	cts.	bales.	cts.	bales.	cts.
300.....	11 2-32	1,800.....	11 1-16	1,000.....	11 13-32	200.....	11 23-32	1,000.....	11 13-32	200.....	11 23-32
400.....	11 1-16	2,400.....	11 19-32	2,500.....	11 7-16	600.....	11 11-16	2,500.....	11 7-16	600.....	11 11-16
500.....	11 1-16	3,000.....	11 1-16	3,000.....	11 13-32	100.....	11 23-32	3,000.....	11 13-32	100.....	11 23-32
200 s.n. 27th.	11 23-32	3,600.....	11 1-16	3,600.....	11 1-16	1,000 total Nov.		3,600.....	11 1-16	1,000 total Nov.	
200 s.n. 31st.	11 1-16	4,200.....	11 1-16	4,200.....	11 13-32	For December.		4,200.....	11 13-32	For December.	
400.....	11 1-16	4,800.....	11 1-16	4,800.....	11 13-32	1,000.....	11 11-32	4,800.....	11 1-16	1,000.....	11 11-32
500.....	11 2-32	5,400.....	11 1-16	5,400.....	11 13-32	1,000.....	11 13-32	5,400.....	11 1-16	1,000.....	11 13-32
600.....	11 2-32	6,000.....	11 1-16	6,000.....	11 13-32	1,000.....	11 13-32	6,000.....	11 1-16	1,000.....	11 13-32
200.....	11 2-32	6,600.....	11 1-16	6,600.....	11 13-32	1,000.....	11 13-32	6,600.....	11 1-16	1,000.....	11 13-32
3,400 total July.		7,200.....	11 1-16	7,200.....	11 13-32	1,000.....	11 13-32	7,200.....	11 1-16	1,000.....	11 13-32
For August.		7,800.....	11 1-16	7,800.....	11 13-32	1,000.....	11 13-32	7,800.....	11 1-16	1,000.....	11 13-32
100.....	11 1-16	8,400.....	11 1-16	8,400.....	11 13-32	1,000.....	11 13-32	8,400.....	11 1-16	1,000.....	11 13-32
300.....	11 1-16	9,000.....	11 1-16	9,000.....	11 13-32	1,000.....	11 13-32	9,000.....	11 1-16	1,000.....	11 13-32
500.....	11 1-16	9,600.....	11 1-16	9,600.....	11 13-32	1,000.....	11 13-32	9,600.....	11 1-16	1,000.....	11 13-32
1,000.....	11 23-32	10,200.....	11 1-16	10,200.....	11 13-32	1,000.....	11 13-32	10,200.....	11 1-16	1,000.....	11 13-32
4,100.....	1-16	10,800.....	11 1-16	10,800.....	11 13-32	1,000.....	11 13-32	10,800.....	11 1-16	1,000.....	11 13-32
2,100.....	11 2-32	11,400.....	11 1-16	11,400.....	11 13-32	1,000.....	11 13-32	11,400.....	11 1-16	1,000.....	11 13-32
3,100.....	11 13-16	12,000.....	11 1-16	12,000.....	11 13-32	1,000.....	11 13-32	12,000.....	11 1-16	1,000.....	11 13-32
3,900.....	11 2-32	12,600.....	11 1-16	12,600.....	11 13-32	1,000.....	11 13-32	12,600.....	11 1-16	1,000.....	11 13-32
2,500.....	11 1-16	13,200.....	11 1-16	13,200.....	11 13-32	1,000.....	11 13-32	13,200.....	11 1-16	1,000.....	11 13-32
26,700 total Aug.		13,800.....	11 1-16	13,800.....	11 13-32	1,000.....	11 13-32	13,800.....	11 1-16	1,000.....	11 13-32
		14,400.....	11 1-16	14,400.....	11 13-32	1,000.....	11 13-32	14,400.....	11 1-16	1,000.....	11 13-32
		15,000.....	11 1-16	15,000.....	11 13-32	1,000.....	11 13-32	15,000.....	11 1-16	1,000.....	11 13-32
		15,600.....	11 1-16	15,600.....	11 13-32	1,000.....	11 13-32	15,600.....	11 1-16	1,000.....	11 13-32
		16,200.....	11 1-16	16,200.....	11 13-32	1,000.....	11 13-32	16,200.....	11 1-16	1,000.....	11 13-32
		16,800.....	11 1-16	16,800.....	11 13-32	1,000.....	11 13-32	16,800.....	11 1-16	1,000.....	11 13-32
		17,400.....	11 1-16	17,400.....	11 13-32	1,000.....	11 13-32	17,400.....	11 1-16	1,000.....	11 13-32
		18,000.....	11 1-16	18,000.....	11 13-32	1,000.....	11 13-32	18,000.....	11 1-16	1,000.....	11 13-32
		18,600.....	11 1-16	18,600.....	11 13-32	1,000.....	11 13-32	18,600.....	11 1-16	1,000.....	11 13-32
		19,200.....	11 1-16	19,200.....	11 13-32	1,000.....	11 13-32	19,200.....	11 1-16	1,000.....	11 13-32
		19,800.....	11 1-16	19,800.....	11 13-32	1,000.....	11 13-32	19,800.....	11 1-16	1,000.....	11 13-32
		20,400.....	11 1-16	20,400.....	11 13-32	1,000.....	11 13-32	20,400.....	11 1-16	1,000.....	11 13-32
		21,000.....	11 1-16	21,000.....	11 13-32	1,000.....	11 13-32	21,000.....	11 1-16	1,000.....	11 13-32
		21,600.....	11 1-16	21,600.....	11 13-32	1,000.....	11 13-32	21,600.....	11 1-16	1,000.....	11 13-32
		22,200.....	11 1-16	22,200.....	11 13-32	1,000.....	11 13-32	22,200.....	11 1-16	1,000.....	11 13-32
		22,800.....	11 1-16	22,800.....	11 13-32	1,000.....	11 13-32	22,800.....	11 1-16	1,000.....	11 13-32
		23,400.....	11 1-16	23,400.....	11 13-32	1,000.....	11 13-32	23,400.....	11 1-16	1,000.....	11 13-32
		24,000.....	11 1-16	24,000.....	11 13-32	1,000.....	11 13-32	24,000.....	11 1-16	1,000.....	11 13-32
		24,600.....	11 1-16	24,600.....	11 13-32	1,000.....	11 13-32	24,600.....	11 1-16	1,000.....	11 13-32
		25,200.....	11 1-16	25,200.....	11 13-32	1,000.....	11 13-32	25,200.....	11 1-16	1,000.....	11 13-32
		25,800.....	11 1-16	25,800.....	11 13-32	1,000.....	11 13-32	25,800.....	11 1-16	1,000.....	11 13-32
		26,400.....	11 1-16	26,400.....	11 13-32	1,000.....	11 13-32	26,400.....	11 1-16	1,000.....	11 13-32
		27,000.....	11 1-16	27,000.....	11 13-32	1,000.....	11 13-32	27,000.....	11 1-16	1,000.....	11 13-32
		27,600.....	11 1-16	27,600.....	11 13-32	1,000.....	11 13-32	27,600.....	11 1-16	1,000.....	11 13-32
		28,200.....	11 1-16	28,200.....	11 13-32	1,000.....	11 13-32	28,200.....	11 1-16	1,000.....	11 13-32
		28,800.....	11 1-16	28,800.....	11 13-32	1,000.....	11 13-32	28,800.....	11 1-16	1,000.....	11 13-32
		29,400.....	11 1-16	29,400.....	11 13-32	1,000.....	11 13-32	29,400.....	11 1-16	1,000.....	11 13-32
		30,000.....	11 1-16	30,000.....	11 13-32	1,000.....	11 13-32	30,000.....	11 1-16	1,000.....	11 13-32
		30,600.....	11 1-16	30,600.....	11 13-32	1,000.....	11 13-32	30,600.....	11 1-16	1,000.....	11 13-32
		31,200.....	11 1-16	31,200.....	11 13-32	1,000.....	11 13-32	31,200.....	11 1-16	1,000.....	11 13-32
		31,800.....	11 1-16	31,800.....	11 13-32	1,000.....	11 13-32	31,800.....	11 1-16	1,000.....	11 13-32
		32,400.....	11 1-16	32,400.....	11 13-32	1,000.....	11 13-32	32,400.....	11 1-16	1,000.....	11 13-32
		33,000.....	11 1-16	33,000.....	11 13-32	1,000.....	11 13-32	33,000.....	11 1-16	1,000.....	11 13-32
		33,600.....	11 1-16	33,600.....	11 13-32	1,000.....	11 13-32	33,600.....	11 1-16	1,000.....	11 13-32
		34,200.....	11 1-16	34,200.....	11 13-32	1,000.....	11 13-32	34,200.....	11 1-16	1,000.....	11 13-32
		34,800.....	11 1-16	34,800.....	11 13-32	1,000.....	11 13-32	34,800.....	11 1-16	1,000.....	11 13-32
		35,400.....	11 1-16	35,400.....	11 13-32	1,000.....	11 13-32	35,400.....	11 1-16	1,000.....	11 13-32
		36,000.....	11 1-16	36,000.....	11 13-32	1,000.....	11 13-32	36,000.....	11 1-16	1,000.....	11 13-32
		36,600.....	11 1-16	36,600.....	11 13-32	1,000.....	11 13-32	36,600.....	11 1-16	1,000.....	11 13-32
		37,200.....	11 1-16	37,200.....	11 13-32	1,000.....	11 13-32	37,200.....	11 1-16	1,000.....	11 13-32
		37,800.....	11 1-16	37,800.....	11 13-32	1,000.....	11 13-32	37,800.....	11 1-16	1,000.....	11 13-32
		38,400.....	11 1-16	38,400.....	11 13-32	1,000.....	11 13-32	38,400.....	11 1-16	1,000.....	11 13-32
		39,000.....	11 1-16	39,000.....	11 13-32	1,000.....	11 13-32	39,000.....	11 1-16	1,000.....	11 13-32
		39,600.....	11 1-16	39,600.....	11 13-32	1,000.....	11 13-32	39,600.....	11 1-16	1,000.....	11 13-32
		40,200.....	11 1-16	40,200.....	11 13-32	1,000.....	11 13-32	40,200.....	11 1-16	1,000.....	11 13-32
		40,800.....	11 1-16	40,800.....	11 13-32	1,000.....	11 13-32	40,800.....	11 1-16	1,000.....	11 13-32
		41,400.....	11 1-16	41,400.....	11 13-32	1,000.....	11 13-32	41,400.....	11 1-16	1,000.....	11 13-32
		42,000.....	11 1-16	42,000.....	11 13-32	1,000.....	11 13-32	42,000.....	11 1-16	1,000.....	11 13-32
		42,600.....	11 1-16	42,600.....	11 13-32	1,000.....	11 13-32	42,600.....	11 1-16	1,000.....	11 13-32
		43,200.....	11 1-16	43,200.....	11 13-32	1,000.....	11 13-32	43,200.....	11 1-16	1,000.....	11 13-32
		43,800.....	11 1-16	43,800.....	11 13-32	1,000.....	11 13-32	43,800.....	11 1-16	1,000.....	11 13-32
		44,400.....	11 1-16	44,400.....	11 13-32	1,000.....	11 13-32	44,400.....	11 1-16	1,000.....	11 13-32
		45,000.....	11 1-16	45,000.....	11 13-32	1,000.....	11 13-32	45,000.....	11 1-16	1,000.....	11 13-32
		45,600.....	11 1-16	45,600.....	11 13-32	1,000.....	11 13-32	45,600.....	11 1-16	1,000.....	11 13-32
		46,200.....	11 1-16	46,200.....	11 13-32	1,000.....	11 13-32	46,200.....	11 1-16	1,000.....	11 13-32
		46,800.....	11 1-16	46,800.....	11 13-32	1,000.....	11 13-32	46,800.....	11 1-16	1,000.....	11 13-32
		47,400.....	11 1-16	47,400.....	11 13-32	1,000.....	11 13-32	47,400.....	11 1-16	1,000.....	11 13-32
		48,000.....	11 1-16	48,000.....	11 13-32	1,000.....	11 13-32	48,000.....	11 1-16	1,000.....	11 13-32
		48,600.....	11 1-16	48,600.....	11 13-32	1,000.....	11 13-32	48,600.....	11 1-16	1,000.....	11 13-32
		49,200.....	11 1-16	49,200.....	11 13-32	1,000.....	11 13-32	49,200.....	11 1-16	1,000.....	11 13-32
		49,800.....	11 1-16	49,800.....	11 13-32	1,000.....	11 13-32	49,800.....	11 1-16	1,000.....	11 13-32
		50,400.....	11 1-16	50,400.....	11 13-32	1,000.....	11 13-32	50,400.....	11 1-16	1,000.....	11 13-32
		51,000.....	11 1-16	51,000.....	11 13-32	1,000.....	11 13-32	51,000.....	11 1-16	1,000.....	11 13-32
		51,600.....	11 1-16	51,600.....	11 13-32	1,000.....	11 13-32	51,600.....	11 1-16	1,000.....	11 13-32
		52,200.....	11 1-16	52,200.....	11 13-32	1,000.....	11 13-32	52,200.....	11 1-16	1,000.....	11 13-32
		52,800.....	11 1-16	52,800.....	11 13-32	1,000.....	11 13-32	52,800.....	11 1-16	1,000.....	11 13-32
		53,400.....	11 1-16	53,400.....	11 13-32	1,000.....	11 13-32	53,400.....	11 1-16	1,000.....	11 13-32
		54,000.....	11 1-16	54,000.....	11 13-32	1,000.....	11 13-32	54,000.....	11 1-16	1,000.....	11 13-32
		54,600.....	11 1-16	54,600.....	11 13-32	1,000.....	11 13-32	54,600.....	11 1-16	1,000.....	11 13-32
		55,200.....	11 1-16	55,200.....	11 13-32	1,000.....	11 13-32	55,200.....	11 1-16	1,000.....	11 13-32
		55,800.....	11 1-16	55,800.....	11 13-32	1,000.....	11 13-32	55,80			

