THE

MERCHANTS' MAGAZINE

AND

COMMERCIAL REVIEW.

DECEMBER, 1870.

HUNT'S MERCHANTS' MAGAZINE FOR 1871.

With the first of January we propose to make an important, and as we think, very desirable change in the issue of this MAGAZINE:—thus far its publication has been monthly: hereafter it is intended to furnish it to our subscribers as a weekly, by incorporating it with our *Commercial and Financial Chronicle.*

It is known to most of our readers that the first issue of HUNT'S MERCHANTS' MAGAZINE was in June, 1839. The idea of its projector and editor was to provide business men with a valuable periodical devoted to the commercial and industrial interests of the nation and, so far as might be, of the world. How well that object has been attained is well indicated by its pecuniary success, and the universal favor of its reception among a large class of intelligent readers, it having been from its earliest number up to the present moment a paying investment, and to-day being favorably known in every important commercial city of the world. These are mere matters of history familiar to the public.

But during the last few years the increased rapidity of communication between cities and nations by means of railways and telegraphs has changed into quicker movement all thought and action of individuals and communities. Commercial enterprise has thus developed into a new life and in place of the ventures which formerly required months to consummate, now a few days or hours or even moments include both their inception and completion. Thus it became evident, some time since, to the publishers of the MAGAZINE that the infrequency of its issue (only once a month) prevented its keeping pace with the growing wants and necessities of the community. Its information was too late to be of present use: so also its editorials on national or business policy which when written were at least timely, too frequently had become dead and lifeless through a change of issue when they reached the eye of the reader.

Feeling the force of these facts the publishers of the MAGAZINE a few years since began the publication of the *Commercial and Financial Chronicle* a weekly journal combining all the advantages of the MAGAZINE with very many others which enabled it to supply the daily wants of practical business men. We aimed in its editorials also to make it a trustworthy guide of the mercantile, banking, manufacturing and monetary classes. It is hardly necessary to say how well we have succeeded, for the almost immediate and continued prosperity of that journal speak for it. At the present moment it has a very wide circulation not only in this country but throughout Europe and no publication ever grew in favor more rapidly, or so soon acquired so many warm and ardent friends.

In undertaking the publication of the *Chronicle* we expected it to fill the place which the monthly issue of the MAGAZINE was originally intended to occupy. As it now more than does that, the necessity for the monthly does not exist, and we shall not therefore issue any number of the MAGAZINE in that form after the present. To our entire list of subscribers, however, the *Chronicle* will be mailed weekly after the first of January, for one month, without charge to any who at the end of that time desire its discontinuance. Where the time paid for the MAGAZINE has not expired, the *Chronicle* will be sent in its place until the end of the term for which payment has been made.

In thus incorporating the MAGAZINE with the *Chronicle*, and giving the MAGAZINE a weekly issue instead of a monthly, we have also determined to publish, about the first of March of each year, a volume to be called the *Commercial and Financial Year Book of Hunt's Merchants' Magazine*, which shall contain all the yearly statistics, &c., necessary for Bankers' and Merchants' use, in a form easy of reference, with reports of the different branches of trade, &c. It is also our intention to give in it a brief sketch of the life of the more prominent merchants and business men who have died during the year—a feature which will lend to it increasing interest year by year.

With, then, the publication of our *Year Book* each March, and of the *Chronicle* each week, we think the interests which the MAGAZINE was intended to subserve will be fully provided for; and we shall trust to carry with us into this new field all our old friends, with whom, through so many years, we have been so agreeably and pleasantly connected.

For particulars with regard to the *Chronicle and Year Book* we would refer our readers to the advertising pages of this number of the MAGAZINE.

GENERAL GRANT AND THE FISHERIES.

Five or six years ago when the Reciprocity Treaty was under discussion we predicted trouble on the Fishery question, and urgently opposed the surrender of the rights secured by that treaty. Every year has fulfilled our prediction, and at length the complaints have become so general that the President in his message has just laid them before Congress, recommending that the evil shall be arrested, and an immediate remedy applied. The remedy of General Grant would, however, be worse than the disease. He wishes to be invested with the power, if needful, to prohibit Canadian vessels from entering our waters, and "to suspend, by proclamation, the operation of the laws authorizing the transit of goods, wares, and merchandize in bond across the territory of the United States to Canada. Of course there is not much probability, that in the present temper of the public mind, these extraordinary powers will be conferred by Congress. For to solve the difficulty and gain the fishing privileges desired we must sooner or later have recourse to negotiation and make a new treaty. With a treaty, therefore, we had better begin; and we may perhaps discover, that the Canadians are just as anxious for a satisfactory and equitable adjustment as we are ourselves. So far as the Fisheries are concerned, the grievances of which we complain against Canada are summed up as follows by the President:

