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The Chronicle.

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PROGRESS OF MODERN BANKING SYSTEMS.

The suggestions we recently ventured to offer as to the financial perils of July and August have received some confirmation in the collapse of one or two moribund banks whose misfortunes have long been known. We cannot give too much weight to the great principle inculcated by all our bank movements and disasters since 1873, that financial institutions which do a banking business are entering upon a new period of our monetary progress, and must be more careful to hold ample cash reserves, and to manage their affairs on conservative principles. This paramount duty will be enforced hereafter by public opinion, and indeed it is more observed in this country and abroad than at any previous time. The Bank of France now holds \$417,534,148 of specie reserve; the Bank of England, \$165,189,620; the Imperial Bank of Germany, \$133,345,000; the Netherlands Bank, \$67,185,000; and the National Bank of Belgium, \$27,320,000. The aggregate of coin

reserve held by these five banks amounts to \$810,573,768. Such a stupendous mass of coin reserve has never been locked up in bank before. It has been accumulated in obedience to this powerful and pervading principle which, as we have said, is operating throughout the financial world to enforce upon modern banking institutions the duty heretofore too much neglected, of keeping ample reserves of cash in their vaults.

Every well-informed person knows how rapid has been the growth in this country and in Europe of the deposit system of banking as known in our day. Formerly, a bank was commonly regarded as an institution which obtained its funds for lending from two sources—first, from its capital, and secondly, from its circulation. Gradually, however, this first rudimentary stage of growth developed into a second and more mature condition. The circulation of the banks became less important, and a third source of lending power was developed—namely, the deposits. In this country the transition was made at a very early period in our banking history, and we have had banks of deposit and discount as a part of our system for many years. In Scotland and in some parts of England the same principles of growth have been exemplified; but in Germany, in France, and generally on the continent of Europe, this second stage of banking progress is much more backward.

We give this brief sketch of the banking movements of the last quarter of a century for the sake of setting in a clear light the fact that the expansion of deposit banking has been pushed too far and too fast. A competition of the most tempting and perilous kind has sprung up among some of the banks. They have bid against each other for deposits, and from this and other causes a prodigious accumulation has been made of idle capital in the great financial centres of Christendom, such as has never been possible at any previous period. It would be an instructive task to explore the various causes which have given, during the last thirty years, such a wonderful power of mobility and self-multiplication to the wealth of nations. The present age differs from those which have gone before it in nothing perhaps so much as in the great excess of our movable capital over our fixed capital, and the ease and rapidity with which the one is converted into the other. How far this excess is due to the amazing impulse given to the productive powers of the world by the gold discoveries of 1848, and how much to other causes, we shall not here inquire. It is enough to say that one of the incidents of this growth, which is both a cause and a consequence of it, is the vast increase of bank deposits to which we have referred, and which is equally conspicuous in the old

world and in the new. As this concentration of deposits forms the culmination of what we have called the second period of banking development, and as it would appear that we are on the eve of further changes leading to a third stage, the impending movements may involve new dangers, some of which are referred to by a correspondent of the *London Times*, as follows:

"It will be a subject of real regret and danger if the London banks permit the present condition of their business in deposits to pass away without commencing the wholesome and long-needed reform regarding the rates of interest allowed by them on current and deposit accounts. As concerns the current accounts, the Union and the other one or two banks who still follow that practice have wisely so cut down the rates and altered the conditions that the whole affair has become virtually nominal, and, being nominal, it had better be abandoned altogether. It is a practice wholly unsound when applied to London banking, and it has only lingered in two or three cases because long since reduced to little more than a plausibility on paper. The allowance of interest on deposits is a larger and more serious matter. The Bank of England rate is and has been for some time 2 per cent. per annum. Under the old rule the banks would have allowed 1 per cent. on deposits, but for weeks past such an allowance would have been the purest folly or the most manifest benevolence, for the deposits could not be employed at any such rate, and when the masses of capital to be dealt with amount to scores of millions, the difference of a fraction on the wrong side entails the loss of tens of thousands in the aggregate. The banks, therefore, very wisely have been reducing the allowances to fifteen and even ten shillings per cent. per annum, and in no small number of cases have been refusing deposits altogether. Now, the cardinal condition of all sound and safe banking is that the banker shall not make himself responsible for deposits which he cannot employ at a profit in the best banking securities. It is no part of the business of a banker to act as an investment agent for his customers; and it may be safely said that in all cases where banks have assumed and persisted in such functions they have come to mischief. For some years past and at this moment the greatest financial peril of the country is precisely this undue and enormous accumulation of scores of millions of deposits in the hands of a few London banks, and the only way to diminish this peril is for the banks to refuse on principle to accept deposits except on terms which leave them a positive profit. At this moment the true policy of the banks should be, now that the rate of allowance has fallen to the absurd rate of half per cent. per annum, to say that until the course of trade takes a decided turn they will not allow any interest at all. The effect of a measure of this kind would be entirely salutary, and for several reasons. First, it would in a material degree compel the public to examine with new interest the causes which have led to the stagnation of trade, and to endeavor to find remedies—processes, both of them, beneficial on every ground; secondly, it would constitute a desirable departure from the general assumption that banks can under all circumstances be relied on to pay to depositors rates within a fraction of the highest market rate, although the banks themselves may sustain loss by the operation; and, thirdly, it would enable the banks to draw still tighter the rules of selection as regards bills and securities. It must not be assumed that because good bills are scarce, unsound and finance bills are at an end. They are not so plentiful as they were, but they still abound; and so long as the banks have to struggle for small fractions of profit on their deposits, there is great danger, as all experience proves (and especially the experience of 1875) that the temptation of high rates of discount obscures the vision as regards the doubtful nature of the security."

The question here raised is one of the very highest importance. In this country it has been discussed for many years, but it is still unsettled. Some of our larger banks have always refused to pay interest on deposits. The reasons they assign are briefly these: First, no direct pecuniary compensation is due to an ordinary dealer in a sound bank, on account of his deposits; because the banker renders sufficient compensation by taking charge of the funds and becoming their custodian under an obligation to pay them out on demand. Secondly, the banker if he pays interest on deposits must do so through one of two expedients, either of which is bad banking;—he must employ the funds at some high rate of interest, which involves too much risk;—or he must mobilize too large a proportion of his funds, and let his reserves of cash run low. Thirdly, it is contended that what the depositor gains in interest he loses in some other way, for the panics which of late years have annihilated so much wealth are largely due to the payment of interest on deposits, and to the vicious principles of banking which have thus been fostered and perpetuated. On the other side the arguments are

that, as certain banks persist in paying interest, their neighbors are obliged to do the same. It is also added that certain classes of deposits are worth paying interest upon, and their owners have a right to receive it. Whether the London banks will be more fortunate in solving the difficulty than our New York banks have been, is very doubtful. Both there and here it is a fruitful source of danger for the banks to adopt a policy that compels them to pay interest upon deposits which they have serious difficulty in employing so as to secure safety and to avoid loss. At the meeting of national, State and private banks at Philadelphia, this whole question in its various aspects will, we hope, receive careful discussion.

HOW GOVERNMENT AFFECTS BUSINESS.

Why is it that the business community always rejoice to know that Congress has finally dispersed? It is so every year—at least it has been so every season since the war closed; and notwithstanding the present retiring body has done many good things in unearthing fraud and economizing expenditures, the commercial interests are even now sending up a sigh of relief because there can be only a few more days of it. Formerly it was different. Before the war, government made scarcely a ripple by its movements. It ran of itself by reason of the simplicity and perfection of its machinery, and many columns of sage and congratulatory moralizing were every year printed about the simplicity of democratic government. The tacitly accepted theory was that government here was something like a city water-works organization, which had only to be let alone and it would attend to itself; which had no intimate relations with the people, but would furnish them whatever quantity of protection they happened to want without taking any particular thought as to whence it came or how. It is scarcely an exaggeration to say that to the mind of the mass of our citizens, the government had become in a vague way a sort of humane Providence, possessing wisdom, power and benevolence in almost any degree needed, and practically without putting any cost of support upon the people. During the last fifteen years, however, the disturbance of trade has been contradicting this theory, and our people have been forced to realize that legislation now is the very basis of commercial transactions; and they tremble so long as Congress—which in great part is made up of men inexperienced in commercial affairs—continues in session.

Where, then, does government touch business? First of all, in taxation, for nothing could be more false in fact, as well as mischievous in effect, than the notion that the government has virtually got along without taxing, because it has taxed indirectly by import duties. Not only do the people concern themselves less with the objects of public expenditure than they would if the tax-gatherer came with a definite demand, but the interference with trade by import duties is very great. Not that great interference is inseparable from a system of revenue imposts which should aim at simplicity and permanence, and should levy upon only a few articles; but that, as actually managed, our multifarious, complicated and often changed system of impost taxation has been on the whole a burden upon trade. That it has to a very considerable extent enticed capital into new enterprises only to be suddenly overthrown by a withdrawal of support; that its changes are sweeping and unforeseen; that it is in practice the exercise of an enormous power without a corresponding discretion; and that it

adds much to the impenetrable uncertainty about the future which hinders business movements, it is impossible to deny. It is a historical fact that the tariff has long been the football of parties and an ordinary issue in political campaigns, and experience has shown that nobody can derive business advantage from it without being exposed to business hurt. It is impossible to foresee, at the beginning of a Washington season, what changes may be made before the end, and every business movement must go by guess; the fact being that the intimacy of economic connections and the reach of the tariff are so great that no change can be made anywhere in the latter without its affecting every manufacturer as well as importer, and re-acting upon every branch of industry. A year ago, Congress passed two tariff acts within a few weeks' time, which actually altered (in effect) the values of goods already purchased and in transit from Europe. Congress has disposed of the subject, for one session, by making with one sweep a uniform "horizontal reduction" in the duties on a large number of articles. By laws whose effect not even the best specialists can clearly foresee—and specialists are a class of persons who are consulted very little in making the laws—Congress may and does lay hands upon every form of industry, depressing this, stimulating that, and making business at once more complicated, more sensitive, and more hazardous. Taxation is at best an arbitrary process, the burden of which is not likely to end with the mere portion it takes from the producer directly, unless managed with the utmost skill; but our system of taxing is an aggravation of the difficulty, and by it the government touches the people far more intimately and severely than they have learned as yet to realize.

In the next place, government is in contact with business at the point of the currency. Governmental action expelled coin, created two new forms of paper, and now for eleven years has kept business in a state of palpitating uncertainty as to whether the measure of values would be changed, and has made of late years its action a prime factor in every business-man's risks, but one which he had no data for conjecturing. So recently as the past week it has been doubtful whether Congress would not thoughtlessly enact laws about silver which might instantly alter the value of all securities, change the conditions of business, and start a train of consequences the end of which lay utterly beyond foresight. Congress can neither move towards specie nor move from it, can neither act nor refrain from acting, without influencing more or less the prices in all markets and the relative position of debtor and creditor. It is not necessary to be pessimistic, and it is not safe to be optimistic; there is as little ground for one as the other. The simple fact is, regret it how we may, that circumstances and drifting along with them have brought us to a condition in which the power of Congress and the tangle of financial matters are a standing menace, proving an extraordinary risk, which can neither be avoided, nor understood, nor ignored, nor lightly dared.

The influence of government on the finances does not end with its monopoly of power in currency matters. Such has been the growth of the sums handled annually, that the Treasury, which was meant for merely a disbursing and deposit bureau of public money, became in fact a regulator of the money market; and so far was the mischief of this abnormal condition forgotten that one Secretary actually asked of Congress permission to expand or contract the government issues as he saw fit. The purchases of government, which in

1861-65 gave business such an unnatural vigor that it was mistaken for solid prosperity, are sufficiently large even now to stimulate or depress business materially, according as they are enlarged or contracted, or as the expectation is one way or the other. Broadly and generally stated, the same government, in theory and form, which before the war was rather a remote affair and not much thought about except once in four years, has since so enlarged itself and so wound in and out among trades and industries that it neither lets nor can let anything alone. It might be wiser, and might be less aggressive in disposition; but, however bettered in quality, it will be some years yet before the utmost efforts will enable it to disentangle itself.

In the third place, government touches business in public morals, its contributions to which have been injurious in large measure for the last eight years. It should teach a good lesson by example, the more because it gives out no precepts; it has been teaching a bad one. The two-dollar internal revenue tax during the war was the beginning of a course of corruption of which the recent details are yet being narrated. By a high tax, government has bred this corruption, just as it has bred smuggling by a high duty on silks. It has deteriorated in point of integrity and ability together, until we do not know whither to turn to escape the sight of public trusts abused. The worst fact is that we have all so far become united to this condition that we do not appreciate it, and we half consider it a thing to be expected. We are letting our government poison our youth and corrupt our morals, and if we go on so for another ten years we shall regard virtue as an exception, and cease to expect honesty in office.

Another important and sensitive connection between Congress and business is the "Southern question," as it is called. This very week the country has seen one of the Senators from Massachusetts—a State we are all proud of—propose "to remand the State of Mississippi to a territorial condition!" Surely such a suggestion shows that the writer of that report has not one qualification for his position. We know that is a strong expression. But a person who can so carelessly, flippantly talk about revolutionizing a State government, putting it into a condition of anarchy, for the paltry reasons suggested, exhibits a weakness—we had almost said wickedness—scarcely credible, and an utter want of appreciation of the business interests of the country.

But further illustration is unnecessary. In the ante-war period, in consequence of the practical remoteness of the government, there was no civilized country where so little attention was given to the working of government, where the system of government was so poorly understood, and where the people were so absorbed in dollar hunting as in the United States. It seems to us clear that this must change, and that experience will deal blows to the people until they learn to change it. The business man must see and admit that government does touch him in all the ways we have suggested, and in many others, and our aim will be accomplished if we can set him thinking whether he has not hitherto treated too lightly this important factor in his business calculations—in a word, whether the character and qualifications of each Senator and Congressman, of whatever politics, is not of the first importance to him.

RAILROAD EARNINGS IN JULY, AND FROM JAN. 1 TO JULY 31.

The gross earnings of seventeen railroads are reported for the full month of July, and, as our weekly returns have already foreshadowed, they do not make as favorable a comparison with 1873.

as the previous months have done. The fact has been often referred to that a considerable part of the increase in gross earnings during the first half of the present year was owing to the heavy movement of produce from the West and Southwest, and so far as cereals are concerned the comparison with previous years is shown in the table below for the first seven months of the years named. The Western cities embraced in the returns are Chicago, Milwaukee, Detroit, Toledo, Cleveland, St. Louis, Peoria and Duluth, and their receipts and shipments were as follows:

	1876.	1875.	1874.	1873.
Receipts.....	86,653,307	71,837,461	93,507,861	80,953,123
Shipments.....	77,979,567	57,148,423	73,727,156	62,690,174

At the Atlantic ports receipts have been as follows: 1876, 92,971,511; 1875, 62,242,857; 1874, 81,554,948; 1873, 57,044,530.

The Buffalo Commercial Advertiser furnishes statistics as to the eastward grain movement on the Lake Shore road for July and since January 1, in the present and two previous years, as follows:

RECEIPTS AT BUFFALO BY L. S. AND M. S. FOR THE MONTH OF JULY.			
	1874.	1875.	1876.
Flour, bbls.....	93,100	42,600	90,000
Wheat, bush.....	454,800	158,400	243,200
Corn, bush.....	566,300	238,200	432,400
Oats, bush.....	533,200	148,800	267,500
Barley, bush.....	11,200	7,600	48,500
Rye, bush.....	3,600	4,400	23,200
Total bush.....	1,619,000	574,900	1,027,100

FROM JANUARY 1 TO JULY 31.			
	1874.	1875.	1876.
Flour, bbls.....	895,800	378,200	635,200
Wheat, bush.....	3,789,600	1,383,800	1,812,200
Corn, bush.....	4,774,400	2,282,000	3,437,200
Oats, bush.....	5,273,800	1,119,000	1,960,800
Barley, bush.....	132,500	129,600	340,400
Rye, bush.....	11,800	38,800	97,200
Total bush.....	13,935,100	4,951,200	7,677,800

The report of the Michigan Central Railroad, given at length last week, shows a further aggravation of the same difficulty that has been growing for a number of years, namely, a decrease in rates; and had the company been able to realize in 1875-6 anything near the rates of 1873-4, it would have had a large surplus applicable to dividends.

There were some exceptional and local misfortunes in July which reduced the earnings on certain roads, and among these we may mention the floods and breaking of bridges on the Missouri Kansas & Texas road, affecting its own earnings and those of the Houston & Texas Central. In Northern Illinois and Eastern Iowa a storm of great violence early in July produced floods which damaged the Illinois Central and interrupted its business, more or less, for a fortnight. The Atlantic & Pacific road also reports injury to its business from the heavy rains.

The Erie Railway's earnings in May are reported as follows by the Secretary of the Erie Bondholders' and Shareholders' Committee:

Year.	Gross Earnings.	Expenses.	Net Earnings.
1876.....	\$1,326,887 84	\$917,939 24	\$389,948 53
1875.....	1,556,521 99	1,090,781 49	465,737 50

We have not recently had regular reports of Union Pacific earnings, but a statement for six months, to July 1, says that the net receipts from January 1 show an increase of \$164,125 over the same six months of last year. The operating expenses for the same period show a decrease of nearly \$100,000.

As to the prospect for the balance of this year, there is little now to be said, but it may be observed that, after the first of October last year, many of the roads showed good earnings, and, therefore, their comparison can hardly be expected to show a large increase this year. August and September were dull months in 1875, and if earnings do not keep up to what they were then the traffic can hardly show much profit. The principal ground for hopefulness must still be in a termination of the freight war.

Chicago & Alton.....	397,259	337,415	9,824	.....
Chicago Mtl. & St. Paul.....	685,753	912,395	.....	156,612
Deaver & Rio Grande*.....	20,700	78,607	2,093	.....
Houston & Texas Central*.....	190,263	98,011	.....	7,778
Illinois Central.....	1,432,063	715,369	.....	233,296
Indianap. Bloom. & West.....	88,507	87,415	1,762	.....
International & Gt. Northern..	72,870	70,936	1,581	.....
Kansas Pacific*.....	173,570	191,221	.....	20,653
Michigan Central.....	430,627	467,159	.....	36,532
Mo. Kansas & Texas.....	224,303	211,737	12,578	.....
Ohio & Mississippi.....	217,640	230,156	8,490	.....
St. L. Alton & T. H. (branches).	29,538	35,753	.....	6,215
St. Louis Iron Mtl. & Southern..	253,500	236,211	.....	17,289
St. L. Kans. City & Northern..	216,917	153,497	.....	63,420
St. Louis & S. Eastern*.....	60,741	46,797	13,944	.....
Toledo Peoria & Warsaw.....	92,666	59,317	8,949	.....
Total.....	\$5,485,954	\$5,743,078	\$231,817	\$493,941
Net decrease.....	.....	.....	.....	256,121

* Three weeks only of July in each year.
 † The receipts of the last week were \$13,100 in excess of last year; the poor showing of the previous three weeks is attributed to heavy rains.
 ‡ Earnings affected by the destruction of bridges of Mo. Kan. & Tex. RR.
 § Falling off in earnings attributed to storms, causing breaks in road.

GROSS EARNINGS FROM JANUARY 1 TO JULY 31.

	1876.	1875.	Increase.	Decrease.
Atchison Topeka & S. Fe.....	\$1,240,162	\$639,128	\$551,034	\$.....
Atlantic & Pacific.....	699,898	647,151	52,747	.....
Calro & St. Louis.....	115,757	142,929	2,823	.....
Canada Southern.....	935,791	624,846	312,948	.....
Central Pacific.....	9,408,000	9,416,403	.....	33,498
Chicago & Alton.....	2,613,970	2,500,411	143,559	.....
Chicago Milwaukee & St. P.....	4,615,923	4,211,835	411,102	.....
Deaver & Rio Grande*.....	217,823	191,596	26,237	.....
Houston & Texas Central*.....	1,401,873	1,192,826	209,017	.....
Illinois Central.....	4,030,604	4,401,975	.....	171,371
Indianap. Bloom. & West.....	858,038	681,932	173,106	.....
International & Gt. North'n.....	610,817	661,722	.....	20,935
Kansas Pacific*.....	1,537,627	1,686,837	.....	149,260
Michigan Central.....	3,896,111	3,692,197	293,914	.....
Mo. Kansas & Texas.....	1,642,116	1,410,730	201,336	.....
Ohio & Mississippi.....	2,095,415	1,848,221	267,193	.....
St. L. Alton & T. H. (branches).	293,610	213,637	.....	59,321
St. Louis Iron Mtl. & South.....	1,972,886	1,899,190	103,696	.....
St. Louis Kan. City & North'n	1,717,302	1,358,349	328,363	.....
St. Louis & South Eastern*.....	568,331	526,012	42,323	.....
Toledo Peoria & Warsaw.....	736,031	518,732	267,299	.....
Total.....	\$11,313,096	\$33,451,505	\$3,326,793	\$430,203
Net increase.....	.....	.....	2,896,590	.....

* Three weeks only of July in each year.

The following companies have recently reported their earnings for June:

GROSS EARNINGS IN JUNE.			
	1876.	1875.	Increase. Decrease.
Atlantic & Great Western. .	\$323,391	\$313,179	\$10,212
Baltimore & Ohio.	1,310,012	1,519,547	208,535
Burl. & Mo. River in Neb.	819,633	85,973	21,599
Chicago Burlington & Quincy	1,099,303	918,105	151,195
Cleveland Mt. Vernon & Del.	33,650	42,232	8,582
Hannibal & St. Joseph.	141,426	122,455	18,971
Houston & Texas Central.	151,845	145,437	6,408
Louisville Cin. & Lex.	90,363	80,891	9,472
Mobile & Ohio.	85,311	81,932	4,107
Nashville Chatt. & St. Louis.	113,562	102,102	15,460
Paducah & Memphis.	14,371	12,634	1,737
Philadelphia & Erie.	231,235	297,153	25,893
St. Paul & Sioux City.	53,748	43,181	10,561
Sioux City & St. Paul.	31,863	22,605	9,263
Total.	\$3,779,295	\$3,763,530	\$353,882
Net increase.			\$13,765

GROSS EARNINGS FROM JANUARY 1 TO JUNE 30.				
	1876.	1875.	Inc.	Dec.
Burl. & Mo. River in Neb.....	\$311,657	\$251,761	\$59,896	\$.....
Chicago Burlington & Quincy.....	5,685,373	5,462,731	222,797	.....
Clev. Mt. Vernon & Delaware.....	184,210	205,595	.....	21,795
Houston & Texas Central.....	1,311,610	1,094,735	216,835	.....
Hannibal & St. Joseph.....	931,702	745,831	159,321	.....
Mobile & Ohio.....	857,010	781,335	75,675	.....
Nashv. Chattanooga & St. L.....	876,936	763,803	112,929	.....
Paducah & Memphis.....	106,051	91,878	14,176	.....
Philadelphia & Erie.....	1,565,721	1,462,371	101,350	.....
St. Paul & Sioux City.....	261,337	193,211	68,726	.....
Sioux City & St. Paul.....	162,312	104,158	58,154	.....
Total.....	\$12,257,417	\$11,164,461	\$1,144,716	\$21,795
Net increase.....			\$1,092,953	

The statement below gives the gross earnings, operating expenses and net earnings for the month of June, and from January 1 to June 30, of all the roads that will furnish statements for publication:

	June.		Jan. 1 to June 30.	
	1876.	1875.	1876.	1875.
Burlington & Mo. River in Nebraska—				
Gross earnings.....	\$30,663	\$36,073	\$241,637	\$251,761
Operating expenses.....	23,239	21,292	153,000	137,463
Net earnings.....	\$32,421	\$14,781	\$188,637	\$114,298
Chic. Burlington & Quincy—				
Gross earnings.....	\$1,099,330	\$918,103	\$5,685,578	\$5,462,731
Operating expenses.....	526,337	471,589	2,991,531	2,576,511
Net earnings.....	\$572,993	\$446,516	\$2,694,041	\$2,535,967
Clev. Mt. Vernon & Del. and Br'chs.—				
Gross earnings.....	\$33,550	\$12,232	\$184,210	\$205,595
Operating expenses.....	33,237	26,091	148,172	162,141
Net earnings.....	\$163	\$5,139	\$36,038	\$13,855
Houston & Texas Cent.—				
Gross earnings.....	\$151,845	\$145,437	\$1,311,610	\$1,094,735
Operating expenses.....	*142,216	130,304	919,041	945,70
Net earnings.....	\$9,299	\$15,133	\$392,569	\$149,061
Kansas Pacific—				
Gross earnings.....	\$233,437	\$277,793	\$1,364,057	\$1,492,861
Operating expenses.....	145,005	140,720	877,904	846,801
Net earnings.....	\$93,432	\$137,063	\$486,153	\$651,860
Louisville Cin. & Lex.—				
Gross earnings.....	\$91,333	\$93,991	\$375,641	.....
Operating expenses.....	67,811	63,107	330,131	.....
Net earnings.....	\$23,522	\$30,884	\$45,510	.....
Nashville Chatt. & St. L.—				
Gross earnings.....	\$113,562	\$102,102	\$376,686	\$733,803
Operating expenses.....	79,032	65,323	549,014	510,652
Net earnings.....	\$19,500	\$36,779	\$321,592	\$223,156
Paducah & Memphis—				
Gross earnings.....	\$11,371	\$12,634	\$103,054	\$11,878
Operating expenses.....	14,381	9,233	73,243	65,928
Net earnings.....	\$399	\$3,401	\$33,811	\$3,950
Philadelphia & Erie—				
Gross earnings.....	\$231,235	\$297,153	\$1,565,721	\$1,462,371
Operating expenses.....	233,013	229,419	1,137,435	1,076,849
Net earnings.....	\$23,235	\$57,709	\$428,293	\$381,722
St. Louis & Southeastern—				
Gross earnings.....	\$70,663	\$35,038	\$507,643	\$479,265
Operating expenses.....	\$5,894	65,032	430,497	435,645
Net earnings.....	\$14,763	\$81	\$77,143	\$43,619

* During this month, preparatory to the change of the gauge of the road, an additional force of men was employed, to alter the rolling stock, &c., causing, it is said, the increase in expenses above shown.

	June.		Jan. 1 to June 30—	
	1876.	1875.	1876.	1875.
St. Louis Iron Mt. & South—				
Gross earnings.....	\$253,643	\$291,631	\$1,719,385	\$1,612,949
Operating expenses.....	161,440	154,109	939,685	964,235
Net earnings.....	\$31,203	\$110,522	\$779,701	\$673,691
St. Paul & Sioux City—				
Gross earnings.....	\$53,719	\$13,181	\$311,937	\$198,211
Operating expenses.....	31,616	40,816	181,583	188,918
Net earnings.....	\$22,103	\$2,368	\$130,354	\$9,293
Sioux City & St. Paul—				
Gross earnings.....	\$91,868	\$12,605	\$162,312	\$104,153
Operating expenses.....	21,010	24,747	131,232	114,123
Net earnings.....	\$10,858	deficit 2,142	\$31,080	deficit 9,970
† In June, 1876, floods interfered somewhat with the operation of the road.				
The companies in the following list have, as yet, only brought their figures forward to June 1:				
	May.		Jan. 1 to May 31—	
	1876.	1875.	1876.	1875.
Atch. Top. & Santa Fe—				
Gross earnings.....	\$219,370	\$107,615	\$253,162	\$471,240
Operating expenses.....	100,666	49,924	422,418	232,233
Net earnings.....	\$118,504	\$57,721	\$430,744	\$238,957
Denver & Rio Grande—				
Gross earnings.....	\$31,119	\$31,531	\$163,509	\$138,222
Operating expenses.....	21,391	17,193	88,736	78,391
Net earnings.....	\$12,728	\$13,346	\$73,752	\$59,831
Michigan Central—				
Gross earnings.....	\$629,319	\$556,789	\$2,532,314	\$2,710,591
Operating expenses.....	415,101	402,667	1,933,579	.....
Net earnings.....	\$214,218	\$154,122	\$993,735	.....

A NEW ENTERPRISE—THE TEXAS WESTERN NARROW-GAUGE RAILWAY COMPANY.

It is a well-known fact, to which we have often referred, that the State of Texas since the war has steadily advanced in commercial prosperity and in increase of population. The census of 1870 gave the population of the State as 818,899; the Governor of the State now estimates it as close upon 2,000,000. With the vast territory which it contains and this comparatively large population, Texas has only about 1,800 miles of completed railroad; there are no reliable navigable streams in the interior, and the wants and necessities of the immense tide of immigration, which is now flowing into the State, has caused some of her active business men to cast about for means of ready transportation from the rapidly-settling counties of the interior to the seaboard, and a market. Mr. T. W. House, a well-known banker of Houston, and one of the most enterprising of her citizens, in connection with others, conceived the idea of a narrow-gauge railroad, which should extend westward from Houston and terminate eventually, if circumstances permitted, on the Pacific coast. A charter was procured from the State and the Company organized under the title which heads this article; work was commenced and is being prosecuted with vigor, over twenty miles of the road being now built and in running order. The State government with a just appreciation of the benefits to accrue, made a grant to the company of sixteen sections (10,240 acres) of land for every mile of road built and put in running order. The line, as now projected, extends from Houston, westward through the populous towns of Lagrange, Lockart, New Braunfels and San Antonio to Presidio del Norte on the Rio Grande, with a branch from Lockart, or other convenient point, running in a northwesterly direction to a junction with the Denver & Rio Grande Railway; making upwards of fifteen hundred miles of road. The territory through which it passes in the northern and middle portions of the State is eminently adapted to the growth of all the cereals, although cotton in great perfection may be seen growing there also. The difference of climate between the northern and the coast country has its effects upon the products, hence the southern or gulf and the southwestern counties are more generally adapted to the products they raise, viz.: Corn, cotton, sugar, rice, tobacco, &c. The western and southwestern counties are the great cattle producing sections also; the line penetrates the heart of this "cattle district," which will afford a large business to the road. In the northwest counties, especially Llano, Bastrop, San Saba and Lampasas, which are traversed by the branch to connect with the Denver & Rio Grande Railroad, inexhaustible fields of coal, iron, lead, silver and other valuable minerals exist. This section of country is as yet undeveloped and sparsely settled, but, according to the State geological, and to private surveys, it shows mineral resources of great wealth. Another strong point in favor of the road is, that beginning at Houston the head of tide-water on the Gulf of Mexico, and running westward to Presidio del Norte on the Rio Grande, thence in a southwesterly course through the Mexican State of Chihuahua, one of the richest mineral regions of the continent, to Guaymas on the Gulf of California, which possesses a fine harbor with over forty feet of water, capable of

accommodating ships of the largest capacity, it forms a most feasible and short route from the Gulf of Mexico to the Pacific Ocean, less than eleven hundred miles in length, or about one-third of the distance of the Northern Pacific Railroad, and about one-half that of the Texas Pacific Railroad, and through a country of most salubrious climate, capable of sustaining a large population.

The road is narrow gauge, as it was deemed that it thus better met the demand for cheap transportation, and, besides, the less cost in construction was an item of too much importance to be overlooked. In this connection, it may not be amiss to note that the price of railroad iron and materials of all kinds has experienced such a fall that it must revert largely to the advantage of the company. The road, as before stated, has been built and is now running to Habermacher, a prosperous German town, over twenty miles from Houston. The grading has been done and iron is now being laid, in continuation of the line, to a station in Austin county, situated in the midst of a very fertile section of country, which is to be named House, in honor of the President, Mr. T. W. House, and over fifty miles from Houston; this section, it is fully anticipated, will be finished and trains running over it by the middle of September. In conclusion the enterprise seems to be one which should attract the attention of capitalists, as the bonds of the road are limited to ten thousand dollars per mile, with interest at seven per cent in gold, and are a first and only lien upon its property; and with the increasing immigration and growing commerce of the State of Texas, the road should, in a few years, be able to make handsome returns for the capital invested, not alone from its own immediate earnings, but from the sale of lands from its vast land grant. The trustee of the bonds of the Company is the Farmer's Loan and Trust Company of New York.