the current rumors and fears with regard to both are referred to. According to our Shreveport correspondent, the river below has continued to rise, and the danger to the plantations on the lower river is "hourly increasing;" the river above has fallen. Our Vicksburg correspondent gives a report of the condition of the plant in that vicinity less favorable than this time last year, for reasons which he states.

Galveston, Texas.—We have had rain on two days this week, the rainfall reaching one inch and twenty-three hundredths. The thermometer has averaged 85, the highest being 95, and the lowest 75. In the coast-belt, caterpillars have certainly appeared, and although the damage done is limited, still much alarm is felt, and there is a general resort to poisons. Elsewhere the prospect continues excellent.

Indianola, Texas.—There has been no rain here this week, and none is wanted, as caterpillar-talk is increasing. No serious damage has been done, but much is feared. Average thermometer 87; highest 98, and lowest 77.

Corsicana, Texas.—The weather has been warm and dry this week, and very favorable, though rain will soon be needed in some sections. The prospect continues good. Average thermometer, 85; highest 101, and lowest 71.

Dallas, Texas.—Crops of all sorts are very prosperous, excepting fruits, which are almost a failure from the spring frost. The weather has been warm and dry all the week. The thermometer has averaged 90, ranging from 78 to 98.

New Orleans, Louisiana.—We have had rain (local thunderstorms) on three days of the week, the rainfall reaching one inch and sixty hundredths. The thermometer has averaged 85.

Shreveport, Louisiana.—The river has fallen above this point, but the lakes have continued rising, as has also the river below here, and the danger to the cotton plantations on the lower river is hourly increasing. The rainfall for the week is fifteen hundredths of an inch. The average thermometer is 87, the highest 98 and the lowest 68.

Vicksburg, Mississippi.—We have had slight rains on four days of the week, the rainfall reaching three hundredths of an inch. The thermometer has averaged 83, the highest being 97 and the lowest 71. Have just finished traveling over about one thousand miles of cotton country, and my conclusion is that the crop at present, in the section tributary to Vicksburg, is inferior to the crop in the same section at this time last year. The start was two weeks late, and the season has been so dry during the past six to ten weeks that the plant is stunted, being only from two and a half to four feet high, with blooms to the top, showing that the plant has its growth. Heavy rains would make a new growth, but second growth never does amount to much besides making the old plant shed.

Columbus, Mississippi.—The weather during the week has been cool and cloudy, with rain on one day. The thermometer has averaged 71, the highest being 92, and the lowest 60. Caterpillars have certainly appeared, though the injury done is as yet limited.

Little Rock, Arkansas.—It rained here on Friday, Monday, and Thursday of this week. On Monday we had a severe thunderstorm, since which the weather has been very pleasant. We are having too much rain in this locality for cotton, causing too much growth of stalk. The thermometer has averaged 80, the highest being 96, and the lowest 63. The rainfall is two inches and ninety-one hundredths. In my weekly reports of temperature from here, I would say that my thermometer hangs in the open air, and is protected from the sun's direct rays only by a paper-board shade. I advise you of this fact that you may state how my calculations are made.

Nashville, Tennessee.—It has rained on one day this week, the rainfall reaching two inches and twenty-three hundredths. The average thermometer is 76, the highest 92, and the lowest 58.

Memphis, Tennessee.—It rained on two days of the week, the rainfall reaching two inches and fifty hundredths. The first three days of the week were too cold, but as the week closes there has been a favorable change. The crop is developing promisingly. The thermometer has averaged 77, the extremes being 68 and 87.

Mobile, Alabama.—Three days of this week have been showery, and the rest cloudy. The rainfall has reached one inch and two hundredths. The average thermometer is 84, the highest 95 and the lowest 75. The crop is developing promisingly generally, but reports from the interior are conflicting. Caterpillars have certainly appeared in Central Alabama, although the injury done is limited as yet.

Montgomery, Alabama.—There have been two days of rain during the week, the rainfall aggregating two inches and twenty-nine hundredths. The thermometer has ranged from 68 to 96, averaging 81.

Selma, Alabama.—The weather has been warm and dry all this week, with the exception of showers Monday night. The cotton plant looks strong and healthy. We hear rumors of the appearance of caterpillars, but think them of little importance. Average thermometer during the week, 82.

Our last week's telegram, which came too late for publication, said that "there had been no rain all the week, the weather being warm and dry. The crop is developing promisingly. The caterpillar reports we think of very little importance. The thermometer has averaged 84."

Madison, Florida.—There has been rain on four days this week, the rainfall reaching two and eighty-five hundredths inches. We have had delightful showers, and the indications are that they extended over a wide surface. Average thermometer 83; highest 90, and lowest 76.

Macon, Georgia.—We have had rain on two days this week. The thermometer has ranged from 63 to 98, averaging 79.

Atlanta, Georgia.—One day this week was showery, but the

rest has been pleasant, the thermometer averaging 85, and ranging from 69 to 94. The rainfall is thirteen hundredths of an inch. Grasshoppers are reported to have attacked the cotton plant in limited sections of this district. They appear to eat up every green thing on it.

Columbus, Georgia.—We have had delightful showers this week, and the indications are that they extended over a wide surface. The total rainfall is one inch and ninety-seven hundredths. The average thermometer is 81, the highest 96 and the lowest 68.

Savannah, Georgia.—There has been rain on five days this week, but the remaining two have been pleasant but cool. The rainfall is three inches and sixty-five hundredths. The thermometer has ranged from 66 to 91, averaging 81.

Augusta, Georgia.—The early part of the week we had a heavy rain on four days, but the latter part has been clear and pleasant. Crop accounts are more favorable and promise a large yield. Total rainfall, one inch and seven hundredths. Average thermometer 79, highest 96 and lowest 63.

Charleston, South Carolina.—It has been showery three days this week, the rainfall aggregating three inches and forty-four hundredths of an inch. The thermometer has averaged 79, the extremes being 67 and 94.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock July 27. We give last year's figures (July 30, 1875) for comparison.

	July 27, '76		July 30, '75	
	Feet.	Inch.	Feet.	Inch.
New Orleans..Below high-water mark.....	5	4	6	9
Memphis.....Above low-water mark.....	21	1	32	5
Nashville.....Above low-water mark.....	3	9	25	11
Shreveport.....Above low-water mark.....	29	3	Missing	
Vicksburg.....Above low-water mark.....	30	9	38	2

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		0		14		1		5	
" 10.....	19		15		13		30		9		11	
" 17.....	37		23		24		51		12		18	
" 24.....	47-107		46-95		41-87		64-159		20-42		39-72	
Oct. 1.....	69		59		53		74		34		55	
" 8.....	103		97		46		87		46		69	
" 15.....	133		121		79		98		64		76	
" 22.....	147		128		101		113		83		92	
" 29.....	171-639		150-555		103-387		120-492		91-321		85-367	
Nov. 5.....	175		143		123		134		97		107	
" 12.....	150		160		124		111		105		132	
" 19.....	186		153		134		119		101		122	
" 26.....	193-691		166-627		124-510		134-498		105-408		119-660	
Dec. 3.....	153		176		170		134		122		141	
" 10.....	173		181		173		126		106		153	
" 17.....	194		183		196		125		121		156	
" 24.....	197		165		215		103		130		139	
" 31.....	187-909		147-837		176-930		105-593		127-806		125-705	
Jan. 7.....	138		82		142		133		111		140	
" 14.....	162		96		154		136		95		132	
" 21.....	142		102		159		136		119		147	
" 28.....	152-594		116-396		171-626		115-520		121-446		151-570	
Feb. 4.....	131		103		146		126		93		155	
" 11.....	119		104		131		122		86		161	
" 18.....	111		97		116		109		89		142	
" 25.....	110-471		73-357		106-493		105-462		77-345		137-595	
March 3.....	36		77		95		82		74		127	
" 10.....	73		63		82		33		50		137	
" 17.....	65		52		67		74		50		103	
" 24.....	63		43		64		56		49		82	
" 31.....	60-352		30-279		60-368		49-343		41-255		72-521	
April 7.....	56		41		50		49		37		70	
" 14.....	42		33		40		56		36		65	
" 21.....	31		22		32		45		29		63	
" 28.....	30-159		22-123		30-152		43-199		27-139		57-235	
May 5.....	26		22		24		44		29		53	
" 12.....	23		20		26		41		18		48	
" 19.....	20		19		23		34		16		46	
" 26.....	16-83		13-73		22-95		31-150		13-67		43-199	
June 2.....	14		12		17		25		14		37	
" 9.....	10		14		13		18		12		36	
" 16.....	8		13		13		20		13		24	
" 23.....	10		10		13		19		10		24	
" 30.....	9-51		6-55		12-68		9-90		7-56		19-132	
July 7.....	9		7		9		15		5		19	
" 14.....	8		4		10		14		4		16	
" 21.....	5		3		6		13		3		11	
" 28.....	6-23		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	
" 25.....			6-12		7-22		10-43		12-30		15-44	
Corrections*.....			15		30		47		12		45	
Total at ports..			3,497		3,804		3,651		2,732		4,032	
Overland.....			205		233		141		132		229	
Cons'm'd South			131		129		138		120		91	
Total crop..			3,833		4,171		3,930		2,974		4,352	

* Made up on count of stocks, &c.