The course pursued by the Canadian authorities toward the fishermen of the United States during the past season has not been marked by a friendly feeling. By the first article of the Convention of 1818 between Great Britain and the United States it was agreed that the inhabitants of the United States should have forever, in common with British subjects, the right of taking fish in certain waters therein defined. In the waters not included in the limits named in the convention (within three miles of parts of the British coast) it has been the custom for twenty years to give to intruding fishermen of the United States a reasonable warning of their violation of the technical rights of Great Britain. The imperial government is understood to have delegated the whole or a share of its jurisdiction or control of these in-shore fishing grounds to the colonial authority known as the Dominion of Canada; and this semi-independent but irresponsible agent has exercised its delegated powers in an unfriendly way. Vessels have been seized without notice or warning in violation of the custom previously prevailing, and have been taken into colonial ports, their voyages broken up and the vessels condemned. There is reason to believe that this unfriendly and vexatious treatment was designed to bear harshly upon the hardy fishermen of the United States, with a view to political effect upon this government. The statutes of the Dominion of Canada assume a still broader, more untenable jurisdiction over the vessels of the United States. They authorize officers or persons to bring vessels hovering within three marine miles of any of the coasts, bays, creeks or harbors of

Canada into port, to search the cargo, to examine the master on oath touching the cargo and voyage, and to inflict upon him a heavy pecuniary penalty if true answers are not given; and if such a vessel is found "preparing to fish" within three marine miles of any such coasts, bays, creeks or harbors, without a license, or after the expiration of the period named in the last license granted to it, they provide that the vessel, with her tackle, &c., shall be forfeited. It is not known that any condemnations have been made under this statute. Should the authorities of Canada attempt to enforce it, it will become my duty to take such steps as may be necessary to protect the rights of the citizens of the United States.

It has been claimed by her majesty's officials that the fishing vessels of the United States have no right to enter the open ports of the British possessions in North America, except for the purpose of shelter and repairing damages; for purchasing wood and obtaining water; that they have no right to enter at the British custom houses, or to trade there, except for the purchase of wood and water, and that they must depart within twenty-four hours after notice to leave. It is not known that any seizure of a fishing vessel carrying the flag of the United States has been made under this claim. So far as the claim is founded on an alleged construction of the convention of 1818, it cannot be acquiesced in by the United States.

It is hoped that it will not be insisted on by her majesty's government.

It must be remembered that our complaints apply none of them to the sea-fisheries, but only to what are called the shore-fisheries, that is to the fisheries in Canadian waters. Our hardy sailors have been so long used to the full enjoyment of these shore-fishery rights under the Reciprocity Treaty that they cannot yield them up. They especially urge two particular grievances:—first, that their ships while fishing in Canadian waters have not as heretofore been previously warned off, but have been summarily dealt with for infraction of Canadian laws; and secondly, that these laws are many of them oppressive and not to be endured if they should hereafter be enforced with rigor. Our readers may perhaps remember that these very points were urged both in and out of Congress as reasons why the Reciprocity Treaty should not be allowed to terminate, or that at any rate some attempt should be made to retain the shore-fisheries that treaty secured for our seamen with all the rights and privileges to which they had been so long accustomed. During the war, however, our fishing fleets had diminished for several years, and the importance of the fisheries could not get itself recognized at Washington. The Secretary of the Treasury in his report on the subject expressly said that reciprocal legislation could safely be relied on for the purpose in each country, and notwithstanding its evident weakness this argument was accepted as a conclusive settlement of the matter. Accordingly in 1865 all the old laws in Canada were revised when the Reciprocity Treaty expired, and it is to these old laws now partially obsolete but likely perhaps to be hereafter more rigorously enforced, that General Grant directs his chief opposition.

It was these very laws, which, before the beneficent system of free commerce and free fisheries and the Reciprocity Treaty, repeatedly brought the Canadians and ourselves to the verge of war. By the old treaty of 1783, when our National Independence was conceded, our fishermen had always enjoyed the right to take fish on the shores of the British provinces. The war of 1812, as was claimed by the British government, had annulled and destroyed these privileges. This claim was never assented to by us, even at the treaty of Ghent. But at length, in 1818, a settlement of the difficulty was made by a new treaty, in which the United States, in consideration of certain reciprocal concessions, "surrendered forever the liberty to take, dry and cure fish within three marine miles of any of the coasts, bays, creeks or harbors in North America." This treaty of 1818 allowed our vessels to go everywhere, as under the treaty of 1783, except within three miles of certain coasts, and our rights were especially secured on the southern shore of Newfoundland, from Cape Ray to the Quipon Islands; at the Magdalen Islands, through the Straits of Belle Isle, to an indefinite extent along the shore of Labrador. This treaty, under which our present fishery privileges are held, has since received but one important modification. This was made in 1845, when a correspondence took place between Mr. Everett, our Minister at London, and Lord Aberdeen. In this arrangement the British construction of the treaty of 1818 was accepted; "that our vessels should not fish within three miles of the entrance of any bay on the coast of Nova Scotia or New Brunswick, except the Bay of Fundy; and that the fishing grounds of that bay, enjoyed before the war of 1812 and lost by that event were re-opened" to the free use of the fishing vessels of the United States.