Latest Monetary and Commercial English News

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

EXCHANGE AT LONDON— JULY 23.			EXCHANGE ON LONDON.		
ON—	TIME.	RATE.	LATEST DATE.	TIME.	RATE.
Amsterdam....	3 months.	12.4½ @ 12.4½	.....	short.	12.10
Antwerp.....	"	25.45 @ 25.50	.....	"	25.29
Hamburg.....	"	20.62 @ 20.66	.....	3 mos.	20.43
Paris.....	"	25.40 @ 25.47½	.....	short.	25.23
Paris.....	short.	25.25 @ 25.35	.....	.....	.....
Vienna.....	3 months.	12.67½ @ 12.72½	.....	.....	.....
Berlin.....	"	20.62 @ 20.66	.....	short.	20.50
Frankfurt....	"	20.62 @ 20.66	.....	"	20.50
St. Petersburg	"	30 7-16 @ 30 9-16	July 25.	3 mos.	31 13-32
Cadiz.....	"	47½ @ 47½	.....	.....	.....
Liebon.....	90 days.	51½ @ 51½	.....	.....	.....
Milan.....	3 months.	27.60 @ 27.65	.....	.....	.....
Genoa.....	"	27.60 @ 27.65	.....	.....	.....
Naples.....	"	27.60 @ 27.65	.....	.....	.....
Madrid.....	"	47½ @ 47½	July 26.	short.	48 35
New York....	.....	.....	July 28.	60 days.	4.88½
Rio de Janeiro	.....	.....	June 23.	90 days.	25½
Bahia.....	.....	.....	.....	.....	.....
Buenos Ayres..	.....	.....	June 2.	10 days.	40½
Valparaiso....	.....	.....	June 27.	99 days.	25½ @ 25½
Pernambuco....	.....	.....	.....	.....	.....
Montevideo....	.....	.....	.....	.....	.....
Bombay.....	30 days.	1s. 7½d.	July 27.	6 mos.	1s. 7½d.
Calcutta.....	"	1s. 7½d.	July 21.	"	1s. 7½d.
Hong Kong....	.....	.....	July 7.	"	2s. 7½d.
Shanghai.....	.....	.....	May 27.	"	1s. 4½d @ 1s. 4½d
Singapore.....	.....	.....	June 10.	10 days.	3s. 11d @ 3s. 11½
Alexandria....	.....	.....	July 5.	3 mos.	9½

[From our own correspondent.]

LONDON, Saturday, July 29, 1876.

The amount of money seeking employment in the discount market is still very large, and is increasing rather than diminishing. It was anticipated, however, that this would be the case during the summer months, and it is more than probable that the supply of floating capital will far exceed the demand, for some weeks to come. There is no improvement reported in commercial circles, and hence the trade demand for money is on a very restricted scale. This week's Bank return shows that the total of "other securities" has been diminished by £205,923, or to £17,011,493. There is also an increase of £743,950 in the total supply of bullion, while the reserve of notes and coin has been augmented by £788,585. The supply of bullion now amounts to as much as £33,037,926; and the reserve of notes and coin to £19,723,286. The former shows an increase of £6,429,234 and the latter of £4,339,059, compared with the corresponding period of last year. The proportion of reserve to liabilities continues to rise, and is now as much as 57.58 per cent. Beyond these changes, the position of the money market has not materially varied. The rates of discount tend downward, and the best short dated and three months' bills are freely taken at one per cent, and in some

instances at a still lower figure. In consequence of the very easy condition of the money market, and the necessarily small profits which accrue in this department of business, the joint-stock banks are reducing their rates of interest allowed for deposits. The Union Bank of London inaugurated the movement by only allowing one per cent for balances under £500; other banks have this week announced their intention of adopting the same course, and it is expected that there will be a general understanding on this point at periods when money is so cheap as it is at present. It is perhaps remarkable that the half-yearly reports of the Joint-Stock Banks exhibit results so satisfactory to all reasonable shareholders. This is due, however, not to any increase in the amount of business done (as the general complaint has been that directors have experienced considerable, if not great, difficulty in employing their surplus balances), but to the fact that a very cautious policy has been pursued, and that bad debts have been few. The failures of last year have evidently had a very salutary effect in so far as they have prevented injudicious trading, and it will probably be some time yet before the trade or the financial business of the country again assumes any indications of imprudent speculation. Company promoters still find that their business is at a standstill, and there is reason to believe that the introduction of new undertakings to public notice will continue to prove unsuccessful. The quotations for money are now as follows:

	Per cent.	Open-market rates:	Per cent.
Bank rate.....	2	4 months' bank bills.....	1½ @ 1½
Open-market rates:		6 months' bank bills.....	1½ @ 1½
30 and 60 days' bills.....	1	4 and 6 months' trade bills.....	1½ @ 2
3 months' bills.....	1		

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.....	½ @ 1
Discount houses with 7 days' notice.....	1 @ 1
Discount houses with 14 days' notice.....	1 @

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.....	26,757,401	26,313,704	27,071,025	28,600,789	28,624,004
Public deposits.....	6,710,987	6,178,853	3,330,847	3,390,269	4,932,160
Other deposits.....	26,129,615	18,225,131	19,337,919	28,222,104	28,960,784
Government securities.....	13,385,643	12,293,252	13,627,722	14,026,262	15,405,497
Other securities.....	26,394,658	17,149,960	16,553,948	18,712,963	17,011,933
Reserve of notes and coin.....	11,477,943	12,423,352	10,773,293	15,384,227	19,723,286
Gold and bullion in both departments.....	22,536,068	23,312,007	22,473,318	26,603,674	33,037,926
Bank rate.....	3½ p. c.	3½ p. c.	3 p. c.	2½ p. c.	2 p. c.
Consols.....	92½	92½	92½	94½	96½
English wheat.....	49s. 1d.	60s. 1d.	60s. 5d.	47s. 5d.	48s. 8d.
Midd. Upland cotton.....	9½d.	8½d.	6½d.	6 15-16d.	8½d.
No. 40 mule twist fair 2d quality.....	1s. 3d.	1s. 1½d.	1s. 0½d.	11d.	10½d.
Clearing House return.....	147,553,000	90,013,000	89,556,000	83,523,000	81,053,000

There has been scarcely any export demand for gold during the week. The imports have been moderately extensive, and about £750,000 has, on balance, been sent into the Bank. In the silver market there has been more activity, and prices show a decided recovery, fine bars being quoted at 51d. to 51½d. per ounce. The steamer for the East has taken out this week £374,583, consisting chiefly of silver.

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

Bank rate, per cent.	Open market, per cent.	Bank rate, per cent.	Open market, per cent.
Paris.....	3	Brussels.....	2½
Amsterdam.....	3	Turin, Florence and Rome.....	5
Hamburg.....	4	Leipzig.....	4
Berlin.....	4	Genoa.....	5
Frankfort.....	4	Geneva.....	3
Vienna and Trieste.....	4½	New York.....	4 @ 6
Madrid, Cadiz and Barcelona.....	6 @ 8	Calcutta.....	7½
Lisbon and Oporto.....	6	Copenhagen.....	5
St. Petersburg.....	7	Constantinople.....	5

The directors of the London and County Bank recommend a dividend of £1 12s. per share, being 8 per cent for the half-year. After that payment has been made, a sum of £2,579 will remain to be carried forward. The dividend at the corresponding period of last year was at the same rate, and £2,762 were carried forward.

The short-time movement still occupies much of public attention, especially in Lancashire. On Tuesday, an important meeting of operatives was held at Blackburn, at which the following resolutions were passed:

1. That this meeting deeply deplores that, whilst the trade is suffering so much from over-production, and some employers working short time with a view to improving this state of things, many employers should be seriously violating the Factory Acts by working over-time and thus illegally increasing the evil which other employers are endeavoring to lessen.
2. That with a view to the curtailment of this illegitimate production, this meeting authorizes the employment of persons in each locality to report any violation of the Acts, and, under the instructions of this committee, to lay

information and give evidence against them before the magistrates, with the object of securing a conviction.

The representatives also agreed upon a circular to be addressed to factory operatives, respecting the threatened reduction of 10 per cent in their wages. The circular, after reciting the resolutions adopted at the various meetings at the Masters' and at the Operatives' Associations on the wages question, deals with the statement made by the employers that the rules of their Association prevented them from dealing with either short-time or any other question, except those affecting wages. The circular says the masters "oppose the new factory bill; they prosecute the establishment of a code of new rules; they deal with the abolition of the Indian import duties on cotton goods and yarns, and have made and defended appeals to the Court of Queen's Bench—*Carns and White vs. Eastwood*, *Greason vs. Watson and others*." With reference to the resolution, adopted by the employers yesterday week, to postpone the wages question for one month, the circular says:

"We would have preferred to have fought out this question at the present time rather than have had this threatened reduction hanging over our heads, because we believe it is not altogether a question of good or bad trade, but a determination on the part of a few that wages shall go down the first opportunity that presents itself. It is evident from what has taken place during the last few years and the arguments repeatedly made use of by employers, that they have fully made up their minds, sooner or later, to attempt permanently to reduce wages, their stock argument being that unless the cost of labor can be considerably reduced, foreign competitors will drive the Lancashire cotton spinners and manufacturers from all the markets of the world; thus the staple trade of Lancashire will become utterly ruined. We deny that there is any competition with this country in the neutral markets of the world, and our employers know it as well, if not better, than we do. They are repeatedly hawking this bugbear—foreign competition—before the public, but have never ventured to produce any proofs thereof. We would ask:—What foreign nation sends cotton goods to India? What foreign nation besides our own sends cotton goods to China (except some few heavy drills that may occasionally be imported from America)? What foreign nation sends goods to France, Germany, Italy, Russia, Turkey, or any of our continental or Eastern markets? What foreign nation, except our own, sends cotton goods to the United States or Canada? All, or nearly all, of the above countries impose heavy protective tariffs on our goods to foster what little cotton industry they possess. We say distinctly that if those countries would abolish those protective duties on our goods, we should be able at an even much higher rate of wages than we now get to destroy the small native industry they possess. If there has been any fear of continental nations competing with us in the neutral markets of the world, it has been brought about by the action of the employers themselves (and not by the rate of wages paid to factory workers), by supplying to their customers goods adulterated, in many cases to the extent of 80 and 90 per cent, with a deleterious compound, instead of the genuine article manufactured previous to the cotton famine. Therefore, believing, as we do, that certain employers have made up their minds, irrespective of trade, ere long to permanently reduce the wages of the factory workers, we earnestly advise you to make the best possible use of your earnings; and we would also suggest that a special fund should be set aside to fight the great battle which some employers evidently intend to thrust upon us, unless we are willing to allow ourselves to be reduced to the position in which the agricultural laborers found themselves some years ago. Very truly yours, the Wages Committee: Thos. Birwistle, East Lancashire; Richard Cocking, Blackburn; E. Entwistle, Darwen; David Holmes, Burnley; John Hopper, Blackburn; Thos. Oldham, Stockport; Luke Park, Preston; John Whalley, Blackburn."

This circular and action of the operatives were in response to the meeting of the Master Cotton Spinners' Association of Oldham, which was held on Wednesday night of last week, for the purpose of considering the present condition of the cotton trade, and also to receive a deputation from the limited companies in reference to the adoption of shorter hours. There was a numerous attendance. The deputation having been introduced, Mr. J. B. Tattersall, on their behalf, stated that at a meeting representing 41 limited companies, held the previous night, it was decided to curtail the working week to four days. After some discussion the Masters' Association adopted the following resolution: "That in view of the depressed state of trade, and having been assured that most of the limited companies have agreed to work short-time for a period of two months, this Association strongly recommends its members to commence at once working not more than four days a week for that period." It may now be fairly stated that Oldham has resolved on short-time, and the importance of this step may be calculated when it is remembered that the step will affect something like 7,000,000 spindles, fully three-fifths of which number is represented by the Masters' Association. It is calculated that about 50,000 operatives will be affected by the movement, and that the loss of wages which will necessarily ensue will amount to not less than £10,000 per week. A second aggregate meeting of the representatives of limited companies was held on Tuesday of this week, in the Temperance Hall. There were about 100 representatives present. The following resolution was carried unanimously:

"That this meeting is pleased to learn that a number of mills have already commenced working short-time, and that a very considerable number of others have signified their determination to commence working short-time this week. We therefore, having every confidence in these companies fulfilling their agreement, urgently impress upon the remaining companies to commence working short-time at once."

The weather has continued favorable for the agricultural interests, and the trade for cereal produce has remained in a dull and inactive state, with a downward tendency in the quotations. In some localities there have been complaints that, owing to the heat of the weather, the crops were ripening with too great rapidity, and that the quality of the produce would not be so satisfactory as had been anticipated. Fears were entertained that the new produce would present a dry and shrivelled appearance,

and would, in point of quality, fall below the expectations which had been formed regarding it. Most parts of the country have, however, been visited with a somewhat copious, and a decidedly opportune and beneficial, rain during the past week, and there is every reason to believe that the crops have derived great benefit from it. We do not share the belief of those who apprehended that the wheat plant would be dried up by the heat, as the plant was in most districts well rooted, and it is a well-known fact that when such is the case a dry summer is favorable to a healthy development of it, and to the production of a superior quality of produce. At all events, such a result was attained within recent memory—viz., in the hot, dry summers of 1868 and 1870, in which years the quality of the wheat grown had never perhaps been surpassed. No doubt, the effect of the rains upon the wheat crop will be to produce a plumper grain, and in this respect a beneficial result may be attained; but the great advantage which has been gained, and which cannot be disputed, has been the impetus which has been given to the production of feeding stuffs. The crops of barley, oats, beans, peas and roots were unquestionably in want of moisture, and before another week shall have elapsed we shall probably witness as great a change in these, and especially in that of roots, as was apparent in those of cereals when the hot, dry weather set in—about six or eight weeks ago. For these reasons, there can be no doubt of the fact that to the country at large the rainfall of the past week will yield most satisfactory results. There is now no reason to apprehend a drought or any scarcity of food for cattle. The upward movement in the value of meat is likely to receive a check, and the meat-producing section of the country will be placed in the position of furnishing the various markets of the Kingdom with adequate supplies of good meat.

The sales of English wheat in the 150 principal markets of England and Wales, during the week ending July 23, amounted to only 18,154 quarters, against 28,581 quarters last year; while in the whole Kingdom, it is estimated that they were 72,620 quarters, against 114,250 quarters in 1875. Since harvest, the sales in the 150 principal markets have amounted to 1,933,367 quarters, against 2,621,897 quarters; while in the whole Kingdom it is computed that they have been 7,933,500 quarters, against 10,487,600 quarters in the corresponding period of the previous season, showing a diminution of 2,554,100 quarters. The following quantities of wheat and flour have been placed upon the British markets since last harvest, or since the commencement of last September:

	1875-6. cwt.	1874-5. cwt.	1873-4. cwt.	1872-3. cwt.
Imports of wheat since harvest.....	46,507,780	37,461,772	38,591,103	40,926,500
Imports of flour since harvest.....	5,990,917	5,983,878	6,042,434	6,123,744
Sales of English produce.....	85,700,603	47,154,260	39,840,600	31,232,700
Total.....	87,699,297	50,633,850	53,943,537	72,381,944
Deduct exports of wheat and flour.....	881,120	232,145	2,549,013	674,223
Result.....	87,015,177	97,377,703	81,394,566	77,607,721
Average price of English wheat for the season.....	47s. 1d.	41s. 8d.	63s. 0d.	58s. 2d.

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. cwt.	1874-5. cwt.	1873-4. cwt.	1872-3. cwt.
Wheat.....	46,507,780	37,461,772	38,591,103	40,926,500
Barley.....	7,771,153	12,262,383	8,232,871	12,587,377
Oats.....	10,230,410	9,515,825	9,709,073	11,074,541
Peas.....	1,239,021	1,745,007	1,348,974	1,342,012
Beans.....	3,619,873	2,675,656	3,424,574	2,348,999
Indian Corn.....	26,562,532	14,444,933	16,165,178	19,173,306
Flour.....	5,990,917	5,983,878	6,032,454	6,122,744
EXPORTS.				
	1875-6. cwt.	1874-5. cwt.	1873-4. cwt.	1872-3. cwt.
Wheat.....	854,836	205,967	2,320,270	612,542
Barley.....	83,704	187,134	233,743	20,233
Oats.....	353,659	79,691	122,325	20,526
Peas.....	38,445	18,582	11,306	7,458
Beans.....	9,538	2,637	2,513	2,533
Indian Corn.....	48,595	46,451	137,814	46,937
Flour.....	23,284	56,193	223,783	81,661

An important failure was reported last week, that of Messrs. J. & G. Harris, shipping agents of London & Queensland. The liabilities are estimated at £300,000, the assets comprising stock in trade, book debts, shares in ships, and cash and other property valued at about £300,000. Another small failure in the corn trade has been reported at Liverpool, and there has also been one at Glasgow.

The iron trade continues in a very unsatisfactory state, and rumors have been current of a large impending failure in the Cleveland district. Hopes are entertained that financial assistance will be rendered, and the later reports are that arrangements have been made for converting the firm into a limited company. The shipping trade in iron goods is still very dull, but

there is a moderate demand for manufactured iron for home consumption. The tendency of prices, however, is downward. Sheet iron, which was lately quoted at £10, is now freely offered at £9 10s. per ton.

In the coal trade a very dull tone has continued to prevail. Both for manufacturing and domestic purposes the demand has been upon a very restricted scale, but the larger holders or producers are firm, and are unwilling to sell, except at full prices. A report from Lancashire states that there is very little doing in any description of fuel, and stocks are increasing both at the pits and in the yards. There is a good deal of pushing for orders on the part of some of the smaller concerns, but this does not affect the quotations of the larger proprietors, who, as a rule, are tolerably firm at their late rates. In the house-coal trade the amount of business doing is restricted to the smallest possible proportions, the requirements of private consumers being very limited, consequent upon the heat of the weather, whilst merchants are not disposed to take in stocks at present prices. For common classes of round coal there is also but little demand, consequent upon the depression in the iron trade, and the short time now being adopted at the cotton mills is affecting the demand for engine fuel; but slack is not at all plentiful, and for this description of fuel prices are firm. In the South Lancashire district supplies of coal have been less plentiful during the past week, owing to many of the men, notwithstanding the agreement to accept the reduction of 15 per cent, not having returned to work since the notices expired; but it is only in exceptional cases where there is any difficulty in supplying the requirements of customers. Prices exhibit no material change, and the pit quotations, as a rule, remain the same as those given last week. In the shipping trade a few more inquiries have been reported, and some speculative lots have been sent out on account of the war; but prices still rule low.

In the wool trade there has been a partial recovery from the recent depression. Buyers, however, both English and foreign, have been operating with extreme caution, but in some instances prices show a recovery of $\frac{1}{4}$ d. to 1d. per lb., compared with a fortnight since. The arrivals to the sales of colonial wool now in progress had been 407,100 bales, of which about 230,000 bales have now been catalogued. The quantity withdrawn is estimated at 12,000 bales. Rather more than one-half the available quantity has now been sold. Of the second half a portion will probably be held over, and in that case the sales—if the daily quantities offered continue as large as hitherto—are likely to close a week sooner than originally arranged.

The fresh supplies for the last series (supposing the sales to begin at the end of October) are by the last Colonial advices estimated to comprise about 100,000 bales Australian and 60,000 @65,000 bales Cape wool, or about 30,000 bales less than had generally been anticipated.

English Market Reports—Per Cable.

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

London Money and Stock Market.—The bullion in the Bank of England has increased £249,000 during the week.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Consols for money.....	96 11-16	96 3-16	96 5-16	96 9-16	96 9-16	96 9-16
" account.....	96 11-16	96 3-16	96 5-16	96 9-16	96 9-16	96 9-16
U. S. 6s (5-20s), 1865 (old) 106	106	106	106	106	106	106
" 1867.....	109	109	109	109	109	109
U. S. 10-40s.....	108	108	108	108	108	108
New 5s.....	106	106	106	106	106	106

The quotations for United States new fives at Frankfurt were:

U. S. new fives.....	102	102	102	102	102	102
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Liverpool Cotton Market.—See special report of cotton.

Liverpool Breadstuffs Market.						
	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Flour (extra State).....	23 0	23 0	23 0	23 0	23 0	22 6
Wheat (No. 1 spring).....	9 3	9 2	9 2	9 2	9 2	9 1
" (No. 2 spring).....	8 5	8 4	8 4	8 4	8 4	8 3
" (winter).....	9 4	9 4	9 4	9 4	9 4	9 3
" (Cal. white, club).....	9 8	9 8	9 8	9 8	9 8	9 6
Corn (N.W. mix.).....	25 9	25 8	25 6	25 6	25 6	25 3
Peas (Canadian).....	26 0	26 0	26 0	26 0	26 0	26 0

Liverpool Provisions Market.						
	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Beef (mess) new.....	73 0	73 0	73 0	73 0	73 0	73 0
Pork (W.L. mess) new.....	85 0	85 0	85 0	85 0	85 0	85 0
Bacon (Lcf. ind.) new.....	49 0	49 0	49 0	49 0	49 0	49 0
Lard (American).....	50 6	50 6	50 6	50 6	50 6	50 6
Cheese (Amer'n fine).....	48 0	48 6	48 6	48 6	48 6	48 6

Liverpool Produce Market.						
	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Rosin (common).....	5 0	5 0	5 0	5 0	5 0	5 0
" (pale).....	14 0	14 0	14 0	14 0	14 0	14 0
Petroleum (refined).....	13 9	13 9	13 9	13 9	13 9	13 9
" (spirit).....	9 0	9 0	9 0	9 0	9 0	9 0
Tallow (prime City).....	41 0	41 0	41 0	41 0	41 0	41 0
Cloverseed (Am. red).....	50 0	50 0	50 0	50 0	50 0	50 0
Spirit Turpentine.....	24 0	24 0	24 6	25 0	25 0	25 0

London Produce and Oil Markets.—

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Lins'de'ke (obl.) 10 0 0	47 6	47 6	47 6	47 6	47 6	47 6
Lins'de'ke (Calcutta) 10 0 0	47 6	47 6	47 6	47 6	47 6	47 6
Sugar (No. 12 D'chstd) 23 3	23 3	23 3	23 3	23 3	23 3	23 3
On spot, 100 cwt. 31 0 0	31 0 0	31 0 0	31 0 0	31 0 0	31 0 0	31 0 0
Sperm oil 24 0 0	24 0 0	24 0 0	24 0 0	24 0 0	24 0 0	24 0 0
Whale oil 24 0 0	24 0 0	24 0 0	24 0 0	24 0 0	24 0 0	24 0 0
Lins'de'ke 24 0 0	24 0 0	24 0 0	24 0 0	24 0 0	24 0 0	24 0 0

Commercial and Miscellaneous News.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports this week show a decrease in both dry goods and general merchandise. The total imports amount to \$4,489,713 this week, against \$5,163,729 last week, and \$5,200,119 the previous week. The exports amount to \$5,918,936 this week, against \$5,427,839 last week and \$4,790,941 the previous week. The exports of cotton the past week were 6,524 bales, against 8,164 bales last week. The following are the imports at New York for week ending (for dry goods) Aug. 3, and for the week ending (for general merchandise) Aug. 4:

FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.

	1873.	1874.	1875.	1876.
Dry goods.....	\$2,814,927	\$2,970,954	\$3,032,635	\$1,613,469
General merchandise.....	4,170,934	4,033,722	2,793,037	2,812,653
Total for the week.....	\$6,985,811	\$7,009,676	\$5,825,672	\$4,426,122
Previously reported.....	215,558,060	215,384,750	206,904,535	175,264,189

Since Jan. 1.....\$23,513,901 \$253,393,426 \$211,600,827 \$179,753,902

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 Aug. 8:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1873.	1874.	1875.	1876.
For the week.....	\$5,274,814	\$5,351,353	\$5,217,651	\$5,918,936
Previously reported.....	163,992,120	175,763,030	143,277,999	151,171,785
Since Jan. 1.....	\$174,962,931	\$181,114,373	\$153,405,630	\$160,039,851

The following will show the exports of specie from the port of New York for the week ending Aug. 5, 1876, and since the beginning of the year, with a comparison for the corresponding date in previous years:

Aug. 1—Brlg L. W. Armstrong, Mayaguez.....	Fractional silver coin.....	\$5,000
Aug. 1—Str. Bothnia.....	Liverpool.....	20,000
Aug. 2—Str. Canina.....	Hamilton, Ber. American gold.....	237
Aug. 3—Str. Pommerania.....	Hamburg.....	128,000
Aug. 4—Schr. W. R. Knight.....	Bay Island.....	4,400
Aug. 5—Schr. Tom Williams.....	Para.....	1,000
Aug. 5—Str. Morel.....	London.....	23,000
Aug. 5—Str. City of Montreal.....	Liverpool.....	13,000
Aug. 5—Str. Perlere.....	Havre.....	46,650
Total for the week.....		\$505,324
Previously reported.....		37,500,938
Total since January 1, 1876.....		\$33,006,282

Total since January 1, 1876.....					\$33,006,283
Same time in—		Same time in—			
1875.....	\$50,237,617	1870.....		\$10,715,581	
1874.....	37,905,632	1869.....		23,438,819	
1873.....	37,632,455	1868.....		62,584,680	
1872.....	55,333,206	1867.....		38,674,716	
1871.....	52,231,516	1866.....		51,977,142	

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

July 31—Str. Acapulco.....	Aspinwall.....	Silver coin.....	\$531
July 31—Schr. M. A. Harmon.....	Lagnayra.....	Gold dust.....	531
Aug. 8—Str. Columbus.....	Havana.....	Gold coin.....	28,000
Aug. 4—Str. Alps.....	Colon.....	Silver coin.....	1,000
Total for the week.....			\$28,262
Previously reported.....			2,538,492
Total since Jan. 1, 1876.....			\$2,575,751

Total since Jan. 1, 1875.....		\$2,675,751	
Same time in—		Same time in—	
1875.....	\$8,037,157	1870.....	\$7,403,375
1874.....	3,659,738	1869.....	9,815,361
1873.....	2,564,222	1868.....	4,324,114
1872.....	2,797,831	1867.....	1,743,560
1871.....	7,424,449		

—The American Mining Exchange was organized in the Drexel Building, Thursday, by the election of the following officers: President, William Ward; Vice President, Lawrence P. Bayne; Treasurer, Daniel Butterfield; Secretary, H. J. Hubbard; Assistant Secretary, Walworth Ward; Chairman Arbitration Committee, William M. Burgoyne; Executive Committee, Gabriel Netter, Francis B. Foster, John F. Scott, George P. Townsend, Daniel Butterfield, Joseph T. Thompson, and Andrew L. Thompson; Finance Committee, John T. Daly, L. P. Bayne, William Brandreth, N. P. Henderson, and H. J. Hubbard; Membership Committee, Calixte Harvier, Walter Browne, jr., James Campbell, Joseph T. Rook, Samuel S. Rutsky, Henry Pohly and Francis H. Fogg. After the adoption of a formal constitution and by-laws, a committee of five was appointed to consider the placing of stocks upon the list. The new Exchange will deal in mining, manufacturing, and other stocks, and will have two "calls" each day—morning and afternoon. The rate of commission will be \$2 on each 100 shares or less of stock bought or sold, and, in addition thereto, 1-10 of one per cent on the total sum of the order executed. The Exchange will begin business as soon as appropriate quarters have been obtained.

—The Baltimore Sun says: The "Baltimore Stock Exchange," which was chartered by the State Legislature last winter, has

been organized, with F. B. Loney, President, and Charles G. Kerr, Treasurer, Attorney and Counsellor. The large rooms on the second floor of the Rialto Building, corner of Second and Holliday streets, have been rented from the trustees of the late John Hopkins, and it is proposed to open a public Stock Exchange about the 1st of September. It is in contemplation to establish a Real Estate Exchange in the same rooms. It is understood that the new Stock Exchange will be conducted on a plan similar to the one in New York, except that the fees for membership will be nominal. The Press will be admitted to the sessions.

—Mr. T. W. House, the head of the well-known banking firm which bears his name in Houston, Texas, is now in New York, in connection with business in regard to that important enterprise, the Texas Western Narrow Gauge Railway Company, of which he is president. Mr. House established his business in Texas over forty years ago, and his name has become prominent in business circles, both on account of the extent and the high character of his transactions. His success has kept pace with his extending acquaintance, and the business of his establishment at this date is equalled in magnitude by few houses in the South.

—We call attention to the card of Messrs. J. B. Watkins & Co., of Lawrence, Kansas, in our advertising columns. This firm offers first-class improved farm first mortgage coupon bonds on Kansas, Missouri and Iowa property. With many years experience, they state that no customer of theirs has ever waited a day for interest or principal when due. They have recently established an office in New York, at 72 Cedar street.

—Messrs. Bink Brothers & Co., the well-known bankers of New York and Boston, offer, in our to-day's issue, \$75,000 City of Buffalo Water Loan Bonds of 1896, and \$50,000 City of Providence Water Loan Gold Bonds of 1906. The Buffalo bonds bear six per cent interest; and the Providence bonds bear five per cent interest in gold. These securities will probably commend themselves to careful investors, as the bonds of two of our prominent and flourishing cities.

—The Mariposa Land & Mining Company's last assessment is delinquent from August 7 last, and liable to a charge of three dollars on each certificate for advertising sale of same.

—"Absolute safety at sea" is the important announcement at the head of the American Life-saving Suit Company's advertisement, in another part of this paper. This safety is promised, so far as human invention and forethought can provide for it, by the possession of one of the company's life-saving suits, which not only takes the place of an ordinary life-preserver in floating the body in water, but also covers the person completely with a waterproof suit which keeps it dry and warm. With one of these suits on, and having the waterproof bag for provisions, or "commissariat department," which goes with it, a person could live some days in the water with tolerable comfort, and thus be enabled to save life. In the case of the appalling accidents which happened to the "Ville du Havre," the "Schiller," and to other vessels within a very few years past, there is not a doubt that many lives could have been saved by the use of these suits, as there was abundant time to adjust them after the first shock. The company has an office at No. 14 New Church street, and pursues the system of hiring the suits for a single voyage to passengers on the steamers at the price of \$5; and the travelers thus taking suits leave them on the steamer when they arrive out. The suits are for sale at a fair price, and the company has also a patent life-preserver which can be carried in the pocket and adjusted in a moment. The patents under which they operate are those of Captain John B. Stoner.

BANKING AND FINANCIAL.

A FIRST-CLASS INVESTMENT.

THE TEXAS WESTERN NARROW-GUAGE RAILWAY COMPANY

Is now offering

THE FIRST MORTGAGE LAND GRANT SINKING FUND SEVEN PER CENT GOLD BONDS OF ITS ROAD.

Issued at the rate of only ten thousand dollars (\$10,000) per mile of completed road. The line extends from the City of Houston, westward through Lagrange, Lockart, New Braunfels, San Antonio, to Presidio del Norte on the Rio Grande, through twenty-five populous counties, comprising the best portion of Texas, besides branches to other remunerative points.

The State of Texas has made a Land Grant to the road of sixteen (16) sections of land per mile, or 10,340 acres to each, and every mile of road built and put in running order.

The Bonds offered are a first and only lien upon the property of the Company, and are offered with a full conviction that no better security has ever been presented to those seeking a safe investment, as the road is being built at a time when iron, materials, etc., are fully 50 per cent cheaper than when roads now running were built.

The interest is payable semi-annually, January and July, at the Farmers' Loan and Trust Company (Trustees of the Bonds of the Company), in the City of New York. They are now offered at 95 and accrued interest at the Financial Agency of the Company in this city, where full particulars, maps, etc., may be had.

T. W. HOUSE,
President.

WILLIAM BRADY,
Financial Agent,
23 William street, New York.

CALIFORNIA MINING STOCKS.—The following prices, by telegraph, are furnished by Messrs. Wm. W. Wademan & Co., 93 Wall street, N. Y.:

Alpha.....	43	Consol. Vir.....	51	Justice.....	24	Savage.....	20
Belcher.....	23	Crowa Point.....	12	Kentuck.....	12	Sierra Nev.....	15
Best & Belc.....	48	Eureka Cons.....	12	Mexican.....	93	Silver Hill.....	9
Caledonia.....	*10	Gould & Cur.....	16	Ophir.....	30	Union Consol.....	14
California.....	*61	Hale & Norc.....	*10	Overman.....	77	Yel. Jacket.....	*30
Choll' Potosi.....	91	Imperial.....	*46	Rayd & Ely.....	9		

*New shares, 5 for 2. + New shares, 3 for 1. † New shares, 7 for 1.
Dividends.—Con. Virginia, \$2 per share, payable Aug. 11, 1876; California, \$2 per share, payable Aug. 15, 1876. \$1,080,000 cash.