GUNNY BAGS, BAGGING, ETC.—Bagging has been in but little demand during the past week, and we only hear of small parcels selling; round lots are hard to move. There is an increase in the inquiries, however, and dealers are looking for more activity in the next few weeks; prices rule steady at 12½c. Bales are dull, with 9c. asked for India. Butts have ruled quiet, but prices continue steady, with holders quoting 2½@2½c. The orders coming to hand are of a trifling character.

LIVERPOOL, July 28—3:00 P. M.—By CABLE FROM LIVERPOOL.—Estimated sales of the day were 10,000 bales, of which 2,000 bales were for export and speculation. Of to-day's sales, 6,900 bales were American. The weekly movement is given as follows:

	July 7.	July 14.	July 21.	July 28.
Sales of the week.....bales.	38,000	51,000	43,000	67,000
Forwarded.....	6,000	5,000	5,000	3,000
Sales American.....	26,000	34,000	31,000	41,000
of which exporters took.....	6,000	7,000	5,000	5,000
of which speculators took.....	2,000	6,000	3,000	6,000
Total stock.....	1,013,000	1,021,000	993,000	951,000
of which American.....	698,000	566,000	571,000	518,000
Total import of the week.....	43,000	56,000	24,000	25,000
of which American.....	34,000	38,000	2,000	11,000
Actual export.....	6,000	5,000	6,000	8,000
Amount afloat.....	390,000	312,000	860,000	356,000
of which American.....	97,000	51,000	75,000	71,000

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

Spot.	Sat.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Mid. Up'ds. ....@5½	..@5 15-16.	..@5 15-16.	..@5 15-16.	..@5 15-16.	..@5 15-16.	..@5 15-16.
Mid. Or'ns. ....@5	..@6 1-16	..@5 1 10	..@6 1-16	..@6 1-16.	..@6 1-16.	..@6 1-16

SATURDAY.—Aug.-Sept. delivery, Uplands, Low Mid. clause, 5½d. Sept.-Oct. delivery, Uplands, Low Mid. clause, 5 15-16d. Oct.-Nov. delivery, Uplands, Low Mid. clause, 5 31-32d. Nov.-Dec. shipment, Uplands, Low Mid. clause, new crop, sail, 6d. Sept.-Oct. delivery, Uplands, Low Mid. clause, 5 31-32d. Aug.-Sept. delivery, Uplands, Low Mid. clause, 5 15-16d. Nov.-Dec. shipment, Uplands, Low Mid. clause, new crop, sail, 6 1-32d. Sept.-Oct. delivery, Uplands, Low Mid. clause, 5 15-16d.

MONDAY.—Sept.-Oct. delivery, Uplands, Low Mid. clause, 5 15-16d. Aug.-Sept. delivery, Uplands, Low Mid. clause, 5 15-16d. Oct.-Nov. delivery, Uplands, Low Mid. clause, 6 1-16d. Nov.-Dec. shipment, Uplands, Low Mid. clause, new crop, sail, 6 3-32d. July delivery, Uplands, Low Mid. clause, 6 1-16d.

TUESDAY.—July delivery, Uplands, Low Mid. clause, 6 1-16d. Sept.-Oct. delivery, Uplands, Low Mid. clause, 5 31-32d. July-Aug. delivery, Uplands, Low Mid. clause, 5½d. Aug.-Sept. delivery, Uplands, Low Mid. clause, 5½d. July delivery, Uplands, Low Mid. clause, 5 29-32d.

WEDNESDAY.—July-Aug. delivery, Uplands, Low Mid. clause, 5 27-32d. Nov.-Dec. shipment, Uplands, Low Mid. clause, new crop, sail, 6d. July-Aug. delivery, Uplands, Low Mid. clause, 5 13-16d. Aug.-Sept. delivery, Uplands, Low Mid. clause, 5 13-16d. Sept.-Oct. delivery, Uplands, Low Mid. clause, 5½d. Oct.-Nov. delivery, Uplands, Low Mid. clause, 5 29-32d. Aug.-Sept. delivery, Uplands, Low Mid. clause, 5 27-32d. Nov.-Dec. shipment, Uplands, Low Mid. clause, new crop, sail, 5 31-32d.

THURSDAY.—Sept.-Oct. delivery, Uplands, Low Mid. clause, 5 15-16d. Nov.-Dec. shipment, Uplands, Low Mid. clause, new crop, sail, 6d. Sept.-Oct. delivery, Uplands, Low Mid. clause, 5 29-32d. Aug.-Sept. delivery, Uplands, Low Mid. clause, 5 15-16d. Oct.-Nov. delivery, Uplands, Low Mid. clause, 5 15-16d.

FRIDAY.—Aug.-Sept. delivery, Uplands, Low Mid. clause, 5½d. July delivery, Uplands, Low Mid. clause, 5 29-32d. Aug.-Sept. delivery, Uplands, Low Mid. clause, 5 29-32d. Oct.-Nov. delivery, Uplands, Low Mid. clause, 6d. Sept.-Oct. delivery, Uplands, Low Mid. clause, 5 21-32d. Oct.-Nov. delivery, Uplands, Low Mid. clause, 6 1-32d. July delivery, Uplands, Low Mid. clause, 5½d.

July-Aug. delivery, Uplands, Low Mid. clause, sail, 5 29-32d. Dec.-Jan. shipment, Uplands, Low Mid. clause, new crop, sail, 6 1-16d. Sept.-Oct. delivery, Uplands, Low Mid. clause, 6d. Aug.-Sept. delivery, Uplands, Low Mid. clause, 5 15-16d. July delivery, Uplands, Low Mid. clause, 5 15-16d.

Nov.-Dec. shipment, Uplands, Low Mid. clause, new crop, sail, 6 3-32d.

THE EXPORTS OF COTTON from New York, this week, show a decrease, as compared with last week, the total reaching 7,387 bales, against 8,216 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 previous year.
	July 5.	July 12.	July 19.	July 26.		
Liverpool.....	9,503	2,980	4,470	6,272	376,482	361,153
Other British Ports.....	1,500	...	2,556	...	6,564	7,033
Total to Gt. Britain	10,803	2,980	7,016	6,272	383,046	371,191
Havre.....	200	482	800	500	4,597	12,248
Other French ports.....	...	...	...	...	...	...
Total French	200	482	800	500	4,597	12,248
Bremen and Hanover.....	...	...	...	...	22,635	22,396
Hamburg.....	100	...	...	...	8,501	18,222
Other ports.....	1,800	...	400	...	85,932	9,839
Total to N. Europe.	1,400	...	400	193	67,071	50,457
Spain, Oporto & Gibraltar &c	...	...	...	...	12	12
All others.....	...	...	...	...	409	55
Total Spain, &c.....	...	...	...	...	421	65
Grand Total.....	12,403	3,462	8,216	7,867	455,555	433,961

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

RECEIPTS FROM	NEW YORK.		BOSTON.		PHILADELPHIA		BALTIMORE.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
New Orleans.....	1,168	165,003	...	19,168	...	422	...	...
Texas.....	1,625	40,461	...	6,724	...	...	...	...
Savannah.....	262	96,621	...	28,603	...	16,352	...	13,748
Mobile.....	...	4,050	...	6,279	...	...	...	...
Florida.....	...	7,270	...	...	...	...	...	...
5th Carolina.....	995	101,304	...	1,826	...	...	104	9,995
5th Carolina.....	339	53,470	...	...	...	...	3	21,211
Virginia.....	279	181,266	...	72,656	...	...	198	59,885
North'n Ports.....	...	14,001	...	85,335	...	...	...	65
Tennessee, &c	299	198,101	...	69,062	...	35,540	...	6,297
Foreign.....	...	4,152	...	4	...	...	...	...
Total this year	5,328	918,358	846	231,687	200	52,614	373	119,214
Total last year.	3,925	799,697	524	319,929	831	68,153	273	119,427

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 9,729 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.

		Total bales.	
New York—To Liverpool, per steamers Algeria, 778... Nevada, 1,143	...	...	...
England, 1,205... City of Richmond, 730... per ships Rona, 113... Strathern, 2,333	...	6,272	...
To Havre, per steamer St. Laurent, 560	...	500	...
To Cronstadt, per bark Daphne, 535	...	595	...
New Orleans—To Liverpool, per steamers Oberon, 1,199... Ariel, 51	...	1,250	...
Nonfolk—To Liverpool, per steamer San Jacinto, 100	...	100	...
Baltimore—To Liverpool, per steamer Ilbernia, 232	...	232	...
Boston—To Liverpool, per steamer Atlas, 78	...	372	...
Philadelphia—To Liverpool, per steamer Indiana, 318	...	318	...
Total.....	9,729		

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

	Liverpool.	Havre.	Cronstadt.	Total.
New York.....	6,272	500	595	7,367
New Orleans.....	1,250	...	...	1,250
Nonfolk.....	100	...	...	100
Baltimore.....	232	...	...	232
Boston.....	372	...	...	372
Philadelphia.....	318	...	...	318
Total.....	8,634	500	595	9,729

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

MINNAN, str. (Br.) from Baltimore, July 19th, for Liverpool, got aground while in charge of pilot, ENE of Seven Foot Knoll, in 18 feet of water, the steamer drawing 22 feet, 4 inches. At 5 A. M., 20th, she was lighted off 350 tons cargo, when steam-tug Maryland hauled her off, and saw her safely down to the end of Craighill Channel, where the lighters were relieved. She proceeded to sea at 1 P. M., 20th.

Cotton freights the past week have been as follows:

	Liverpool.		Havre.		Bremen.		Hamburg.	
	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.
Saturday... ..@5-6	..@5-16	½ comp.	..@5-16	½ comp.	..@5-16	½ comp.	..@5-16	½ comp.
Monday... ..@5-16	..@5-16	½ comp.	..@5-16	½ comp.	..@5-16	½ comp.	..@5-16	½ comp.
Tuesday... ..@5-16	..@5-16	½ comp.	..@5-16	½ comp.	..@5-16	½ comp.	..@5-16	½ comp.
Wednesday... ..@5-16	..@5-16	½ comp.	..@5-16	½ comp.	..@5-16	½ comp.	..@5-16	½ comp.
Thursday... ..@5-16	..@5-16	½ comp.	..@5-16	½ comp.	..@5-16	½ comp.	..@5-16	½ comp.
Friday... ..@5-16	..@5-16	½ comp.	..@5-16	½ comp.	..@5-16	½ comp.	..@5-16	½ comp.