In this state the fishery arrangements stand now, and as they continued so for the nine years from 1845 to 1854, it may throw light on the present controversy to find that the Hon. Amos Tuck, in 1854, in the House of Representatives, made similar complaints to those which we hear so vigorously urged at present. Our fishermen, he declared, "cannot go through another season without involving themselves in serious difficulties with the British pioneers. He believed there would be danger of bloodshed. There were no mackerel left on the shores of the United States. The fishery cannot be successfully prosecuted without going within three miles of the shore. Unless we have the shore fishery grounds, and enjoy them without molestation, the mackerel fishery will be broken up, and that important nursery for American seamen will be destroyed." To the force of such weighty reasons was due the decision which culminated in the negotiation of the reciprocity treaty which almost immediately put an end to the perilous controversy that had raged with little interruption for half a century. Under the new arrangements our fishing fleet rapidly increased, and the value of the fish taken by us was augmented four-fold. The official statement reports that it increased from $280,000 in 1854 to $632,400 in 1855, and $1,265,700 in 1856. In 1857 the amount was $1,053,000; in 1858, $634,500; in 1859, $528,000; in 1860, $459,000, and in 1861, $416,400. Subsequently the activity of our fisheries was depressed by the war, but they are now rapidly reviving, and they only need a renewal of the shore fishery privileges to cause them to flourish with greater prosperity than ever. These shore fisheries, we repeat, are to be had by treaty, and we recommend to the Government and to Congress to take early measures looking towards the negotiation.

In the conditions of a treaty two points are to be insisted on, both of which were stipulated in the treaty of 1854. First, we want for the inhabitants of the United States in common with the subjects of Great Britain, "the liberty to take fish of every kind except shell fish, on the sea coast and shores, and in the bays, harbors and creeks of Canada and other Provinces without being restricted to any distance from the shore." And secondly, we want the right to land on the coasts and shores of the Dominions for the purpose of drying nets and curing fish. This second privilege of landing is extremely important. It was demanded by us in the negotiation of the Reciprocity Treaty because it very much diminished the expense of fishing. Previously our fishing vessels had to be fitted out at great cost, with crews averaging nine men to every schooner of ninety tons burden, and lengthened their voyages to several weeks. The Canadians on the other hand could carry on their fishery in small inexpensive vessels, with only two or three men in each, and could return to shore daily to cure their fish. Two weeks of valuable time were also spent by our men in returning home to unload freight every time their ship was full. These inconveniences were serious. They were costly hinderances to the remunerativeness of a fishery expedition, and as they are now equally troublesome and destructive of success they must be got rid of by the same means as so speedily and so satisfactorily disposed of them sixteen years ago. There is a third point which should not be omitted from the proposed treaty. We refer to the use of the Welland and St. Lawrence canals, with the free navigation of the St. Lawrence as an outlet for the growing commerce of our North-Western States; without the canals the freedom of the river navigation will be of little use to us. We are glad that General Grant has raised this Reciprocity question, and though he has suggested a wrong solution of the difficulty, and has recommended hostile commercial restrictions, still the public and Congress will doubtless conclude that, as such restrictions would only make matters worse, the judicious and magnanimous policy for us as well as for Great Britain is to make an equitable new Reciprocity Treaty.

THE TREASURY DOCUMENTS.

If it be an unwelcome task for the government of a great nation to meet the people with the announcement of a deficit in the finances, the duty of Mr. Boutwell in preparing his report for Congress this year was a very pleasant one. He presides over an overflowing treasury; the country he says is prospering, the revenue is ample, the premium on gold has been reduced to an average of 15.2 per cent against 32.9 on the average of the year 1869; he has diminished the public debt $119,251,240 during the twelve months ending 30th November, and since he took office the reduction is $191,151,665, involving a decrease of interest of ten millions a year. Moreover, the income of the Treasury has been and is still so large, that he expects to pay off at least fifty millions more of the public debt during the current year. From these facts, the Secretary draws the conclusion that the financial condition of the country has improved during the past year; that we ought to continue, with as little modification as possible, the existing fiscal system, whose productiveness is so large; and that we must especially keep up our taxation to a level that will provide a proper surplus for an annual reduction of the debt, as an essential condition for replacing our bonds at a lower rate of interest. Substantially the same views are advocated by the President, who in concluding his message, says "the policy of the administration is a thorough enforcement of every law; a faithful collection of the tax provided for; economy in the disbursement of the same; a prompt payment of every debt of the nation; a reduction of taxes as rapidly as the requirements of the country will admit—reduction of taxation and tariff to be so arranged as to afford the greatest relief to the greatest number."

The report of the Secretary is so interesting and important, that we give up to it a large part of our space this month. Hereafter we shall have much to say of the gratifying features of these very able State papers. Now it is incumbent on us to refer to two or three things to which exception has rightly been taken. And, first, as to the prospect of replacing by a four per cent loan the outstanding five-twenties. Mr. Boutwell thinks that if we do not go on buying up our old bonds at the rate of four or five millions a month we shall not be able to negotiate new bonds at a lower rate of interest. This opinion he rests on the principle that the credit of a Government, like the credit of an individual, is improved by making its paper scarce in the market, and that in this way the credit of the United States is raised in Europe by the buying up of our bonds; and not only so, but the surplus in our Treasury which renders possible such purchases gives increased stability to the confidence of foreigners in the National Government. Now this argument of Mr. Boutwell's is by no means generally approved by our most thoughtful men. The market for our national securities is not so easily operated on by such considerations as are involved in the purchase of fifty millions a year out of an aggregate of 1,500 millions. Still Mr. Boutwell thinks that but for the war in Europe he would before now have made progress with his foreign negotiations of a 4 or $4\frac{1}{2}$ per cent loan; and to meet the difficulty he asks Congress to authorize the issue of 300 millions of five per cent bonds, with interest payable quarterly instead of semi-annually. This recommendation will probably be left for the action of the Forty-second Congress; and if peace should previously be established the reason assigned for the enactment of this new facility will be partially removed.