TEXAS SECURITIES.—Messrs. Forster, Ludlow & Co., 7 Wall st., quote:

State 7s, gld 108	\$103	State 10s, pons \$102½	105	Dallas 10s.....	82
7s, 30 yrs 103	\$109½	6s of 1862.....	\$50	S. Ant'io 10s.....	80
10s, 1851.....	93	Austin 10s.....	\$101		

\$ With interest.

The Bankers' Gazette.

No National Banks organized during the past week.

DIVIDENDS.

The following Dividends have recently been announced:

COMPANY.	PER CENT.	WEEK P'ABLE.	BOOKS CLOSED (Days inclusive.)
Railroads.			
Cleveland & Pittsburgh Guar. (quar.).....	1 3/4	Sept. 1	Aug. 11 to Sept. 1
Insurance.			
Starling Fire.....	5	On dem	.....
Miscellaneous.			
Pullman Palace Car Co. (quar.).....	2	Aug. 15	.....

FRIDAY, AUGUST 11, 1876—6 P. M.

The Money Market and Financial Situation.—Notwithstanding the low point at which money had been ruling, the past week seems to have developed a greater pressure to lend than at any previous time, and on government collaterals any amount of call money could be had at 1 per cent., with the thanks of the lenders, while 1 1/2 per cent. is the current quotation for all call loans. Choice commercial paper sells freely at 3 1/4 per cent. These rates for money are the lowest known in New York within our recollection, and are more like the quotations at times of monetary ease in the markets of London and the Continent. Last year it was after the first of October before a material advance in the rates for money was made, but there are a good many now who anticipate with much confidence that trade will be better this Fall than last, and if their expectations are realized there may be an earlier hardening in the rates for money, especially as our banks hold about \$14,000,000 less in legal tenders than at this date in 1875.

On Thursday the Bank of England weekly statement showed a gain of £249,000 in specie, and the reserve is now 58 1/2 per cent. of liabilities, against 57 1/2 per cent. last week. The discount rate remains unchanged at 2 per cent.

The last statement of the New York City Clearing-House banks, issued August 5, showed an increase of \$978,025 in the excess above their 25 per cent. legal reserve, the whole of such excess being \$23,839,350 against \$22,861,325 the previous week.

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

	July 29.	1876.	Differences.	1875.	1874.
Loans and dis.	\$250,505,000	\$452,753,300	Inc. \$202,248,300	\$393,434,300	\$239,531,300
Specie	19,235,200	20,124,000	Inc. 888,800	16,331,400	21,710,000
Circulation	15,001,200	15,007,600	Inc. 6,400	15,321,500	25,805,700
Net deposits	243,323,100	226,479,800	Inc. 2,653,700	251,162,800	242,261,600
Legal tenders	59,525,400	60,333,300	Inc. 807,900	73,611,300	65,549,500

United States Bonds.—There has been only a moderate business in government securities, and among the purchasers we notice quite a number of private investors in this city who are taking a few bonds each. Some of these parties apparently belong to a class who have heretofore been depositing in savings banks and have lost confidence in them. The most important event of the week was the circular of Secretary Morrill calling for proposals on Saturday, 12th inst., for \$2,160,000 5 per cent bonds of 1891, being another lot of the bonds issued to pay the Alabama claims.

TREASURY DEPARTMENT,
WASHINGTON, D. C., August 7, 1876.

Under the provisions of an act of Congress, approved April 11, 1876, to enable the Secretary or the Treasury to pay the judgments of the Commissioners of Alabama Claims—

Notice is hereby given that sealed proposals will be received at the Treasury Department until 12 o'clock noon on the twelfth (12th) instant, and opened immediately thereafter, for the sale of five per cent. coupon or registered bonds of the funded loan of 1881, authorized by the acts of July 14, 1870, and January 20, 1871, bearing interest, payable quarterly, from August 1, 1876, in lots of not less than five hundred thousand dollars (\$500,000), to the total amount of two million one hundred and sixty thousand dollars (\$2,160,000).

These bonds will be sold for gold, and payment therefor must be made within three days after the acceptance by the department of the bid.

Each bid must be accompanied by a gold deposit or two per cent. of the amount thereof, and no bid at less than par, in coin, will be considered.

Payment may be made at the office of the Assistant Treasurer of the United States, New York, and the bonds will be delivered at the Treasury, in Washington; or, if preferred, at the office of Assistant Treasurer United States, New York, at the expense of the purchaser.

The department reserves the right to reject proposals that are not deemed advantageous to the Government.

Proposals should be marked "Sealed Proposals for Loan," and addressed to the Secretary, of the Treasury, Washington, D. C.

LOTT M. MORRILL, Secretary.

Closing prices daily have been as follows:

	Int. period.	Ang. 5.	Aug. 7.	Aug. 8.	Aug. 9.	Aug. 10.	Aug. 11.
6s, 1881.....reg.	Jan. & July.	*119 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2
6s, 1881.....comp.	Jan. & July.	*120 1/2	120 1/2	120 1/2	120 1/2	120 1/2	120 1/2
6s, 5-20s, 1865.....reg.	May & Nov.	*116	116	116	116	116	116
6s, 5-20s, 1865.....comp.	May & Nov.	*116	116	116	116	116	116
6s, 5-20s, 1865, n. l.	reg. Jan. & July.	*117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2
6s, 5-20s, 1865, n. l.	comp. Jan. & July.	*117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2
6s, 5-20s, 1867.....reg.	Jan. & July.	*119 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2
6s, 5-20s, 1867.....comp.	Jan. & July.	*119 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2
6s, 5-20s, 1868.....reg.	Jan. & July.	*121 1/2	121 1/2	121 1/2	121 1/2	121 1/2	121 1/2
6s, 5-20s, 1868.....comp.	Jan. & July.	*121 1/2	121 1/2	121 1/2	121 1/2	121 1/2	121 1/2
5s, 10-40s.....reg.	Mar. & Sept.	*115 1/2	115 1/2	115 1/2	115 1/2	115 1/2	115 1/2
5s, 10-40s.....comp.	Mar. & Sept.	*115 1/2	115 1/2	115 1/2	115 1/2	115 1/2	115 1/2
5s, funded, 1881.....reg.	Quarterly	*117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2
5s, funded, 1881.....comp.	Quarterly	*117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2
6s, Currency.....reg.	Jan. & July.	*126 1/2	126 1/2	126 1/2	126 1/2	126 1/2	126 1/2

* 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 Aug. 1, 1876, were as follows:

	Lowest.	Highest.	Amount Aug. 1.	Registered.	Coupon.
6s, 1881.....reg.	119	123 1/2	\$193,043,300	89,088,000	116,955,300
6s, 1881.....comp.	119 1/2	124 1/2	34,557,150	11,745,200	22,811,950
6s, 5-20s, 1865.....reg.	114 1/2	119 1/2	60,917,900	21,473,450	39,444,450
6s, 5-20s, 1865.....comp.	117	121	13,043,000	22,430,800	11,582,200
6s, 5-20s, 1867.....reg.	119 1/2	123 1/2	141,916,200	52,760,060	89,156,140
6s, 5-20s, 1867.....comp.	119 1/2	123 1/2	22,327,850	296,591,650	11,736,200
5s, 10-40s.....reg.	115 1/2	119 1/2	61,023,512	.....	.....
5s, 10-40s.....comp.	115 1/2	119 1/2	.....	.....	.....
5s, funded, 1881.....reg.	116 1/2	121 1/2	.....	.....	.....
5s, funded, 1881.....comp.	116 1/2	121 1/2	.....	.....	.....
6s, Currency.....reg.	122 1/2	128	.....	.....	.....

Closing prices of securities in London have been as follows:

	July 28.	Aug. 4.	Aug. 11.	Range since Jan. 1, '76.	Lowest.	Highest.
U. S. 6s, 5-20s, 1865, old.....	106 1/2	106	106	103 1/2	103 1/2	106 1/2
U. S. 6s, 5-20s, 1897.....	109 1/2	109 1/2	109 1/2	107 1/2	107 1/2	109 1/2
U. S. 6s, 10-40s.....	108 1/2	108 1/2	109	105 1/2	105 1/2	109
New 5s.....	106 1/2	106 1/2	106 1/2	104 1/2	104 1/2	106 1/2

State and Railroad Bonds.—There is quite a firm tone in Tennessee bonds, and to-day \$12,000 of the new series sold at 46. Virginia consols, second series, have sold more freely of late, partly on a home demand, and this morning we notice \$3,000 sold at 32 1/2. The most notable feature in State bonds, however, was the sharp decline of nearly 10 per cent. in Louisiana consols. On Monday they were quoted here at 60 bid and 62 1/2 asked, but subsequently fell off on New Orleans advices reporting a break in the market there. Few public sales have been made here, and the lowest price we have heard of at private sale was 51 1/2 yesterday, and to-day no bonds could probably be bought below 53 or 54. New Orleans advices assign different causes for the break, among which are mentioned the political situation, the sale of some bonds which had been hypothecated for loans, the lack of money to pay January interest, and again that it was simply a "bear" raid on the market.

Railroad bonds have met with a fair demand and prices are generally stronger than last week.

Adrian H. Muller & Son sold the following:

300 shares St. L., Kansas City & Northern RR. Co., common stock, 6 1/4.
40 shares German Exchange Bank, 94 1/2.
\$1,000 bond of the New Jersey & New York Railway Co., No. 1,068, 10.
\$50 bond of the Hackensack & New York Ext. RR. Co., No. 283, and coupon due 1st May, 1876, 10.
\$10,000 St. L. & Iron Mountain RR. Co. (Arkansas branch) 1st mort. 7 per cent gold bonds, due 1897, 73 1/2.
\$1,000 Burlington Cedar Rapids & Minn. RR. Co. (Pacific division) 1st mort. conv. bond, coupon of July 1, 1875, attached, 10.

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

STATES.	July 28.	Aug. 4.	Aug. 11.	Range since Jan. 1, '76.	Lowest.	Highest.
Tennessee 6s, old.....	*44 1/2	44 1/2	45	40 1/2	40 1/2	45
do 6s, new.....	*44 1/2	44 1/2	45	40 1/2	40 1/2	45
North Carolina 6s, old.....	*15	14	14	13	13	14
Virginia 6s, consol.....	*74 1/2	73 1/2	73 1/2	73 1/2	73 1/2	73 1/2
do do 2d series.....	*74 1/2	73 1/2	73 1/2	73 1/2	73 1/2	73 1/2
Missouri 6s, long bonds.....	*103 1/2	103 1/2	107	100	100	107
District of Columbia, 3-6s 1894	72 1/2	71	72 1/2	66 1/2	66 1/2	72 1/2
RAILROADS.						
Central of N. J. 1st consol.	93 1/2	101	*101	99 1/2	99 1/2	101
Central Pacific 1st 6s, gold.....	108 1/2	109	*108 1/2	104	104	109
Chic. Burl. & Quincy consol. 7s.....	110 1/2	110 1/2	110 1/2	107 1/2	107 1/2	110 1/2
Chic. & Northwest'n, cp., gold.....	94 1/2	94	93 1/2	85 1/2	85 1/2	94 1/2
Chic. M. & St. P. cons. 8 fd, 7s.....	*90 1/2	90 1/2	91 1/2	79 1/2	79 1/2	91 1/2
Chic. R. I. & Pac. 1st, 7s.....	110	*110 1/2	*109 1/2	107 1/2	107 1/2	110 1/2
Erie 1st, 7s, extended.....	*110 1/2	110	*109 1/2	108	108	110 1/2
Lake Sh. & Mich. So. 2d cons. cp.....	103	100	*101	99	99	101
Michigan Central, consol. 7s.....	103	100	*101	99	99	101
Morris & Essex, 1st mort.....	120	120	*118 1/2	114	114	120
N. Y. Cen. & Hud. 1st, coup.....	*121	121 1/2	*121	119	119	121 1/2
O. H. & Miss., cons. sink. fund.....	103 1/2	103 1/2	*102 1/2	92 1/2	92 1/2	103 1/2
Pittsh. Ft. Wayne & Chic. 1st.....	120	121	122	114 1/2	114 1/2	122
St. Louis & Iron Mt., 1st mort.....	*103 1/2	101	*100 1/2	95	95	101
Union Pacific 1st, 6s, gold.....	104	104 1/2	105 1/2	102 1/2	102 1/2	105 1/2
do sinking fund.....	94 1/2	94 1/2	95	87 1/2	87 1/2	95

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

Railroad and Miscellaneous Stocks.—The stock market has been rather feverish, but, upon the whole, stronger than last week. There is a better feeling, based in part upon the idea that prices have already declined so much that there is not sufficient margin for another tumble of any considerable extent, as it is not believed that any of the prominent railroads, with possibly a single exception, will be unable to meet their interest engagements in the future. The variations in Mr. Vanderbilt's condition from day to day have ceased to be a controlling element in the market; as there is every reason to suppose that the management of his roads will hardly be changed in the hands of his sons. The Chicago & Northwestern annual report has just been issued in Chicago, and we have been favored with an early copy, from which extended extracts are taken. The report must be considered quite favorable in the net result of operations as compared with 1874-5, and will be encouraging to the friends of the road. There is nothing new as to the coal stocks, and no further information as to a break up in the coal combinations; the stocks continue to show weakness.

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

	Pacific Mail.	Lake Shore.	West'n Union.	Central of N. J.	Mich. Cent.	Del. L. & W. Rock L.	St. Paul & N. W. pref.
Aug. 5.....	2,100	19,000	9,300	2,465	11,010	4,910	5,915
" 7.....	400	7,800	3,700	7,400	7,300	8,068	9,800
" 8.....	20,400	5,900	2,650	5,810	12,000	4,880	16,700
" 9.....	2,500	13,900	13,000	4,750	17,550	7,670	5,325
" 10.....	1,410	11,710	6,400	1,890	14,425	4,300	2,595
" 11.....	200	4,900	6,925	2,505	19,020	6,725	2,800
Total.....	27,410	63,210	42,005	27,881	74,505	35,551	42,235
Whole stock.....	200,000	491,665	337,871	295,250	187,382	253,899	219,597

The total number of shares of stock outstanding is given in the last line, for the purpose of comparison.

Wheat and lowest prices have been as follows:

	Saturday, Aug. 5	Monday, Aug. 6	Tuesday, Aug. 7	Wednesday, Aug. 8	Thursday, Aug. 9	Friday, Aug. 10	Saturday, Aug. 11
At. & Pac. prf	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2
At. & Pac. Tel.	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2
Central of N.J.	61 1/2	62 1/2	59 1/2	61 1/2	60 1/2	62 1/2	61 1/2
C. Mil. & St. P.	36 1/2	37 1/2	36 1/2	36 1/2	36 1/2	37 1/2	36 1/2
do pref.	61 1/2	62 1/2	59 1/2	61 1/2	60 1/2	62 1/2	61 1/2
Chic. & North.	39 1/2	39 1/2	38 1/2	38 1/2	38 1/2	39 1/2	38 1/2
do pref.	62 1/2	62 1/2	63 1/2	62 1/2	62 1/2	62 1/2	63 1/2
C. & N. & P.	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
Col. Chic. & I. G.	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
Del. & West.	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
Erie...	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2
Ian. & St. Jos.	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
do pref.	20 1/2	20 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2
Harlem...	137 1/2	137 1/2	137 1/2	137 1/2	137 1/2	137 1/2	137 1/2
Lake Shore...	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2
Michigan Cent.	40 1/2	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2
N.Y. Cen. & H. R.	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
Ohio & Miss.	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
Pacific Mail	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2
Pacific of Mo.	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
Panam.	120 1/2	120 1/2	120 1/2	120 1/2	120 1/2	120 1/2	120 1/2
Quickilver...	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2
St. L. I. M. & S.	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2
St. L. & C. S. P.	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2
T. Wab. & W.	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
Union Pacific	58 1/2	58 1/2	58 1/2	58 1/2	58 1/2	58 1/2	58 1/2
West. Union Tel.	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2
Adams Exp.	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
American Exp.	59 1/2	59 1/2	59 1/2	59 1/2	59 1/2	59 1/2	59 1/2
United States	66 1/2	66 1/2	66 1/2	66 1/2	66 1/2	66 1/2	66 1/2
Wells, Fargo...	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 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. Shares	Jan. 1, 1876, to date.	Wholesale y.r. 1875.
Atlantic & Pacific pref.	100	1 1/2 June 8 7 Jan. 31 2 1/2	18 1/2
Atlantic & Pacific Telegraph	100	14 1/2 May 23 22 Feb. 24 17 1/2	2 1/2
Central of New Jersey	27,885	59 1/2 Aug. 7 100 1/2 Feb. 9 95 1/2	120
Chicago Mil. & St. Paul	9,710	35 1/2 Jan. 6 46 1/2 Feb. 1 25 1/2	40 1/2
do do pref.	36,610	61 1/2 May 5 84 1/2 Mch. 13 67 1/2	67 1/2
Chicago & Northwestern	2,108	38 1/2 Aug. 28 45 1/2 Feb. 16 33 1/2	48 1/2
do do pref.	5,330	55 1/2 May 5 67 1/2 Feb. 15 44 1/2	63 1/2
Chicago Rock Island & Pacific	42,235	103 1/2 Aug. 21 111 1/2 Feb. 16 100 1/2	103 1/2
Columbus Chic. & Ind. Cent.	44 1/2	3 1/2 Mch. 23 6 1/2 Jan. 23 3 1/2	9 1/2
Delaware Lack. & Western	36,551	92 1/2 Aug. 4 120 1/2 Jan. 3 106 1/2	123 1/2
Erie	1,930	13 1/2 May 22 23 1/2 Mch. 13 15 1/2	35 1/2
Hannibal & St. Joseph	103	10 1/2 Aug. 7 22 1/2 Jan. 31 15 1/2	30 1/2
do do pref.	103	19 1/2 July 28 33 1/2 Jan. 31 20 1/2	37 1/2
Harlem	600	130 1/2 Jan. 3 147 1/2 Feb. 14 127 1/2	138 1/2
Illinois Central	4,769	81 1/2 A. G. 5 103 1/2 Mch. 13 88 1/2	103 1/2
Lake Shore	69,210	61 1/2 May 23 68 1/2 Jan. 17 61 1/2	80 1/2
Michigan Central	74,505	61 1/2 Aug. 4 65 1/2 Mch. 15 53 1/2	82 1/2
N. Y. Central & Hudson River	1,890	104 1/2 Aug. 4 117 1/2 Feb. 15 100 1/2	101 1/2
Ohio & Mississippi	12,600	10 1/2 July 23 24 1/2 Feb. 11 14 1/2	31 1/2
Pacific Mail	27,410	16 1/2 Aug. 10 39 1/2 Jan. 17 30 1/2	45 1/2
Pacific of Missouri	850	5 1/2 June 8 16 Mch. 31 7 1/2	17 1/2
Panam.	127	Jan. 4 140 May 24 110 1/2	172 1/2
Quickilver	12	Aug. 1 20 1/2 Feb. 25 13 1/2	35 1/2
do pref.	21	May 16 24 1/2 Feb. 23 20 1/2	41 1/2
St. Louis I. M. & S. N. H.	15	Jan. 4 23 1/2 Mch. 9 13 1/2	27 1/2
St. Louis Kan. City & North. pf.	600	22 1/2 Jan. 7 33 1/2 Feb. 26 19 1/2	45 1/2
Toledo Wabash & Western	420	3 1/2 June 12 6 1/2 Jan. 26 2 1/2	21 1/2
Union Pacific	493	57 1/2 May 25 74 1/2 Jan. 17 38 1/2	82 1/2
Western Union Telegraph	42,005	63 1/2 May 1 80 1/2 Jan. 81 70 1/2	104 1/2
Adams Express	65	57 1/2 Jan. 3 67 Feb. 14 50 1/2	104 1/2
American Express	19	58 Jan. 26 76 1/2 July 10 41 1/2	61 1/2
United States Express	157	80 1/2 Jan. 7 91 Feb. 14 71 1/2	92 1/2
Wells, Fargo & Co.	157	80 1/2 Jan. 7 91 Feb. 14 71 1/2	92 1/2

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 period mentioned in the second column.

	1876.	1875.	Jan. 1 to latest date.
Atch. Top. & S. Fe. Month of July...	\$191,000	\$113,450	\$1,240,162
Atlantic & Gt. West. Month of June...	223,391	313,173	663,451
Atlantic & Pacific... 1st week of Aug.	22,900	15,300	722,193
Baltimore & Ohio... Month of June...	1,313,012	1,519,547	662,451
Bur. & Mo. Riv. In Neb. Month of June...	6,663	26,073	811,657
Cairo & St. Louis... Month of July...	21,689	19,410	142,929
Canada Southern... 4th week of July...	32,065	30,219	935,791
Central Pacific... Month of July...	1,507,000	1,536,225	9,446,403
Chicago & Alton... Month of July...	307,249	387,415	2,613,970
Chic. Burl. & Quincy Month of June...	1,699,300	241,105	5,685,678
Chic. Mil. & St. Paul. 1st week of Aug.	142,000	162,403	4,787,938
Chic. & Northwest. Month of June...	1,337,553	1,052,800	4,397,241
Chic. R. I. & Pac. Month of June...	614,015	576,082	1,913,300
Cin. Lafay. & Chic. 1st week of July...	6,203	7,762	195,876
Clev. Mt. V. & Del. Month of June...	33,650	47,232	181,200
Denver & Rio Grande. 3d week of July...	6,933	4,075	217,833
Hannibal & St. Jo. Month of June...	141,425	192,455	904,702
Houston & Texas C. 3d week of July...	31,277	32,519	1,401,873
Illinois Central... Month of July...	452,003	715,893	4,010,601
Indianap. Bl. & W. Month of July...	82,807	87,415	358,093
Int. & Gt. Northern. Month of July...	78,707	70,986	640,817
Kansas Pacific... 3d week of July...	51,600	73,062	1,537,627
Louisv. Cin. & Lex. Month of June...	50,361	80,591	505,611
Michigan Central... Month of July...	430,627	467,150	3,396,111
Mo. Kansas & Texas. Month of July...	821,903	211,735	1,642,146
Mobile & Ohio... Month of June...	85,831	89,938	857,010
Nashv. Chatt. & St. L. Month of June...	118,562	102,102	676,636
Ohio & Mississippi... Month of June...	247,646	229,156	2,095,415
Paducah & Memphis. Month of June...	14,371	12,624	106,054
Philadelphia & Erie... Month of June...	241,245	287,158	1,565,721
St. L. & T. H. (breha). Month of July...	49,538	35,753	263,610
St. L. I. Mt. & S. Month of July...	253,500	226,211	1,972,886
St. L. K. C. & North. 1st week of Aug.	62,930	39,599	1,770,132
St. L. & Southeastern. 3d week of June...	23,615	15,246	68,343
St. Paul & S. City. 3d week of June...	83,616	65,789	424,250
Tol. Peoria & Warsaw. Month of July...	92,066	89,317	783,011

* Includes Pittsburg Division.

The Gold Market.—Gold shows a weaker tone, and closes 1/2 below last week. The export of coin has fallen off, and the prospects of the Silver bill passing have gone by, so that there is no point of importance to sustain the price. Cash gold was in rather better demand for borrowing to-day, and on gold loans the rates ranged from flat to 1.64 per diem for use. Customs receipts of the week were \$2,304,000.

Silver was quoted to-day in London at 52 1/2 d.

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.
	Open Low High Close	Clearings.	Gold. Currency.
Saturday, Aug. 5...	112 1/2 112 1/2 112 1/2 112 1/2	\$7,018,000	\$1,734,778 \$1,943,566
Monday, " 7...	112 1/2 112 1/2 112 1/2 112 1/2	9,570,000	1,024,700 1,121,414
Tuesday, " 8...	111 1/2 111 1/2 111 1/2 111 1/2	9,837,000	993,600 1,113,089
Wednesday, " 9...	111 1/2 111 1/2 111 1/2 111 1/2	17,050,000	885,732 965,124
Thursday, " 10...	111 1/2 111 1/2 111 1/2 111 1/2	9,842,000	745,400 834,247
Friday, " 11...	111 1/2 111 1/2 111 1/2 111 1/2	31,897,000	1,239,830 1,465,036
Current week...	112 1/2 111 1/2 112 1/2 111 1/2	\$98,194,000	\$1,019,758 \$1,145,018
Previous week...	111 1/2 111 1/2 112 1/2 112 1/2	114,877,000	1,019,758 \$1,145,018
January 1 to date...	113 1/2 111 1/2 115 1/2 111 1/2		

Exchange.—Foreign exchange has been quiet, on a moderate business. To-day, rates were rather heavy, and actual business was done at 4.86 1/2 @ 4.87 for bankers' long, and 4.88 1/2 @ 4.89 for demand. The nominal rates were reduced to 4.87 1/2 and 4.89 1/2.

The following are the rates of domestic exchange on New York to-day, at the cities named: Savannah, 1/2 premium; Charleston, scarce, 1/2 to 1/3 premium; Cincinnati, dull, 50 to 100 premium; New Orleans, commercial, 1/2 bank, 3/4; Chicago, 50 premium; and St. Louis, 50 premium.

	60 days.	3 days.
Prime bankers' sterling bills on London...	4.87 @ 4.87 1/2	4.89 @ 4.89 1/2
Good bankers' " " " " " " " "	4.86 1/2 @ 4.87	4.88 1/2 @ 4.89
Good commercial " " " " " " " "	4.81 1/2 @ 4.83 1/2	@
Documentary commercial " " " " " " " "	4.81 1/2 @ 4.83 1/2	@
Paris (francs) " " " " " " " "	5.23 1/2 @ 5.17 1/2	5.17 1/2 @ 5.15
Antwerp (francs) " " " " " " " "	5.23 1/2 @ 5.17 1/2	5.17 1/2 @ 5.15
Swiss (francs) " " " " " " " "	5.20 @ 5.16 1/2	5.15 @ 5.13 1/2
Amsterdam (guilders) " " " " " " " "	39 1/2 @ 40 1/2	40 1/2 @ 40 1/2
Hamburg (reichmarks) " " " " " " " "	94 @ 94 1/2	95 1/2 @ 95 1/2
Frankfurt (reichmarks) " " " " " " " "	94 @ 94 1/2	95 1/2 @ 95 1/2
Bremen (reichmarks) " " " " " " " "	94 @ 94 1/2	95 1/2 @ 95 1/2
Berlin (reichmarks) " " " " " " " "	91 @ 91 1/2	95 1/2 @ 95 1/2

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

Custom House		Sub-Treasury.			
Receipts.		Receipts.		Payments.	
		Gold.	Currency.	Gold.	Currency.
Aug. 5.....	\$153,000	\$385,330 46	\$181,035 91	\$72,612 76	\$120,903 96
" 6.....	484,000	543,341 46	911,964 81	444,704 17	636,612 25
" 7.....	300,000	515,419 41	759,633 62	400,756 57	459,170 16
" 8.....	331,000	261,020 62	793,224 83	1,214,191 06	931,731 14
" 9.....	431,000	767,159 97	642,569 00	544,044 67	505,289 70
" 10.....	432,000	460,128 53	452,800 74	433,751 14	355,230 61
Total.....	\$2,501,000	\$3,313,461 53	\$4,074,269 94	\$3,793,978 37	\$3,361,939 82
Balance, Aug. 4.....		31,747,157 16	29,704,298 36		
Balance, Aug. 11.....		31,231,669 39	30,421,628 43		

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 Aug. 5, 1876:

	Capital.	Loans and Discounts.	Legal Tenders.	Net Deposits.	Circulation.
New York City...	\$2,000,000	\$9,194,000	\$1,956,000	\$1,819,000	\$9,321,600
Manhattan Co.	2,000,000	5,516,800	471,900	2,115,500	5,222,700
Merchants'...	3,000,000	7,345,900	1,556,400	1,218,300	2,295,100
Mechanics'...	2,000,000	6,839,200	383,900	1,411,700	5,179,300
Union...	1,000,000	4,860,700	85,300	492,300	3,002,700
American...	3,000,000	8,000,000	1,591,100	3,414,100	5,337,700
Phoenix...	1,800,000	3,419,100	962,900	348,900	1,133,300
City...	1,000,000	6,140,300	1,619,900	1,410,000	6,119,800
Traders'...	1,000,000	3,073,500	2,27,000	283,500	1,971,400
Fulton...	600,000	1,571,300	122,300	650,700	1,968,300
Chemical...	800,000	8,701,100	542,300	2,611,600	4,478,400
Merchants' Exch.	1,000,000	3,761,600	39,900	914,800	3,585,800
Gallatin National...	1,500,000	4,090,400	235,100	633,000	2,235,100
Butcher's & Brokers'	3,000,000	2,100,000	15,000	881,400	1,825,000
Mechanics & Traders	600,000	1,83,200	15,000	276,700	1,170,000

Boston Banks.—Below we give a statement of the Boston National Banks, as returned to the Clearing House on Monday, Aug. 7, 1876:

City.	Bank.	Capital.	Loans.	Specie.	L.T.	Notes.	Deposits.	Circul.
Atlantic.		\$70,000	\$1,833,900	\$1,700	\$19,600	\$410,300	\$134,100	
Albany.		1,500,000	2,301,600	2,000	163,500	1,019,500	413,800,000	
Blackstonc.		2,000,000	4,054,900	4,500	222,000	1,719,500	602,700	
Boston.		1,000,000	2,122,300	28,500	111,000	945,800	551,100	
Hoytston.		700,000	1,953,200	64,100	200,000	710,100	5,600,000	
Broadway.		200,000	437,000	.....	20,000	158,000	114,100	
Central.		1,000,000	1,500,000	.....	46,400	507,700	320,000	
Commercial.		1,000,000	2,975,500	10,500	133,100	1,135,100	744,200	
Continental.		1,000,000	2,210,500	1,400	99,600	976,700	551,700	
Elliot.		1,000,000	2,415,700	58,400	45,100	701,200	739,700	
Everett.		400,000	1,083,000	2,400	50,200	483,000	201,900	
Faneuil Hall.		1,000,000	2,314,900	16,000	138,800	1,331,400	601,100	
Freeman's.		800,000	1,578,400	3,000	71,700	536,500	335,000	
Globe.		10,000,000	2,331,000	.....	15,000	1,000,000	1,000,000	
Hamilton.		1,000,000	1,500,000	.....	104,100	982,200	3,350,000	
Harvard.		1,000,000	2,014,200	22,500	88,300	851,200	445,500	
Manufacturers.		500,000	1,036,100	7,500	79,600	573,600	149,100	
Market.		80,000	1,401,400	28,500	89,500	543,100	470,000	
Massachusetts.		800,000	1,800,200	52,900	66,900	1,146,400	45,000	
Maverick.		400,000	2,477,200	37,800	114,100	1,918,100	350,800	
Merchandise.		800,000	1,270,400	1,700	101,300	500,500	181,400	
Merchants.		8,000,000	2,000,000	293,000	59,000	5,000,000	1,740,000	
Metropolitan.		1,000,000	810,500	.....	50,400	495,500	.....
Mont Vernon.		20,000	474,100	500	60,000	213,200	112,300	
New England.		1,000,000	2,579,900	28,200	104,600	800,000	550,200	
North.		100,000	2,730,300	95,000	92,900	973,700	450,100	
Old Boston.		900,000	2,445,400	57,900	309,000	1,140,100	261,900	
Shawmut.		1,000,000	2,316,900	70,400	141,800	995,500	837,200	
Shoe and Leather.		1,000,000	3,217,700	13,400	248,500	1,009,900	708,700	
State.		2,000,000	3,744,000	.....	898,400	2,716,000	1,000,000	
Stock.		1,500,000	3,074,000	112,400	103,700	721,800	611,000	
Traders.		500,000	1,272,500	27,600	52,500	710,900	167,600	
Tremont.		2,000,000	3,248,100	104,200	170,500	821,800	618,500	
Washington.		750,000	1,720,700	11,700	81,000	161,700	400,000	
First.		1,000,000	3,874,000	96,200	202,100	1,137,600	519,400	
Second.		1,600,000	4,076,100	63,900	515,800	1,300,200	403,100	
Third.		300,000	1,114,400	84,700	10,000	969,400	45,000	
Fourth.		200,000	960,000	.....	11,000	500,000	400,000	
Bank of N. America.		2,000,000	3,194,800	226,200	270,000	1,383,200	400,000	
Bank of Redemption.		1,000,000	2,290,300	5,900	233,900	793,400	531,600	
Bank of the Republic.		1,500,000	5,118,100	218,500	159,000	941,100	182,600	
Commonwealth.		1,500,000	3,218,000	8,000	438,000	1,033,100	978,000	
City.		500,000	2,952,100	85,900	337,000	2,015,200	45,000	
City.		1,000,000	1,600,000	15,600	39,600	434,400	283,000	
Exche.		1,000,000	1,750,000	4,000	122,000	697,400	224,200	
Exchange.		1,000,000	1,750,000	8,000	122,000	697,400	224,200	
Shoe and Leather.		500,000	3,614,100	6,700	200,000	754,200	974,000	
Revere.		2,000,000	4,644,200	4,000	229,700	1,319,900	550,000	
Security.		200,000	916,600	2,000	92,700	501,000	175,000	
Union.		1,500,000	2,607,000	33,000	80,100	973,000	616,000	
Webster.		1,000,000	2,195,500	23,000	41,000	421,000	357,900	

Total	51,850,000	129,743,000	2,422,500	7,692,500	51,283,500	22,163,000
The total amount "due to other banks," as per statement of Aug. 7, is \$6,019,700.						