EUROPEAN COTTON MARKETS.—In reference to these markets our correspondent in London, writing under the date of July 15, 1876, states:

LIVERPOOL, July 13.—The following are the prices of American cotton compared with those of last year:

	Ord. & Mid.		Fr. & G. Fr.		G. & Fine.		(Same date 1875.)	
	Ord.	Mid.	Ord.	Mid.	Ord.	Mid.	Ord.	Mid.
Sea Island 15	17	18	19	21	28	18	19	20
Florida do 13	11½	15½	17	18	10	16½	17	20
Upland.....4½	5 1-16	5½	5½	6½	6½	7 1-16	7½	7½
Mobile.....4½	5 1-16	5½	5½	6½	6½	7½	7½	7½
Texas.....4½	5 1-16	6 9-16	5 15-16	6½	7½	7½	7½	7½
N. Orleans.....4½	5 8-16	6½	6	6½	7½	7 5-16	7½	8½

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

	Taken on spec. to this date.		Actual exp. from		Actual	
	1876.	1875.	1876.	1875.	1876.	1875.
American.....	102,310	148,990	186,420	50,189	51,921	146,060
Brazilian.....	770	4,930	18,100	5,547	15,411	28,270
Egyptian, &c. 14,160	11,040	12,860	4,039	3,370	9,050	25,760
W. India, &c. 420	1,720	2,160	4,229	10,203	25,760	49,180
E. India, &c. 22,960	29,010	42,630	105,726	118,564	49,180	...
Total.....	140,600	223,690	212,130	169,720	199,569	706,210

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

		SALES, ETC., OF ALL DESCRIPTIONS.			
	Sales this week.	Ex. Specula-		Total	Same Average
		Trade.	port.		
American.....bales	31,130	2,510	5,230	38,930	927,140
Brazilian.....	1,890	...	80	1,970	81,840
Egyptian.....	3,260	120	210	3,590	120,330
Smyrna & Greek.....	620	210	...	830	120,330
West Indian.....	6,650	4,150	790	11,590	21,250
East Indian.....	6,650	4,150	790	11,590	323,730
Total.....	43,480	7,020	6,320	56,820	1,476,240

	Imports.		Stocks.		Dec. 31, 1875.
	This week.	To this date 1876.	This date.	Same date 1875.	
American.....bales.	36,130	1,436,248	1,313,711	596,050	610,870
Brazilian.....	8,948	101,741	298,935	171,970	115,490
Egyptian.....	833	184,430	156,891	116,170	73,903
Smyrna and Greek.....	188	23,833	2,321	730	2,010
West Indian.....	10,201	251,827	428,447	119,130	232,040
East Indian.....					
Total.....	56,098	2,088,142	2,237,929	1,023,670	1,047,450

BREADSTUFFS.

FRIDAY, P. M., July 28, 1876.

There has been some recovery of tone and prices in flour during the past week. Unseal stock, and lots that it was feared would become so, had been pretty well closed out, and there was a demand to supply immediate needs, which were increased by the fact that much flour held by dealers and bakers had soured on their hands. In the course of Tuesday and Wednesday, there was a liberal business in shipping extras at \$4 60@4 75, but yesterday the urgency of demand abated, and part of the advance of the previous two or three days was lost. Receipts and production are small. Rye flour and corn meal have been more active, at very full prices. To-day, there was a hardening market for the better brands of low grades of flour, with a good business.

The wheat market has also exhibited a marked recovery in tone, though not very active, and prices very little higher. The weather has become much cooler, with a very favorable effect upon the condition of the stocks in store and afloat. Receipts at the West and at this port have materially fallen off, and the quantity afloat for this market is greatly reduced. There has been some decline in ocean freights, and foreign accounts have been less depressed. Therefore, although the demand was not active, better prices were obtained, the sales being mainly at 82@85c. for soft No. 3 spring, 92@98c. for soft and fair No. 2 do., \$1 16@1 17 for No. 1 Milwaukee, and \$1 19 for No. 1 Sheboygan. Yesterday, the market exhibited some weakness, but closed about steady. Winter wheats are even more irregular than spring growths; inferior sold at 70@75c., and good to prime red \$1@ \$1 15. Very little new wheat is offered as yet. To-day, there was some further advance in spring wheats, with considerable activity.

India corn has been active and buoyant. A large business has been done in the past two or three days, at 52@56c. for fair to prime mixed, and 56½@57c. for choice do. and yellow. Supplies continue liberal, and the strength of the market is derived mainly from the brisk demand and the increased confidence which the cooler weather has imparted to receivers and holders. At the close, yesterday, there was some re-action from the highest point. To-day, the market was steady, but not active.

Rye has been dull and unsettled. Canada peas remained very quiet. Barley nominal, but barley malt meets with a more general demand.

Oats have been in active request, and prices are decidedly higher, the transactions embracing several parcels for export, at 37@38c. for No. 2 Chicago and Milwaukee afloat; and choice white have brought extreme prices; but the close last evening was rather quiet. To-day, the market was quiet.

The following are closing quotations:

FLOUR.				GRAIN.			
No. 2.....	per bbl.	22 25	3 00	Wheat—No. 3 spring, bush	80	90	
Superfine State & Western.....	3 40	4 10		No. 1 spring.....	94	1 05	
Extra State, &c.....	4 50	4 70		Red Western.....	70	1 05	
Western Spring Wheat extras.....	4 25	4 70		Amber do.....	1 10	1 20	
do XX and XXX.....	4 75	6 25		White.....	1 20	1 35	
do winter X and XX.....	4 50	7 75		Corn—West'n mix'd.....	50	56	
Unsound and sour flour.....	2 25	4 50		Yellow Western.....	54	57	
City shipping extras.....	4 50	5 50		Southern.....	52	63	
City trade and family brands.....	6 25	7 75		Rye.....	55	75	
Southern bakers' and family brands.....	6 00	7 75		Oats—Mixed.....	33	43	
Southern shipping extras.....	4 50	5 75		White.....	35	48	
Rye flour, superfine.....	4 75	5 10		Barley—Canada West.....	...	...
Cornmeal—Western, &c.....	2 65	3 00		State, 2-rowed.....	...	...
Corn meal—Br'wine, &c.....	3 20	3 80		Barley Malt—State.....	75	1 00	
				Canadian.....	1 00	1 15	
				Peas—Canada, bond & free	98	1 20	

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

RECEIPTS AT NEW YORK.				EXPORTS FROM NEW YORK.			
1876.		1876.		1875.		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.	65,651	2,156,249	1,889,921	28,182	1,121,764	33,211	1,052,262
O. meal, "	4,612	169,854	74,522	5,201	105,312	4,385	102,090
Wheat, bus.	479,736	16,709,235	12,172,154	447,621	16,710,912	1,095,780	13,465,632
Corn, "	892,620	12,984,067	11,154,081	430,193	9,363,633	251,042	6,718,970
Rye, "	23,378	667,796	73,655	110	556,693	...	105,683
Barley, "	57,679	2,251,048	1,130,467	...	8,000	...	110
Oats, "	213,318	6,772,645	4,351,758	19,235	321,106	3,523	71,766

The following tables show the Grain in sight and the movement of Breadstuffs to the latest mail dates:

RECEIPTS AT LAKE AND RIVER PORTS FOR THE WEEK ENDING JULY 22, 1876, AND FROM AUGUST 1, 1875, TO JULY 22, 1876:

At—	Flour, bbls. (136 lbs.)	Wheat, bush. (56 lbs.)	Corn, bush. (56 lbs.)	Oats, bush. (56 lbs.)	Barley, bush. (56 lbs.)	Rye, bush. (56 lbs.)
Chicago.....	26,515	230,143	1,116,243	211,065	8,300	10,115
Milwaukee.....	81,191	277,471	8,543	11,460	1,101	1,125
Toledo.....	757	40,339	94,393	29,325	...	310
Detroit.....	2,504	18,932	2,576	13,451	...	170
Cleveland.....	8,650	4,103	1,730	14,709	...	...
St. Louis.....	11,829	184,414	211,437	61,877	...	5,722
Peoria.....	2,715	8,124	128,930	41,350	4,490	5,220
Duluth.....	...	230,610	...	...	...	...

Total.....	81,425	960,163	1,523,621	407,216	9,207	23,679
Previous week.....	89,604	907,421	1,167,205	508,035	17,583	27,541
Corresponding week, '75.....	100,562	2,163,508	1,572,912	220,000	8,758	4,480
Corresponding week, '74.....	87,101	1,136,376	1,511,012	291,793	40,431	17,169
Total Jan. 1 to date, 1876.....	2,562,911	25,517,574	40,702,922	13,501,020	2,958,713	654,597
Same time 1875.....	2,543,811	28,024,210	25,896,051	10,453,717	1,537,103	1,171,945
Same time 1874.....	3,453,119	19,921,650	36,891,273	14,005,920	2,179,363	728,533
Total Aug. 1 to date, 1876.....	4,907,181	63,644,559	69,018,057	27,781,230	7,492,768	2,450,811
Same time 1874-5.....	3,197,821	62,577,006	41,553,839	24,161,762	6,731,848	1,156,927
Same time 1873-4.....	6,119,337	83,256,315	63,028,015	26,295,784	5,977,618	1,717,249
Same time 1872-3.....	5,635,990	53,556,627	60,217,765	28,618,379	9,119,811	1,887,621

* Estimated.

SHIPMENTS OF FLOUR AND GRAIN from the ports of Chicago, Milwaukee, Toledo, Detroit, Cleveland, St. Louis, Peoria and Duluth for the week ended July 22, and from Jan. 1 to July 22, inclusive, for four years:

Week—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
July 21, 1876.....	81,815	1,191,235	1,894,634	710,923	5,250	7,044
July 15, 1876.....	93,487	951,715	1,271,911	629,674	1,658	21,167
Cor. week '75.....	100,213	2,042,023	1,797,949	286,230	2,571	5,522
Cor. week '71.....	99,411	639,955	1,265,701	183,165	7,417	3,352
Cor. week '73.....	101,275	917,690	2,221,383	590,568	4,902	19,135
Cor. week '74.....	58,326	412,497	2,053,653	411,153	29,369	37,674
Cor. week '71.....	80,791	910,618	1,530,145	312,462	14,128	60,034
Jan. 1 to July 22, '76.....	8,010,914	23,381,015	47,218,528	11,779,567	1,920,765	875,136
Same time 1875.....	2,695,153	21,781,205	19,933,315	7,546,973	875,647	284,600
Same time 1874.....	3,252,839	32,670,055	26,372,999	8,856,194	1,219,061	2,577,246
Same time 1873.....	3,319,832	29,452,465	24,212,069	12,604,551	1,555,214	664,578

RECEIPTS OF FLOUR AND GRAIN AT SEABOARD PORTS FOR THE WEEK ENDED JULY 22, 1876.

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	61,655	467,281	911,419	321,043	11,183	18,570
Boston.....	20,712	...	184,410	20,930	7,700	...
Portland.....	5,700	...	11,690	4,200	...	...
Montreal.....	7,910	117,690	...	76,521	500	...
Philadelphia.....	10,801	81,000	165,000	56,600	...	...
Baltimore.....	11,455	113,000	195,000	17,900	8,000	...
New Orleans.....	11,402	5,599	162,500	9,904	...	...