We have frequently proved that our National Treasury ought to be able to negotiate its 4 per cent bonds at par, and the resources of this country are so vast as not to need the purchase of a few millions per annum of a debt which is relatively so much smaller than those of England or of several other of the European nations, which never think of bolstering up their credit by means of buying up their obligations in open market. Although, therefore, for other reasons we warmly advocate and have always approved the policy of paying off our public debt, still the process, however valuable and necessary for other purposes, can have but little influence in the direction which Mr. Boutwell seems to suppose, and will render him but slight aid in the project of floating in Europe his four per cent and four and a half per cent new bonds. If this be so then one obstacle will be removed to the further repeal of unpopular taxation. Congress seems determined on this policy, and the people demand it. We have already paid off a larger part of our national debt than under the old Sinking Fund would have been redeemed in ten years. If we pay considerably less this year than Mr. Boutwell proposes, and so graduate our taxes as to lessen their pressure, we may perhaps subserve public interests of a much more precious character, and contribute both to the growth of the wealth of the nation and to the development of its productive power. In support of this reduction of taxation it is urged that Mr. Boutwell mistakes when he claims that the people are prosperous because gold has fallen and because the taxes are productive.

There is a common fallacy in regard to the movements in gold which should be carefully avoided. Everybody knows that if we were at specie payments we might escape most of the currency troubles which now afflict us. Hence many people suppose that the nearer we get to specie payments the better for us, and that every downward movement in gold is not only a great public benefit, but a positive gain to the individual citizen. Now this is not strictly true. It is disproved by facts. All history and all experience combine to show that the path to specie payments is very dangerous, and that an inflated depreciated currency cannot approximate to a specie basis without causing much industrial distress and commercial disaster. And for obvious reasons, moreover, the mercantile peril increases, the smaller the premium, and the nearer in view is the goal of specie payments. Ten per cent, it is said, is not a heavy premium on gold. It is apparently not a large margin to pass over. But we may be well assured that the perils of this last ten per cent are not to be despised. England, during her bank suspension of almost a quarter of a century, found it required several years to gain a currency appreciation of ten per cent. Among ourselves the fall in gold is a calamity to multitudes of persons all over the country, whose business is deranged thereby, and whose crops or other products are thus lowered in price. Instead, therefore, of citing the late rapid decline in the premium as a cause of prosperity, we may rather regard it as partaking of the nature of a tax levied on the people, the pressure of which is so severe as to justify the relaxing of the burden of other parts of our fiscal system.

CONGRESS AND OUR BUSINESS PROSPECTS.

The opening of the short session of the Forty-first Congress has failed to supply the expected stimulus to speculation in Wall street. Certain watchful observers had anticipated that as usual a large number of sweeping financial measures would have made their appearance in both Houses, and that before now we should have had a notable perturbation of the monetary equilibrium. With this expectation some of the money lenders made their arrangements to take advantage of any derangement of the loan market, and in consequence money, from artificial causes, has been rather more active than for some time past. The reception accorded to Mr. Sumner's bill, both in the Senate and by the public, will, we hope, prevent any troublesome influx of similar pernicious measures, and will save our people from the anxiety and incertitude which such bills seldom fail to produce. This bill is not only one of the most needless and complex measures, but it is manifestly premature, unjust, and impracticable. Its professed design is to stop the replacing of mutilated currency, so as to contract the volume of our paper money, and to prepare the way for specie payments by compelling the banks to hold all the specie they receive for interest on their bonds deposited as security for currency, and to change these bonds for four per cent new securities. We need scarcely discuss the details of this measure to show that there is not the remotest prospect of its becoming a law. Indeed, the session is so short and the pressure of public business is so great, that we may rest assured no bills involving currency contraction or threatening danger to the money market will be likely to be passed. It were, however, to be wished that the facilities were curtailed which allow the introduction into either house of such numerous crude financial measures as have consumed the time, and disturbed the equanimity of our National legislators for several years. Never in any country or in any deliberative assembly have such a multitude of wild financial schemes and absurd monetary crudities been placed on record as those we find embalmed in the reports of Congress during the last decade. If the waste of time were the chief evil chargeable against such schemes, there would be sufficient reason to urge that some check should be put on their pro moters. But the trouble is, that when these financial projects are embodied in a bill and proposed in Congress, they derange the delicate, sensitive mechanism of the money market, and thus throw the business of the country into confusion. Suppose, for example, that Mr. Sumner's bill, above referred to, were likely to become a law by the first of January, what would be the result? The first blow struck by this measure would reach the banks. These institutions would become alarmed, and, with their usual timidity, they would make some arrangements to meet the contingency, and they would do this with little regard to their dealers, in comparison of the profit or the safety of the bank. The consequence would be some curtailment of the facilities that the banks had previously offered to the public. Sixteen hundred banks in every part of the country would be set in operation, and would carry out, more or less, the policy of contracting the monetary accommodation and lessening the business facilities of the mercantile community. Such would be the first result of Mr. Sumner's bill, or of any similar measure which, by acting on the banks, sets in motion an impoverishing mechanism all over the continent, and converts every bank into a machine for contracting the credit and fettering the business of our industrial population. The same illustration might be applied to the other provisions of the bill, especially to those which aim at lessening the volume of paper money. Enough has been said, however, to justify the proposition that some impediment should be contrived by Congress and some barrier raised against the inconsiderate introduction of rash financial measures. For if any bills are proposed and discussed in Congress with a probability, however small, of their becoming laws, the effects likely to result are always discounted beforehand, and the harm done in this way cannot easily be compensated. In most popular governments of modern times there are certain fundamental questions which are protected from the attacks of hasty, crude legislation by "constitutions" or by other expedients. It would contribute to the stability of our currency and to the smooth operation of our financial machinery if all fundamental measures touching specie payments and contraction of the currency were placed under some judicious restrictions. Congress, by a joint resolution, once applied this method to the volume of the greenback currency, and gave a check to some of Mr. McCulloch's contracting operations. And the arrangement was so successful that it will be a gratifying sign of the times if by tacit agreement in Congress it could be repeated and its benefits extended to other topics of financial and monetary legislation.