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

Loans.....	Increase.	\$310,900	Deposits.....	Decrease.	\$225,000
Specie.....	Increase.	57,200	Circulation.....	Increase.	78,500

Specie.....Increase.	51,000	Circulation....Increase.	45,000
L. Tender Notes....Decrease.	154,600		

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

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

Date.	Loans.	Society.	LegalTenders.	Deposits.
1870	100	100	100	100
1871	100	100	100	100
1872	100	100	100	100
1873	100	100	100	100
1874	100	100	100	100
1875	100	100	100	100
1876	100	100	100	100
1877	100	100	100	100
1878	100	100	100	100
1879	100	100	100	100
1880	100	100	100	100
1881	100	100	100	100
1882	100	100	100	100
1883	100	100	100	100
1884	100	100	100	100
1885	100	100	100	100
1886	100	100	100	100
1887	100	100	100	100
1888	100	100	100	100
1889	100	100	100	100
1890	100	100	100	100
1891	100	100	100	100
1892	100	100	100	100
1893	100	100	100	100
1894	100	100	100	100
1895	100	100	100	100
1896	100	100	100	100
1897	100	100	100	100
1898	100	100	100	100
1899	100	100	100	100
1900	100	100	100	100
1901	100	100	100	100
1902	100	100	100	100
1903	100	100	100	100
1904	100	100	100	100
1905	100	100	100	100
1906	100	100	100	100
1907	100	100	100	100
1908	100	100	100	100
1909	100	100	100	100
1910	100	100	100	100
1911	100	100	100	100
1912	100	100	100	100
1913	100	100	100	100
1914	100	100	100	100
1915	100	100	100	100
1916	100	100	100	100
1917	100	100	100	100
1918	100	100	100	100
1919	100	100	100	100
1920	100	100	100	100
1921	100	100	100	100
1922	100	100	100	100
1923	100	100	100	100
1924	100	100	100	100
1925	100	100	100	100
1926	100	100	100	100
1927	100	100	100	100
1928	100	100	100	100
1929	100	100	100	100
1930	100	100	100	100
1931	100	100	100	100
1932	100	100	100	100
1933	100	100	100	100
1934	100	100	100	100
1935	100	100	100	100
1936	100	100	100	100
1937	100	100	100	100
1938	100	100	100	100
1939	100	100	100	100
1940	100	100	100	100
1941	100	100	100	100
1942	100	100	100	100
1943	100	100	100	100
1944	100	100	100	100
1945	100	100	100	1

Date.	Loans.	Notes.	Legal Tenders.	Deposits.	Circulation.
July 21.....	128,738,600	2,551,600	7,527,800	51,389,800	22,319,100
July 31.....	128,832,600	2,467,300	7,347,100	51,513,500	22,038,400
Aug. 7.....	129,713,500	2,421,500	7,692,500	51,283,000	22,162,000

Philadelphia Banks.--The following is the average condition of the Philadelphia National Banks for the week preceding Monday, Aug. 7, 1876:

Banks.	Capital.	Loans.	Specie.	L. Tender.	Total net Deposits.	Circulation.
Philadelphia.....	\$1,500,000	\$5,670,000	\$115,000	\$1,530,000	\$4,725,000	\$720,000
North America.....	1,000,000	6,101,000	84,000	1,904,000	4,230,000	770,000
Farmers' and Mechanics'.....	200,000	6,282,920	212,600	1,221,100	6,665,500	1,000,000
Commercial.....	810,000	2,455,000	27,000	651,000	1,914,000	69,000
Mechanics'.....	200,000	1,220,000	28,000	280,000	1,608,000	176,000
Bank of N. Liberties.....	200,000	2,549,000	6,600	611,000	2,114,000	200,000
Southwark.....	200,000	1,171,507	8,430	300,437	1,551,603	166,780
Kennington.....	200,000	9,79,781	.....	201,000	555,141	221,800
Penn.....	500,000	1,266,300	9,500	226,600	890,172	191,400
Western.....	1,000,000	1,958,141	52,330	414,000	1,957,871	208,425
Mechanics' and Farmers'.....	1,000,000	2,200,000	60,000	1,280,000	1,580,000	160,000
Bank of Commerce.....	500,000	6,687,832	4,164	811,025	655,235	183,000
Girard.....	1,000,000	3,922,000	20,000	1,416,000	3,605,000	550,000
Traders' and Merchants'.....	200,000	1,562,000	31,000	358,000	1,198,000	178,000
Consolidation.....	100,000	1,105,858	21,917	249,181	780,182	200,000
City.....	400,000	1,623,222	7,195	320,406	1,022,742	317,900
Commerce.....	200,000	2,200,000	.....	.....	457,000	218,000
Corp Exchange.....	500,000	1,677,000	10,363	276,000	2,183,000	270,000
Union.....	100,000	1,586,000	11,000	855,000	1,228,000	90,000
First.....	1,000,000	4,325,000	17,000	1,511,000	4,212,000	780,000
Third.....	300,000	931,000	.....	265,000	518,000	256,000
Sixth.....	100,000	535,000	12,000	179,000	471,000	135,000
Seventh.....	260,000	631,000	2,000	179,000	525,000	219,000
Eighth.....	200,000	1,000,000	.....	900,000	320,000	137,500
Central.....	700,000	4,942,000	12,000	1,120,000	3,840,000	520,000
Bank of Republic.....	500,000	1,913,000	2,000	589,000	1,143,000	60,000
Security.....	250,000	616,000	2,000	167,000	393,000	175,000
Centennial.....	30,000	151,000	16,000	69,000	45,000

Total.....	16,495,000	60,118,734	749,754	17,092,943	51,867,960	10,131,962
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The deviations from the returns of previous week are as follows:

Loans.....	Inc.	\$21,179	Donations.....	Dec.	\$259,239
Specie.....	Inc.	48,919	Circulation.....	Inc.	4,916

Legal-Tender Notes.....Dec. 119,414

Date.	Loans.	Specie.	LegalTenders.	Deposits.	Circulat'n
July 17.... ..	60,553,336	747,307	16,291,740	\$1,484,229	10,214,48
July 24.....	60,577,153	761,522	16,499,931	5,502,279	10,111,08

QUOTATIONS IN BOSTON, PHILADELPHIA AND OTHER CITIES

SECURITIES.		Bid.	Ask.	SECURITIES.		Bid.	Ask.
BOSTON.				STOCKS.			
Maine 6s.	110%	111	Boston & Albany stock.	13 1/4	133		
New Hampshire, 6s.			Boston & Lowell stock.				
Vermont 6s.			Boston & Maine.		97		
Massachusetts 5s, Gold.	114 1/2		Boston & Providence.		146		
Boston 6s, Currency.	113		Burlington & Mo. in Nebraska		40		
do 5s, gold.	113 1/2		Beshrine preferred.		45		
Chicago 5s, new.			Chicago & Quincy.	119 1/2	120		
do do Municipal 7s.			Cin. & Sandusky & Cleveland.	6 1/2			
Portland 6s.			Concord.	8 1/2			
Atch. & Topeka 1st m. 7s.	82 1/2	83	Connecticut River.	132			
do do land gr. 7s.	75 1/2	77	Connecticut & Passumpsic, pf.		40		
do do 2d 7s.	49 1/2	50	Eastern (Mass.)	6 1/2	7		
do do land inc. 12s.	105 1/2	105 1/2	Eastern (New Hampshire)				
Boston & Albany.			Fitchburg.	12 1/2	134		
Boston & Maine 7s.	111 1/2		Manchester & Lawrence stock.	153			
Burlington & Mo. Deb. 8s, 1894	102 1/2	102 1/2	Nausha & Lowell.	75			
do do Deb. 8s, 1893.	90		New York & New England.	17			
Eastern Mass. 7s.			Northern of New Hampshire.	67			
Ind. C. & Laf. 7s, 1899.			Norwich & Worcester.	124	135		
do equipment 10s.			Ogdens. & L. Champlain.	77	80		
do funded debt 7s			do do pref.	100 1/2	107 1/2		
Ozdenburg & Lake C. 5s.			Old Colony.	100			
Old Col. & New Port Bds, 7, 77.			Port, Saco & Portsmouth.	50 1/2			
Rutland, new 7s.			Rutland common.				
Verm't Cen, 1st M., cons., 7, 96		10	do do preferred.				
do do Mort., 1891.			Vermont & Canada.	21	105		
Vermont & Can., new 7s.			Vermont & Massachusetts.				
Vermont & Mass., 1st M. 6, 93.	90		Worcester & Nashua.	68			

BOSTON, PHILADELPHIA, Etc.—Continued.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
PHILADELPHIA.			BALTIMORE.		
STATE AND CITY BONDS.			Maryland 6s, delcenc. J. & J.		
Pennsylvania 5s, gold, int. var	101	101	do 6s, ex. mpt. 1887	110 1/2	110 1/2
do do 6s, 10-15 1877-82	101	101 1/2	do 6s, 1890, quarterly	109	109
do do 10-15 1877-82	101	101 1/2	do 6s, quarterly	108 1/2	108 1/2
do do 10-15 1877-82	101 1/2	101 1/2	Baltimore 6s, 1881, quarterly	108 1/2	108 1/2
Philadelphia 6s, old, regist'd	101 1/2	101 1/2	do 6s, 1886, J. & J.	109	109 1/2
do 6s, new do	1.0	1.0 1/2	do 6s, 1890, quarterly	109	109
Allegheny County 5s, coupon	101	101	do 6s, 1890, 1890, Q. & S.	109	109
Pittsburg 4s, 1913	101	101	do 6s, 1886, M. & S.	113	113
do 5s, 1913	101	101	do 6s, ex. mpt. 20, M. & S.	113	113
do 6s, old, various	101	101	do 6s, 1900, J. & J.	109 1/2	109 1/2
do 7s, Water Ln. various	109	109	do 6s, 1902, do	109 1/2	109 1/2
do 7s, Street Imp. 183-98	104	104	Norfolk Water, 8s	109	109
New Jersey 6s, Ex. mpt. var.	105 1/2	105 1/2	RAILROAD STOCKS.		
Camden County 6s, various	101	101	Balt. & Ohio 5s, 1880, J. & J.	154	151
Camden City 6s do	101	101	do Wash. Br. 100	100	100
do 7s do	101	101	do Parkersburg Br. 5s	6 1/2	6 1/2
Delaware 6s do	101	101	Northern Central 5s	50	84
Harrisburg City 6s do	109	109	Western Maryland 5s	50	2
RAILROAD STOCKS.			Central Ohio 5s	50	51
Camden & Atlantic	50	51	Pittsburgh & Connellsville 5s	50	50
do do pref.	49	52	RAILROAD BONDS.		
Catawissa	13	13	Balt. & Ohio 5s, 1880, J. & J.	102 1/2	102 1/2
do pref.	43	43 1/2	do 6s, 1885, J. & J.	104 1/2	103
Delaware & Bondu Brook	100	100	N. W. Va. 3d M. (guar.) 7s, J. & J.	113 1/2	104
East Pennsylvania	40	41 1/2	Pittsb. & Connellsville 7s, 98, do	112	101
Elmira & Williamsport	40	41 1/2	Northern Central 6s, 1885, do	112	101
Elmira & Williamsport pref.	40	41 1/2	do 6s, 1900, A. & O.	101 1/2	101 1/2
Huntingdon & Broad Top	95	95	do 6s, gold, 1900, J. & J.	101 1/2	101 1/2
do do pref.	95	95	Cent. Ohio 6s, 1st M., 1880, M. & S.	101 1/2	101 1/2
Lehigh Valley	26	26 1/2	W. Md. 6s, 1st M., 1880, N. J.	97	97
Little Schuylkill	13	13	do 2d M. (guar.) J. & J.	97	100
Minehill	13	13	do 2d M. (pref.)	97	100
Nequehoning Valley	101	101	do 2d M. (gr by W. Co.) J. & J.	102	105
Norristown	101	101	do 6s, 3d M. (guar.) J. & J.	104	105
North Pennsylvania	49 1/2	49 1/2	Mar. & Cen. 7d M., E. & A., 1892	9 1/2	85 1/2
Pennsylvania	49 1/2	49 1/2	do 8s, 3d J. & J.	63	86
Philadelphia & Erie	16 1/2	17	Union P.R., 1st guar. J. & J.	91	91
Philadelphia & Reading	44 1/2	45	do Canton endorsed	91	91
Philadelphia & Trenton	100	100	MICROEALANEOUS.		
United N. J. Companies	139 1/2	139 1/2	Baltimore Gas, certificates	103	103
West Chester consol. pref.	100	100	People's Gas	25	25 1/2
West Jersey	100	100	do Certificates	25	25 1/2
CANAL STOCKS.			WASHINGTON.		
Delaware Division	89 1/2	89 1/2	<i>District of Columbia.</i>		
Lehigh Navigation	103	103	Perm. Imp., 6s, J. & J., 1891	91	100
Morris	123	123	do 7s, 1891	98	100
Schuylkill Navigation	12	14	Market Stock bonds, 7s, 1892	98	100
do pref.	12	14	Water Stock bonds 7s, 1901	98	100
RAILROAD BONDS.			do 7s, 1903	98	100
Allegheny Val. 7-10s, 1898	101 1/2	101 1/2	<i>Washington.</i>		
do do 7-10s, 1898	101 1/2	101 1/2	Ten year Water Bonds, 1878	95	95
do do Inc. 7s, 1898	45	43	Fund. Loan (Cong) 6s, g. 1892	93	101
Belvidere Delaware, 1st M. 6s, 77	102 1/2	102 1/2	Fund. Loan (Leg) 6s, g. 1902	97	100
do do 2d M. 6s, 78	102 1/2	102 1/2	Cans. of Stock (2-28) 5s, at pleas.	70	75
do do 3d M. 6s, 78	102 1/2	102 1/2	(1848) 6s, at pleas.	85	90
Camden & Amboy 6s, 83	101	101	Ches. & O. st'k (45) 6s, at pleas.	85	90
do do 6s, 89	101	101	<i></i>		

GENERAL QUOTATIONS OF STOCKS AND BONDS IN NEW YORK.

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

SECURITIES.		Bid.	Ask.	SECURITIES.		Bid.	Ask.	SECURITIES.		Bid.	Ask.
State Bonds.				SECURITIES.				SECURITIES.			
Alabama 6s, 1883.	31 1/2			Boston Mart. & Eric, 1st mort	1894			Mo. Kan. & Tex. 7s, glid, July, 74	63	66	
do 6s, 1884.	32	36		do do guar.	1894			Mo. R. Ft. S. & Gulf 1st m. 10s.	54	55	
do 6s, 1886.	32			Bar. C. Rapids & Minn., 1st m.	41			do do 2d m. 10s.	15	15	
do 6s, 1888.	32			Chesapeake & Ohio 6s, 1st m.	28			N. Haven Middlem't & W. 7s.	25	30	
do 6s, M. & E. R.R.				do do ex coup.	25 1/2			N. J. Midland 1st 7s, gold.	33 1/2	35	
do 6s, Ala. & Ch. R.				Chicago & Alton sinking fund.	105			do 2d 7s.	5	8	
do 6s of 1882.				do do 1st mort.	105	107		New Jersey & N. Y. 7s, gold.	12 1/2	15	
do 6s of 1883.				do do income.	105			N. Y. & Osw. Mid. 1st 7s, gold.	1	2 1/2	
do 6s of 1889.				Joliet & Chicago, 1st mort.	110			do 2d 7s, conv.	1	2 1/2	
Arkansas 6s, funded.	20			Louisiana & Mo., 1st m. guar.	95			North. Pac. 1st m. glid. 7s-10.	14 1/2	16	
do 7s, L. R. & Ft. S. iss.	12			St. Louis Jack. & Chic., 1st m.	104 1/2			Omaha & Southwestern R.R. 2s	91		
do 7s, endorsed.				Chic. Bur. & Q. S. p. c., 1st m.	114 1/2	115 1/2		Oswego & Rome 7s, guar.	90	100	
do 7s, L. R. P. B. & N.O.				do do consol. m. 7s	110 1/2			Peoria Pekin & J. 1st mort.	70	75	
do 7s, Miss. O. & R. R.	12			Chicago, Rk. Island & Pacific.	109	110 1/2		Peoria & Rock I. 7s, gold.	56	58	
do 7s, Ark. Cent. R.R.				do do 2d m. 10.	109 1/2			Port Huron & L. M. 7s, g. end.	13	18	
Connecticut 6s.	0			Central of N. J., 1st m. new.	112 1/2	113 1/2		Pullman Palace Car Co. stock.	77 1/2	78	
do 7s, new bonds.	104 1/2			do do 2d m. 6s.	101	101 1/2		do bds., 8s, 4th series.			
do 7s, endorsed.	100			do do con. consol.	93 1/2	93 1/2		Rockf. H. I. & St. L. 1st 7s, glid	12 1/2	14 1/2	
do 7s, gold bonds.	104 1/2			Lehigh & Wilkes B. con. guar.	85	85 1/2		St. Louis & Oswego 7s, gold.	40		
Illinois 6s, coupon, 1877.	101			Ann. Dock & Improve. bonds	92	92 1/2		St. Louis City & Pacific 6s.	53		
do do 1879.	101			Ch. Mil. & St. P. st. m. 8s, P.D.	115	118		Southern Minn. constr. 8s.	60		
do do War loan.	101			do do 2d m. 7s-10, do.	100 1/2	98 1/2		do do 1st m. 10s.	71	75	
Kentucky 6s.	40			do do 1st m. 8s, 10.	100 1/2			St. Jo. & C. Bl. 1st mort. 10s.	70		
Louisiana 6s.	40			do do 2d m. 8s, 10.	100 1/2			do do 8 p. c.			
do 6s, new.	40			Chic. & N. Western sink. fund.	103 1/2			Sandusky Mans. & Newark 7s.	95		
do 6s, floating debt.	40			do do int. bonds.	103			St. Louis Vandalia & T. H. 1st.	98 1/2		
do 6s, Penitentiary.	40			do do consol. bds.	103 1/2	103 1/2		do do 2d, gear.	75	78	
do 6s, levee.	40			do do ext'n bds.	103 1/2			St. L. & So. eastern 1st 7s, gold.	70	70	
do 6s, do.	40			do do 1st mort.	93 1/2	93 1/2		St. L. & I. M. (Ark. Rr.) 7s, g.	70	70 1/2	
do 6s, do 1875.	40			do do 2d mort.	93 1/2	93 1/2		Southern Central of N. Y. 7s.	50	70	
do 6s, do 1876.	40			Chic. & N. Western sink. fund.	103 1/2			Union & Logansport 7s.	70		
do 6s, do 1877.	40			do do 1st mort.	103 1/2			Union Pacific, So. branch, 6s.	60		
do 6s, do 1878.	40			do do 2d mort.	103 1/2			Wallkill Valley 1st 7s, gold.	70		
do 6s, do 1879.	40			Chic. & N. Western sink. fund.	103 1/2			West Wisconsin 7s, gold.	50	55	
do 6s, consolidated.	55	50 1/2		do do 1st mort.	103 1/2			Wisconsin Valley 8s.	15	25	
do 7s, small.				do do 2d mort.	103 1/2			Mercant. Trust real est. mort. 7s	100	100	
Michigan 6s, 1873-79.	101			do do 1st mort.	103 1/2						
do 6s, 1883.	101			do do 2d mort.	103 1/2						
do 6s, 1884.	101			do do 1st mort.	103 1/2						
do 6s, 1885.	101			do do 2d mort.	103 1/2						
do 6s, 1886.	101			do do 1st mort.	103 1/2						
do 6s, 1887.	101			do do 2d mort.	103 1/2						
do 6s, 1888.	101			do do 1st mort.	103 1/2						
do 6s, 1889.	101			do do 2d mort.	103 1/2						
do 6s, 1890.	101			do do 1st mort.	103 1/2						
do 6s, 1891.	101			do do 2d mort.	103 1/2						
do 6s, 1892.	101			do do 1st mort.	103 1/2						
do 6s, 1893.	101			do do 2d mort.	103 1/2						
do 6s, 1894.	101			do do 1st mort.	103 1/2						
do 6s, 1895.	101			do do 2d mort.	103 1/2						
do 6s, 1896.	101			do do 1st mort.	103 1/2						
do 6s, 1897.	101			do do 2d mort.	103 1/2						
do 6s, 1898.	101			do do 1st mort.	103 1/2						
do 6s, 1899.	101			do do 2d mort.	103 1/2						
do 6s, 1900.	101			do do 1st mort.	103 1/2						
do 6s, 1901.	101			do do 2d mort.	103 1/2						
do 6s, 1902.	101			do do 1st mort.	103 1/2						
do 6s, 1903.	101			do do 2d mort.	103 1/2						
do 6s, 1904.	101			do do 1st mort.	103 1/2						
do 6s, 1905.	101			do do 2d mort.	103 1/2						
do 6s, 1906.	101			do do 1st mort.	103 1/2						
do 6s, 1907.	101			do do 2d mort.	103 1/2						
do 6s, 1908.	101			do do 1st mort.	103 1/2						
do 6s, 1909.	101			do do 2d mort.	103 1/2						
do 6s, 1910.	101			do do 1st mort.	103 1/2						
do 6s, 1911.	101			do do 2d mort.	103 1/2						
do 6s, 1912.	101			do do 1st mort.	103 1/2						
do 6s, 1913.	101			do do 2d mort.	103 1/2						
do 6s, 1914.	101			do do 1st mort.	103 1/2						
do 6s, 1915.	101			do do 2d mort.	103 1/2						
do 6s, 1916.	101			do do 1st mort.	103 1/2						
do 6s, 1917.	101			do do 2d mort.	103 1/2						
do 6s, 1918.	101			do do 1st mort.	103 1/2						
do 6s, 1919.	101			do do 2d mort.	103 1/2						
do 6s, 1920.	101			do do 1st mort.	103 1/2						
do 6s, 1921.	101			do do 2d mort.	103 1/2						
do 6s, 1922.	101			do do 1st mort.	103 1/2						
do 6s, 1923.	101			do do 2d mort.	103 1/2						
do 6s, 1924.	101			do do 1st mort.	103 1/2						
do 6s, 1925.	101			do do 2d mort.	103 1/2						
do 6s, 1926.	101			do do 1st mort.	103 1/2						
do 6s, 1927.	101			do do 2d mort.	103 1/2						
do 6s, 1928.	101			do do 1st mort.	103 1/2						
do 6s, 1929.	101			do do 2d mort.	103 1/2						
do 6s, 1930.	101			do do 1st mort.	103 1/2						
do 6s, 1931.	101			do do 2d mort.	103 1/2						
do 6s, 1932.	101			do do 1st mort.	103 1/2						
do 6s, 1933.	101			do do 2d mort.	103 1/2						
do 6s, 1934.	101			do do 1st mort.	103 1/2						
do 6s, 1935.	101			do do 2d mort.	103 1/2						
do 6s, 1936.	101			do do 1st mort.	103 1/2						
do 6s, 1937.	101			do do 2d mort.	103 1/2						
do 6s, 1938.	101			do do 1st mort.	103 1/2						
do 6s, 1939.	101			do do 2d mort.	103 1/2						
do 6s, 1940.	101			do do 1st mort.	103 1/2						
do 6s, 1941.	101			do do 2d mort.	103 1/2						
do 6s, 1942.	101			do do 1st mort.	103 1/2						
do 6s, 1943.	101			do do 2d mort.	103 1/2						
do 6s, 1944.	101			do do 1st mort.	103 1/2						
do 6s, 1945.	101			do do 2d mort.	103 1/2						
do 6s, 1946.	101			do do 1st mort.	103 1/2						
do 6s, 1947.	101			do do 2d mort.	103 1/2						
do 6s, 1948.	101			do do 1st mort.	103 1/2						
do 6s, 1949.	101			do do 2d mort.	103 1/2						
do 6s, 1950.	101			do do 1st mort.	103 1/2						
do 6s, 1951.	101			do do 2d mort.	103 1/2						
do 6s, 1952.	101			do do 1st mort.	103 1/2						
do 6s, 1953.	101			do do 2d mort.	103 1/2						
do 6s, 1954.	101			do do 1st mort.	103 1/2						
do 6s, 1955.	101			do do 2d mort.	103 1/2						
do 6s, 1956.	101			do do 1st mort.	103 1/2						
do 6s, 1957.	101			do do 2d mort.	103 1/2						
do 6s, 1958.	101			do do 1st mort.	103 1/2						
do 6s, 1959.	101			do do 2d mort.	103 1/2						
do 6s, 1960.	101										

NEW YORK LOCAL SECURITIES.

Bank Stock List.

COMPANIES.	CAPITAL.		DIVIDENDS.		PRICE.	
	Par.	Amount.	Periods.	1874	1875	Last Paid.
Marked thus (*) are not National.						
America*.....	100	8,000,000	J. & J.	10	10	July 1, '76. 140
American Exchange.....	100	5,000,000	M. & N.	10	10	July 1, '76. 108 1/2
Bowery.....	100	250,000	J. & J.	12	12	July 1, '76. 6
Broadway.....	25	1,000,000	J. & J.	24	24	July 1, '76. 8
Bull's Head*.....	10	200,000	M. & S.	10	10	Sept. 1, '75. 5
Butchers & Drovers.....	25	300,000	J. & J.	10	10	July 1, '76. 5
Central.....	100	2,000,000	J. & J.	4	8	July 1, '76. 4
Chatham.....	25	450,000	J. & J.	10	10	July 1, '76. 3
Chemical.....	100	800,000	J. & J.	91	100	July 1, '76. 13
Citizens*.....	25	630,000	J. & J.	10	9	July 1, '76. 4
City.....	100	1,000,000	Q-F	20	20	Aug. 1, '76. 300
Commerce.....	100	10,000,000	J. & J.	8	8	July 10, '76. 3 1/2
Commercial*.....	100	10,000,000	J. & J.	8	8	July 10, '76. 3 1/2
Continental.....	100	1,500,000	J. & J.	4	8	Jan. 6, '76. 3
Corn Exchange*.....	100	1,500,000	F. & A.	10	10	Aug. 1, '76. 5
Currency.....	100	100,000	J. & J.	8	8	July 1, '74. 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.....	100	150,000	Q-J	11	7 1/2	July 1, '76. 2 1/2
Fifth Avenue*.....	100	100,000	J. & J.	14	6	July 1, '75. 3
First.....	100	600,000	J. & J.	14	6	July 1, '75. 3
Fourth.....	100	8,000,000	M. & N.	10	10	May 1, '76. 5
Gallatin.....	30	600,000	M. & N.	11	2-3	Aug. 1, '76. 5
German American*.....	100	1,000,000	F. & A.	3	3	Feb. 1, '71. 3
German Exchange*.....	100	200,000	M. & N.	7	7	May 5, '76. 6
Germania.....	100	200,000	M. & N.	10	8	May 3, '76. 7
Greulich*.....	25	200,000	M. & N.	20	100	May 2, '76. 1
Grand Central*.....	25	93,700	M. & N.	10	10	July 1, '76. 4
Harlem.....	40	300,000	J. & J.	10	10	Jan. 8, '76. 3
Hempstead.....	100	1,000,000	M. & S.	8	4	May 1, '76. 3 1/2
Harlem.....	100	93,700	M. & N.	10	10	July 1, '76. 7
Importers & Traders*.....	100	1,500,000	J. & J.	14	11	July 1, '76. 5
Irving.....	50	500,000	J. & J.	10	10	July 1, '76. 5
Island City*.....	50	100,000	J. & J.	12	12	July 1, '76. 6
Leather Manufacts.....	100	600,000	J. & J.	12	12	Feb. 12, '74. 3 1/2
Loaners*.....	100	300,000	F. & A.	10	10	May 10, '76. 3
Manhattan.....	50	2,500,000	F. & A.	10	10	Jan. 8, '76. 3
Mant. & Merchants*.....	100	300,000	J. & J.	10	10	Jan. 8, '76. 3
Marine.....	100	400,000	J. & J.	10	9	July 1, '76. 4
Market.....	25	2,000,000	J. & J.	10	10	July 1, '76. 5
Mechanics.....	25	2,000,000	J. & J.	10	10	May 1, '76. 3
Mech. Bkg Ass'n.....	50	600,000	M. & N.	7 1/2	8	May 1, '76. 3
Mechanics & Traders.....	25	600,000	M. & N.	10	10	May 1, '76. 3
Mercantile.....	100	1,000,000	M. & N.	8	8	May 1, '76. 4
Merchants.....	50	600,000	J. & J.	8	8	May 1, '76. 4
Merchants' Bk.....	100	500,000	J. & J.	8	7 1/2	Jan. 3, '76. 3 1/2
Metropolitan.....	100	4,000,000	J. & J.	10	10	Jan. 3, '76. 5
Murray Hill*.....	100	230,000	A. & O.	8	8	Oct. 1, '75. 4
Nassau*.....	100	1,000,000	M. & N.	8	8	May 10, '76. 3 1/2
New York.....	100	3,000,000	J. & J.	10	10	July 1, '76. 5
New York County.....	100	200,000	J. & J.	13	11 1/2	Jan. 1, '76. 4
N. Y. Nat. Exchange.....	100	500,000	J. & J.	12	7 1/2	May 1, '76. 3
N. Y. Gold Exchange.....	100	500,000	J. & J.	8	4	July 1, '76. 3
Ninth.....	100	1,500,000	J. & J.	8	8	July 1, '76. 3 1/2
North America*.....	100	1,000,000	J. & J.	8	8	July 1, '76. 3 1/2
North River*.....	50	400,000	J. & J.	7	7	July 1, '74. 3 1/2
Oriental*.....	25	300,000	J. & J.	12	12	Aug. 1, '76. 3
Pacific*.....	50	422,700	Q-F	12	12	Aug. 1, '76. 3
People's.....	25	2,000,000	J. & J.	12	12	July 1, '76. 5
People's Bk.....	25	422,700	J. & J.	12	12	July 1, '76. 5
Phenix.....	25	1,300,000	J. & J.	7	7	July 1, '76. 3 1/2
Produce*.....	100	250,000	F. & A.	3 1/2	3 1/2	Aug. 14, '75. 3 1/2
Republic.....	100	2,000,000	F. & A.	8	8	Feb. 9, '75. 4
St. Nicholas.....	100	1,000,000	F. & A.	8	8	Aug. 14, '76. 4
Seventh Ward.....	100	300,000	J. & J.	8	8	July 1, '76. 3
Second.....	100	800,000	J. & J.	12	12	July 1, '76. 5
Shoe and Leather.....	100	200,000	J. & J.	12	12	July 1, '76. 4
Sixth.....	100	200,000	J. & J.	8	8	July 1, '76. 4
State of N. York (new).....	100	900,000	J. & J.	2 1/2	2 1/2	Jan. 2, '72. 1 1/2
Teeth.....	100	500,000	J. & J.	8	8	July 1, '76. 4
Third.....	100	1,000,000	J. & J.	8	8	July 1, '76. 4
Tradersmen's.....	40	1,000,000	J. & J.	10	10	July 1, '76. 5
Union.....	50	1,500,000	M. & N.	10	10	July 1, '76. 5
West Side*.....	100	200,000	J. & J.	9	6	July 1, '76. 4

Gas and City R.R. Stocks and Bonds.

[Quotations by Charles Otis, Broker, 47 Exchange Place.]