Total.....	140,754	801,521	1,581,900	509,479	28,383	13,570
Previous week.....	118,971	1,656,563	2,153,633	974,831	21,635	52,891
Cor. week '75.....	173,107	1,240,954	907,711	309,121	2,421	2,073
Total Jan. 1 to date, 1876.....	4,936,901	24,767,317	48,776,451	13,126,543	1,977,219	604,125
Same time 1875.....	3,961,271	21,892,229	28,363,763	9,354,363	239,419	141,235
Same time 1874.....	5,317,308	35,659,870	31,794,843	9,937,710	729,240	629,578
Same time 1873.....	4,873,435	16,137,472	22,901,449	13,339,350	1,383,511	603,832

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, on the New York canals and on the lakes, July 22, 1876:

	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
In store at New York.....	2,295,705	714,625	1,122,245	40,161	104,979
In store at Albany.....	10,900	2,300	77,000	13,000	13,000
In store at Buffalo.....	226,518	218,311	175,372	16,421	17,374
In store at Chicago.....	1,710,042	996,557	269,852	314,101	62,909
In store at Milwaukee.....	1,050,391	9,548	116,168	91,927	18,093
In store at Duluth.....	58,153	...	...	...	...
In store at Toledo.....	833,739	231,493	197,921	...	246
In store at Detroit.....	137,354	20,801	58,270	1,006	...
In store at Oswego.....	125,000	30,000	15,000	...	...
In store at Boston.....	212	174,512	201,231	3,330	641
In store at St. Louis.....	51,915	188,956	63,147	24,530	1,920
In store at Peoria.....	1,769	61,786	68,797	4,692	32,797
In store at Indianapolis.....	11,737	66,134	31,741	...	1,415
In store at Toronto.....	412,469	...	12,771	10,958	...
In store at Montreal.....	238,633	129,572	181,639	4,690	...
In store at Philadelphia.....	181,900	1,200,000	115,000	...	2,510
In store at Baltimore.....	24,550	1,173,854	80,000	...	1,550
Lake shipments, week.....	1,012,601	3,900,404	398,940	...	...
Rail shipments, week.....	180,651	514,780	321,095	6,250	7,041
On New York canals.....	530,000	370,000	152,000	9,712	16,990
Est. afloat New York.....	860,000	600,000	450,000	...	...

Total.....	9,639,660	7,594,521	4,006,144	573,010	282,251
July 15, 1876.....	10,311,258	8,124,771	3,787,006	508,230	244,533
July 24, 1875.....	9,074,751	7,858,394	1,753,914	20,519	56,795

* Estimated.

THE DRY GOODS TRADE.

FRIDAY, P. M., July 28, 1876.

There has been slightly increased animation in the package trade the past week, but the jobbing branches have remained quiet. Buyers from Texas and other remote parts of the South, as well as distant Western jobbers, appeared in the market in fair numbers, and their joint operations were to a considerable aggregate amount. The event of the week was an important auction trade sale of 10,000 packages flannels, blankets and cotton goods, which was held on account of manufacturers represented in this market by Messrs. Parker, Wilder & Co. There was an exceptionally large attendance of buyers, and the competition was so spirited that the entire large line of flannels and blankets was distributed without passing a lot, at prices which were from 5 to 7½ per cent higher than those realized for corresponding qualities at the sale of the previous week. The cotton

goods presented at the above sale were not of a strictly desirable character, and some makes sold low. The results of the late auction sales of woolen goods are not encouraging to manufacturers, and production will probably be curtailed until the condition of the market will justify an advance in prices.

DOMESTIC COTTON GOODS.—The export trade in domestic cottons has been less active, shipments to Great Britain having shown a marked decrease. The total shipments of the week were 352 packages, which were sent in moderate lots to Great Britain, Germany, the British and Dutch West Indies, Hayti, Brazil, New Grenada, the Cisplatine Republic and Canada. For home consumption, cotton flannels were in good demand, at prices ranging from one to two cents per yard below last year's quotations. Brown sheetings and drills were in limited request, but steady in first hands. Low and medium grade bleached shirtings met with fair sales, but fine shirtings and wide sheetings ruled quiet. Colored cottons remained dull, except chevrons, which were taken in fair amounts by Western jobbers. Corset jeans, rolled jacconets and grain bags were severally quiet. Print cloths were not so quick, and could have been bought on more favorable terms, although the price for extra 64s was unchanged, at 3½c, cash to 30 days. Medium and dark fancy prints were in better request, and new styles of American, Manchester, Pacific and Oriental were marketed at 7c. Light fancy and shirting prints were in moderate demand, and staple makes were fairly active and firm. Gingham continued quiet.

DOMESTIC WOOLEN GOODS.—There has been a rather better demand for men's-wear woollens by out-of-town buyers, but the local and near-by trade have been operating sparingly and in accordance with immediate requirements. Cassimeres of the newest and most tasteful styles found ready buyers, but goods lacking these qualities moved slowly. Worsted coatings were taken in fair amounts by cloth jobbers and clothiers, and plain and fancy overcoatings were distributed in considerable parcels. Black and colored cloths ruled quiet, but low and medium grade doeskins were in steady request for small lots. Satinets continued in limited demand, but Kentucky jeans received more attention from the general trade, and some considerable transactions were reported in low and medium grades, at a reduction in price of fully 10 per cent. from last year's quotations. Carpets were somewhat less active, and sales of flannels and blankets were light, owing to the large offering at auction, referred to above.

FOREIGN DRY GOODS.—The demand for imported goods has been light and unimportant. Prices are without material change, although silks are more firmly held in view of the advancing market for raw silk. Worsted goods are a trifle easier in the European markets, but are unchanged in importers' hands. Linen and white goods were dull, and laces, gloves and hosiery continued inactive. Notions and trimmings were taken a little more freely by jobbers from remote parts of the interior.

We annex prices of a few articles of domestic manufacture:

Tickings.

Amoskeag ACA. 17½	Cordis No. 1. 32 16½	Omega C. 14
do do. 11	do ACE. 32 17½	do B. 17
do A. 11	do awning. 22-25	do A. 19
do B. 13	do No. 2. 13½	do ACA. 30 20
do C. 12	do No. 3. 13½	do do. 35 19
do D. 11½	do No. 4. 11½	do medal. 34
do E. 10½	do No. 5. 10½	Penna. 4-4 12½
do awning. 15½	do No. 6. 10	Pittsfield. 6
do do. 15	do No. 7. 9½	Pearl River. 18½
Conestoga. 60 34	Easton. 14	Palmer. 8
do FF. 7-8	Hamilton BT. 14	Pemberton AA. 11
do prem A. 4-4 19	do D. 12½	do B. 12½
do ex. 4-4 17	Lewiston A. 36 21	do E. 13
do ex. 7-8 15½	do A. 32 19	Swift River. 10
do Gld md 4-4 16	do A. 30 17	Thorndike A. 10
do CCA 7-8 13	Methuen AA. 18	do C. 10
do CT. 4-4 14	do ASA. 20	Willow Brk No 1 18
do Penna. 4-4 12	Lancaster. 4-4 22½	Whittenton XXX.
do AA 7-8 10½	do. 7-8 17	do A.
do X. 7-8 9½	Minnehaha. 7-8 17½	York. 50 15
Cordis AAA. 32 16	do. 4-4 22½	do. 32 15

Cotton Sail Duck.

Woodberry and Droid Mills. 22	No. 10. 22	Woodberry and Ontario Mills. 22
No. 0. 40	Cotton sail twine. 32	U.S.A. Standard 23½ in. 32
No. 1. 38	Light Duck. 32	3 oz. 32
No. 2. 36	Greenwood's (7oz.) 13	9 oz. 20
No. 3. 34	Ravens. 13	10 oz. 22
No. 4. 32	Greenwood's (8oz.) 14	12 oz. 24
No. 5. 28	Ravens. 14	15 oz. 26
No. 6. 30	Bear (8 oz.) 29 in. 15	Ontario Twine 36 in. 30
No. 7. 26	do heavy (9 oz.) 18	do 31 in. (8 oz. ex q) 13
No. 8. 25	Extra heavy bear. 20	Ext twine "Polhem's" 11
No. 9. 24	Mont. Ravens 29 in. 17	
	do 40 in. 16	

Brown Drills.

Appleton. 9	Laconia. 9	Mass. C. 3½
Amoskeag A. 8½	Lyman H. 9	Pepperell. 9
Augusta. 8½	Langley B. 14	Stark A. 9½
Boott. 9	Mass D. 9	

Cotton Yarns.

Empres: 6 to 12. 21½	Sargeant 6 to 12. 21½	IXL 6 to 12. 21½
Pandleton do. 21½	Fontenoy do. 21½	XXX do. 21½

Brown Sheetings and Shirtings.

Width.	Price.	Width.	Price.	Width.	Price.
Allendale. 7-4 19		Great Falls E. 8		Pepperell. 12-4 11	
do. 8-4 22		do J. 7		do E. 39 8	
do. 9-4 22½		Graniteville. 36 8		do R. 36 7½	
do. 10-4 27½		do. 7-8 7		do O. 33 7	
do. 11-4 30		Hallowell. 36 8		do N. 30 6½	
do. 12-4 35		do. 40 9		Pequot A. 38 9	
Androskoggin. 9-4 22½		do. 33 7½		do B. 40 11	
do. 10-4 28		Harrisburg A. 28 7½		do. 48 11	
Adriatic. 36		do B. 6½		do. 7-4 18	
Agawam F. 36 6½		Indian Head. 36 8½		do. 8-4 21	
Alabama. 36 6½		do. 30 8		do. 9-4 21	
Atlantic A. 36 8½		do. 40 12		do. 10-4 29	
do D. 36 7		do. 48 15		Pittsfield A. 36 6½	
do H. 38 8		Ind'n Or. RR. 30 7½		Pocasset Canoe 39 9	
do P. 37 6½		do NN. 33		Plum Island. 36	
do V. 36 6½		do EE. 36 8		do. 39	
do L. 36 7		do AA. 40		Saranac fine O 36 8	
Appleton A. 36		do DW. 6½		do R. 36 8	
do N. 33 8		Lawrence D. 36		do E. 36 9½	
Augusta. 36		do XX 36 9		Stark A. 36 8	
do. 30 6½		do XXX 40 10		do B. 36 7½	
do A. 27 5½		do LL 36 6½		Swift River. 36 7	
Amoskeag. 36		do J. 36 7½		Suffolk A. 36 6½	
do. 45		do Y. 36 7½		Tremont CC. 36 6½	
do. 48		Langley. 36 7½		Utica. 36 12½	
do. 60		Lyman C. 36		do heavy. 40	
do A. 40		do E. 8½		do. 48 20	
Boston. 36 9		do T. 7		do. 68 25	
do. 40 10½		Laurel H. 8		do. 73 30	
do. 10-4 28½		Laconia O. 39 8		do. 86 33	
do. 8-4 19		do B. 36		do. 96 38	
do. 9-4 22½		do E. 36		do heavy. 110 37½	
Broadway. 36 6½		do. 9-4 21		Waltham. 5-4 11	
Sedford R. 30 5½		do. 10-4 24		do. 8-4 20	
Boott G. 31 6½		do. 11-4		do. 9-4 22½	
do M. 36 8		Langdon GB. 4-4 13		do. 10-4 25	
do FF. 36 8½		Mass. J. 31 6½		do. 11-4 25	
do S. 33 8		do E. 36 6½		Warren R. 40 9½	
do W. 48 11½		do BB. 36 7		do W. 34 9	
Cabot A. 36 8		do C. 30 6		do AA. 40 12½	
Continental C 36 8½		do standard 36 8		Wamanta ST 50 20	
do D. 10½		Maxwell. 40 12½		do. 59 26	
Conestoga D. 28 6½		Medford. 36 7½		do. 79 31	
do G. 30 7		Mystic River. 36 7½		do. 93 35	
do S. 30 7½		Nashua fine O. 36 7½		do. 100 40	
do W. 8½		do R. 8½		do. 108 45	
do AAA.		do E. 10		do twilled. 59 26	
Crescent. 36 8		do W. 15		do. 79 31	
Dwight X. 30 6		Newmarket A 36 7		do. 89 35	
do Y. 33 6½		Newmarket D 36		do. 100 40	
do Z. 36 7		Pacific extra. 36 8		do. 103 45	
do W. 7		Putnam AA. 36 8½		Wachusett. 36	
do ZZ. 40 9½		Pepperell. 7-4 16		do. 30	
Dwight Star. 36 8		do. 8-4		do. 40	
Exeter A. 36		do. 9-4 21		do. 46	
Great Falls M 36 8		do. 10-4 24			
do S 33 7		do. 11-4			

Bleached Sheetings and Shirtings.