For the present then, and during the current session as we said, the financial situation is not likely to be disturbed by Congressional interference. This assurance is the more important because in the absence of such interference the existing monetary ease is likely to continue. Usually at this time of the year we have an active money market not unaccompanied by spasmodic and jerky movements. This adverse and mischievous state of the money market is well known to be due in part to the inelasticity of our banking system and it has been averted this year by various causes and especially by Mr. Boutwell's excellent management of the Treasury. Should the banks be compelled to reduce their currency in New York as Mr. Boutwell recommends, this chronic inelasticity would be corrected, but we can scarcely expect that the reform will be consummated before next year. Meanwhile there are certain facts which give assurance of an easy money market until the opening of the spring trade. For example, the currency balance in the Treasury is large, and should there be any sudden scarcity of greenbacks, Mr. Boutwell would doubtless apply a remedy by buying an extra amount of bonds with his accumulating balance. In any case, the fear that he will do so, prevents the tight-money speculators from using the artificial means for disturbing the loan market, by which, for the last three or four years past, they have reaped such large profits. Moreover, the drain of currency to the South and West is smaller than usual, and the amount of capital seeking investment in Wall street is unusually large. Hence, we have most of the conditions for an easy loan market, and abundant promise of a favorable opening of the spring business.

TAX REFORM AND ITS RESULTS.

De Tocqueville very aptly says, that the presence of bad fiscal laws, and their power to provoke and irritate a nation, is in proportion as these laws meddle with the private life of the citizen, touch his business activities, degrade his moral sense and impair his reverence for government.

This principal had a signal illustration in that avalanche of disaster with which the misrule ot the *ancient régime* overwhelmed the French people at the close of the last century. The same truth is written in the history of all civilized nations, and it has taken its place as one of the fundamental axoims of practical statesmanship, wherever good government is demanded and enforced by the spirit of freedom. In this country it has been one of the noblest achievments of Congress that this principle has been applied to our internal revenue system till that system is now purified from its most mischievous evils and is more nearly approaching a tolerable adaptation to the habits and tax-paying powers of the American people. Although this is undoubtedly true of the general spirit and tendency of our internal revenue laws, still, in the details of revenue reformation, much remains to be done. And it will much facilitate the process if we keep before the public mind a clear and lucid notion of the real direction in which our tax system needs to be dealt with, so that we may discover its maladies and may apply the proper remedy.

The cardinal principle of all fiscal science is, as we have often said, that taxes should be so adjusted as neither to obstruct the increase of the national wealth nor to oppress, or degrade, or demoralize the people. In applying this axiom one rule is, to have as few persons as possible engaged directly in paying taxes to the government. In this principle we find the popularity of indirect taxation, one of the most conspicuous forms of which is the duties on imports. Custom duties are paid by a small class comprising chiefly merchants, many of whom are foreigners. Hence their grievances if they are oppressed do not affect except indirectly the people at large. In this country more than even in England a very considerable part of government revenue has always been drawn from the customs duties.

But secondly the stupendous debt, by which the war has burdened us, long ago convinced every reasonable man that no well adjusted system of customs duties could be contrived by which it would be possible for us to raise the three hundred millions of dollars requisite to enable the national Treasury to meet all demands upon it.