GAS COMPANIES.	CAPITAL.		PERIODS.	RATE.	LAST DIVIDEND.	PRICE.	
	Par.	Amount.				Bid.	Askd.
Brooklyn Gas Light Co.....	25	2,000,000	Q-F	5	June, '76	189	190
Citizens' Gas Co (Bklyn).....	100	1,200,000	Q-F	2 1/2	Jan., '76	80	81
do certificates.....	50	320,000	A. & G.	3 1/2	Apr., '76	100	112
Harlem.....	50	1,350,000	F. & A.	4	Apr., '76	110	110
Jersey City & Hoboken.....	20	386,000	J. & J.	5	July, '76	140	140
Manhattan.....	50	4,000,000	J. & J.	5	May, '76	250	250
Metropolitan.....	100	1,000,000	M. & S.	5	Aug., '76	150	150
do certificates.....	100	1,000,000	M. & S.	5	Aug., '76	150	150
do b. n. s.....	100	500,000	J. & J.	5	Aug., '76	150	150
Mutual, N. Y.....	100	5,000,000	J. & J.	2 1/2	July, '76	111	111
Nassau, Brooklyn.....	25	1,000,000	J. & J.	4	Jan., '76	80	80
do scrip.....	100	700,000	M. & N.	7	Jan., '76	98	98
New York.....	100	4,000,000	M. & N.	5	Jan., '76	135	140
People's (Brooklyn).....	10	1,000,000	J. & J.	3 1/2	Jan., '76	20	20
do do.....	10	600,000	J. & J.	3 1/2	Jan., '76	20	20
Central of New York.....	50	456,000	F. & A.	3 1/2	July 1, '76	100	100
Certificates.....	50	53,000	J. & J.	4	July 1, '76	100	100
Bonds.....	21	21,000	J. & J.	3	July, '76	135	135
Williamsburg.....	50	1,000,000	J. & J.	3	July, '76	135	135
do scrip.....	100	1,000,000	J. & J.	7	July, '76	100	100
Bleecker St. & Fulton Ferry—stock.....	100	900,000	J. & J.	7	1880	60	60
1st mortgage.....	1000	894,000	J. & J.	8	July, '76	70	70
Broadway & Seventh Ave—stock.....	100	2,100,000	J. & J.	8	July, '76	58	58
1st mortgage.....	1000	1,500,000	J. & J.	7	1881	58	58
Brooklyn City—stock.....	100	2,000,000	Q-F	3 1/2	Aug., '76	100	100
1st mortgage.....	1000	300,000	M. & N.	3	1872	100	100
Broadway (Brooklyn)—stock.....	100	200,000	Q-J	3	July, '76	150	150
Brooklyn & Hunter's Pt—stock.....	200	400,000	J. & J.	3	Apr., '76	63	73
1st mortgage bonds.....	1000	300,000	J. & J.	7	1888	50	50
Central Pk. N. & E. River—stock.....	100	1,800,000	J. & J.	7	1895	90	90
1st mortgage, consolidated.....	1000	1,800,000	J. & J.	7	1895	90	90
Christopher & Lenox Street—stock.....	100	650,000	J. & J.	7	1877	90	90
Green Island & Brooklyn—1st mort.....	1000	807,000	J. & J.	7	1877	90	90
Dry Dock, E. B. & Battery—stock.....	100	1,200,000	Q-F	3	Aug., '76	95	95
1st mortgage, cons'd.....	1000	500,000	J. & J.	6	July, '76	135	135
Elgin Avenue—stock.....	100	1,000,000	J. & J.	6	July, '76	135	135
1st mortgage.....	1000	700,000	J. & J.	7	1876	100	100
42d St. & Grand St Ferry—stock.....	100	745,000	M. & N.	5	May, '76	100	100
1st mortgage.....	1000	235,000	A. & G.	7	1873	60	60
Central Cross Town—stock.....	1000	200,000	J. & J.	7	1873	60	60
1st mortgage.....	1000	200,000	J. & J.	7	1873	60	60
Houston, West St. & Fulton Ferry—stock.....	500	250,000	J. & J.	7	July, '76	75	80
1st mortgage.....	500	250,000	Q-F	2	July, '76	70 1/2	70 1/2
Second Avenue—stock.....	100	1,199,500	J. & J.	7	1877	100	100
1st mortgage.....	1000	850,000	J. & J.	7	1877	100	100
2d mortgage.....	1000	200,000	F. & A.	7	1876	100	100
3d mortgage.....	1000	150,000	A. & G.	7	1876	100	100
Coast, Convent St.....	1000	500,000	M. & N.	7	1893	84	91 1/2
Sixth Avenue—stock.....	100	750,000	M. & N.	5	May, '76	240	240
1st mortgage.....	1000	415,000	J. & J.	7	1890	100	100
Third Avenue—stock.....	100	2,000,000	Q-F	8	Aug., '76	140	140
1st mortgage.....	1000	2,000,000	J. & J.	7	1890	100	100
Twenty-third Street—stock.....	100	600,000	J. & J.	5	July, '76	85	100
1st mortgage.....	1000	250,000	M. & N.	7	1890	100	100

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

Insurance Stock List.

(Quotations by M. S. BAILEY, broker, 65 Wallstreet.)

COMPANIES.	CAPITAL.		NET SURPLUS, JAN. 1, 1876.	DIVIDENDS.					PRICE.	
	Par.	Amount.		1872	1873	1874	1875	Last Paid.	Bid.	Askd.
Adriatic.....	25	200,000	33,616	10	3 1/2	10	10	July, '76. 5	70	80
Alma.....	100	200,000	22,520	5	10	10	14	July, '76. 12 1/2	85	
American.....	50	400,000	110,678	14	14	10	13	July, '76. 8		155
American Exch'g.....	100	200,000	88,033	6	10	10	10	July, '76. 5	105	112
Amity.....	100	200,000	13,248	7 1/2	8			July, '76. 4		85
Arctic.....	20	200,000	13,985	10	10	10	10	July, '76. 5	70	80
Atlantic.....	50	200,000	188,050	10	10	10	10	July, '76. 5	110	120
Bowery.....	25	300,000	423,622	20	20	20	30	June, '76. 10	200	
Brewers & M'ls'rs	100	200,000	26,141			5	5	Aug., '76. 5	80	92
Broadway.....	25	200,000	301,595	15	20	20	20	Aug., '76. 10	200	225
Brooklyn.....	17	158,000	299,167	20	20	30	30	July, '76. 10	201	
Citizens'.....	20	300,000	368,350	14	10 1/2	17	20	July, '76. 10	180	190
City.....	70	210,000	217,349	20	14 1/2	20	20	Aug., '76. 10	155	165
Clinton.....	200	250,000	192,247	17	10	17	20	July, '76. 10	139	
Columbia.....	30	300,000	39,184	10	10	10	10	July, '76. 5	70	75
Commerce Fire.....	100	200,000	35,880	10	5	10	10	July, '76. 5	65	65
Commercial.....	50	200,000	169,815	11	5	18	20	July, '76. 10	71	71
Continental.....	100	1,000,000	600,222	8 1/2	8 1/2	10	9 1/2	July, '76. 5.25	120	130
Eagle.....	40	300,000	5,059	20	10	20	20	Apr., '76. 10	270	290
Empire City.....	100	200,000	14,438	10	10	10	10	July, '76. 5	75	85
Empire.....	100	200,000	14,438	10	10	10	10	July, '76. 5	75	85
Exchange.....	30	200,010	187,812	5	10	10	15	July, '76. 10	125	110
Farragut.....	50	203,000	146,060	5 1/2	10	10	12 1/2	July, '76. 10	125	120
Firemen's.....	17	204,000	116,050	5	5	18	19	July, '76. 5	125	130
Firemen's Fund.....	10	150,000	33,565		10	10	10	July, '76. 5		85
Firemen's Trust.....	10	150,000	119,229	10	10	10	12	July, '76. 6	110	
German.....	100	200,000	61,336	10	10	10	10	July, '76. 5	75	80
German-American	100	1,000,000	1,000,000	5	4	10	10	July, '76. 5	110	112 1/2
Germania.....	50	500,000	616,160	10	10	10	10	July, '76. 15	150	160
Globe.....	50	200,000	158,093	12 1/2	12 1/2	15	15	July, '76. 10	75	145
Greenwich.....	25	200,000	325,791	29	30	35	35	July, '76. 10	300	320
Guaranty.....	100	200,000	1,682						60	70
Guardian.....	100	300,000	55,629	8 1/2		10	10	July, '76. 5	90	97 1/2
Hudson.....	100	150,000	14,867	10	10	10	10	July, '76. 10	135	
Imperial.....	50	200,000	389,000	10	10	10	10	July, '76. 5	117	120
Hoffman.....	60	200,000	9,458	10	10	10	10	July, '76. 5	99	
Home.....	100	3,000,000	893,723	5	10	10	10	July, '76. 5	118	112 1/2
Hope.....	25	150,000	45,890	5	10	10	10	July, '76. 5	90	95
Howard.....	50	100,000	198,571		7 1/2	10	12	July, '76. 6	115	123 1/2
Importers & Trad.....	50	200,000	102,238	5	5	15	12	July, '76. 6	115	125
Jersey.....	100	200,000	40,575	10	10	10	10	July, '76. 5	80	85
Jefferson.....	30	200,010	157,049	10	10	10	10	July, '76. 5	145	160
Kings Co. (B'klyn)	20	150,000	213,772	10	10	20	20	July, '76. 10	190	190
Knickerbocker.....	40	280,000	71,721	20	20	20	20	July, '76. 5	120	
Lafayette (B'klyn)	50	150,000	1,5314	10	10	10	20	July, '76. 10	161	165
Lenox.....	100	200,000	117,899			10	10	July, '76. 5	100	110
Lexington.....	25	150,000	86,973	10	10	10	10	July, '76. 5	85	100 1/2
Merchant's Island (B'klyn)	100	300,000	100,575	15	15	15	15	July, '76. 10	90	
Merchants.....	25	300,000	103,000	10	10	10	10	July, '76. 5	90	95
Mann & Builders.....	100	200,000	155,424	5	10	10	10	July, '76. 6	152	
Manhattan.....	100	250,000	282,425		10	10	14	July, '76. 7	121	
Mech. & Trad'rs.....	25	200,000	320,889	20	20	20	30	July, '76. 10	155	
Mechanics (B'klyn)	60	150,000	117,897	10	10	10	10	July, '76. 10	160	170
Mercantile.....	50	300,000	65,603	5	5	10	10	July, '76. 5	90	100
Merchants.....	50	200,000	18,276	20	10	10	10	July, '76. 10	100	100
Metropolitan.....	50	300,000	95,288	7	4	10	10	July, '76. 10	40	50
Montauk (B'klyn.)	50	200,000	152,077	20	20	20	30	July, '76. 10	135	165
Nassau (B'klyn.)	50	200,000	275,859	25	20	20	20	July, '76. 10	190	165
National.....	37 1/2	200,000	118,162	5	10	12	12	July, '76. 8	123	
N. Y. Equitable.....	85	210,000	392,082	20	20	20	20	July, '76. 10	210	
New York Fire.....	100	200,000	214,010	16	18	20	20	Aug., '76. 10	160	
New York & London.....	100	200,000	36,514	10	10	10	10	July, '76. 10	150	
Niagara.....	50	400,000	45,288		10	10	10	July, '76. 5	110	115
North River.....	25	350,000	187,034	10	12	12	12	Apr., '76. 6	140	
Pacific.....	25	200,000	896,655	20	20	20	30	July, '76. 2 1/2	255	
Park.....	100	200,000	176,229	14	18	20	20	July, '76. 10	190	
Peter Cooper.....	20	150,000	225,557	16	20	20	20	July, '76. 10	203	
People's.....	50	150,000	141,040	12	14	18	20	July, '76. 10	165	160
Produce Exchange	50	1,000,000	785,514	10	10	10	10	July, '76. 10	150	
Relief.....	100	200,000	28,912			5		July, '76. 8	90	95
Republic.....	100	300,000	24,825	10	5	10	10	July, '76. 5	90	95
Resolute.....	100	300,000	85,343		9 1/2	11	10	July, '76. 5	87	82
Rutgers.....	25	200,000	225,868	30	20	20	20	Aug., '76. 10	128	135
Standard.....	100	200,000	136,514	10	10	10	12 1/2	July, '76. 10	128	135
St. Nicholas.....	25	200,000	93,945	10	10	11	10	Aug., '76. 5		
Star.....	100	200,000	151,734	15 1/2	6	15	11 1/2	July, '76. 3 1/2	120	
Sterling.....	100	200,000	94,153	10	10	10	10	Aug., '76. 4	105	
Street & Nassau.....	25	200,000	176,075	12	13	16	20	July, '76. 10	180	190
Union.....	25	150,000	189,719	14	10	10	20	July, '76. 10	180	190
United States.....	25	200,000	266,514	10	10	10	10	July, '76. 10	160	
Westchester.....	10	300,000	180,186	10	10	10	10	Aug., '76. 5		
Williamsburg City.....	50	250,000	374,106	10	10	12	20	July, '76. 10	150	200

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.

Chicago & Northwestern Railway.

(For the year ending May 31, 1876.)

There has been no change in the number of miles of railroad since the last annual report, but a correction in the distance of the old line between Belvidere and Madison increases the total by 1.30 miles, making the whole number of miles 1,992.88.

The operations of the 1,500 90-100 miles of Chicago & Northwestern Railway and leased lines, as distinct from the operations of the proprietary roads, are as follows:

<i>Gross earnings:</i>	
From passengers.....	\$3,145,749
From freight.....	9,001,177
From express.....	262,253
From mails.....	29,182
From miscellaneous.....	75,316
Operating expenses (55 38-100 per cent).....	\$7,074,617
Taxes.....	32,546
Renewals, &c., account Chicago fir.....	6,693
	7,408,857

Surplus..... \$5,361,853

From which deduct, other charges for the year:

Interest and sinking fund on bonds.....	\$2,201,262
Premium on gold coupons.....	170,412
Interest and exchange.....	31,917
U. S. revenue payment.....	17,319
Rent of Chic. Iowa & Neb. RR.....	521,092
Rent of Cedar Rapids & Mo. River RR.....	621,553
Payments on Old Galena & Chicago Union.....	743
	3,567,302

Net income of Chic. & N. W. Railway Co. proper..... \$1,797,550

The business of the Proprietary Roads was:

Gross Earnings:

From passengers.....	\$327,897
From freight.....	831,801
From express.....	16,321
From mails.....	45,221
From miscellaneous.....	8,775
Total.....	\$3,037,571

And deduct their yearly charges, viz.:

Operating expenses.....	\$820,682
Taxes.....	45,369
Interest on bonds and premium on gold.....	\$1,146,024
Less to credit of N. W. Union Railway Co.....	153,602
	932,422
	1,957,854

Leaving as net income for the year..... \$1,179,716

The gross receipts of the respective lines were as follows:

Chicago & Northwestern Railway Co.....	\$12,773,711
Winona & St. Peter Railroad Co.....	626,065
Winona Mankato & New Ulm branch.....	4,187
La Crosse Trempealeau & Prescott Railroad.....	231,966
Iowa Midland Railway.....	108,566
Northwestern Union Railway.....	268,534

Total..... \$11,012,781

The gross receipts for 1874-5 were..... 18,786,303

Increase..... \$227,418

Of this increase, 29 per cent came from the Chicago & Northwestern Railway proper, and 71 per cent from the proprietary roads.

The report of Mr. Albert Keep, President, has the following:

The gross earnings of the fiscal year furnish no adequate indication of the amount of traffic as computed with the previous year. They rather show the constant progress and increasing development of the country tributary to our lines. Additional business has come in to more than make up for any deficiencies occasioned by the prevailing low rates of transportation. The descending scale in prices during the year was met by an ascending volume of traffic, and by greatly reduced operating expenses, producing results which have added to the net profits of the company, and are encouraging for the future of the property.

Had the prices of the year previous been obtained on the business of the last year, the gross earnings would have been \$942,048 greater than they were, of which earnings \$209,249 would have accrued from passengers and \$732,890 from freight.

A gratifying feature is the improvement which has taken place in the business of the newer lines. The proprietary roads, as a class, have increased their traffic in much more rapid ratio than the parent road, although a steady and healthy growth has continued with the latter.

The increase in tonnage carried one mile on the Chicago & Northwestern Railway was 10.08 per cent; on the Winona & St. Peter, 18.88 per cent; on the La Crosse Trempealeau & Prescott, 19.67 per cent; on the Northwestern Union, 24.55 per cent; and on the Iowa Midland Railway, 26.95 per cent.

The total tons carried one mile were..... 533,132,389

And for the previous year..... 434,546,408

Increase, 10.69 per cent.

The earnings per ton per mile were..... 1.95 cents.

And for previous year..... 2.10 "

Decrease, 7.14 per cent.

The whole number of passengers carried on all the lines was

3,527,143, against 3,407,620 in the previous year—an increase of 3.51-100 per cent. The number carried one mile was 122,281,308, and for the previous year, 116,775,354; increase, 4.71-100 per cent.

The earnings per passenger per mile were 2.85-100 cents, and for the previous year 3.02-100 cents; decrease, 5.63-100 per cent.

The operating expenses and taxes of the whole road (1,992 08-100 miles), compared with same items in the preceding year, were as follows:

For year ending May 31, 1875.....	\$8,781,267 13
For year ending May 31, 1876.....	8,274,289 90
Decrease.....	\$506,977 23

The saving, thus effected, has not been made at the expense of the property, but is the result of careful efforts extending through every department of operating, and is the fruit of better facilities afforded by the completion of the new shops, by steel track, and important improvements in permanent way. The road and rolling stock have been fully maintained, and are in good condition at the close of the year. Besides the renewals with steel rails, extensive repairs and improvements have been made in the track, bridges, culverts and roadway.

The capital stock of the Chicago & Northwestern Railway Company on the 31st of May, 1875, was as follows:

Common stock and scrip.....	\$15,011,180
Preferred stock and scrip.....	21,502,233
Total.....	\$36,513,413

During the year there was issued \$16,530 of common stock and the same amount of preferred stock, for account of Peninsula bonds converted, and for small amounts of fractional scrip surrendered in adjustment of old dividends.

Of the various issues of bonds, the following have been taken up and cancelled during the past year:

Preferred sinking fund bonds, \$1,100; general first mortgage, \$9,500; Appleton extension, \$6,000; Green Bay extension, \$1,000; funded coupon, \$2,900; Galena & Chicago Union second mortgage, \$40,000; Egin and State line, \$1,500; Mississippi River bridge bonds, \$4,000; Beloit & Madison, \$13,000; Peninsula bonds, \$34,000, and Milwaukee & Chicago Railroad, second mortgage bonds, \$2,000. Total, \$115,000 cancelled.

Consolidated sinking fund currency bonds, amounting to \$113,000, due in 1915, have been issued therefor, pursuant to the terms of the mortgage, which provides for such substitution. The amount of general consolidated gold bonds, issued for new equipment, steel rails and for the great works of the new shops and other construction items, which aggregated \$1,300,981, was \$825,000.

The financial affairs of the company, as well as the material condition of the property, have been much improved by the operations of the last fiscal year.

The floating debt has been reduced \$1,087,701, and the diminished amount which appears on the balance-sheet at the close of the year, in excess of the ordinary monthly accounts for working the road, will be rapidly liquidated.

The net income for the year, after deducting all charges, was \$1,179,716, against \$518,266 the preceding year, and is equivalent to five and one half per cent. on the preferred stock of the company. This result, obtained during a year of general depression in business and low prices for transportation, may be regarded as propitious to the interests of stockholders and encouraging for the future.

Houston & Texas Central.

(For the Year Ending April 30, 1876.)

The following abstract of the company's operations in 1875 has just been received:

Main line of road, from Houston to Red River City.....	343 miles.
Branch line of road, from Hempstead to Austin City.....	115 "
Branch line of road, from Beaumont to Waco.....	47 "
Second track, sidings and turnouts.....	28 "
Locomotive engines.....	65
Passenger cars (5-wheel).....	40
Baggage, mail and express cars (8 wheel).....	21
Freight cars, box (8-wheel).....	668
Freight cars, caboose (8-wheel).....	23
Freight cars, stock (8 wheel).....	64
Freight cars, combination (8-wheel).....	11
Freight cars, platform (8-wheel).....	412
Freight cars, coal (8-wheel).....	54
Service cars.....	50

Total number of cars..... 1,378

Number of passengers carried.....	254,435
Tons of freight carried.....	372,649
Tons of freight carried one mile.....	26,415,141

Gross Earnings.

Passenger traffic.....	\$756,120 41
Freight traffic.....	2,278,573 98
Mails, express, etc.....	111,178 52
Other sources.....	10,423 32

Total gross earnings..... \$3,156,305 23

Expenses.

Maintenance of way.....	\$199,856 85
Rolling stock.....	659,400 42
Transportation.....	403,191 84
Miscellaneous purposes.....	273,726 88

Total operating expenses..... \$1,838,175 77

Net earnings.....	1,318,130 46
Payments from net earnings—Interest on funded debt.....	975,000 00

Share capital paid in..... \$313,199 46

Funded debt outstanding..... \$3,000,000 00

12,363,000 00

Comparative Statement of Freight Business.

	1874-5.	1875-6.	Inc.	Dec.	Per cent of Inc. or Dec.
Cotton.....bales.	1874-5.	1875-6.	1875-6.	1875-6.	
Hides.....lbs.	213,167	306,014	92,847	993,877	43 40
Wool.....lbs.	630,032	4,270,593	778,764	158,732	18 89
Sheep.....No.	5,489	8,874	3,375	.....	61 37
Hogs.....No.	1,835	11,628	9,773	.....	526 82
Other animals.....No.	45,586	35,374	.....	10,210	22 40
Shingles.....M.	28,283 1/4	34,814	.....	3,949 3/4	10 32
Lumber.....M. feet.	38,646 3/4	39,131 7/15	488 625	.....	1 27
Coal.....lbs.	8,013,338	13,216,993	5,203,655	.....	61 98
Ore.....lbs.	.....	31,465	.....	.....	.....
Stone.....lbs.	406,358	822,393	416,135	.....	102 44
Flour.....lbs.	23,541,859	81,676,705	8,131,846	.....	34 46
Grain.....lbs.	7,159,428	81,813,697	74,654,269	.....	1,043 18
Bacon.....lbs.	5,773,468	11,824,143	5,550,675	.....	96 14
Ton'go not specified.	114,003	121,910	7,917	.....	6 96
Total tonnage.....	291,827	369,022	77,195	.....	25 88
Amount freight.....	\$2,000,473 68	2,365,732 12	365,258 44	.....	18 25
Station expenses.....	153,928 23	153,163 47	4,237 21	.....	2 81
Cost of handling	25 63 cts.	21 52 cts.	.....	4 61 cts.	17 99
per ton.....	946	1,174	227	.....	21 07
Av. tons per day.....	537	738	151	.....	25 79
Av. freight per day.....	\$3,432 09	\$7,538 40	\$1,196 31	.....	17 51
Do per mile.....	3,992 97	4,722 12	729 15	.....	18 29
Do per ton.....	6 79	6 42	.....	0 37	5 45

—The change of gauge of the 120 miles between Houston, Texas, and Hearne, was successfully made July 29. The entire main line is now of 4 ft. 8 1/2 in. gauge, leaving the Western Division, from Hempstead to Austin, still 5 ft. 6 in. gauge.

GENERAL INVESTMENT NEWS.

Atlantic & Great Western.—The *London Railway News* says: Several correspondents make inquiries of us in regard to a circular, recently issued by the Trustees of Reorganization of the Atlantic & Great Western Railroad, announcing that these gentlemen have made arrangements, on certain terms, for the renewal of the maturing Ohio mortgage bonds for three years. We have no information as to what these terms are, whether onerous or otherwise, but from advices recently received from America we do not see what necessity there has been for the arrangements, nor under what authority the trustees have acted. Under recent legal decisions in the State of Ohio, railway mortgage bonds at maturity cannot be enforced by foreclosure, if the interest be paid, and even if the interest be not paid, the courts will not allow foreclosure of a road without the requisite consent of parties concerned, but will take care to preserve the priorities of all outstanding obligations. On this account, "no disquiet need exist among the bondholders on this head," as stated in the circular in question. It is further understood that General Devereux, several weeks since, had settled the question of the action to be taken by himself and the proper authorities on the maturity of the bonds.

Burlington & Missouri River in Nebraska.—The Judiciary Committee of the House of Representatives has agreed to report a bill, declaring this company's road entitled to all the privileges conferred upon the branches of the Pacific railroads by the acts of July 18, 1862 and July 20, 1864, and requiring the Union Pacific Company to pro-rate upon all passengers and freight going over this road, to points on the Union or Central Pacific west of Cheyenne, and to exchange business generally upon fair and equal terms. It is provided that the Union Pacific Railroad Company shall operate its line in connection with the Burlington & Missouri River Railroad in Nebraska; and for carrying freight and passengers from, or to be delivered to, the Burlington & Missouri River road, the Union Pacific road shall charge at the same rate per mile for the distance between Kearney Junction and Cheyenne that is charged by it for like services in carrying freight and passengers over its own line for the distance between Omaha and Cheyenne; and for carrying all such passengers and freight from Cheyenne to points west of that place, on the Union and Central Pacific roads, the charges shall be at such fair and reasonable rates, to be based upon a fair proportion of its charges upon its line, as may be fixed by the Secretary of the Interior, who shall, after due inquiry and investigation, fix and establish such proportions, and inform all the companies interested.

Central of Iowa.—Receiver J. B. Grinnell has made his report for the six months ending July 1, 1876. There were 23,335 passengers carried in excess of the number for the corresponding period in 1875, with an increased earning of \$18,276. The increased tonnage was 62,000,000 pounds, or 1,529 car-loads, giving an increased earning of \$7,475. The operation of the Railroad Tariff law, which has been adopted by the East and West trunk lines, has reduced the freight earnings of this road about 25 per cent, by compelling a reduction of charges in order to compete for carriage. The Master Mechanic's report shows that trains ran an increase of 77,907 miles, with a net saving of \$3,142 82, after deducting increased cost of fuel for extra trains, or 26 per cent, with an increased mileage. There was an increased expenditure of \$5,000 in repairs, owing to re-building and re-furnishing coaches, to furnish first-class accommodations. The report for June is as follows:

Cash from May account.....	\$15,098
Cash received in June.....	73,407
Disbursements in June.....	\$89,413
Balance to July account.....	78,127

Balance to July account..... \$11,365
The increase of business for June was 23 per cent, while the pay-roll shows a reduction of 5 per cent in expenses.

Central Branch Union Pacific.—Bids for the extension of the Central Branch of the Union Pacific Railroad from Waterville, the present terminus, to Washington, Kansas, were opened, and contracts were awarded, on the 17th ult.

Chicago Danville & Vincennes.—Geo. Adna Anderson, receiver of the Chicago Danville & Vincennes Railroad Company, has filed his report, showing his receipts and disbursements for the months of May and June last as follows:

RECEIPTS.	
Balance on hand May 1.....	\$11,622
From various sources.....	171,593
From account of Hammond & Brown.....	211
From the road prior to Feb. 22, 1875.....	59
Total.....	\$183,508
DISBURSEMENTS.	
For expenses of receiver.....	\$152,236
For expenses of Hammond & Brown.....	8,496
For floating debt of company.....	11,893
Balance on hand June 30.....	15,821
Total.....	\$183,508

—The following circular was issued, dated July 20, 1876:

To the First Mortgage Bondholders of the Illinois Division:—A decree of foreclosure of the first mortgage of the Chicago Danville & Vincennes Railroad was granted by Judge Drummond of the United States Circuit Court, at Chicago, on the 25th ult. A decision was also rendered at the same time, that the four miles of road from Bismarck to the State line were covered by your mortgage. The rolling stock will be sold with the road. The committee have already nearly two-thirds of the bonds on deposit, under the plan of purchase and re-organization of date of Feb. 1, 1876. They now again invite and urge all bondholders who have not already done so, to join with them, unless they prefer to accept for their bonds their *pro-rata* of perhaps the nominal sum at which the road may be sold.

Those desiring to come in must deposit their bonds, with coupons from October 1, 1875 (inclusive), attached, or with certificates of indebtedness, or convertible bonds for the four coupons funded, immediately, with the National Trust Company, 261 Broadway, New York, from whom they will receive a negotiable certificate for them, or for each of them, as they may elect, showing that they are held by the Trust Company in accordance with the terms of the agreement, a copy of which has been placed on file with said company.

A remittance of \$5 per bond must accompany the bonds when sent, less the amount (if paid) paid by you upon the same in 1875, before a certificate will be issued.

F. W. HUIDEKOPER,
Chairman Bondholders' Committee C. D. & V. R. R.

Davenport & St. Paul.—A Davenport account says that the German bondholders of the Davenport & St. Paul Railroad have brought suit against that company and the Construction Company to recover about \$2,400,000, the proceeds of bonds which they allege were obtained under false pretenses, and squandered in the most extravagant and fraudulent manner. The plaintiffs allege that \$400,000 were loaned to another company, no money expended for rolling stock, and large over-issues of stock made.

Dutchess & Columbia.—A press dispatch says: The Dutchess & Columbia Railroad was sold by the referee, Mr. Charles Wheaton, at Poughkeepsie, on Thursday. Mr. J. N. Whiting, of New York City, purchased the road, with the exception of a small section, on behalf of the first mortgage bondholders, paying therefor the sum of \$297,500. Mr. J. P. Lowry, also of New York, purchased the balance of the right of way to the river, for the third and fourth mortgage bondholders, for \$40,000.

Eastern (Mass.)—We learn that nearly six millions of dollars of the bonds of the Eastern Railroad Company have already been surrendered to the trustees. This sum includes the three millions of sterling bonds. We presume that the fact that only the holders of the new certificates can vote for directors at the meeting, which is to be held on the 21st inst., is one great inducement for holders to make a speedy exchange of their bonds. The future management of the road is of the greatest importance.

Flint & Pere Marquette.—The *Chicago Railway Review* says: The following items show the earnings for six months ending June 30:

	1875.	1876.
Earnings, six months.....	\$317,670 49	\$180,117 47
Operating expenses.....	368,352 43	296,036 72
	\$113,768 07	\$184,080 75

A decrease in earnings of \$37,553 02, or 7 1/2 per cent. A decrease in operating expenses of \$72,865 70. Disbursements for other than operating account were:

Construction.....	\$1,866 73
Construction of buildings.....	3,112 36
Real estate.....	616 22
	\$5,595 32

During the same time \$6,000 was collected on bond of citizens of Monroe in aid of construction, and was credited that account. The bills payable of the company were reduced from Oct. 1, 1875, to July 19, 1876, \$478,370 90 (of which \$273,000 by bonds), beside a large reduction in unpaid wages and supply bills. Coupons have been funded from about four fifths of the whole issue of consolidated bonds. The report of the Commissioner of the Land Department for first six months of 1876 gives the following:

Sales: 3,842.83 acres, average \$9.26.....	\$32,508.49
Collections.....	44,574.63
Notes for lands sold, still unpaid.....	404,750.58

Grand Trunk and Great Western (Canada).—After some weeks of negotiation, these roads arrived at an agreement, of which the following is a memorandum. It goes into effect as soon as the contest between the Grand Trunk and American lines is over:

The presidents and boards of the Grand Trunk and Great Western Railway Companies of Canada, have agreed that the

competitive traffic, between those companies, shall be divided, on a plan similar to that established for many years, under the "Gladstone Award," in this country.

The managers are therefore instructed to meet without delay, and, taking in turn each town or district served by the two companies, are to arrange the percentage for the division of the traffic, agreeing the rates and fares.

The managers will remember that a percentage, for working expenses, will be allowed to the company carrying more than the agreed proportion.

The presidents and boards are very unwilling, in the first instance, to appoint a third party to decide between the managers when they differ; and they prefer to instruct the managers to make all possible concessions, bearing in mind that the want of such an arrangement as is now contemplated is likely to be far more disadvantageous than any slight loss in the percentage claimed.

They therefore desire that, by compromise and mutual concession, these agreements may be brought about, without further instructions from this side, or the introduction of an umpire.

LONDON, July 8, 1875.

Greene County Mo.—A press dispatch from Springfield, Mo., August 5, says: Judge Geiger, of the Circuit Court for this county, rendered a decision to-day in the State of Missouri *ex rel.* Attorney-General vs. the County Court of Greene County, granting a perpetual injunction restraining them from issuing and delivering \$110,000 of Greene County bonds to the Kansas City & Memphis branch of the Hannibal & St. Joe Railroad. These bonds are a part of the original \$400,000 subscribed to the road by the County Court, but which had not yet been delivered.