Amoskeag A. 36 10	Fruit of the Loom. 100s 36 13	Pride of West 36 14
do. 33 6½	Forestdale. 33 9½	Red Bank. 36 6½
do. 42 11	Gem of the Splice. 36	do. 33 5½
do. 45 12½	Greenville ex. 36 9	Reynolds AA. 36
do. 6-4	Green G. 36 8½	Suffolk L. 36 6½
do. 10-4	Gold Medal. 36 8½	Seaside. 36 11
Androskoggin L 36 10	do. 33 7½	Standard. 35 10
do AA 36 12	Gr't Falls Q. 36 9½	do. 33 9½
do. 8-4 20	do S. 31 7½	Slaterville. 36
do. 9-4 22½	do M. 33 8	do. 33 7½
do. 10-4 30	do A. 32 8½	Social C. 33 10
Anburn A. 36 10	Hallowell Q. 36 8	do L. 36 8½
Allendale. 6-4 13	Hill's S. Idem 32 8	Tuscarora XX 36 12½
do. 7-4 20	do. 36 9	do. 45
do. 8-4	do. 42 12	do. 9-8
do. 9-4 22½	Howe. 36 8	Utica. 35 12½
do. 10-4 28	Hope. 36 8½	do ex hvy. 36 18
do. 11-4 27½	Ind. Orch. AA. 36	do. 5-4 20
Barker's Mills. 33 9	do H dw 36	do. 6-4 25
Bartlett's A. 36	do S. 26	do. 8-4 30
do XXX 36	King Phillip. 36 11	do. 9-4 33
Ballou & Son. 32 8½	do camb. 36 13	do. 10-4 38
do. 33 7½	do. 36 8½	do heavy. 100 50
do AA. 35	Knight calbr 36 8½	do Nonp. 36 13
Bates OS. 36 12	Lily of Valley 36 9½	do do.
do BB. 36 10	Lithwood. 36	Winona. 36
Say Mills. 36 11½	Laconia. 8-4 21	White Rock. 36 10½
Blackett's AA 36 9	do. 9-4 24	Waltham X. 33 8½
Boott B. 36	do. 10-4 27½	do. 42 12½
do C. 32 6½	Langdon. 42 11	do. 6-4 16½
do E. 34 7½	do. 46 12½	do. 8-4 20
do R. 36 6	do GB. 36 12½	do. 9-4 22½
do S. 36 8	Lyman camb. 36 11	do. 10-4 25
do W. 45 11½	Lonsdale. 36 10-10½	W'msutia twl 33 13
do X. 45 12½	do cambic 36 13½	do OXX. 36 13
Boston. 8-4 22½	Masonville. 36 10½	do dwn g'n 36 13
do. 9-4 26½	Maxwell. 38 12½	do Hll fine. 42 17
do. 10-4 30	Methuen. 27	do. 45 20
Chestnut Hill. 36 7½	Nashua E. 36 11	do ST heavy 45 20
Crescent. 36 10	do. 8-4 25	do do 64 26
Cabot. 7-8 7½	do. 9-4	do do 72 31
do. 36 8½	do. 10-1	do do 81 35
do. 9-8 12	Newmarket C 36 8½	do do 90 40
do. 5-4 13½	N. Y. Mills. 36 14	do do 99 45
Canoe. 27 4½	do. 9-4 33	do twilled. 45 20
Chapman X. 56 8	do. 10-4 38	do do 54 25
Day. 36 11½	Peabody. 36 9	do do 72 31
do. 42 20	Pepperell. 6-4 18	do do 81 35
do. 46 40	do. 5-4 12½	do do 90 40
Dwight D. 40	do. 7-4 18	do do 93 45
do camb. 36 11½	Pepperell. 8-4 21	do LS. 90 45
do Star. 36 9	do. 9-4 21	Wanigan's 36 14
do AA 36 8	do. 10-4 27½	do water tw. 36 13½
do Anchor 36 11½	Pequot. 5-4 15-16	do No. 1. 36 12½
do Star. 42 11	do. 6-4 18	Whitinsville. 36 9½
do do 45 11½	do. 7-4 20	do. 33 9
Fearless. 36 8½	do. 8-4 22½	Wessac'mc'n. B86 8
Fruit of the Loom. 36 10½	do. 9-4 27½	do G33
do. 33 10	do. 10-4 32½	Warren AA. 36 12½
do. 42 16	Pocasset Can. 36 9½	do B. 36 9½
do. 5-4 12	do F. 30 6½	Williamsville 35 11½
do. 6-4 20	do FF. 36 7½	

Checks.

Caledonia. No. 10 17	Far. & Mio. No. 7 13	Park Mill. No. 80 16
do No. 70 19	do No. 8 15	do No. 97 18
do No. 80 20	do No. 9 17	do No. 103
Economy. 13	Park Mills. No. 50 11½	Prodigy. 13
Far. & Mio. No. 5 11	do No. 60 13½	Lewiston A. 12½
do No. 6 12	do No. 70 15	

Imports of Dry Goods.

The importations of dry goods at this port for the week ending July 27, 1876, and for the corresponding weeks of 1875 and 1874, have been as follows:

	ENTERED FOR CONSUMPTION FOR THE WEEK ENDING JULY 27, 1876.			1875.			1874.		
	Pkgs.	Value.		Pkgs.	Value.		Pkgs.	Value.	
Manufactures of wool....	1,831	\$334,799		974	\$474,720		1,041	\$173,368	
do cotton.....	1,161	289,221		1,249	879,443		990	253,291	
do silk.....	641	465,559		573	591,974		551	420,260	
do flax.....	1,019	236,943		673	167,132		771	172,154	
Miscellaneous dry goods	412	135,998		206	101,662		260	141,620	

Total..... 5,116 \$2,110,623 3,755 \$1,514,331 3,593 \$1,463,791

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

Manufactures of wool....	513	\$234,540	731	\$436,811	852	\$113,324
do cotton.....	340	96,536	403	133,231	227	70,243
do silk.....	210	165,893	130	108,075	67	47,295
do flax.....	611	114,885	721	136,511	298	46,268
Miscellaneous dry goods.	134	6,382	303	22,601	93	9,763

Total..... 1,791 \$618,511 2,337 \$842,718 988 \$316,543

Addent'd for consump'n 5,116 2,110,623 3,755 1,514,331 3,593 1,463,791

Total thrown on m't'l. 6,317 \$2,729,161 6,093 \$2,357,049 4,461 \$1,780,735

ENTERED FOR WAREHOUSING DURING SAME PERIOD.

Manufactures of wool....	1,526	\$272,163	459	\$218,995	689	\$229,338
do cotton.....	649	171,982	835	120,233	373	91,829
do silk.....	148	182,447	106	114,632	128	86,328
do flax.....	631	115,469	479	118,290	331	81,471
Miscellaneous dry goods..	104	22,711	213	36,379	32	21,150

Total..... 3,978 \$1,103,517 1,676 \$663,531 1,558 \$585,032

Addent'd for consump'n 5,116 2,110,623 3,755 1,514,331 3,593 1,463,791

Total entered at the port. 8,094 \$3,201,535 5,431 \$2,118,365 5,031 \$2,019,845

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, '76.	Same time 1875
China, Glass and Earthenware—				
China.....	19,471	7,439		
Earthenware.....	19,023	21,635		
Glass.....	165,933	272,930		
Glassware.....	15,213	15,749		
Glass plate.....	5,402	6,209		
Buttons.....	3,002	4,365		
Coal, tons.....	24,391	20,411		
Cocoa, bags.....	17,280	15,509		
Coffee, bags.....	856,727	975,070		
Cotton, bales.....	2,612	2,476		
Drugs, &c.—				
Bark, Peruvian.....	22,295	17,749		
Bleas, powders.....	15,473	19,465		
Cochineal.....	1,416	3,082		
Cream Tartar.....	398	830		
Gambler.....	20,598	7,359		
Gum, Arabic.....	3,331	2,651		
Indigo.....	2,662	2,714		
Madder.....	899	1,193		
Oils, essential.....	401	749		
Oil, Olive.....	21,761	25,801		
Opium.....	617	486		
Soda, bi-carb.....	21,010	16,340		
Soda, sal.....	24,033	31,957		
Soda ash.....	28,769	54,137		
Flax.....	2,438	5,891		
Furs.....	3,627	5,020		
Gunny cloth.....	370	1,415		
Hair.....	1,775	2,893		
Hemp, bales.....	77,814	74,331		
Hides, &c.—				
Bristles.....	991	936		
Hides, dressed.....	2,711	3,791		
India rubber.....	24,705	23,855		
Ivory.....	1,593	2,245		
Jewelry, &c.—				
Jewelry.....	1,545	1,876		
Watches.....	336	460		
Linseed.....	365,099	574,594		
Molasses.....	76,517	83,091		
Metals, &c.—				
Cutlery.....	2,146	2,335		
Hardware.....	522	1,794		
Iron, R.R. bars.....		15,002		
Lead, pigs.....	46,142	61,381		
Speller, lbs.....	220,730	691,276		
Steel.....	30,250	63,306		
Tin, boxes.....	503,620	585,727		
Tin slabs, lbs.....	5,036,561	4,441,680		
Rags.....	85,434	61,661		
Sugar, hhd's, tcs. & bbl's.....	435,625	432,379		
Sugar, bxs & bags.....	932,787	1,221,032		
Tea.....	627,031	604,939		
Tobacco.....	32,404	33,889		
Waste.....	419	1,209		
Wine, &c.—				
Champagne, bks.....	58,096	62,330		
Wines.....	13,163	105,212		
Wool, bales.....	31,528	32,114		
Articles reported by value—				
Cigars.....	\$933,733	\$979,621		
Corks.....	27,915	47,534		
Fancy goods.....	585,633	580,065		
Fish.....	207,749	127,907		
Fruits, &c.—				
Lemons.....	601,951	350,234		
Oranges.....	1,194,735	1,703,224		
Nuts.....	458,162	601,878		
Raisins.....	734,393	714,687		
Hides, undressed.....	4,393,110	6,671,140		
Spices, &c.—				
Cassia.....	143,578	150,739		
Glanger.....	101,518	64,413		
Pepper.....	277,496	379,470		
Saltpetre.....	92,939	149,956		
Woods—				
Cork.....	214,709	206,947		
Fastle.....	58,545	46,514		
Logwood.....	407,093	226,438		
Maogany.....	32,731	72,727		