Internal taxation being inevitable, the same rule should be applied to it as governed the customs duties—the internal taxation should be levied on such commodities and by such arrangements as that a few people may pay it to the Government, and add the amount in the prices of the taxed articles. In England centuries of experiment among a turbulent people, impatient of oppression and of the same race as ourselves, seemed to point to spirits, ale and tobacco as suitable articles to bear the chief burdens of taxation. Every possible facility for discovering fiscal expedients had been exhausted before this simple method was adopted. But it had worked so well in England that in the infancy of our American tax system THE MAGAZINE ventured to recommend it for adoption here. Our advice was not followed, our warnings were unheeded, and the result was a multiplex and heterogeneous system of internal taxes with which for some years this nation was despoiled and burdened. It is said, and we believe with truth, that no inconsiderable part of the stagnation of business which paralyzed the country in 1867, and began almost immediately after the removal of the stimulus of the war, was due to perilous burdens of improvident taxation, by which so many nations have impoverished themselves. "A bad tax," says De Tracy, "may do more harm to a country than a most disastrous campaign." And Spain, as is well known, destroyed completely the prosperity of one of her most thriving provinces by an injudicious tax law rigorously administered and persisted in after its evil results were but too evident. But such stolid Spanish haughty persistence in ill-doing is not a characteristic of the keen, pliant, versatile American. Few peoples have made so many great blunders in legislation, perhaps; but certainly no nation in the world has ever been so quick to discern its errors and so prompt to retrieve them. Our readers will well remember the reluctance with which in 1862 many of the leading statesmen accepted the fiscal situation and decided in favor of internal taxes. These taxes, when imposed, were so badly adjusted, that for two or three years it was computed that less than one-third of what was paid by the people passed into the Treasury. Of the tax on spirits it is said that nine-tenths of what the public paid failed to enter the National Treasury. Now, however, learning wisdom from the errors of the past, we have a system which only requires a few further amendments to make it as easy to bear as any fiscal yoke can probably be so long as the urgent demands of the debt, and the other expenses of the Government require so large an annual revenue. The progress that has been made in eliminating the unproductive multiplicity of inquisitional and vexatious small taxes, and in rendering productive those on Spirits, Ale, Tobacco and Income is well exhibited in the following official statement of the sources and productiveness of our Internal Revenue for the last eighteen months compared with the eighteen months preceding.

COMPARATIVE STATEMENT OF THE INTERNAL REVENUE FROM SEPT. 1, 1867, TO FEB. 28, 1869, AND FROM MAY 1, 1869, TO AUG. 31, 1870.

	1867-69.	1869-70.
Spirits	$41,678,634 34	$32,417,419 85
Tobacco	29,327,575 20	46,501,065 64
Fermented Liquors	8,519,416 83	10,054,026 41
Gross Receipts	9,455,570 20	10,078,219 21
Sales	9,630,962 95	12,866,660 80
Income (including salaries)	4,980,259 00	68,074,778 32
Banks and Bankers	4,320,319 10	6,973,319 89
Special Taxes	10,994,425 26	17,185,163 42
Legacies	2,094,367 39	2,437,842 70
Successions	1,832,607 93	2,163,023 50

	1867-69.	1869-70
Articles in Schedule A	1,031,582 68	1,714,986 74
Passports	31,634 00	37,135 00
Gas.......	3,010 933 57	3,437,045 50
Articles now exempt............	53,235,310 03	1,019,293 99
Penalties	1,663,774 88	1,232.834 41
Adhesive Stamps............................	22,983,312 06	25,296,396 63
Total from all sources............................	$241,320,765 92	$291,492,827 01

Two points are also illustrated by this table. First, the recovery of an industrial people from the evils of bad taxation is much slower than the evasion of those evils. To take off a mischievous tax does not at once undo the evils that tax has brought in. For nearly two years we have had an improved and comparatively enlightened system of internal taxation, and yet many of the evils caused by the old system still survive and promise longevity.

Secondly, a good system of reduced taxation is more productive of revenue than an ill adjusted and bad system. Hence it has been often observed that a judicious reduction of taxes adds to the revenue rather than diminishes it. This elasticity of our fiscal system is well illustrated in the foregoing table, which shows that under our present reduced tax rates the gross revenue receipts from all sources for the last 18 months have exceeded the amount received during the 18 months before the reduction of the taxes by no less a sum than fifty millions of dollars.

THE NEW FOUR PER CENTS AND THE DEBT STATEMENT.