Lewislburg & Spruce Creek.—The Lewisburg Centre County & Spruce Creek Railroad has been leased to the Pennsylvania Railroad for 99 years. The road is to be completed as far as Spring Mills, when work will be suspended until times are better.

Milford & Woonsocket.—The Providence & Worcester Railroad Company has leased the Woonsocket & Milford Railroad, which has recently issued bonds to the amount of \$19,000, bearing 7 per cent. interest.

Mobile & Ohio.—A meeting of first mortgage bondholders was held in Mobile, Ala., August 3, to consider the plan of reorganization proposed by the company. A committee was appointed to examine into the plan and the conditions of the road and to report hereafter.

New Orleans St. Louis & Chicago.—In the foreclosure suit now pending before the United States Circuit Court, Mr. F. A. Woolley has been appointed Special Master to receive proofs of debts and claims due under the decree. Proofs can be made at No. 31 Nassau street, New York, from Aug. 18 to Aug. 23; at the office of the Clerk of the United States Circuit Court, Jackson, Miss., Sept. 11; and at the office of the Clerk of the United States Circuit Court, in New Orleans, from Sept. 14 to Sept. 19.

New York & Boston.—The committee appointed by the bondholders of the New York & Boston Railroad, for the purpose of reorganizing the company under the name of the New York Westchester & Putnam Railway, met this week, and the chairman of the committee submitted a report stating that \$2,400,000 in bonds had been deposited, and that the assessments made on these bonds, for the payment of taxes and expenses of the foreclosure, had been paid. H. A. St. John, the chief engineer of the company, presented a report of the present condition of the road-bed, saying that he had just completed a careful and accurate survey of the entire line, from Brewsters to New York, and found the road-bed in a much better condition than he had anticipated. The heaviest work to be done was at Carmel, where about 30,000 yards of earth had run into a deep cut, owing to the unfinished condition of the work at the time it was abandoned. The estimate of the expense of completing the grading is considerably below the estimate presented at a former meeting.

A meeting of the stockholders of the new company, the New York Westchester & Putnam Railway, was held at the office of May & Kling, No. 33 Broad street, on the 10th inst. The *Tribune* report says that the committee appointed at a former meeting to select a board of directors and to adopt a plan for the reorganization of the company, recommended the issue of a first mortgage loan of \$1,250,000, and it is thought that 85 per cent. can be readily realized on this loan, as the road is now free and clear. The amount of preferred stock will be about \$4,000,000 and of common stock about \$1,250,000. The holders of the first mortgage bonds of the New York Boston & Montreal Railway claim that about \$700,000 of their money was used in the construction of the New York & Boston Railroad, for which suit was instituted in the United States Courts, and an injunction was asked for to prevent the foreclosure of the first mortgage on the New York & Boston Railroad. To hasten the proceedings in foreclosure, and to get possession of the road, the bondholders of the New York and Boston Railroad agreed to issue \$800,000 in preferred stock to be held in escrow pending the decision of the court. Should the decision of the court be against the plaintiffs in the case, the stock is to be returned to the New York Westchester and Putnam Railway and cancelled. The amount of the first mortgage on the New York and Boston Railroad, with the accrued interest, is about \$3,200,000, for which preferred stock will be given. The common stock will be issued to reimburse Messrs. Hoyt, McKinney, Lowrey, Stone, and others, who held claims against the old organization. The Farmers' Loan and Trust Company presented a report stating that \$2,416,000 in bonds had been deposited, and that the assessments on these bonds had been paid, leaving \$34,000 in bonds still unaccounted for. The report of Henry A. St.

John, the Chief Engineer of the company, was presented, showing that about \$1,000,000 would be necessary to complete the grading, build the bridges, equip the road with steel rails, and build the stations. This estimate was made exclusive of rolling stock.

The committee recommended the following as a board of directors, of whom the last two were selected at the meeting yesterday: Lewis May, A. V. Stout, Lewis Roberts, Christopher Meyer, Jas. B. Ford, Wm. H. Guion, John Q. Hoyt, Joseph Seligman, R. M. Gallaway, J. K. Cheever, G. P. Lowrey, Philo C. Calhoun, and John W. Ellis. The counsel for the company, G. P. Lowrey, was instructed to take the necessary legal steps to have the title to the railway taken from the Farmers' Loan and Trust Company and vested in the new organization.

New York City and County Taxes.—The Controller, Tax Commissioners, and Committee on Finance of the Board of Aldermen met again this week to agree upon the percentage of the tax levy for this city and county for 1876.

Controller Green said that the law authorized the Board of Supervisors to add to the tax levy an amount not exceeding three per cent. of the amount of the appropriations made for the year, to provide for deficiencies in the actual product of the taxes. For many years the amount added for this purpose had been insufficient to meet the annual deficiencies caused by the failure to collect personal taxes, discounts, remissions of taxes, &c., amounting since 1870 to \$1,845,000. The taxes could not be reduced by the levy of an inadequate amount to meet the appropriations, but should be reduced through a reduction of expenditures by the departments, which he was in favor of when the estimates were made. The amount added for deficiencies in 1875 was entirely inadequate, being only \$196,000, while the actual deficiencies amounted to over \$500,000. When insufficient amounts were provided, the claimants resorted to the courts, and the result was that judgments were obtained against the city, which must be met by the issue of bonds. After some discussion, Alderman Cole moved that the tax rate be made 280 100 per cent., and this was adopted.

Snubury & Lewistown.—The lease of this road to the Pennsylvania Railroad has been finally concluded, and trains began to run regularly over it July 29, for the first time since January 1, 1875.

Texas & Pacific.—The annual meeting of the Texas & Pacific Railway Company took place this week at the office of the company, in Philadelphia. An election took place for officers, with the following result: President, Thomas A. Scott; Vice-Presidents, Frank S. Bond, John C. Brown; Treasurer, George D. Krumphaar; Secretary, C. C. Satterlee; Directors, Thomas A. Scott, Frank S. Bond, John C. Brown, Matthew Baird, H. H. Houston, R. D. Barclay, Marshall O. Roberts, Henry G. Stebbins, Henry G. Marquand, W. T. Wallers, Alfred Gaither, W. C. Hall, W. S. McManus, T. L. Nisemith and W. N. Harrison.

The report of the Board of Directors for the year ending May 31, 1876, states that the gross earnings were \$1,564,624; working expenses, \$591,882; net earnings, \$672,742, against which there is to be charged for legal expenses, \$35,929; insurance, \$8,690; premium on gold and exchange, \$26,610; taxes, \$63,139; general expense account, \$41,004—which will leave a surplus of \$498,267 to provide for the interest on the first and the consolidated mortgage bonds of the company that, under the re-organization, is limited to six per cent. on \$25,000 per mile of road, and for 325 miles, the average length of road operated during the year, this interest will amount to \$487,500.

The number of passengers carried one mile was 10,110,024; last year it was 7,458,450. The number of tons of freight hauled one mile was 28,066,762; last year it was 14,217,234. The total tonnage moved during the year aggregated 254,283 tons; the cotton shipments aggregate 185,196 bales. The number of miles of road in operation at the commencement of the year was 324, and there has been completed during the year nine miles additional of line between Brookston and Paris, on the trans continental division, making 333 miles of completed road at the end of the year.

—The bill to extend the time for the completion of the trans-continental Division from Sherman to Texarkana and the main line to Fort Worth, and to avoid the forfeiture of the land grant, has passed the Texas Senate by a vote of 18 to 12, in the face of a very bitter opposition. Three mortgages upon the road have been put upon record in Texas. One is to secure an issue of \$8,008,000 in 7 per cent currency bonds; one to secure 6 per cent gold bonds not to exceed \$8,000 per mile, and a third, or consolidated mortgages, to secure 6 per cent gold bonds not to exceed \$25,000 per mile. The two last are made to Matthew Baird and S. M. Felton, trustees.

Toledo Wabash & Western.—Mr. J. D. Cox, Receiver of this road, issued a circular dated Toledo, July 27, 1876, in which he says: The Pekin Lincoln & Decatur Railway having been re-organized under the corporation formed by the purchasers at the recent foreclosure sale, this undersigned will be relieved from the charge of that line upon the first day of August proximo, in accordance with orders of Court, duly made in the premises. The connection between the branch line aforesaid and the Toledo Wabash & Western Railway will cease at the time above stated, and the new Pekin Lincoln & Decatur Railway Company will, from said date, be in possession of the line from Pekin to the main line near Decatur, and will be responsible for all contracts for its business.

Western Union Telegraph.—INDIANAPOLIS, August 9.—In the suit of the Western Union Telegraph Company against the Atlantic & Pacific Telegraph Company, to enjoin the latter from building a line on the right of way of the Cincinnati Hamilton & Indianapolis Railroad, Judge Newcomb, in Chambers, gave his decision to-day continuing the injunction for a final hearing at the September term of the Superior Court.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, August 11, 1876.

Trade has continued to improve in its general features during the past week, and yet the movement is quite moderate. The temperature is again high, but the weather is not so oppressively hot as to interfere with business. The decline in gold and the fear of what Congress may do induce caution on the part of dealers and operators. The adjournment of Congress would undoubtedly promote the revival of business, which seems to have begun. Crop prospects have continued good, with few exceptions, and it is especially to be noted that the weather has been favorable to the harvesting of spring wheat, until yesterday, when it became wet and cold.

Pork has been dull, and prices have had a downward tendency; mess jobbed at the close at \$19 40, and bids for future delivery were reduced to \$19 10 for September, and \$19 for October. Lard has also been drooping; prime Western is nearly nominal at the close at \$11@11 15 for prime Western steam on the spot; and for future delivery the latest bids were \$11 23½ for September, \$11 27½ for October, \$10 40 for November, and \$10 02½ for December. Bacon has been in some demand at or about 10½c. for long clear. Cut meats selling moderately at old prices, including heavy and medium pickled rib bellies at 10½@11½c. Beef quiet, but beef hams are scarce and higher at \$25@31 for Southern and Western. Butter is without essential change. Cheese has declined to 8@9½c. for prime Western and State factories, and 4@7c. for poorer qualities. Tallow closes quiet at 8½c. for prime.

The foreign export movement of the hog product, from Nov. 1 to Aug. 5, compares as follows:

	1874-5.	1875-6.	Increase.
Pork, lbs.	35,315,400	33,626, 03	3,290,800
Lard, lbs.	143,032,963	141,811,166	4,253,203
Bacon, lbs.	223,509,604	309,650,817	87,141,213
Total, lbs.	401,877,967	495,668,133	94,790,216

Rio coffee has been more active at a reduction of ½c. in prices; fair to prime cargoes closing at 16½@17½c., gold. Mild coffees were also sold more freely, and stocks at the close are reduced to 97,700 bags Rio, 65,000 mats Java, and 60,500 bags of other growths. Rice has been more active for Rangoon at \$2 60@2 80, gold, per 100 lbs., in bond, and domestic has declined to 4½@6½c. Teas are steadier and fairly active. Foreign dried fruits are moderately active at very steady prices. Molasses is very strong, but quiet, at 40c. for 50 test Cuba muscovado. Sugars have been active and buoyant at 9½c. for good refined Cuba, and 9½c. for No. 12 D. S., with standard crushed refined quoted at 11½c. The movement in raws has been as follows:

	Hhds.	Boxes.	Bags.	Melado.
Receipts since August 1.....	13,693	8,881	15,399	978
Sales since August 1.....	15,129	9,922	60,621	673
Stock August 10, 1876.....	64,833	44,613	87,474	3,041
Stock August 12, 1876.....	154,625	51,733	151,858	15,667

Kentucky leaf tobacco has met with a good demand at firm prices; sales for the week 900 hhds., of which 750 for export and 150 for consumption; lugs quoted at 6½@7½c., and leaf 10@18c. Crop accounts are variable and contradictory. Seed leaf has been less active, and yet a fair business has been done. Sales embrace crop of 1871, 80 cases New England, at 18c.; crop of 1873, 49 cases Wisconsin, at 5½@9c.; crop of 1874, 27 cases Pennsylvania, private terms; crops of 1874-5, 400 cases Ohio at 51@6½c.; crop of 1875, 133 cases Pennsylvania at private terms, 230 do. Wisconsin, at 4½c., and 95 cases New England at 12c.; also, 300 cases sundries, at 7@30c. Spanish tobacco more active, with sales of 600 bales Havana, at 85c.@\$1 15.

There has been a moderately fair movement in ocean freights during the past week, both in berth and charter room; the rates have been steadily maintained for the former, but the latter has shown one or two irregularities, though no positive declines. Late engagements and charters include: Grain to Liverpool, by steam, 9d.; provisions, 40@55s. per ton; grain, by sail, 7½d.; tobacco, 38s. 9d.; flour, 3s.; grain to London, by steam, 8@8½d.; and by sail, flour at 2s. 9d.; grain to Glasgow, by steam, 8d.; bacon, 40s. per ton, and flour 3s. 7½d. per bbl.; grain at the close at 9d.; grain to Cork for orders, 6s.; do. to a direct Irish port, 5s. 7½d.; refined petroleum to Riga, 6s.; do. to a direct port in the United Kingdom, 5s.; cases to Constantinople, 37½c., gold. To-day there was a very quiet market; rates, however, were about steady; certainly no essential changes can be noted; cotton to Liverpool, by steam, 5-16d., as it runs; grain to London, by steam, 8d., and hops at 3s. 8d. per cwt.; grain to Lisbon at 15½c., gold, per bushel; refined petroleum to Cork for orders, 5s. 3d.; do. from Philadelphia to Liverpool, 5s. 1½d.

Petroleum has latterly shown more firmness, under better demands from exporters, and higher and strong advices from the creek. Crude, in bulk, quoted to-day at 10½c., and refined, in bbls., at 17½c. Naval stores have been fairly active until the close, when spirits turpentine was dull and lower at 29c.; rosins, however, were steady at \$1 57½@1 67½. Ingot copper was again easier, with 200,000 lbs. Lake sold at 19½@19¾c., cash.

COTTON.

FRIDAY, P. M., Aug. 11, 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 (Aug. 11) the total receipts have reached 5,871 bales, against 5,153 bales last week, 5,539 bales the previous week, and 5,042 bales three weeks since, making the total receipts since the 1st of September, 1875, 4,092,594 bales, against 3,477,278 bales for the same period of 1874-5, showing an increase since Sept. 1, 1875, of 615,316 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.....	1,513	211	814	1,565	232	3,211
Mobile.....	222	62	117	470	21	553
Charleston.....	438	239	599	1,532	134	774
Port Royal, &c.	463	...	...	...	...	...
Savannah.....	613	53	216	1,089	213	721
Galveston.....	317	238	163	...	...	...
Indianola, &c.....	...	13	27	545	153	1,674
Tennessee, &c.....	413	461	954	2,457	221	1,703
Florida.....	...	2	7	...	1	1
North Carolina.....	156	41	86	259	19	127
Norfolk.....	1,060	147	1,056	2,660	178	...
City Point, &c.....	23	...	7	23	8	635
Total this week.....	5,871	1,541	4,081	10,581	1,173	9,454
Total since Sept. 1....	4,092,594	3,477,278	3,802,018	3,591,739	2,712,009	3,993,214

The exports for the week ending this evening reach a total of 16,325 bales, of which 15,915 were to Great Britain, 356 to France, and 54 to rest of the Continent, while the stocks as made up this evening are now 156,632 bales. Below are the stocks and exports for the week, and also for the corresponding week of last season:

Week ending Aug. 11.	Exported to			Total this week.	Same week 1875.	Stock.	
	Great Britain.	France.	Continent.			1876.	1875.
New Orleans*....	9,459	...	...	9,459	4,135	34,428	17,471
Mobile.....	...	...	...	...	...	4,089	660
Charleston.....	...	...	...	...	...	2,399	3,619
Savannah.....	...	...	4	4	...	529	531
Galveston.....	...	...	...	...	...	2,018	2,031
New York.....	6,168	356	...	6,524	661	91,110	63,517
Norfolk.....	110	...	...	110	...	1,149	694
Other ports.....	173	...	50	223	...	21,000	17,336
Total this week..	15,915	356	51	16,325	4,796	156,632	105,550
Total since Sept. 1	2,061,837	419,407	696,975	3,203,259	2,657,110	...	...

* 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, 2,500 bales; for Havre, 3,250 bales; for Continent, no bales; for coastwise ports, no bales; which, if deducted from the stock, would leave 23,500 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, 251 bales; which, if deducted from the stock, would leave remaining 1,766 bales.

‡ The exports this week under the head of "other ports" include from Baltimore 50 bales to Bremen; from Boston 65 bales to Liverpool; and from Norfolk 110 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 11,529 bales, while the stocks to-night are 50,773 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 Aug. 4, the latest mail dates:

PORTS.	RECEIPTS SINCE SEPT. 1.		EXPORTED SINCE SEPT. 1 TO—				Coast- wise Ports.	Stock.
	1875.	1874.	Great Britain	France	Other forc'n	Total.		
N. Orleans.	1,396,079	994,715	757,812	213,932	271,437	1,343,211	212,981	44,656
Mobile.....	370,123	219,917	130,997	24,850	67,896	243,633	123,555	4,433
Charlest'n *	412,323	411,379	140,145	57,325	79,245	277,016	118,681	2,453
Savannah.....	516,194	577,887	178,693	32,650	157,743	389,033	164,231	1,331
Galveston*.	477,449	361,196	195,051	4,111	36,467	235,639	243,310	2,760
New York.....	198,190	157,733	336,662	9,335	67,691	463,719	.....	98,461
Florida.....	12,072	12,593	.....	.....	.....	.....	12,072	.....
N. Carolina.....	102,438	101,070	24,991	.....	2,301	27,292	75,214	300
Norfolk* ..	490,137	409,035	106,865	1,817	.....	108,683	379,939	3,144
Other ports.....	111,765	89,081	104,358	.....	14,200	118,558	.....	23,500
Tot. this yr.	4,086,723	.....	2,045,942	442,051	693,921	3,191,914	1,328,013	131,133
Tot. last yr.	.....	3,475,737	1,375,495	350,161	436,653	2,062,314	1,303,855	131,777

* 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 was always necessary to incorporate every correction made at the ports.

The market for cotton on the spot was active and buoyant early in the week. Quotations were advanced 1-16c. on Saturday, and 1/4c. on Monday, to 12 5-16c. for middling uplands; and on Wednesday there was another revision of quotations; the medium and better grades of uplands and all grades of Gulf being unchanged, but ordinary, strict ordinary and good ordinary uplands were advanced 1/4c., and strict good ordinary 1-16c., and stained of all grades were advanced 1-16c. Yesterday, the market was dull and weak, but without quotable decline. To-day, the tone was steadier, with a fair demand for consumption. For future delivery, great irregularity has been displayed. The early months have advanced somewhat in sympathy with spots, but beginning with Oct. the later months have declined more or less. Crop accounts received from the local cotton exchanges, and other sources entitled to consideration, have been somewhat contradictory in their character; but on the whole are interpreted as moderately favorable, especially as the weather is believed to have improved since these reports were made up. The Liverpool market was reported active and buoyant, till towards the close of Wednesday's business. To-day, there was a renewal of speculation here for a rise, on unfavorable crop rumors, worms in Alabama and unseasonable rains in Tennessee, &c. The early months were 1/4c. higher, but the later months advanced only 1-16c.

The total sales for forward delivery for the week are 153,500 bales, including — free on board. For immediate delivery the total sales foot up this week 8,503 bales, including 1,821 for export, 3,984 for consumption, 2,698 for speculation, and — in transit. Of the above, — bales were to arrive. The following were the closing quotations to day:

New Classification.	Uplands.	Alabama.	New Orleans.	Texas.
Ordinary..... per lb.	9 3-16 @	9 3-16 @	9 3-16 @	9 3-16 @
Strict Ordinary.....	9 15-16 @	9 15-16 @	9 15-16 @	9 15-16 @
Good Ordinary.....	10 7-16 @	10 7-16 @	10 7-16 @	10 7-16 @
Strict Good Ordinary.....	11 @	11 @	11 1-16 @	11 1-16 @
Low Middling.....	11 1/2 @	11 1/2 @	11 1/2 @	11 1/2 @
Strict Low Middling.....	11 15-16 @	12 1-16 @	12 3-16 @	12 3-16 @
Middling.....	12 5-16 @	12 7-16 @	12 1/2 @	12 1/2 @
Good Middling.....	12 15-16 @	12 15-16 @	13 1-16 @	13 1-16 @
Strict Good Middling.....	13 5-16 @	13 7-16 @	13 9-16 @	13 9-16 @
Middling Fair.....	13 11-16 @	13 11-16 @	13 15-16 @	13 15-16 @
Fair.....	14 9-16 @	14 11-16 @	14 11-16 @	14 11-16 @

STAINED.
Good Ordinary..... 9 3-16 Low Middling..... 10 1/2
Strict Good Ordinary..... 10 1/2 Middling..... 11 1/2

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

New Classification.	Exp't.	Con- sump.	Spec- ula'n	Trans- sit.	Total.	Ord'y	Good Ord'y.	Low Mid'dg.	Mid- d'g.
Saturday.....	1,528	455	1,100	....	3,083	8 13-16	10 1-16	11 1/2	12 1-16
Monday.....	75	564	156	....	1,195	9 1-16	10 5-16	11 1/2	12 5-16
Tuesday.....	38	733	243	....	1,064	9 1-16	10 5-16	11 1/2	12 5-16
Wednesday.....	769	421	....	....	1,190	9 3-16	10 7-16	11 1/2	12 5-16
Thursday.....	863	354	....	....	1,217	9 3-16	10 7-16	11 1/2	12 5-16
Friday.....	130	799	420	....	1,349	9 3-16	10 7-16	11 1/2	12 5-16
Total.....	1,821	3,984	2,698	....	8,503	....	....	....	....

Delivered on contract, during the week, 3,600 bales.

For forward delivery the sales (including — free on board), have reached during the week 153,500 bales (all middling or on the basis of middling), and the following is a statement of the sales and prices:

For August.	bales.	cts.	For January.	bales.	cts.	For April.	bales.	cts.
100 a. n. 12 5-16	5,200	11 23-32	100 a. n. 11 23-32	700	11 23-32	500	12 5-32	100 a. n. 12 5-32
100 a. n. 12 5-16	3,600	11 25-32	100 a. n. 11 25-32	100	11 25-32	400	12 5-32	100 a. n. 12 5-32
100 a. n. 12 5-16	2,700	11 13-16	100 a. n. 11 13-16	3,200	11 25-32	400	12 5-32	100 a. n. 12 5-32
100 a. n. 12 5-16	2,900	11 27-32	100 a. n. 11 27-32	1,400	11 13-16	100	12 5-32	100 a. n. 12 5-32
100 a. n. 12 5-16	4,600	11 11-16	100 a. n. 11 11-16	1,400	11 27-32	100	12 5-32	100 a. n. 12 5-32
100 a. n. 12 5-16	5,600	11 29-32	100 a. n. 11 29-32	2,700	11 13-16	100	12 5-32	100 a. n. 12 5-32
100 a. n. 12 5-16	3,300	11 15-16	100 a. n. 11 15-16	100	11 29-32	100	12 5-32	100 a. n. 12 5-32
100 a. n. 12 5-16	100	11 31-32	100 a. n. 11 31-32	1,000	11 15-16	100	12 5-32	100 a. n. 12 5-32
100 a. n. 12 5-16	24,900	total Oct.	100 a. n. 11 31-32	1,700	11 31-32	100	12 5-32	100 a. n. 12 5-32
100 a. n. 12 5-16	300	11 13-32	100 a. n. 11 13-32	1,000	11 31-32	100	12 5-32	100 a. n. 12 5-32
100 a. n. 12 5-16	2,500	11 19-32	100 a. n. 11 19-32	13,000	total Jan.	100	12 5-32	100 a. n. 12 5-32
100 a. n. 12 5-16	1,000	11 21-32	100 a. n. 11 21-32	For February.	600	11 29-32	100	12 5-32
100 a. n. 12 5-16	5,500	11 21-32	100 a. n. 11 21-32	100	11 15-16	100	12 5-32	100 a. n. 12 5-32
100 a. n. 12 5-16	4,100	11 11-16	100 a. n. 11 11-16	100	11 31-32	100	12 5-32	100 a. n. 12 5-32
100 a. n. 12 5-16	1,400	11 23-32	100 a. n. 11 23-32	100	12 1-16	100	12 5-32	100 a. n. 12 5-32
100 a. n. 12 5-16	8,600	11 25-32	100 a. n. 11 25-32	100	12 3-16	100	12 5-32	100 a. n. 12 5-32
100 a. n. 12 5-16	4,200	11 13-16	100 a. n. 11 13-16	100	12 5-32	100	12 5-32	100 a. n. 12 5-32
100 a. n. 12 5-16	5,100	11 27-32	100 a. n. 11 27-32	100	12 5-32	100	12 5-32	100 a. n. 12 5-32
100 a. n. 12 5-16	1,400	11 11-16	100 a. n. 11 11-16	100	12 5-32	100	12 5-32	100 a. n. 12 5-32
100 a. n. 12 5-16	25,800	total Nov.	100 a. n. 11 29-32	100	12 5-32	100	12 5-32	100 a. n. 12 5-32
100 a. n. 12 5-16	1,400	11 13-32	100 a. n. 11 13-32	100	12 5-32	100	12 5-32	100 a. n. 12 5-32
100 a. n. 12 5-16	2,000	11 13-32	100 a. n. 11 13-32	100	12 5-32	100	12 5-32	100 a. n. 12 5-32
100 a. n. 12 5-16	15,400	12 5-32	100 a. n. 11 21-32	100	12 5-32	100	12 5-32	100 a. n. 12 5-32
100 a. n. 12 5-16	14,900	12 5-32	100 a. n. 11 21-32	100	12 5-32	100	12 5-32	100 a. n. 12 5-32
100 a. n. 12 5-16	6,800	12 5-32	100 a. n. 11 21-32	100	12 5-32	100	12 5-32	100 a. n. 12 5-32
100 a. n. 12 5-16	4,100	12 5-32	100 a. n. 11 21-32	100	12 5-32	100	12 5-32	100 a. n. 12 5-32
100 a. n. 12 5-16	600	12 5-16	100 a. n. 11 21-32	100	12 5-32	100	12 5-32	100 a. n. 12 5-32
100 a. n. 12 5-16	49,000	total Sept.	100 a. n. 11 21-32	100	12 5-32	100	12 5-32	100 a. n. 12 5-32
100 a. n. 12 5-16	For October.	200	11 2-32	100	12 5-32	100	12 5-32	100 a. n. 12 5-32
100 a. n. 12 5-16	200	11 11-16	100	11 11-16	100	12 5-32	100	12 5-32
100 a. n. 12 5-16	15,600	total Dec.	100	11 11-16	100	12 5-32	100	12 5-32

The following will show spot quotations, and the closing prices bid for future delivery, at the several dates named:

MIDDLING UPLANDS—AMERICAN CLASSIFICATION.	Fri.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
On spot.....	12	11 1-16	12 5-16	12 5-16	12 5-16	12 5-16	12 5-16
August.....	12 2-16	12 1/2	12 5-16	12 12-32	12 5-16	12 5-16	12 5-16
September.....	11 15-16	12 1-32	12 1-32	12 1-32	12 1-32	12 1-32	12 1-32
October.....	11 1/2	11 27-32	12 1-32	12 1-32	12 1-32	12 1-32	12 1-32
November.....	11 21-32	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
December.....	11 11-16	11 27-32	11 27-32	11 27-32	11 27-32	11 27-32	11 27-32
January.....	11 27-32	11 27-32	11 27-32	11 27-32	11 27-32	11 27-32	11 27-32
February.....	11 31-32	12 1-32	12 1-32	12 1-32	12 1-32	12 1-32	12 1-32
March.....	12 1/2	12 7-32	12 7-32	12 7-32	12 7-32	12 7-32	12 7-32
April.....	12 9-32	12 1/2	12 1/2	12 13-32	12 1/2	12 1/2	12 1/2
May.....	12 7-16	12 17-32	12 17-32	12 17-32	12 17-32	12 17-32	12 17-32
June.....	12 19-32	12 11-16	12 11-16	12 11-16	12 11-16	12 11-16	12 11-16
July.....	12 1/2	12 27-32	12 27-32	12 27-32	12 27-32	12 27-32	12 27-32
Gold.....	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Exchange.....	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
Sales spot.....	2,631	3,091	1,091	1,091	1,193	721	4,566
Sales future.....	25,600	22,000	80,500	23,500	23,800	14,000	35,100

THE VISIBLE SUPPLY OF COTTON, as made up by cable and telegraph, is as follows. The continental stocks are the figures of last Saturday, but the totals for Great Britain and the afloat for the Continent are this week's returns, and consequently brought down to Thursday evening; hence, to make the totals the complete figures for to-night (Aug. 11), we add the item of exports from the United States, including in it the exports of Friday only:

	1876.	1875.	1874.	1873.
Stock at Liverpool.....	873,000	921,000	687,000	897,000
Stock at London.....	40,000	98,250	112,750	198,500
Total Great Britain stock.....	913,000	1,019,250	999,750	1,095,500
Stock at Havre.....	162,000	181,000	155,750	149,000
Stock at Marseilles.....	0 500	7,000	15,750	14,750
Stock at Barcelona.....	82,000	81,000	73,250	43,000
Stock at Hamburg.....	11,500	11,750	21,500	33,000
Stock at Bremen.....	65,500	41,750	10,000	51,000
Stock at Amsterdam.....	61,000	41,000	86,250	103,000
Stock at Rotterdam.....	15,250	11,000	25,750	31,600
Stock at Antwerp.....	17,250	4,000	13,000	29,000
Stock at other continental ports.....	20,250	15,000	37,000	84,000
Total continental ports.....	424,250	393,000	475,750	587,250
Total European stocks.....	1,337,250	1,412,250	1,475,500	1,542,750
India cotton afloat for Europe.....	421,000	518,000	508,000	385,000
American cotton afloat for Europe.....	92,000	50,000	51,000	73,000
Egypt, Brazil, &c., afloat for Europe.....	22,000	29,000	49,000	45,000
Stock in United States ports.....	156,632	105,819	135,046	131,355
Stock in U. S. interior ports.....	17,687	8,188	20,810	19,565
United States exports to-day.....	1,000	1,000	1,000	....

Total visible supply... bales, 2,056,559 2,125,297 2,240,356 2,199,670

Of the above, the totals of American and other descriptions are as follows:
American—
Liverpool stock..... 492,000 518,000 371,000 332,000
Continental stocks..... 315,000 192,000 263,000 224,000
American afloat to Europe..... 92,000 50,000 61,000 73,000
United States stock..... 156,632 105,819 135,046 131,355
United States interior stocks..... 17,687 8,188 20,810 19,565
United States exports to-day..... 1,000 1,000

Total American... bales, 1,083,319 875,047 811,856 781,920
East Indian, Brazil, &c.—
Liverpool stock..... 331,000 408,000 516,000 475,000
London stock..... 40,000 98,250 112,750 198,500
Continental stocks..... 109,250 201,000 212,750 318,250
India afloat for Europe..... 421,000 518,000 508,000 385,000
Egypt, Brazil, &c., afloat..... 22,000 29,000 49,000 45,000
Total East India, &c..... 973,250 1,250,253 1,393,500 1,416,750
Total American..... 1,083,319 875,047 811,856 781,920

Total visible supply... bales, 2,056,559 2,125,297 2,240,356 2,199,670
Price Middling Uplands, Liverpool, 6 3-16d. 7 1/4d. 8 1/4d. 8 1/4d.

These figures indicate a decrease in the cotton in sight to-night of 68,728 bales as compared with the same date of 1875, a decrease of 183,787 bales as compared with the corresponding date of 1874, and a decrease of 143,101 bales as compared with 1873.