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.	3,620	5,038		
Breadstuffs—				
Flour.....bbl's	2,156,240	1,889,921		
Wheat.....bush	16,509,285	12,172,154		
Corn.....bush	12,834,067	11,161,982		
Oats.....bush	8,773,545	4,351,758		
Rye.....bush	687,796	73,553		
Barley and malt.....	2,251,068	1,130,467		
Grass seed, bales.....	63,845	61,470		
Beans.....bbl's	57,760	39,259		
Peas.....bush	785,347	234,595		
C. meal.....bbl's	109,654	74,522		
Cotton.....bales	461,884	367,927		
Hemp.....bales	1,742	1,567		
Hides.....No.	2,904,215	1,807,921		
Hops.....bales	35,594	7,836		
Leather.....sides	2,501,263	2,307,978		
Molasses.....hhd's	34			
Molasses.....bbl's	40,117	23,707		
Naval Stores—				
Cr. turp.....bbl's	1,971	4,591		
Spirits turp.....	41,782	35,304		
Rosin.....	189,113	293,113		
Tar.....	10,341	17,071		
Pitch.....	2,711	409		
Oil cake.....pkgs.	279,725	133,193		
Oil, lard.....	4,913	4,016		
Peanuts.....bags	40,376	36,881		
Provisions—				
Better.....pkgs.	641,946	513,431		
Cheese.....	913,717	953,003		
Cutmeats.....	303,990	198,137		
Eggs.....	383,891	232,047		
Pork.....	110,029	103,568		
Beef.....	62,359	17,021		
Lard.....	218,113	176,061		
Rice.....	21,241	15,143		
Starch.....	206,610	204,633		
Stearine.....	15,510	12,796		
Sugar.....bbl's	178	41,761		
Sugar.....hhd's	8,781	19,901		
Tallow.....pkgs.	54,141	9,737		
Tobacco.....	17,823	100,660		
Tobacco.....hhd's	21,930	30,037		
Whiskey.....bbl's	73,235	91,053		
Wool.....bales	39,736	36,063		
Dressed Hogs.....No.	35,513	46,828		

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.

EXPORTS SINCE JANUARY 1 TO																						
ARTICLES.	Great Britain.	France.	Holland	Ger- many.	Other N. Europe.	Spain.	Other S. Europe.	China & Japan.	Aus- tralia.	Br. N. A. Colonies.	Cuba.	Hayti.	Other W. India.	Max- imo.	British Guiana.	Brazil.	Other S. America.	All oth. Ports.	Total this week.	Total since January 1, 1876.	Same time 1875.	
Breadstuffs—Flour .. bbls.	443,222	12	16,755	9,605	5	...	7,450	...	...	130,911	10,316	111,857	231,722	475	35,234	55,512	52,688	9,785	28,132	1,217,704	1,032,263	1876.
Ocoa meal..... bush.	281	364,836	2,547,100	517,525	...	...	...	...	...	42,848	805	38	19,973	10	2,310	...	57,137	45	5,261	103,312	102,059	1875.
Wheat..... bush.	12,433,813	...	40,749	596,431	19,563	...	891,329	...	1,338	...	...	...	...	...	...	...	...	1,803	447,621	16,770,919	13,468,631	1874.
Rye..... bush.	...	...	...	...	...	...	...	...	...	...	...	...	140	...	...	...	...	...	...	...	105,667	1873.
Barley..... bush.	8,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	140	...	...	1872.
Oats..... bush.	20,727	216,301	...	...	...	...	...	...	...	...	4,592	1,117	83,472	46	...	...	...	...	14,325	527,106	...	1871.
Corn..... bush.	7,920,133	31,995	21,504	598,872	72,655	5,547	273,919	...	...	21,428	220,332	142	57,669	1,000	11,000	5,476	31,513	16,065	450,149	9,363,263	6,735,993	1870.
Peas..... bush.	222,150	2,000	63,547	4,043	...	...	...	20	...	438	...	...	...	...	9,460	...	...	161	171,478	433,760	236,147	1869.
Beans..... bush.	75	...	...	...	...	...	...	...	...	...	...	3,633	74,034	...	100	274	...	354	54,327	...	...	1868.
Lard..... bush.	...	...	...	...	...	...	...	3,032	...	4,873	6,212	60	...	162	...	2,464	21,389	701	1,771	21,389	30,071	1867.
Tea..... tons.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	57	...	...	...	51,072	61,346	23,131	1866.
Coffee..... bags.	11,636	6,720	11,556	20,987	...	...	162	...	...	88	2,042	457	...	123	...	2,709	8,947	2,905	335	23,491	23,491	1865.
Cotton..... bales.	207,754	3,766	3,689	7,863	...	...	...	...	...	...	...	...	...	38	43	...	...	...	335	33,345	33,345	1864.
Opium..... pkgs.	1,107	161	10	856	...	...	...	...	...	...	...	...	...	...	23	763	...	408	437	5,684	5,684	1863.
Hops..... bales.	23,541	...	...	...	...	...	...	...	...	914	880	13	...	...	...	763	...	408	437	5,684	5,684	1862.
Naval—Sp. Turp. bbls.	143	...	...	...	...	...	...	...	...	1,253	691	76	...	...	...	945	...	1,901	11,332	144,053	38,945	1861.
Rosin..... bbls.	45,604	4,618	1,176	21,257	19,093	100	26,791	...	...	1,867	455	27	...	...	75	...	...	...	11,332	144,053	38,945	1860.
Tar..... bbls.	...	...	...	...	15	...	...	260	...	...	...	...	...	...	...	...	...	...	...	...	...	1859.
Oil cake..... 100 lbs.	1,002,432	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1858.
Olla..... Petroleum ..	10,389,543	7,295,694	4,483,565	13,996,853	8,592,657	2,925,619	5,629,675	1,890,194	1,184,438	60,012	1,296,069	87,549	737,886	395,423	61,500	1,539,132	1,216,327	5,783,954	4,373,069	61,531,314	74,978,942	1857.
Whale..... sperm.	...	115,309	...	...	...	...	...	...	...	...	...	...	...	236	...	...	...	...	...	...	...	1856.
Galla.....	356,852	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1855.
Lard.....	22,000	...	...	...	...	...	...	...	...	2,100	...	1,306	...	...	...	...	...	...	...	...	...	1854.
Provisions, Pork, bbls., etc.	32,531	514	655	1,536	...	...	...	...	...	17,454	...	21,306	90,920	2,019	3,451	6,891	...	4,400	1,984	33,381	33,381	1853.
Beef..... bbls. & tea.	42,504	357	2,171	8,353	100	353	...	...	...	3,614	...	885	9,823	4	2,450	56	1,373	1,156	1,971	5,163	5,163	1852.
Bacon.....	957,101	32,187	41,792	103,897	173	727	...	...	...	...	60,633	115	312	...	...	...	1,009	31	39,617	1,185,326	1,054,326	1851.
Butter..... 100 lbs.	6,287	...	53	652	...	...	...	...	...	1,385	1,707	1,954	5,312	...	...	...	1,827	281	1,185,326	1,185,326	1,054,326	1850.
Cheese..... 100 lbs.	495,312	...	...	473	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1849.
Lard.....	32,541	127,403	292,699	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1848.
Alcohol.....	181	50	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1847.
Tallow.....	206,536	78,632	24,611	9,116	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1846.
Tobacco, leaf &c. bbls.	17,714	3,368	1,750	3,368	16	5,193	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1845.
" " cases &c.	1,056	104	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1844.
" " manufactured do.	2,023,509	4,150	54,635	53,761	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1843.
Wholesale.....	300	41,707	...	44,791	...	...	...	27,803	453,354	107,516	192,769	3,913	965,355	1,061	...	...	632,163	382,315	63,367	4,833,438	3,770,004	1842.
Total Values, 1876.	58,929,264	7,247,216	9,192,090	16,145,097	9,597,512	1,000,304	4,382,331	1,113,637	1,298,753	2,938,140	4,779,196	2,442,850	4,890,400	698,010	579,910	1,737,041	4,732,854	2,325,074	4,730,941	148,733,936	148,733,936	1875.
Total Values, 1875.	75,514,774	5,604,161	6,477,619	15,031,607	1,341,774	1,303,940	4,167,957	1,513,612	1,116,771	2,821,630	4,812,691	2,698,860	9,341,177	694,670	533,417	1,819,567	6,576,066	4,248,248	4,730,941	148,733,936	148,733,936	1874.

GENERAL PRICES CURRENT.

ASHES—		
Pot.,	5	0
BRICKS—See special report.		
BUILDING MATERIALS—		
Bricks—Common hard, boat, # M	2 25	8 00
Croton,	11 00	14 00
Philadelphia facing,	23 00	30 00
Cement—Isaenaga,	1 10	1 20
Lime—Rockland, common, # bbl.	1 85	1 25
Rockland, finishing,	1 85	1 25
Lumber—Southern pine, # M feet	20 30	32 00
White pine box boards,	15 00	18 00
White pine merchant box boards	13 00	21 00
Clear pine,	45 00	55 00
Oak and ash,	40 00	45 00
Black walnut,	70 00	75 00
Straw boards & planks,	18 00	22 00
Notch—Osgood, com. fan & sh. # keg	4 60	5 10
Clutch, 1/2 to 3 in. & longer,	4 60	5 35
Adfne,	8 35	8 35
Cutspikes, all sizes,	10 1/2	10 1/2
Paints—Ld., wh. Am. pure, in oil # m	9 24	9 24
Lead, wh. Am. pure dry, No. 1,	6 1/2	7 1/2
Zinc, wh. Am. pure dry, No. 1,	11 1/2	11 1/2
Paris white, Eng. prime, gold # 100 m	1 10	1 75
BUTTER—(Wholesale Prices)—		
Butter, State, fair to prime,	12	25
Western creamery, fr. to prime,	20	23
H. Ark., tubs, state, fr. to prime,	18	20
Welsh tubs, com. to selected,	15	23
CHEESE—		
State factory, fair to choice,	7	2
Western, good to prime,	8	8 1/2
COAL—		
Anthracite (by cargo),	5 00	6 00
Liverpool fair canal,	10 00	11 00
Liverpool house canal,	14 00	16 00
COFFEE—		
Rio, ord. car, 60 days and gold, # m	14 1/2	15 1/2
do fair, do,	15 1/2	16 1/2
do good, do,	17 1/2	18 1/2
do prime, do,	17 1/2	18 1/2
Java, moka,	20	23
Native Ceylon,	16 1/2	18
Maracabo,	14 1/2	17
Laguayra,	16 1/2	17
St. Domingo,	14 1/2	15
Savannah,	14 1/2	18
Costa Rica,	16 1/2	18
COPPER—		
Boils,	82	82
Sheeting, new (or 12 oz),	31	31
Brass (over 16 oz),	32	32
American Ingot, Lake,	20	20 1/2
COTTON—See special report.		
DRUGS & DYES—		
Alum, lump, Am.,	16	22 1/2
Argols, crude,	25 1/2	30
Argols, refined,	3 1/2	3 1/2
Arsenic, powdered,	4 1/2	4 1/2
Bicarb. soda, Newcastle, # m	14 1/2	15 1/2
Bicarb. potash,	1 1/2	1 1/2
Bleaching powder, # 10 m	1 1/2	1 1/2
Brimstone, crude, per ton, gold	33 00	35 00
Brimstone, Am. roll, # m, capr.	3	3
Camphor refined,	26 1/2	27
Castor oil, N. I. in bond, # gal, gold	4 1/2	4 1/2
Chlorate potash, # 10 m	10	21
Chloride potash,	45	50
Cochineal, Honduras,	42 1/2	45
Cochineal, Mexican,	29	31 1/2
Cream tartar, prime Am. & Fr.	9	9 1/2
Cubebbs, East India,	4 1/2	5
Cutch,	5 1/2	6 50
Gambler,	1 10	1 25
Ginseng,	13	29
Jalap,	30	35 1/2
Licorice paste, Calabria,	25	25
Licorice paste, Sicily,	27	31
Licorice paste, Spanish, solid, gold	9	7 1/2
Madder, Dutch,	4	5
Madder, French,	14	17
Natals, blue Alaba,	1 1/2	1 1/2
Opium, Turkey, (in bond), gold	5 25	5 25
Prussiate potash, yellow, Am. cur.	26	26
Quicksilver,	2 20	5 0
Quinine,	1 00	1 75
Rhubarb, China, good to pr.	1 3/4	1 35
Salt soda, Newcastle, # 10 m, gold	1 30	1 40
Sugar Lac,	1 80	2 12 1/2
Soda ash,	19	19
Sugar of lead, white, # m, cur.	7 1/2	8
Virol, blue, common,	7 1/2	8
FISH—		
George's and Grand Bank cod, pwt	4 50	5 25
Mackerel, No. 1, v. shore (new) pwt	20	23 00
Mackerel, No. 1, Bay,	None	None
Mackerel, No. 2, Mass. shore (new)	9 00	10 00
Mackerel, No. 2, Bay,	None	None
FRUIT—		
North River, prime,	15	15
FRUIT—		
Balsins, Seacress, .. per 50 lb. trail	4 25	5 00
do Layer,	2 1/2	2 1/2
do Loose Macatel,	2 25	2 75
do Valencia,	18	13 1/2
do Valencia,	8 1/2	8 1/2
Currents, new,	6 1/2	6 1/2
Citron, Lector,	19 1/2	19 1/2
Figs, French,	6	5 1/2
Dates, new,	5 1/2	5 1/2
Figs, new,	12	13 1/2
Canton Ginger,	8	8 00
Sardines, # hi. box,	18 1/2	19 1/2
Sardines, # or box,	18 1/2	19 1/2
Macaroni, Italian,	14	14
GRAPES—		
Apples, Southern, sliced,	7	8
do do quarters,	7 1/2	7 1/2
do State, sliced,	7 1/2	8 1/2
do do quarters,	7 1/2	8 1/2
do Western, quarters,	8	8
Peaches, pared, G. 4, good & prime	8	10
do unpared, halves and qrs,	7	10
Blackberries,	21	25
Cherries,	12	12
Plums,	12	12
GUNNIES—See report under Cotton.		
HEMP AND JUTE—		
American dressed,	190 30	215 00
American undressed,	135 00	140 00
Italian, clean,	230 00	225 00
Italian,	260 00	275 00
Manila,	6 1/2	7 1/2
Sisal,	4 1/2	5
Jute,	3 1/2	5