Some curiosity has been expressed at the appearance in Wall street of a new issue of government bonds bearing 4 per cent. interest, and having five years to run. At first it was conjectured in various quarters that these bonds were in some way designed to form part of the arrangements of Mr. Boutwell for setting in operation the funding bill of which so much has been said both in and out of Congress. For this and other reasons the December statement was looked for with more interest that it would otherwise have been. From that document we find that the bonds in question are the small issue which was authorized last session, and was announced by us in our November issue. The amount so far is only $678,000, and they were designed to pay to the State of Massachusetts the interest of disbursements during the war of 1812, and constituting an old standing, vexed, claim of the State against the National Government. These new securities are coupon bonds, and being offered at 92½ they present an attraction to the public as they yield 6 per cent. interest on the money invested. Had they been registered bonds instead of coupon, they would have been more desirable for our savings banks, trust companies and other financial institutions. But in that case they would have been available for the foreign market where in all probability a good proportion of them were soon be absorbed. For before the 5 years life-time of these bonds has elapsed there will probably be no government bonds to be purchased at par, and even now there are none to be had, yielding six per cent. interest on the capital invested in them. The supposition that these bonds could in any degree aid the negotiation of the new four per cents of the funding bill was of course untenable as the latter are long gold bonds, and are besides to be negotiated at par in gold, while the former are 5 year currency bonds, and are offered at $7\frac{1}{2}$ per cent. below par in currency. Mr. Boutwell's schedule informs us that these new five-year bonds or certificates of indebtedness as they are styled on their face, were authorized under the law of 8th July, 1870. It is claimed to be a better arrangement for us to pay such debts in four per cent. currency bonds than in cash so long as the Treasury is able to call in and cancel its six per cent. long gold bonds for the sinking funds at the current prices. The policy of buying up and cancelling our gold bonds has been carried on very satisfactorily up to this time. During the month of November the gold bearing sixes diminished from 1,731 millions to 1,724 millions, and the aggregate of the debt exhibits a decrease of no less than $7,475,860. Although, therefore, our people object on principle to the issue of Government bonds, or to the increase of the national debt, for subsidies or for ordinary purposes, or for any new disbursements to railroads, steamships, or other corporations still in the case of these old war claims, a concession may perhaps be made if we exact and enforce the condition that the exception be not drawn into a rule or converted into a precedent for future less defensible claims. The nation has watched with too much anxiety the headlong growth of the debt and its hopeful liquidation, to tolerate with patience any policy looking to its increase by subsidies. And not to the people only would any reversal of the policy of liquidating the debt be distasteful, but to the Administration also For this retrograde movement would violate the fundamental principle of Mr. Boutwell's system, who has paid of the bonded debt in principal, interest and premium almost 190 millions since he took office in March, 1868. There is, therefore, we hope, but little ground for the opinion of those persons who have argued from the issue of this small amount of war bonds to the State of Massachusetts, that we are to expect other similar issues of a prodigious amount, to the score of hungry corporations whose public spirited emissaries are already gathering in Washington, clamorous for Government subsidies of various kinds, and for an infinitude of purposes for which private capital and private enterprise can and must suffice.

In applying these principles we do not prejudge the controversy of the Pacific railroad companies. That case is under the consideration of the government, and as it involves simply the interpretation of a contract, it is wholly different from those we have been discussing. The Pacific companies claim, as we recently showed, that the contract between them and the government conferred upon them, if interpreted literally, a subsidy of $64,618,832 for thirty years, the government issuing bonds for that amount and paying most of the interest as it accrues, while the companies pay the principal and interest at the maturity of the bonds; when the payments due, with interest compounded, may probably amount to but little short of 200 millions of dollars. To this interpretation Mr. Boutwell objects, claiming that the companies shall promptly pay up the interest in cash. He admits that the law, if interpreted literally, does not expressly demand this payment; but he claims, as we understand him, that the question was left open either by an oversight or from some other cause wholly unconnected with any intention on the part of Congress that the railroads which are now so prosperous should be freed from the obligation to pay up interest as it accrues. The belief is current that a new law will be introduced into Congress to set this controversy at rest, and to declare with authority the real intent of the laws of 1862 and 1864, in which the ambiguous provisions are found. Mr. Boutwell, it will be remembered, is the first Secretary of the Treasury who, in the monthly schedule, separated these currency sixes from the war debt of the Government. Mr. McCulloch included them in his tables with the other currency indebtedness. But, in April, 1868, in Mr. Boutwell's first published schedule, these currency bonds were eliminated from the mass of the debt, and placed by themselves in full detail at the foot of the schedule. This change enables Mr. Boutwell to show the exact state of the account between the railways and the Government, exhibiting especially how much money has been advanced by the Treasury for interest, how much has been repaid by services or otherwise, and how large a balance is still unpaid. These items he reports elaborately in the schedule before us, and claims that the Companies owe and must promptly pay over six millions of dollars. With a view to bring the question before the courts, he has just given orders that no more money shall be paid under the law of 1864 to the Pacific Railroads on account of transportation or other services to the Government. This law requires that one-half of the value of such services shall be paid in cash, while the other moiety shall be reserved by the Government towards paying the interest. Mr. Boutwell has resolved to refuse payment altogether, and now the Companies will probably seek their remedy in the courts, except, indeed, the rumor is true that the matter will be referred to Congress. It is somewhat significant that this controversy has produced a decided effect on the securities of the Pacific roads. Instead of declining, as had been expected, those of the Central Pacific have advanced, while the bonds and shares of the Union Pacific, which, from other causes, were temporarily depressed, sustained a rapid recovery.

In the December schedule of the debt there is but one other point suggesting special notice. We refer to the balance in the Treasury. The currency balance is still increasing. It has risen to $28,453,291 against $26,815,383 on the 1st November. The coin balance in consequence of the heavy disbursements and declining receipts has fallen off, so that the Government gold is now nine millions less than a month ago. It amounts, however, to 80 millions. This coin reserve is amply sufficient for all purposes for which specie is likely to be required, although it leaves some doubt as to the continuance of the liberal sales of gold by the Treasury next year. Still as the European news is interpreted in a sense favorable to an early peace the current of gold in the market may not be unduly contracted even should the policy of selling gold by the Treasury suffer some modification.