AT THE INTERIOR PORTS the movement—that is the receipts and shipments for the week and stock to-night, and for the corresponding week of 1875—is set out in detail in the following statement:

	Week ending Aug. 11, 1876.			Week ending Aug. 13, 1875.		
	Receipts.	Shipments.	Stock.	Receipts.	Shipments.	Stock.
Augusta, Ga.....	202	623	1,102	102	333	1,061
Columbus, Ga.....	38	537	*1,035	17	110	612
Macon, Ga.....	8	31	1,053	21	123	457
Montgomery, Ala.....	26	153	1,309	7	7	422
Selma, Ala. (est.).....	25	220	1,680	7	18	218
Memphis, Tenn.....	616	5,128	11,699	147	103	3,209
Nashville, Tenn.....	23	23	749	36	144	2,209
Total, old ports.....	941	6,723	17,687	237	888	8,183
Dallas, Texas.....	13	51	276	....	....	....
Jefferson, Texas.....	10	48	217	3	....	6
Shreveport, La.....	108	54	185	12	20	28
Vicksburg, Missa.....	272	341	636	41	270	162
Columbus, Missa.....	....	....	....	....	....	....
Eufaula, Ala.....	....	....	....	8	4	12
Griffin, Ga.....	1	8	133	....	....	38
Atlanta, Ga.....	323	....	3,535	10	20	564
Rome, Ga.....	1	22	64	55	85	125
Charlotte, N. C.....	142	64	197	53	113	889
St. Louis, Mo.....	52	668	2,682	33	468	366
Cincinnati, O.....	435	1,212	9,545	113	619	1,803
Total, new ports.....	1,408	2,535	17,495	823	1,601	4,078
Total, all.....	2,349	9,258	35,182	1,060	2,489	12,261

* Actual count.</

WEATHER REPORTS BY TELEGRAPH.—Our reports to night are not as favorable as could be desired. In Tennessee and Arkansas, and then along the Gulf States (excepting Texas), and extending inland so as to take in about one-half of those States, it has rained considerably. Of course this is particularly unfavorable in that section of Alabama where caterpillars have appeared more abundantly than anywhere else, as they multiply rapidly in wet weather; but our Mobile correspondent (a careful observer), thinks that as yet very little harm has been done by the caterpillars, though our Selma correspondents report to the contrary. However, dry weather is now extremely desirable for the crop.

We are completing arrangements by which we are to extend largely the number of our correspondents, through a monthly report from many new centres. To-night we have two new points in North Carolina, two in Mississippi and one in Louisiana, and though they came by mail we shall include them among our telegrams below. They will be found full and interesting.

Galveston, Texas.—Rain has fallen on three days of the week, to the extent of one inch and thirty-eight hundredths. The thermometer has averaged 83, the extremes being 76 and 93. There is less caterpillar talk, no serious damage having been done, crops continue prosperous, and picking has been generally begun.

Indianola, Texas.—There was a sprinkle on one day this week, the rainfall reaching one hundredth of an inch. The average thermometer is 84, the highest 92, and the lowest 77. Crops are prosperous, and picking is progressing satisfactorily.

Corsicana, Texas.—We have had showers on two days this week, and are needing more. The total rainfall is sixty-nine hundredths of an inch. The thermometer has ranged from 71 to 99, averaging 82. Some sections westward are needing rain badly.

Dallas, Texas.—There have been showers here on two days, the rainfall aggregating twenty-five hundredths of an inch. Average thermometer 90, highest 98 and lowest 68. Crops are in an excellent condition, but a good rain would be beneficial.

New Orleans, Louisiana.—We have had warm, sultry, wet weather this week, the thermometer averaging 80, and the rainfall reaching five and five hundredths inches. There have been five days on which it has rained.

Shreveport, Louisiana.—Crops are good. Caterpillars have appeared in limited numbers in the Red River Valley. The rainfall for the week, which has been beneficial, is one inch and fifty hundredths. The average thermometer is 82, the highest 96 and the lowest 69.

Amite City, Tangipah County, Louisiana.—The drouth in May and June did not seem to affect the cotton except to stunt it in growth, (height); in July it has tried hard to catch up, and would have almost done it had we had more rain; it has made rapid progress. Excellent condition; very healthy; well formed and well bolted; no sign of either cotton worm or boll-worm; consider it out of danger from them, and now an assured crop; during the last ten days of July it shedded forms pretty badly. Excellent weather for cotton (death on corn though); rather dry; it rained about four times during the month, but only tolerable showers; the ground has not had a good wetting since April last. Picking will not begin until about the second week in September; we are later than common run of years; I presume about middle of September all hands will be picking. As a rule, our cotton fields are cleaner this year than I ever saw them before; we've had splendid weather for killing grass, and corn too.

Vicksburg, Mississippi.—The total rainfall for the week is eighty-eight hundredths of an inch, and was distributed through six days. The average thermometer is 76, the highest 91, and the lowest is 71. Caterpillars have certainly appeared, though the injury done is as yet limited.

Our last week's telegram said that there had been no rain all the week, and that the thermometer had ranged from 68 to 97, averaging 80.

Columbus, Mississippi.—The weather during the week has been cloudy, with occasional showers, the rainfall reaching forty-six hundredths of an inch. The thermometer has averaged 78, the extremes being 73 and 84. The caterpillars have done some damage to the prairie crop; still, crops are generally promising. Our old stock is now nearly exhausted.

Benton, Yazoo County, Miss.—The progress has been rapid during the past month. The condition is good. The plant is healthy and strong-looking, and it has fruited well. It is now shedding young fruit rapidly, on account of drouth, on most of the plantations. Weather has been generally dry, though early in the month, and in some portions of the county as late as the middle, there were good rains, an average of one good season (rain) to each farm. Don't recollect the day on which it rained. Cotton is now opening. Picking will begin by 25th of August, and be general by 10th of September, unless the weather should be unusually wet through August.

Corinth, Alcorn County, Miss.—Cotton progressed rapidly up to the 20th, since which time unusual cool nights have checked growth and development; uplands not affected so much as bottom or flat lands. Condition good; strong and healthy; large enough; uplands fruiting well; bottom or flat lands that were submerged by water in the early months not developing so rapidly; no worms or caterpillars. Showery during the month; kept no record upon the days which it rained. Picking will begin on or about the 15th September; general picking on or about Oct. 1; crop 5 to 8 days behind in our section.

Little Rock, Arkansas.—It has been very damp during the week, and we have had too much rain for cotton. The total rainfall for the week is two and seven hundredths inches. The average thermometer is 80, the highest 83 and the lowest 70.

Nashville, Tennessee.—We are having too much rain. There have been four rainy days this week, the rainfall reaching one inch and seven hundredths. The thermometer has averaged 78, the highest being 88 and the lowest 68.

Memphis, Tennessee.—We have had no sunshine all this week, as it has rained every day, causing excessive growth, shedding of forms, rust and rot, and all very seriously. It is raining to-day. Total rainfall this week, three inches and eighty-two hundredths. Average thermometer, 75; highest 85, and lowest 70.

Mobile, Alabama.—We are having too much rain. It has rained every day this week, the rainfall reaching seven inches and forty hundredths. The thermometer has ranged from 72 to 90, averaging 78. Crop accounts are less favorable, and worms are increasing. No serious damage has yet been done, but much is feared. In some localities rust is developing badly, and cotton generally is growing too rapidly and fruiting very poorly, shedding considerably in some sections.

Montgomery, Alabama.—It has rained here on five days this week, and two days have been cloudy. The rainfall has reached two inches and twenty-four hundredths. The thermometer has averaged 77, the highest being 91 and the lowest 70. There has been no change in crop prospects since our last report.

Selma, Alabama.—It has rained on six days this week, on several very hard, and when not raining it has been cloudy. Much damage has been done by caterpillars, some plantations being entirely stripped, and they are spreading. Bolls are dropping badly, and there is shedding of forms. Crop prospects in this section we consider poor.

Madison, Florida.—We have had rain on three days during the week, the rainfall reaching two inches and sixty hundredths. The thermometer has averaged 80, ranging from 86 to 74.

Macon, Georgia.—We have had rain on two days this week. The thermometer has ranged from 75 to 96, averaging 81.

Atlanta, Georgia.—It has rained on two days of this week severely, and has been showery two other days, the rest of the week being pleasant. The rainfall is one inch and ninety-one hundredths. The average thermometer is 81, the highest 90, and the lowest 75.

Columbus, Georgia.—We have had rain on two days of the week, the rainfall reaching thirty-two hundredths of an inch. The thermometer has ranged from 70 to 92, averaging 82. The cotton crop in this section is believed to be the best for several years. We hear rumors of the appearance of caterpillars, but think them of very little importance.

Savannah, Georgia.—It has rained on three days this week, the rainfall reaching fifty-two hundredths of an inch. The rest of the week has been pleasant. The thermometer has averaged 83, the highest being 91 and the lowest 74. Grasshoppers are reported general in the upper part of the State. No serious damage has been done yet, but much is feared. Caterpillars have certainly appeared in the southwestern part of the State also, though the injury done is as yet limited. Rust is developing in the same section.

Augusta, Georgia.—It has been showery here on three days of the week, the rainfall aggregating one inch and sixty-four hundredths. The thermometer has averaged 81, the highest being 91 and the lowest 70. The weather during the week has been warm. Accounts of the cotton and corn crops indicate that they are in a fine condition.

Charleston, South Carolina.—It was showery here one day this week, the rainfall reaching twenty-four hundredths of an inch. The thermometer has averaged 82, the extremes being 75 and 91.

Macon, Warren County, North Carolina.—The progress has been rapid; frequent showers have caused the crop to become weedy. The condition of the crop is good; the plant is quite healthy and is fruiting well; as yet there are no signs of rust. The weather has been very favorable to the crop; probably there has been a little too much rain, which will give us stalk instead of fruit. Picking will begin about September 25, and be general October 5. The cotton crop is evidently in a good condition now, and unless we have too much rain (which would cause too much weed) will continue so. The farmers have all finished work, and all we need now is favorable seasons.

Kinston, Lenoir County, N. C.—The crops in this vicinity generally have made very good progress; it has grown very fast this month. Crops now are very promising; the plant on uplands is inclined to rust, but on low land it is much better and more healthy. Where it has been cultivated properly, it is bolting finely. Our only objection to the cotton crop this year is that we will have to take a low price for it. It was very warm up to the 15th; after the 15th and up to the 25th very cool nights; after 25th and up to 31st showery and changeable. Picking will commence about the 28th August, and will be general about the 20th September.

The following statement we have also received by telegraph showing the height of the rivers at the points named at 3 o'clock Aug. 10. We give last year's figures (Aug. 13, 1875) for comparison.

	(Aug. 10, '76.	(Aug. 13, '75.		
	Feet.	Inch.	Feet.	Inch.
New Orleans..Below high-water mark.....	6	1	5	8
Memphis.....Above low-water mark.....	14	1	33	11
Nashville.....Above low-water mark.....	7	6	20	11
Shreveport.....Above low-water mark.....	24	1	16	6
Vicksburg.....Above low-water mark.....	27	11	40	5

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

GEORGIA COMMISSION OF AGRICULTURE.—The July report of Commissioner James has been issued this week, and gives the average condition of cotton in Georgia at 104, or 23 per cent. better than last year.

COTTON EXCHANGE CONFERENCE AT LONDON.—The meeting of the representatives of the Cotton Exchanges met at London, August 9. Eight American, three Dutch, one London and six Liverpool representatives of the cotton trade met in convention here yesterday. Mr. Samuel Simpson, of New Orleans, presided. He stated the objects of the meeting as declared in the resolutions of the American National Cotton Exchange inviting it. Mr. W. B. Forwood, of Liverpool, indorsed the objects of the meeting. Mr. W. P. Campbell, of New York, moved that this Conference recommend the formation of an International Cotton Association, to promote the efficiency and to extend the usefulness of the various associations of Europe and the United States, to secure united and harmonious action in considering the various questions affecting the agricultural, commercial and manufacturing interests of cotton, that the welfare of the cotton trade may be better protected and promoted. The delegates being unable to bind their respective associations, the resolution was withdrawn.

A resolution offered by Mr. Reynolds, of Norfolk, Va., stated that it was the opinion of this conference that the present system of conducting arbitrations on the quality of cotton in Liverpool is unsatisfactory, and that the Cotton Brokers' Association be requested to appoint a committee to consider some more efficient means of assessing the allowances to be made on cotton bought and sold to arrive. The resolution was passed after considerable discussion.

Mr. Forwood, of Liverpool, moved that in the opinion of this conference arbitrations upon the quality of cotton should be based upon grade, and that the value should be fixed according to the official quotations of the day. The motion was adopted.

Mr. Nicholson, of Liverpool, moved that in the opinion of this conference the Liverpool drawn samples of American cotton are on an average worse in appearance, and consequently in class, by one-sixteenth of a penny to one-eighth of a penny per pound than those drawn in America before the cotton is compressed, and that a severe pressure will further deteriorate the class. Unanimously adopted.

Mr. Samuel Smith, of Liverpool, moved that in the opinion of this conference it is desirable that cotton should be sold in America at its net weight, and that the various exchanges in America be requested to endeavor to give effect to this recommendation. Unanimously adopted.

Other resolutions were adopted unanimously, to the effect that the system of sampling cotton in America should be the same as the Liverpool system; that it is desirable that the same classification of American cotton should be adopted in all European and American markets, according to the standards to be furnished by the Liverpool Association, to be ratified by the American National Exchange; that the several exchanges in America be requested to appoint inspectors to certify to the condition of all cotton exported; that sufficient care is not taken by shippers in delivering cotton at Liverpool, which should be amended, and that this conference adjourn until next July, to meet at Liverpool at the call of the United Association of Liverpool and the Liverpool Cotton Brokers' Association, which are empowered to invite delegates from American and European Exchanges.

COTTON EXCHANGE CROP REPORTS FOR AUGUST 1.—The Cotton Exchange crop reports have been received this week by telegraph, except the New Orleans and Memphis reports. As a general thing, the reports received are very favorable, more so than last year. For the convenience of our readers we have made the following analysis of them:

Virginia.—(NORFOLK EXCHANGE.)—Weather favorable to very favorable. Stands a fair average—as good and some better than last year. Condition generally better than last year, with few exceptions, and crop laid by in good, healthy, clean condition, though rather smaller than last year.

North Carolina.—(NORFOLK EXCHANGE.)—Weather favorable to very favorable. Stands a fair average—as good and some better than last year. Condition generally better than last year, with few exceptions, and crop laid by in good, healthy, clean condition, though rather smaller than last year.

South Carolina.—(CHARLESTON EXCHANGE.)—Weather.—The weather from July 1 to 18 was hot and dry; since then rains have been very frequent, and in many sections it has been too wet and the nights too cool for cotton. Fifty-seven report the weather as more favorable than during the same period last year; five about the same, and 26 less favorable. Stands are generally good, and compare favorably with those at the same time last year, and are forming, blooming and bolls well. Condition.—The plant is healthy but small, and from ten to fifteen days later than last year. Rust is reported in seven counties, lice in five, and caterpillars in one county in the interior of the State. The latter have also appeared on the Sea Islands.

Georgia.—(SAVANNAH EXCHANGE.)—Weather has been very warm and dry, which for cotton may be construed as favorable. In some localities there are complaints of too much rain. The season so far has been more favorable than last. Stands of cotton have general y been good, better than last year. The plant is forming, blooming and bolls well, with some complaints of too much weed. Condition of the crop is good. It is from a week to ten days later than last year, clearer of grass, and generally in a more satisfactory condition. In Southern and Southwest Georgia there are complaints of rust and caterpillar, and we may expect some damage there from these sources. From upper Georgia the reports of the grasshoppers are general. So far these pests—except in a few instances—have not attacked the cotton fields. Still farmers are in dread that they will turn in and destroy the crop at any moment.

(August Exchange.)—Weather.—Four correspondents reply that the weather since July 1 has been too rainy; 4 reply dry and hot; 12 that the first three weeks were dry and hot, with some passing showers. During the last week there were favorable rains. Twenty reply very favorable. Stands.—Three reply poorer than the same time last year; 12 very good, equal to last year; 25 very good, better than last year; 7 complain that the plant is shedding cotton, backward in blooming, and not bolls as well as usual; 33 reply that the plant is forming, blooming and bolls very well, promising a fine yield. Condition.—Taking a broad view over the sections allotted to this Exchange, we conclude that the crop generally is in a very flattering condition, and, as a whole, pointing (should there be no future disaster) to a large yield.

Florida.—(SAVANNAH EXCHANGE.)—Weather until July 20 was too dry and hot; seasonable showers then set in, which improved the condition of the plant; on the whole, the season has been more favorable than last year. Stands of cotton are good—better than last year; the plant is now forming,

blooming and bolls well, though it had a set-back from a spell of extremely dry weather. Condition of the crop is favorable, though it is critical; a yield of from 10 to 20 per cent. over last year is expected. There are complaints of rust from the light pine lands, and of caterpillars from the rich bottom lands. The amount of damage there depends upon the character of the weather during this month.

Alabama.—(MOBILE EXCHANGE.)—Weather during July has been generally favorable, taking the average of the State, and as compared with last year has been equally prosperous. The reports from the uplands, however, are much better than from the bottom-lands. Stands are almost universally reported good, very few reporting poorer than last year, and many that they are better. The plant is forming, blooming and bolls fairly. Condition is equal to last year. The unfavorable circumstances relative to the condition of the crop are the weedy growth of the plant in the bottom-lands and the appearance of worms, in more or less quantities, in twenty-two counties, most of these prairie and canebrake counties located in Middle and West Alabama. (MEMPHIS EXCHANGE.)—Report not received.

Mississippi.—(MOBILE EXCHANGE.)—Weather has been generally favorable, and compared with last year, equally favorable. Stands are good in all counties except Stawamba and Pontotoc. The plant is forming, blooming and bolls well. Condition compares favorably with last year. Worms are reported in five counties, and there is some complaint of cold nights and weedy growth in the counties where there have been rains. (NEW ORLEANS EXCHANGE.)—Report not received.

Louisiana.—(NEW ORLEANS EXCHANGE.)—Report not received.

Texas.—(GALVESTON EXCHANGE.)—Weather since July 1 reported favorable, as an average, for the State. Northern counties report too much rain during first half of July. Eight or ten Interior or southwestern counties report weather too dry during last part of July; 34 counties report weather more favorable than last year; 14 report better; 10 report same as last year; 1 reports not as good. Stands.—46 report plant forming, blooming and bolls well; 8 report otherwise; some complaining of too much rain, and others of too much dry weather. Condition.—51 report the condition of the crop good; 27 report better than last year; 13 same as last year; 3 counties report condition not as good as last year.

Arkansas.—(NEW ORLEANS EXCHANGE.)—Report not received.

(MEMPHIS EXCHANGE.)—Report not received.

Tennessee.—(MEMPHIS EXCHANGE.)—Report not received.

(NASHVILLE EXCHANGE.)—Shows more favorable stands as compared to those of last year, the plant forming and blooming well. Nearly all reply that the cotton is fruiting better than it did last year, while a few complain of too much rain, and there are a few complaints of grasshoppers.

GUNNY BAGS, BAGGING, ETC.—Bagging has been in limited demand during the past week, and no sales of round parcels have transpired. There is more inquiry to be noted, and this gives a steady feeling to the market. At the close holders are asking 12@12½c., according to quantity. Bales have ruled quiet and nominal in price, at 9c. for India, and 12½@13c. for Borneo. Butts have been dull on spot, and but few orders coming to hand. The market is firm in tone, and holders are asking 2½c. for spot lots. To arrive there has been more doing, and we hear of 1,200 bales at 2 7-16c. gold, duty paid, and 3,000 bales late shipment are reported as sold at 2c. gold, cash.

LIVERPOOL, Aug. 11—3:30 P. M.—By CABLE FROM LIVERPOOL.—Estimated sales of the day were 15,000 bales, of which 3,000 bales were for export and speculation. Of to-day's sales, 7,900 bales were American. The weekly movement is given as follows:

	July 21.	July 28.	Aug. 4.	Aug. 11.
Sales of the week.....bales.	43,000	67,000	104,000	82,000
Forwarded.....	5,000	3,000	4,000	2,000
Sales American.....	31,000	41,000	60,000	48,000
of which exporters took.....	5,000	5,000	8,000	6,000
of which speculators took.....	3,000	6,000	7,000	9,000
Total stock.....	993,000	951,000	917,000	870,000
of which American.....	571,000	543,000	514,000	492,000
Total import of the week.....	24,000	25,000	65,000	31,000
of which American.....	9,000	14,000	30,000	25,000
Actual export.....	6,000	8,000	6,000	6,000
Amount afloat.....	860,000	356,000	815,000	819,000
of which American.....	75,000	71,000	46,000	41,000

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

Spot.	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Mid. Up'ds.			..@6 1-3	..@6 3-16	..@6 3-16	..@6 3-16
Mid. Or'n's.	Holiday.		..@6 1-3	..@6 5-16	..@6 5-16	..@6 5-16

Futures.

SATURDAY.—Holiday.

MONDAY.—Holiday.

TUESDAY.—Sept.-Oct. delivery, Uplands, Low Mid. clause, 6 5-32@3-16d.

Aug.-Sept. delivery, Uplands, Low Mid. clause, 6½d.

Oct.-Nov. shipment, Uplands, Low Mid. clause, new crop, sail, 6 7-32d.

Nov.-Dec. shipment, Uplands, Low Mid. clause, new crop, sail, 6½d.

Oct.-Nov. delivery, Uplands, Low Mid. clause, 6½d.

Oct.-Nov. shipment, Uplands, Low Mid. clause, new crop, sail, 6½d.

Nov.-Dec. delivery, Uplands, Low Mid. clause, 6½d.

Nov.-Dec. shipment, Uplands, Low Mid. clause, new crop, sail, 6 9-32d.

WEDNESDAY.—Sept.-Oct. delivery, Uplands, Low Mid. clause, 6 3-16d.

Oct.-Nov. shipment, Uplands, Low Mid. clause, new crop, sail, 6½d.

Aug.-Sept. delivery, Uplands, Low Mid. clause, 6½d.

Oct.-Nov. delivery, Uplands, Low Mid. clause, 6 7-32d.

Nov.-Dec. shipment, Uplands, Low Mid. clause, new crop, sail, 6½d.

Nov.-Dec. shipment, Uplands, Low Mid. clause, new crop, sail, 6 7-32@6½d.

Oct.-Nov. shipment, Uplands, Low Mid. clause, new crop, sail, 6 7-32d.

Sept.-Oct. delivery, Uplands, Low Mid. clause, 6 5-32d.

THURSDAY.—Aug.-Sept. delivery, Uplands, Low Mid. clause, 6 1-16d.

Sept.-Oct. delivery, Uplands, Low Mid. clause, 6½d.

Sept.-Oct. delivery, Uplands, Low Mid. clause, 6 3-32d.

Oct.-Nov. shipment, Uplands, Low Mid. clause, new crop, sail, 6 5-32d.

Oct.-Nov. delivery, Uplands, Low Mid. clause, 6½d.

FRIDAY.—Aug.-Sept. delivery, Uplands, Low Mid. clause, 6 1-16d.

Sept.-Oct. delivery, Uplands, Low Mid. clause, 6 2-32d.

Oct.-Nov. delivery, Uplands, Low Mid. clause, 6 5-32d.

Sept.-Oct. delivery, Uplands, Low Mid. clause, 6½d.

Nov.-Dec. delivery, Uplands, Low Mid. clause, 6 3-16d.

Oct.-Nov. delivery, Uplands, Low Mid. clause, 6 1-16d.

Aug.-Sept. delivery, Uplands, Low Mid. clause, 6 1-16d.

Oct.-Nov. shipment, Uplands, Low Mid. clause, new crop, sail, 6 9-16d.

Oct.-Nov. delivery, Uplands, Low Mid. clause, 6 5-32d.

Nov.-Dec. shipment, Uplands, Low Mid. clause, new crop, sail, 6 8-16d.

THE EXPORTS OF COTTON from New York, this week, show a decrease, as compared with last week, the total reaching 6,524 bales, against 8,164 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 19.	July 26.	Aug. 2.	Aug. 9.		
Liverpool.....	4,480	6,272	3,196	6,163	383,846	361,879
Other British Ports.....	2,550	.....	.....	.....	6,981	7,033
Total to Gt. Britain	7,016	6,272	3,196	6,163	392,830	371,912
Havre.....	500	500	4,768	356	9,741	12,248
Other French ports.....	.....	.....	.....	.....	.....	.....
Total French	500	500	4,768	356	9,741	12,248
Bremen and Hanover.....	.....	.....	200	.....	22,835	23,196
Hamburg.....	.....	.....	.....	.....	5,501	18,231
Other ports.....	400	593	.....	.....	85,932	10,463
Total to N. Europe.	400	593	200	.....	67,271	51,893
Spain, Oporto & Gibraltar &c.....	.....	.....	.....	.....	12	10
All others.....	.....	.....	.....	.....	409	55
Total Spain, &c.....	.....	.....	.....	.....	421	65
Grand Total.....	8,216	7,367	8,161	6,521	470,243	436,117

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..	2,866	170,411	.....	19,168	.....	422	.....	.....
Texas.....	1,269	91,733	.....	5,724	.....	.....	.....	.....
Savannah.....	539	97,630	477	29,040	164	16,597	135	18,929
Mobile.....	.....	4,060	.....	6,279	.....	.....	.....	.....
Florida.....	.....	7,270	.....	.....	.....	.....	.....	.....
8th Carolina.....	956	103,442	.....	1,926	.....	.....	.....	10,051
Nth Carolina.....	35	63,640	.....	.....	.....	.....	.....	21,283
Virginia.....	265	181,928	779	73,625	.....	.....	110	54,279
North'n Ports.....	.....	14,091	545	86,618	.....	.....	.....	65
Tennessee, &c.....	175	198,365	104	60,501	164	36,355	.....	6,297
Foreign.....	53	4,156	.....	4	.....	.....	.....	.....
Total this year	6,157	923,803	1,905	501,828	313	53,254	239	110,847
Total last year.	1,544	801,734	1,251	322,582	82	63,487	193	119,721

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 12,509 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in THE CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Wednesday night of this week.

New York—To Liverpool, per steamers Tuscany, 1,212.... Abyssinia, 685.... Italy, 1,532.... Wisconsin, 1,953.... Zealot, 675.... City of Montreal, 414....	6,163
To Havre, per steamer Ferret, 336....	356
NEW ORLEANS —To Liverpool, per ship Laurence Buren, 2,693....	2,693
To Vera Cruz, per steamer City of Mexico, 450....	450
SAVANNAH —To Palma de Majorca, per bark Maria, 4 Upland....	4
NORFOLK —To Liverpool, per steamer San Antonio, 110....	110
BALTIMORE —To Liverpool, per steamer Caspian, 93 and 120 bags....	213
To Bremen, per steamer Berlin, 50....	50
BOSTON —To Liverpool, per steamers Massachusetts, 669.... Batavia, 270.... Iberian, 1,017....	1,956
PHILADELPHIA —To Liverpool, per steamer Lord Clyde, 509....	509
Total.....	13,501

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

	Liverpool.	Havre.	Bremen.	Palma de Majorca.	Vera Cruz.	Total.
New York.....	6,163	356	.....	.....	.....	6,521
New Orleans.....	2,693	.....	.....	.....	450	3,143
Savannah.....	.....	.....	.....	.....	.....	.....
Norfolk.....	110	.....	.....	.....	.....	110
Baltimore.....	213	.....	60	.....	.....	273
Boston.....	1,956	.....	.....	.....	.....	1,956
Philadelphia.....	509	.....	.....	.....	.....	509
Total.....	11,649	356	50	4	450	12,509

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

ORIENTAL. The remains of the wreck of the steamer Oriental, which has been lying stranded on Harding's Ledge, below Boston, for several weeks past, were broken up by the easterly swell August 2, and the fragments have disappeared under the water.

WISCONSIN, str., (Br.) Forsyth, for Liverpool, in going to sea from New York, P. M., Aug. 8, got foul of a buoy off West Bank (Lower Bay), and was disabled by her rudder chain being wound around her propeller. Capt. Forsyth returned to New York for a diver to cut it out.

Cotton freights the past week have been as follows:

	Liverpool.		Havre.		Bremen.		Hamburg.	
	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.
Saturday...	..@5-16	..@5-16	1/2 comp.	.....	1/2 comp.	.....	1/2 comp.	.....
Sunday.....	..@5-16	..@5-16	1/2 comp.	.....	1/2 comp.	.....	1/2 comp.	.....
Tuesday....	..@5-16	..@5-16	1/2 comp.	.....	1/2 comp.	.....	1/2 comp.	.....
Wednesday..	..@5-16	..@5-16	1/2 comp.	.....	1/2 comp.	.....	1/2 comp.	.....
Thursday....	..@5-16	..@5-16	1/2 comp.	.....	1/2 comp.	.....	1/2 comp.	.....
Friday.....	..@5-16	..@5-16	1/2 comp.	.....	1/2 comp.	.....	1/2 comp.	.....

EUROPEAN COTTON MARKETS.—In reference to these markets our correspondent in London, writing under the date of July 29, 1876, states:

LIVERPOOL, July 27.—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.	G. O.	L. M.	Mid.	G. M.	Mid. F.	Mid.	Fair. Good.
Sea Island..15	17	18	19	21	28	18	19	23
Florida do.13	11 1/2	15 1/2	17	18	20	16 1/2	17	20
Upland.....4 1/2	5 3-16	5 9-16	5 15-16	6 5-16	6 1/2	7 1-16	7 5-16	7 1/2
Mobile.....4 1/4	5 3-16	5 9-16	5 15-16	6 5-16	6 1/2	7 1-16	7 5-16	7 1/2
Texas.....4 1/4	5 3-16	5 9-16	5 15-16	6 5-16	6 1/2	7 1-16	7 5-16	7 1/2
N. Orleans..5	5 1/2	5 11-16	6 1-16	6 1/2	6 3/4	7 1-16	7 5-16	7 1/2

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

	Taken on spec. to this date.			Actual exp. from Liv., Hull & other outports to date.			Actual exp. from U. K. in 1875.		
	1876.	1875.	1874.	1876.	1875.	1874.	1876.	1875.	1874.
American.....	109,820	159,340	115,469	56,819	67,613	146,069	146,069	146,069	146,069
Brazilian.....	1,000	5,330	14,160	5,547	17,418	28,270	28,270	28,270	28,270
Egyptian, &c. 14,560	11,340	13,300	4,456	3,776	9,050	9,050	9,050	9,050	9,050
W. India, &c. 450	1,760	2,160	4,616	10,750	25,700	25,700	25,700	25,700	25,700
E. India, &c. 23,740	60,590	45,999	112,601	117,512	497,130	497,130	497,130	497,130	497,130
Total.....	149,660	233,310	221,980	151,039	220,063	706,210	706,210	706,210	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.				Total this year.		Same period weekly sales.		Average	
Trade.		Ex-Specula.		Total.		1875.		1876.	
1876.		1875.		1874.		1875.		1876.	
American..bales	33,570	2,120	5,160	46,430	1,032,260	1,015,160	37,940	32,790	32,790
Brazilian.....	4,290	150	80	4,520	91,460	279,610	3,170	3,790	3,790
Egyptian.....	4,440	160	100	4,700	123,210	112,280	5,210	5,160	5,160
Smyrna & Greek.....	690	40	30	760	890	1,410	600	1,250	1,250
West Indian.....	.....	.....	.....	.....	22,810	49,060	.....	.....	.....
East Indian.....	10,530	2,300	420	13,570	345,540	508,710	7,260	11,810	11,810
Total.....	53,840	4,770	6,390	70,000	2,026,350	1,591,220	51,170	69,300	69,300
Imports.									
This week.		To this date.		To this date.		This date.		Same date.	
1876.		1875.		1874.		1875.		1876.	
American.....bales	13,666	1,415,868	1,353,685	512,609	581,030	235,720	235,720	235,720	235,720
Brazilian.....	2,932	204,721	311,351	169,900	113,400	64,030	64,030	64,030	64,030
Egyptian.....	367	183,201	153,771	108,650	73,740	86,000	86,000	86,000	86,000
Smyrna and Greek.....	.....	383	2,321	690	1,990	9,950	9,950	9,950	9,950
West Indian.....	1,572	23,403	33,919	13,356	9,300	.....	.....	.....	.....
East Indian.....	6,279	274,971	467,301	116,030	239,740	171,070	171,070	171,070	171,070
Total.....	21,866	2,137,635	2,337,303	951,220	1,013,250	616,776	616,776	616,776	616,776

BREADSTUFFS.

FRIDAY, P. M., Aug. 11, 1876.

The market for flour opened the week with a less active demand. Foreign advices were quiet, the local trade had supplied their more pressing needs, and receipts were more liberal; and, besides these adverse influences, the weather had again become intensely hot, threatening the soundness of much of the stock in store. Wheat had also begun to decline, and city millers were able to undersell Western production. Prices of low grades from old wheat, and Southern brands from new wheat, have declined most. Good medium grades, fresh ground, from old wheat, are in supply barely equal to the demand, and rule firm. To-day, there was no important change.