GUNPOWDER—		
BLASTING FOR RAILROADS, & C.		
Sofa, any size grain, in 25 m kegs	\$2 90	
Saltpetre do do	3 40	
SPORTING—		
Electric, Nos. 1 to 5 grain, in 1 m sq. caos	1 03	
Diamond grain, in 1 m sq. caos	1 03	
Orange lightning, Nos. 1 to 5, in 1 m sq. caos	1 03	
Superior eagle sporting, in 1 m oval cans	73	
American sporting, in 1 m oval cans	73	
Orange ducking, Nos. 1 to 5, in 1 m cans	73	
Duck shooting, Nos. 1 to 5, in 1 m cans	8 61	
Engle duck shooting, Nos. 1 to 5, in 1 m cans	8 61	
Orange ducking, Nos. 1 to 5, in 1 m cans	8 61	
Engle duck shooting, Nos. 1 to 5, in 1 m cans	8 61	
Duck shooting, Nos. 1 to 5, in 1 m cans	8 61	
Hazard's Kentucky rifle, in oval 1 m cans	49	
Dupont's rifle, Ffg, Ffg, Ffg, 1 m cans	49	
Dupont's rifle, Ffg, Ffg, Ffg, 1 m cans	1 61	
Hazard's Kentucky rifle, Ffg, Ffg, and Sea	1 61	
Shoot ng, Ffg, Ffg, Ffg, 1 m cans	2 96	
Dupont's rifle, Ffg, Ffg, Ffg, 1 m cans	2 96	
Hazard's Kentucky rifle, Ffg, Ffg, and Sea	2 96	
Shoot ng, Ffg, Ffg, Ffg, 1 m cans	2 96	
Orange r, Ffg, Ffg, Ffg, 25 m kegs	5 40	
Hazard's Kentucky rifle, Ffg, Ffg, Ffg, 25 m kegs	5 40	
Dupont's rifle in 25 m kegs	5 40	
HAY—		
North River shiping,	100	65
HIDES—		
Dry—Buenos Ayres, selected, # m gold	17	18 1/2
Montevideo, do,	18	18 1/2
Corrientes, do,	16	16 1/2
Rio Grande, do,	16	16 1/2
Orinoco, do,	16	16 1/2
California, do,	15	15 1/2
Matam, and Mex. do,	15	15 1/2
Maracabo, do,	12	12 1/2
Bahia, as they run,	12	12 1/2
Dry Salted—Maracabo, do,	12	12 1/2
Chili, do,	12	12 1/2
Pernambuco, do,	12	12 1/2
Savannah, do,	12	12 1/2
Bahia, do,	12	12 1/2
Wet Salted—Buen. Ay, selected,	8 1/2	8 1/2
Para, do,	8 1/2	8 1/2
California, do,	8 1/2	8 1/2
Texas, do,	8 1/2	8 1/2
E. Lock—Calcutta slaughter, gold	15	15 1/2
Calcutta, dend green,	15	15 1/2
Calcutta buffalo,	15	15 1/2
IRON—		
Pig, American, No. 1,	22 00	23 00
Pig, American, No. 2,	20 00	21 00
Pig, American, Forge,	19 00	20 00
Pig, Scotch,	27 00	30 00
Store Prices—		
Bar, Swedes, ordinary sizes, # ton	180	180
Scroll,	75 10	130 00
Sheet, Russia, at to assort, gold	11 1/2	12
Sheet, single, double & treble, com.	3 1/2	4
Rails, Amer., at Works in Pa., car	43 00	45 00
Steel rails,	63 00	65 00
LEAD—		
Ordinary foreign, # 100 lbs, gold	6 75	
Domestic,	7 12 1/2	
Bar,	8 1/2	
Sheet,	10	
LEATHER—		
Hemlock, Buen. A, res. h. m. & l. # m	20	23
California, h. m. & l.,	19	21 1/2
Common hide, h. m. & l.,	19	21
rough,	24	25
Slaughter crop,	30	32
Oak, rough,	25	28
Ferns, crop,	30	32
MOLASSES—		
Cuba, centrifugal and mixed, # gal.	24	30
Cuba, clayed,	12	17
Cuba, Mus., redink grades,	33	38
do do, grocery grades,	38	40
Barbadoes,	40	42
Demerara,	85	40
Porto Rico,	45	53
N. O., com. to choice new,	45	53
NAVAL STORES—		
Tar, Washington,	2 75	3 00
Tar, Wilmington,	2 75	3 00
Pitch, city,	2 12 1/2	2 12 1/2
Spirits turpentine, # gal,	60	30 1/2
Rosin, strained to good str, # bbl.	1 60	1 75
low No. 1 to good No. 1,	2 25	5 00
low No. 2 to good No. 2,	1 85	2 00
low pale to extra pale,	3 50	5 00
window glass,	6 50	6 50
OAKUM—Navy, U.S. Navy & best # m		
OIL CASE,	8 1/2	10 1/2
OIL CITY—		
City, bag,	gold 7 00	8 00
Western,	38 10	40 00
OILS—		
Cotton seed, crude,	35	35
Olive, in casks # gall,	1 15	1 20
Lined, casks and bbls,	55	60
Menhaden, prime crude L.I.S.	83	81
Neatsfoot, crude L.I.S.,	83	1 15
Whale, bleached winter,	6 1/2	6 1/2
Whale, Northern,	1 23	1 70
Sperm, crude,	5 1/2	6 00
Sperm, bleached winter,	9 1/2	10 00
Lard oil, winter,	9 1/2	10 00
PETROLEUM—		
Crude, in bulk,	9 1/2	9 1/2
Cases,	17 1/2	17 1/2
Refined, standard white,	17 1/2	17 1/2
Naphtha, City, bbls,	10 1/2	10 1/2
PROVISIONS—		
Pork, mess,	19 40	19 60
Pork, extra prime,	19 40	19 60
Pork, prime mess,	9 00	11 00
Beef, plain mess, new,	10 00	12 00
Beef, extra mess,	10 00	12 00
Beef hams, Western,	10 00	12 00
Bacon, City long clear,	10 00	12 00
Lard, smoked,	10 00	12 00
Lard, City steam,	10 00	12 00
RICE—		
Carolina, fair to choice,	5 1/2	7
Louisiana, good to prime,	5 1/2	6 1/2
Rangoon, new, in bond, gold, # 100 m	1 1/2	1 1/2
Patna,	1 1/2	1 1/2
SALT—		
Turkey Island,	25	25
St. Martin's,	1 1/2	2 50
Liverpool, various sorts, # sack	1 15	2 50
SALT PETRE—		
Refined, pure,	12 1/2	12 1/2
Crude,	2 67 1/2	3 00
Nitrate soda,	2 67 1/2	3 00
SEED—		
Clover, Western,	1 1/2	1 1/2
Timothy,	2 35	2 90
Hemp, foreign,	1 45	1 50
Flax, American rough,	1 45	1 50
Lined Colcutta,	1 82 1/2	1 82 1/2

SILK—		
Tealce, Nos. 1 & 2,	5 75	6 50
Tealce, re-reeled,	5 25	6 00
Tayasam, No. 1,	5 10	5 25
Canton, re-reeled, No. 1 & 2 Cotingon	5 00	5 25
SPELTER—		
Foreign,	100	7 12 1/2
Domestic, common,	7 25	7 10
SPICES—		
Pepper, Batavia,	10	18 1/2
do Singapore,	24 1/2	28
do white,	20	21
Cassia, China Ligna,	18	20
Ginger African,	18	20
do Calcutta,	18	20
Mace,	95	88
Nutmega, Batavia and Penang,	35	64
Pimento, Jamaica,	12	12 1/2
Cloves,	85	57
do stems,	14	14 1/2
SPIRITS—		
Brandy, foreign brands,	8 50	15 00
Rum—Jam, 1st proof,	8 65	7 00
St. Croix, 3d proof,	8 45	8 65
Gin,	8 00	8 25
Domestic Liquors—Cash.		
Alcohol (50 per ct),	2 16	2 20
Whiskey,	1 12 1/2	1 18
STEEL—		
English, cast, 2d & 1st quality, # m gold	14 1/2	16
English, 2d & 1st quality,	6 1/2	8 1/2
English blitter, 2d & 1st quality,	9	14
English machinery,	9 1/2	10 1/2
English German, 2d & 1st quality,	10 1/2	11 1/2
American blitter,	9	9
American cast, Tool,	16	16
American cast, spring,	10	10
American German spring,	10	10
SUGAR—		
Cuba, inf. to com. refining, # m	7 1/2	8 1/2
do fair refining,	8 1/2	9 1/2
do good refining,	8 1/2	