There has been latterly quite a break-down in prices of wheat. The excessive stock at this point, with a large proportion out of condition, caused a pressure to sell; while shippers have been indifferent operators. Strictly prime samples were difficult to find, and the poorer qualities were neglected. The decline in the medium qualities is fully 10c. per bushel, and yesterday good steamer No. 2 Milwaukee sold at 94c. There is some new winter wheat arriving. It is generally in excellent condition, but the berry small. The harvest of spring wheat has been progressing under favorable auspices. To-day, the market was steadier at the close, with a good general demand, and all parties showing more confidence in the future of the market. The favorable harvesting weather in the Northwest has been succeeded by cold storms.

The demand for Indian corn has been less active the past week, and prices gave way under fairly liberal supplies; but with some revival of inquiry, and some speculation, stimulated by the smaller movement, the early decline has been mostly recovered. The range of prices has been notably reduced, and yesterday steamer mixed was salable at 55@56c. To-day, prices were the turn cheaper, with large sales of prime mixed at 50@56 1/2c. in store and 57c. afloat.

Rye has been dull, drooping and unsettled. Canadian peas are nominal.

Oats were without important feature, though tending slightly downward, till yesterday, when there was a renewal of demand for shipment to France, and sales in large lines were made of No. 2 Chicago at 37 1/2c. afloat, No. 2 Milwaukee at 40c. afloat, and prime State at 41c. for mixed, and 47c. for white. To-day, there was renewed activity in good mixed oats.

The following are closing quotations:

FLOUR.				GRAIN.			
No. 2.....	3 25	3 30	3 40	Wheat—No. 3 spring, bush	75 1/2	90	90
Superfine State & West.	3 50 1/2	4 25	4 30	No. 2 spring.....	90 1/2	1 03	1 03
Extra State, &c.....	4 50 1/2	4 35	4 40	No. 1 spring.....	1 08 1/2	1 19	1 19
Western Spring Wheat	4 40 1/2	4 30	4 35	Red Western.....	60 1/2	1 05	1 05
do XXX and XXX.....	4 40 1/2	4 30	4 35	Amber do.....	1 15 1/2	1 30	1 30
do winter X and XX.....	4 40 1/2	4 30	4 35	White.....	1 20 1/2	1 35	1 35
Unseasoned and sour flour.....	2 25 1/2	4 50	4 55	Corn—West'n mix'd.....	52 1/2	57	57
City shipping extras.....	4 50 1/2	5 75	5 80	Yellow Western.....	57 1/2	59	59
City trade and family brands.....	6 25 1/2	7 75	7 80	Southern.....	52 1/2	63	63
				Rye.....	55 1/2	73	73
				Oats—Mixed.....	32 1/2	42	42
				White.....	35 1/2	47	47

FLOUR.			GRAIN.		
Southern bakers' and fam- ily brands.....	8 00	7 75	Barley—Canada West....	.....	.....
Southern shipp'g extras....	4 75	5 75	State, 2-rowed.....	.....	.....
Rye flour, superfine.....	4 65	5 10	State, 4-rowed.....	.....	.....
Cornmeal—Western, &c....	2 65	3 00	Barley Ma—State.....	75	1 00
Corn meal—Br'wine, &c....	3 20	3 30	Canadian.....	1 00	1 15
			Peas—Canada, bond&free	95	1 20

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

RECEIPTS AT NEW YORK.			EXPORTS FROM NEW YORK.		
	1876.	1875.		1876.	1875.
For the week.	Jan. 1.	Jan. 1.	For the week.	Jan. 1.	Jan. 1.
Flour, bbls.	69,331	2,276,722	2,051,990	47,525	1,194,320
C. meal.	8,858	118,339	80,857	2,926	108,436
Wheat, bu.	264,747	17,413,779	14,601,626	571,926	17,771,513
Corn.	255,873	13,544,432	12,531,595	357,406	10,119,023
Rye.	158	6,852,202	89,161	29,788	625,453
Barley.	88,765	2,837,877	1,164,543	.....	.....
Oats.	156,691	7,198,179	6,724	360,879	215

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 AUG. 5, 1876, AND FROM JAN. 1, 1876, TO AUG. 5, 1876:

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Chicago.....	23,440	68,346	1,061,406	174,287	8,384	14,321
Milwaukee.....	24,659	179,012	4,810	13,725	2,130	2,700
Toledo.....	1,576	63,743	193,457	15,692	.....	1,708
Detroit.....	2,815	85,345	1,813	13,519	.....	.....
Cleveland.....	2,236	4,900	1,030	5,850	.....	850
St. Louis.....	14,957	238,407	352,840	5,895	1,498	10,994
Peoria.....	8,285	8,590	146,050	39,900	11,520	6,700
Duluth.....	2,800	47,578	.....	.....	.....	.....
Total.....	85,718	701,812	1,765,956	321,968	23,922	36,774
Previous week.....	78,824	596,922	1,701,423	335,668	11,126	38,719
Corresp'g week.....	78,789	1,324,579	1,044,882	173,525	15,380	29,595
.....	74	83,455	1,154,732	1,217,359	304,927	30,905

Total Jan. 1 to date, 3,021,516 27,115,978 41,714,804 14,588,678 2,994,861 1,031,190
Same time 1875..... 3,171,064 31,705,797 24,781,401 10,834,895 1,560,535 1,510,621
Same time 1874..... 3,628,036 44,147,935 39,688,075 15,482,131 2,232,327 816,501

SHIPMENTS OF FLOUR AND GRAIN from the ports of Chicago, Milwaukee, Toledo, Detroit, Cleveland, St. Louis, Peoria and Duluth for the week ended Aug. 5, and from Jan. 1 to Aug. 5, inclusive, for four years:

Week—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Aug. 5, 1876.....	104,716	922,073	1,967,203	4,0371	12,451	18,405
July 29, 1876.....	85,383	504,117	1,59,818	390,481	2,035	15,759
Cor. week '75.....	94,573	902,652	1,265,841	193,419	2,587	12,611
Cor. week '74.....	73,140	890,261	1,994,633	570,933	10,579	14,396
Cor. week '73.....	121,967	924,301	2,474,125	613,321	31,470	33,320
Cor. week '72.....	98,232	914,517	1,543,246	1,056,614	45,431	53,195
Cor. week '71.....	77,400	1,050,300	915,505	622,035	11,783	34,420
Jan. 1 to Aug. 5, '76.....	3,299,019	25,839,210	47,775,519	12,590,915	1,231,751	903,650
Same time 1875.....	2,898,321	21,533,558	22,931,576	7,977,667	581,768	815,430
Same time 1874.....	3,431,935	34,366,301	29,862,397	9,825,396	1,277,403	2,394,821
Same time 1873.....	3,553,725	32,291,609	28,465,354	13,700,813	1,595,313	702,899

RECEIPTS OF FLOUR AND GRAIN AT SEABOARD PORTS FOR THE WEEK ENDING AUG. 5, 1876.

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	60,619	299,166	142,000	16,026	.....	892
Boston.....	25,562	2,400	94,588	30,620	14,500	.....
Portland.....	4,203	1,210	13,600	12,600	.....	.....
Montreal.....	13,753	161,103	41,736	135,240	.....	.....
Philadelphia.....	14,590	61,600	512,000	159,400	.....	.....
Baltimore.....	14,338	111,000	198,900	14,900	.....	4,000
New Orleans.....	2,139	11,334	6,136	3,651	.....	.....

Total..... 193,501 628,373 1,051,919 519,561 14,500 4,897
Previous week..... 154,110 708,122 1,317,125 551,033 2,835 37,131
Cor. week '75..... 163,152 2,376,481 1,299,818 257,919 12,318 9,342

Total Jan. 1 to date, 5,276,512 26,101,772 51,145,499 14,197,241 1,999,554 815,220
Same time 1875..... 5,291,910 25,347,753 30,563,295 9,847,632 325,297 154,527
Same time 1874..... 5,177,459 37,478,125 35,300,053 10,418,764 748,072 645,114
Same time 1873..... 5,141,312 38,119,398 26,311,589 14,116,204 1,206,799 619,787

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, Aug. 10, 1876:

	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
In store at New York.....	2,831,299	204,557	1,232,835	53,914	94,960
In store at Albany.....	8,800	.....	43,500	13,000	13,900
In store at Buffalo.....	299,818	154,773	12,195	.....	9,874
In store at Chicago.....	1,430,913	778,237	84,562	315,409	88,190
In store at Milwaukee.....	969,590	4,057	64,385	89,537	19,241
In store at Duluth.....	58,073	.....	.....	.....	.....
In store at Toledo.....	266,131	215,044	108,057	678	.....
In store at Detroit.....	125,139	16,697	41,854	1,006	.....
In store at Oswego.....	70,060	25,000	5,000	.....	.....
In store at Boston.....	222	101,623	155,610	2,648	691
In store at St. Louis.....	125,273	193,743	75,451	25,530	12,217
In store at Peoria.....	1,931	53,800	25,058	2,332	38,079
In store at Indianapolis.....	14,757	56,193	34,741	.....	1,416
In store at Toronto.....	342,072	11,778	11,778	11,158	.....
In store at Montreal.....	284,527	17,778	127,061	4,699	.....
In store at Philadelphia.....	160,000	750,000	100,000	.....	2,800
In store at Baltimore.....	84,213	813,660	39,000	.....	1,500
Lake shipments, week.....	651,570	1,276,969	123,704	.....	4,040
Rail shipments, week.....	270,503	691,231	296,667	12,454	12,403
On New York canals.....	360,000	618,000	203,000	.....	.....
Est. float New York.....	400,000	.....	2,000	.....	.....
Total.....	8,705,971	6,685,593	2,967,420	562,415	262,213
Aug. 5, 1876.....	9,181,217	7,514,063	3,578,393	552,701	268,522
Aug. 7, 1875.....	8,475,816	8,282,013	1,193,030	16,515	71,244

THE DRY GOODS TRADE.

FRIDAY, P. M., August 11, 1876.

The past week business has been fairly active with manufacturers' agents representing prints, dress goods, shawls, skirts, hosiery and a few descriptions of staple cotton and woolen goods. City jobbers have been operating lightly only to supply im-

mediate wants, and the near-by trade have bought comparatively few goods, but jobbers from all sections of the West and distant parts of the South have been freer operators than for some time past. Shawls of all the leading makes were opened by agents during the week, and were marketed at a reduction of from 7½ to 10 per cent. below last year's prices. The most desirable domestic cotton and woolen productions are steadily held at current quotations, and the print market—which exercises such an important influence upon the values of other goods—has a firmer tone than at any time during the last two years. This is natural, when we consider the facts stated in our editorial of last week; for over one-half of the million spindles stopped in New England were on print cloths, showing that production is largely decreased. Foreign goods have been comparatively inactive, but most descriptions are firmly held in first hands, owing to continued light imports.

DOMESTIC COTTON GOODS.—There has been a moderate export demand for cotton goods and calicoes, and shipments for the week reached 988 packages, of which 186 packages were forwarded to Great Britain, 170 to New Grenada, 135 to Hayti, 170 to Brazil, 108 to Cuba, 81 to Peru, 33 to Hamburg, 41 to the British West Indies, and the remainder in small lots to other countries. Brown cottons were rather quiet, but bleached shirtings and cotton flannels continued in steady demand. New York Mills shirtings were reduced to 13c., less 5 per cent., (the former price having been 14c. less 10 per cent.); otherwise values of cotton goods were unchanged. Colored cottons and corset jeans were rather quiet, but steady. Heavy cottonades were a little more active, but prices are low and unsatisfactory. Cotton batts and waddings were in improved request by the Western trade, as were grain bags, domestic twines, warps, &c. Print cloths were quiet and steady at 3½c., thirty days, for extra 61x61 makes. Dark and medium fancy prints were active and firm, Pacifics having been advanced to 7½c. Gingham were in better request, and 10½c. has been made the opening price for Lancaster, Renfrew, Amoskeag and other leading makes.

DOMESTIC WOOLEN GOODS.—There has been a fair movement in flannels and blanket, and business was more active. Worsted dress goods—which are a shade lower than last year—shawls, felt and Balmoral skirts, hosiery, shirts and drawers and fancy knit wooleens were severally in improved request, and were taken by the trade to a liberal aggregate amount. Men's wear wooleens were in irregular demand. Kentucky jeans and repellents continued in fair request, but at a marked decline from last year's prices. Desirable makes of fancy cassimeres and suit ings were sold in fair amounts, but indifferent styles were almost neglected. Plain and fancy over-coatings were taken in small lots, and there was a steady demand for worsted coatings. Satinets and tweeds ruled quiet, and cloths and doeskins were distributed in small amounts to jobbers and the clothing trade.

FOREIGN DRY GOODS.—There was very little improvement in the general demand for imported goods from first hands, and the jobbing trade was light. Silks and velvets are firmly held, and small lots sold at auction realized about 10 per cent. above last year's opening prices. Linen goods were sluggish but steady, and white goods ruled quiet. Hamburg embroideries were in fair demand, but laces moved slowly. Woolen goods for men's wear continued very quiet. Hosiery, small-ware, trimmings, and notions were in moderate demand.

We annex prices of a few articles of domestic manufacture:

Cotton Sail Duck.

Woodberry and Druid Mills.	No. 10.....	20	Woodberry and Ontario U.S.A. Standard 23½ in.
No. 0.....	34	Light Duck—	8 oz..... 17
No. 1.....	32	Greenwood's (7oz.)	9 oz..... 19
No. 2.....	31	Ravena.....	10 oz..... 21
No. 3.....	29	Greenwood's (8oz.)	12 oz..... 25
No. 4.....	27	Ravena.....	15 oz..... 31
No. 5.....	26	Bear (8 oz., 29 in.)	Ontario Twis, 26 in. 19
No. 6.....	25	do heavy (9 oz.)	do 31 in. (8oz. ex q) 17
No. 7.....	24	Extra heavy bear.	Extra Twis "Pochem's" 14
No. 8.....	22	Mont. Ravena 29 in.	.....
No. 9.....	21	do 40 lb.	.....

Stripes.

American.....	10-11	Cordis awning.....	.....	Park Mills Ch't.....	12½
American.....	11-11½	Columbian.....	.....	Thorndike A....	12½
do fancy.....	12½	Everett Cheviot.....	.....	do B.....	.....
Bates Cheviot.....	12½	Everett heavy.....	15	Unacville A....	10-11
Belmont Chev't.....	14	Hamilton.....	11½	do UCA.....	12-13
Clarendon do.....	1½	Lew'n AA.Chev't.....	13	Whitenton AA.....	.....
Credmoor do.....	10	do A.....	12	do B.....	.....
Chester do.....	10	Massachusetts.....	.....	do fancy XX.....	.....
Century Chev't.....	20	Old BB.....	.....	.....	.....

Domestic Gingham.

Amoskeag.....	10½	Renfrew.....	10½	Baird.....	10
Bates.....	10½	Plunkett.....	10½	Belfast.....	9½
Glacgow.....	10½	Johnson Mfg Co.....	10½	Shirley.....	9½
Gloucester, N.J.....	10½	Mohawk.....	10	White Mfg Co.....	10½
Lancaster.....	10½	Alamauce.....	11½	Carleton.....	12½
Namake.....	11	Randalmon.....	11	Miami.....	9½

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.

ARTICLES.	Great Britain.	France.	Holland	Other N. Europe.	Spain.	Other S. Europe.	China & Japan.	Australia.	Br. N. A. Colonies.	Cuba.	Hayti.	Indies.	Mex. Ico.	British Guiana.	Brazil.	Others S. American.	All oth. Ports.	Total this week.	Total since January 1, 1875.	Same time 1875.
Wheat—Flour.	475,201	12	18,755	10,148	5	147,435	10,518	115,369	245,714	475	35,234	60,520	65,712	9,738	1876	1,125,376	1875.
Wheat—Meal.	381	43,995	894	82	...	10	2,310	...	261	4,253	1,025,476	1,194,350	1875.
Wheat—Balls.	13,020	250,546	2,617,641	542,543	43,995	894	82	...	10	2,310	...	261	4,253	1,025,476	1,194,350	1875.
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GENERAL PRICES CURRENT.

ASHES—			
Pot.....	4 3/4	
BRADSTUFFS—See special report.			
BUILDING MATERIALS—			
Bricks—Common hard, abosl.....	2 25	@ 6 00	
Croton.....	11 00	@ 14 00	
Philadelphia facing.....	23 00	@ 50 00	
Cement—Rosendale.....	1 10	@ 1 20	
Lime—Rockland, common.....	85	@ 1 25	
Rockland, finishing.....	85	@ 1 25	
Lumber—Southern pine, 4 in. x 12.....	20 30	@ 32 00	
White pine box boards.....	15 30	@ 18 00	
White pine merchan. box boards.....	13 00	@ 21 00	
Clear pine.....	45 00	@ 55 00	
Oak and ash.....	40 00	@ 50 00	
Black walnut.....	70 00	@ 75 00	
Spruce boards & planks.....	18 00	@ 22 00	
Hamlock boards & planks.....	14 00	@ 18 00	
Nails—10000, 6d., 8d., 10d., 12d., 14d., 16d., 18d., 20d., 22d., 24d., 26d., 28d., 30d., 32d., 34d., 36d., 38d., 40d., 42d., 44d., 46d., 48d., 50d., 52d., 54d., 56d., 58d., 60d., 62d., 64d., 66d., 68d., 70d., 72d., 74d., 76d., 78d., 80d., 82d., 84d., 86d., 88d., 90d., 92d., 94d., 96d., 98d., 100d.....	4 60	@ 5 35	
Clutch, 1 1/4 to 3 in. & longer.....	4 60	@ 5 35	
sd dnd.....	4 60	@ 5 35	
Outspikes, all sizes.....	.....	@ 8 35	
Paints—Ld., wh. Am., pure, in oil.....	.....	@ 10 1/4	
Lead, wh., Amer., pure dry.....	.....	@ 9 1/4	
Zinc, wh., Amer., dry, No. 1.....	.....	@ 12 1/2	
Zinc, wh., Amer., No. 1, in oil.....	1 65	@ 1 50	
Paris white, Eng., prima gold.....	1 65	@ 1 50	
BUTTER—(Wholesale Prices)—			
Falls, State, fair to prime.....	20	@ 21	
Western creamery, fr. to prime.....	20	@ 21	
B'k, lubs., state, fr. to prime.....	18	@ 23	
Welsh tubs, com. to selected.....	17	@ 28	
CHEESE—			
State factory, fair to choice.....	7	@ 8 1/4	
Western, good to prime.....	8	@ 8 1/4	
COAL—			
Anthracite (by cargo).....	5 00	@ 5 25	
Liverpool canal.....	10 00	@ 11 00	
Liverpool house canal.....	15 00	@ 17 00	
COFFEE—			
Rio, ord. car, 60 days and gold.....	14 1/2	@ 15	
do fair, do.....	15 1/2	@ 16 1/2	
do good, do.....	17 1/2	@ 17 1/2	
do prime, do.....	17 1/2	@ 17 1/2	
Java, mata.....	20 1/2	@ 23	
Native Ceylon.....	20 1/2	@ 23	
Maracaibo.....	18 1/2	@ 19 1/2	
Leguayra.....	18 1/2	@ 19 1/2	
St. Domingo.....	14	@ 14 1/2	
Savanna.....	14 1/2	@ 17 1/2	
Costa Rica.....	18	@ 18	
COPPER—			
Bolts.....	.....	@ 82	
Sheathing, new (over 12 oz.).....	.....	@ 81	
Braziers (over 16 oz.).....	.....	@ 82	
American ingot, Lake.....	19 1/2	@ 19 1/2	
COTTON—See special report.			
RUGS & DYES—			
Alum, lump, Am.....	.....	@ 2 1/2	
Argols, crude.....	15	@ 22	
Argols, refined.....	25	@ 2 1/2	
Arsenic, powdered.....	3 1/2	@ 3 1/2	
Bicarb. soda, Newcastle.....	4 1/2	@ 4 25	
Blush, potash.....	14 1/2	@ 15 1/2	
Bleaching powder.....	3 00	@ 1 50	
Brimstone, crude, per ton.....	3 00	@ 3 00	
Brimstone, Am. roll.....	3 00	@ 3 00	
Camphor, rebed.....	.....	@ 21	
Castor oil, E. I., in bond.....	.....	@ 4 1/2	
Canstic soda.....	4 1/2	@ 4 1/2	
Chlorate potash.....	4 1/2	@ 21 1/2	
Dochnel, Honduras.....	45	@ 50	
Dochnel, Mexican.....	45	@ 50	
Green tartar, prime Am. & Fr.....	30	@ 31 1/2	
Cuba, East India.....	9	@ 9 1/2	
Cutch.....	4 1/2	@ 5 1/2	
Gambler.....	5 1/2	@ 5 1/2	
Ginseng.....	1 10	@ 1 15	
Glycerine, American pure.....	17	@ 20	
Jalap.....	18	@ 20	
Licorice paste, Salvia.....	20	@ 36 1/2	
Licorice paste, Sicily.....	23	@ 31	
Licorice paste, Spanish, solid, gold.....	27	@ 31	
Madder, Dutch.....	5	@ 7 1/2	
Madder, French.....	4	@ 5	
Natgalls, blue Aleppo.....	14	@ 17	
Oil vitrol (66 Brimstone).....	1 1/2	@ 1 1/2	
Opium, Turkey.....	5 3 1/2	@ 5 3 1/2	
Prussiate potash, yellow, Am.....	26	@ 26	
Quicksilver.....	2 30	@ 15	
Quinine.....	2 30	@ 15	
Rhubarb, China, good to pr.....	1 00	@ 1 75	
Salt soda, Newcastle.....	1 32 1/2	@ 1 35	
Shell Lac.....	3 00	@ 40	
Soda ash.....	1 90	@ 2 12 1/2	
Sugar of lead, white.....	18 1/2	@ 18	
Vitrol, blue, common.....	7 1/2	@ 8	
FISH—			
George's and Grand Bank cod, pwt.....	4 00	@ 5 25	
Mackerel, No. 1, v. shore (new) pr. bbl.....	20 00	@ 22 00	
Mackerel, No. 1, Bay.....	None	@ 20 00	
Mackerel, No. 2, Mass. shore (new).....	9 00	@ 10 00	
Mackerel, No. 2, Bay.....	None	@ 10 00	
FLAX—			
North River, prime.....	15	@ 15	
FRUIT—			
Raisins, Seedless..... per 50 lb. frall.....	4 20	@ 4 90	
do Layer.....	3 00	@ 2 05	
do Loose Muscatel.....	2 10	@ 2 60	
do Sultan.....	18	@ 13 1/2	
do Valencia.....	8 1/2	@ 8 1/2	
Currants.....	6 1/2	@ 6 1/2	
Citron, Leghorn.....	19 1/2	@ 20	
Prunes, Turkish.....	6 1/2	@ 5 1/2	
do French.....	6	@ 15	
Dates, new.....	5 1/2	@ 5 1/2	
Pine, new.....	.....	@ 8 00	
Canton Ginger.....	19	@ 20	
Sardines, 1/2 lb. box.....	19	@ 20	
Sardines, 1/4 lb. box.....	19 1/2	@ 20	
Macaroni, Italian.....	.....	@ 14	
Domestic Dried—			
Apples, Southern, sliced.....	8	@ 8 1/2	
do do quarters.....	6 1/2	@ 8 1/2	
do State, sliced.....	8	@ 8 1/2	
do do quarters.....	8	@ 8 1/2	
do Western, quarters.....	8	@ 12	
Peaches, pared, 1/4, good 1 and primo do unpared, halves and qrs.....	8	@ 9 1/2	
Blackberries.....	21	@ 21 1/2	
Raspberries.....	21	@ 21 1/2	
Cherries.....	12	@ 12	
Plums.....	12	@ 12	
GUMS—See report under Cotton.			
HERM AND JUTE—			
American dressed.....	190 00	@ 215 00	
American undressed.....	195 00	@ 215 00	
Russia, clean.....	220 00	@ 225 00	
Russia.....	260 00	@ 275 00	
Manila.....	6 1/2	@ 7	
Manila.....	6 1/2	@ 7	
Jute.....	5 1/2	@ 5	

GUNPOWDER—			
30 lb. any size grain, in 25 lb. kegs.....	.....	@ 32 90	
saltpetre do.....	.....	@ 3 40	
SPORTING.			
Electric, Nos. 1 to 5 grain, in 1 lb. sq. cans.....	1 03	@ 1 03	
Diamond grain, in 1 lb. cans.....	1 03	@ 1 03	
Orange lightning, Nos. 1 to 7, in 1 lb. cans.....	1 03	@ 1 03	
Superfine eagle sporting, in 1 lb. oval cans.....	73	@ 73	
American sporting, in 1 lb. oval cans.....	73	@ 73	
Orange ducking, Nos. 1 to 5, in 1 lb. cans.....	73	@ 73	
Duck shooting, Nos. 1 to 5, in 6 1/2 lb. kegs.....	8 61	@ 8 61	
Eagle duck shooting, Nos. 1 to 5, in 6 1/2 lb. kegs.....	8 61	@ 8 61	
Orange ducking, Nos. 1 to 5, in 6 1/2 lb. kegs.....	8 61	@ 8 61	
Eagle duck shooting, Nos. 1 to 5, in 12 1/2 lb. kegs.....	7 21	@ 7 21	
Duck shooting, Nos. 1 to 5, in 12 1/2 lb. kegs.....	7 21	@ 7 21	
Hazard's Kentucky rifle, in 1 lb. cans.....	43	@ 43	
Dupont's rifle, F.F.F., F.F.F., 1 lb. cans.....	1 61	@ 1 61	
Hazard's Kentucky rifle, F.F.F., F.F.F., and Sea.....	1 61	@ 1 61	
Dupont's rifle, F.F.F., F.F.F., 12 1/2 lb. kegs.....	2 96	@ 2 96	
Hazard's Kentucky rifle, F.F.F., F.F.F., and Sea.....	2 96	@ 2 96	
Shooting F.F.F., 12 1/2 lb. kegs.....	5 40	@ 5 40	
Orange r. rifle, F.F.F., F.F.F., 25 lb. kegs.....	5 40	@ 5 40	
Hazard's Kentucky rifle, F.F.F., F.F.F., 25 lb. kegs.....	5 40	@ 5 40	
Dupont's rifle in 25 lb. kegs.....	5 40	@ 5 40	
HAY—			
North River s'lon'er.....	100 lb	@ 60	
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.....	20 00	@ 21 00	
Bar, Sweden, ordinary sizes.....	180 00	@ 180 00	
Scotch.....	70 00	@ 120 00	
Hoop.....	75 00	@ 130 00	
Sheet, Russia, as to assort. gold.....	11 1/2	@ 11 1/2	
Sheet, single, double & treble, com.....	3 1/2	@ 4	
Rails, Amer., at Works in Pa.....	43 00	@ 45 00	
Steel rails.....	63 00	@ 65 00	
MOLASSES—			
Cuba, centrifugal and mixed.....	.....	@ 40	
Cuba, clarified.....	.....	@ 40	
Cuba, Mus., refining grades.....	.....	@ 40 1/2	
do do grocery grades.....	.....	@ 40 1/2	
Barbados.....	42	@ 43	
Demerara.....	35	@ 40	
Porto Rico.....	40	@ 58	
N. O., com. to choice new.....	45	@ 58	
NAVAL STORES—			
Tar, Washington.....	4 70	@ 4 70	
Tar, Wilmington.....	4 20	@ 4 20	
Pitch, city.....	2 12 1/2	@ 2 25	
Spirits turpentine.....	2 12 1/2	@ 2 25	
Rosin, strained to good strd.....	1 55	@ 1 67 1/2	
do low No. 1 to good No. 1.....	2 20	@ 2 50	
do low No. 2 to good No. 2.....	1 75	@ 2 00	
do low pale to extra pale.....	2 87 1/2	@ 4 50	
do window glasses.....	5 50	@ 6 50	
OILS—			
Cotton seed, crude.....	16	@ 89	
do refined, cake & bbl.....	31	@ 120	
do refined, cake & bbl.....	31	@ 120	
Menhaden, prime crude L.I.S.....	33	@ 4	
Neatsfoot.....	85	@ 1 15	
Whale, bleached winter.....	65	@ 67	
Whale, Northern.....	55	@ 57	
Sperm, crude.....	1 28	@ 1 20	
Sperm, bleached winter.....	1 10	@ 1 10	
Lard oil, prime winter.....	95	@ 93	
PETROLEUM—			
Crude, in bulk.....	10	@ 10 1/2	
do refined, standard white.....	21	@ 21 1/2	
do refined, standard white.....	21	@ 21 1/2	
Naphtha, City, bbls.....	11	@ 11	
PROVISIONS—			
Pork, mess.....	19 45	@ 19 50	
Pork, extra prime.....	nominal	@ 19 50	
Pork, prime mess.....	nominal	@ 19 50	
Beef, plain mess, new.....	8 00	@ 11 00	
Seaf, extra mess.....	10 00	@ 12 00	
Beef hams, Western.....	10 1/2	@ 11 00	
Beacon, City long clear.....	15 1/2	@ 16 1/2	
Ham, city steam.....	10 1/2	@ 11	
SUGAR—			
Cuba, inf. to com. refining.....	9	@ 8 1/2	
do fair refining.....	9	@ 9	
do good refining.....	9	@ 9 1/2	
do prime, refining.....	9	@ 9 1/2	
do fair to choice grocery.....	9 1/2	@ 9 1/2	
do centr. hnds & bxs, Nos. 8 & 13.....	9 1/2	@ 9 1/2	
Molasses, hnds & bxs.....	9 1/2	@ 9 1/2	
Melado.....	9 1/2	@ 9 1/2	
Hav's, Box, D. S. Nos. 10 & 11.....	9 1/2	@ 9 1/2	
do do do 10 & 12.....	9 1/2	@ 9 1/2	
do do do 13 & 15.....	9 1/2	@ 9 1/2	
do do do 16 & 18.....	9 1/2	@ 9 1/2	
do do do 19 & 20.....	9 1/2	@ 9 1/2	
do do do white.....	9 1/2	@ 9 1/2	
Porto Rico, refining com. to prime.....	9 1/2	@ 9 1/2	
do do do fair to choice.....	9 1/2	@ 9 1/2	
Brazil, bags, D. S. Nos. 10 & 11.....	9 1/2	@ 9 1/2	
Java, do, D. S. Nos. 10 & 12.....	9 1/2	@ 9 1/2	
Manila, superior to ex. sup.....	9 1/2	@ 9 1/2	
N. O., refined to grocery grades.....	9 1/2	@ 9 1/2	
Refined—lard, crabsd.....	11 1/2	@ 11 1/2	
Hard, powdered.....	11 1/2	@ 11 1/2	
do granulated, unwashed.....	11 1/2	@ 11 1/2	
do cut loaf.....	11 1/2	@ 11 1/2	
Salt white, A. standard centrit.....	11 1/2	@ 11 1/2	
do do off A.....	11 1/2	@ 11 1/2	
White extra G.....	10 1/2	@ 10 1/2	
Yellow do.....	10 1/2	@ 10 1/2	
Other Yellow.....	9 1/2	@ 9 1/2	
TALLOW—			
Prime city.....	8 1/2	@ 8 1/2	
Western.....	8 1/2	@ 8 1/2	
WIGGL—			
American XX.....	30	@ 58	
American, No. 1 & 2.....	20	@ 55	
American, Combing.....	20	@ 55	
Extra, Pulled.....	30	@ 55	
No. 1, Pulled.....	20	@ 55	
California Spring Clip—			
Superior, unwashed.....	17	@ 24	
Medium.....	17	@ 23	
Coarse.....	14	@ 17	
Bury.....	12 1/2	@ 15	
South Am. Merino, unwashed.....	27	@ 30	
Cape Good Hope, unwashed.....	20	@ 33	
Texas, fine, Eastern.....	21	@ 24	
Texas, medium, Eastern.....	19	@ 21	
Smyrna, unwashed.....	17	@ 22	
ZINC—			
Sheet.....	8 1/2	@ 8 1/2	
FREIGHTS—			
To LIVERPOOL:			
Cotton.....	5-16	@ 5-16	
Flour.....	8	@ 8	
Heavy goods.....	40	@ 35 0	
Oil.....	50	@ 55 0	
Corn, b'k & hgs.....	5 1/2	@ 5 1/2	
Wheat, bulk & bags.....	9	@ 9	
Beef.....	6 6	@ 7 0	
Pork.....	5 0	@ 4 8	

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