THE TAX ON TOBACCO.

The late Commissioner of Internal Revenue, in his annual Report, which was laid before Congress last week, suggests that the tax upon tobacco ought to be made uniform upon all grades, in order to put a stop to fraud. This suggestion is the most important in the report, both in itself, as an amendment to the detail of our present tax system, and in its relation to the general principles on which every such system ought to be founded.

From the beginning of internal taxation, tobacco has been regarded by Congress as one of the two or three articles on which the heaviest tax may be laid that can be collected; no consideration whatever has been given to the consumer. The inquiry of the legislator has been, not what ratio and by what methods of taxation will this product yield the largest revenue? The tax must not be so high as to raise the price beyond the consumer's power to pay it; it must not be so high as to become a premium on fraud, and pay producers for cheating the government; these are the only limitations that have been recognized; and the whole problem has been greatly simplified by thus shoving the claims of consumers for consideration out of the case.

Yet no adjustment of the tax as yet devised has been satisfactory either to the government or to the tax payer. Every year some new project of a tobacco tax has occupied the time of committees of Congress; and there have already been seven or eight of these plans actually adopted, in succession. From the first, the rates have been different upon different kinds of tobacco; upon the assumption that the lower grades, for instance, prepared for smoking, " could not bear " so high a rate as must needs be collected from the choicest kinds. Yet while this discrimination has been kept in view, it has been found that the better kinds were constantly sold, with or without false labels, after paying only the lower tax. At first for instance, "fine cut shorts" were favored; but everything that could be smoked began to be sold as "shorts," and the committee of Ways and Means taxed them at the same rate with the best product of the factory. Then a general complaint arose that "shorts" could not be sold at all, and the rate was lowered again. Cigars were heavily taxed by number; so that only very large cigars could honestly pay duty, and the use of pipes became more general. The tax was then changed so as to take into account the weight as well as the number of the cigars; and the complication became a great expense in collection and a cover to fraud. As a last result, the tax was reduced to a uniform rate of only five dollars a thousand; and now the choicest of large cigars, weighing, say, twenty-five pounds per thousand, pay only twenty cents per pound, while the most common article of smoking tobacco, if so much as stemmed in the preparation of it, pays forty cents per pound.

In short, every attempt to proportion the tax to the value of the different grades of Tobacco has utterly failed, when it has come under the practical test to which the ingenuity of manufacturers striving to evade taxation constantly subjects the system. The present rates of taxation are actually as unequal in their bearing upon the various grades of the manufactured article as a uniform rate of duty could be, and since the only possible objections to a uniform rate is this inequality, it must be admitted that nothing is to be gained by refusing longer to adopt it. In fact, such a rate would actually, on the whole, be nearer to a uniform per centage in the value of the manufacture than the present discriminating rates, under which the heaviest domestic Cigars pay only as much as the lightest Cigarettes.

But the great advantage of the adoption of a uniform rate, by weight, will be found in the simplification of assessments. It is a fundamental principal of taxation that simplicity in the rates and methods of taxing is at once the best security for cheap collection, and the best guaranty against fraud. During the first few years of our Internal Revenue system, Congress seemed to act upon the directly opposite belief; and every effort was made to complicate the law itself and its administration. Duties upon duties were followed up with penalties upon penalties for evasion, and with spies upon spies for detecting evasions. The result was the building up, in whiskey and tobacco, and in some other branches, of an amount of fraud never paralleled in a civilized nation. The act of 1868 was the first serious attempt to simplify the tobacco tax, and to rely for its collections upon the simplicity of the law, and the honesty of officers, rather than upon complicated "checks" and spies. This act, which began to produce its effects upon the receipts at the beginning of the revenue year, 1869 (July 1, 1868, to June 30, 1869), has worked so well that it surely ought to encourage Congress to complete the work of simplifying the law. The following table shows the receipts of Internal Revenue from all kinds of tobacco, including snuff and cigars for the last seven years:

Year ending,	Total Collections
June 30, 1864	$8,583,043 77
" 1865	11,387.794 06
" 1866	16,514,332 59
" 1867	19,705,826 89
" 1868	18,644,091 03
" 1869	23,430,707 57
" 1870	31,350,707 88

It will be seen that the increase is already enormous, under the lower rates of duty established in 1868; and Commissioner Delano assures us that it is still steadily going on at the rate of about $600,000 every month; so that even the present tax on tobacco has not yet nearly reached the limit of its productiveness. The officers of the revenue are however beset with difficulty in their work. These are still four different rates of duty upon manufactured tobacco, including cigars; two of them upon different kinds of Turkish tobacco; and the amount of fraud or evasion committed under the law is sufficiently shown by the fact that while the higher tax, fifty cents per pound, is levied by law upon all Turkish tobacco which is in any way "sweetened, stemmed or butted,"—that is upon nearly all that is actually used—about five-sixths of the Turkish tobacco sold pays only fifteen cents per pound.

But the imperfect working of the present law appears much more strikingly under another point of view. The tax of $31,350,708, collected on all manufactured tobacco last year, represents a total product of all kinds of about 95,000,000 pounds. If the waste of manufacturing be reckoned at one-third—a very large average, in view of the fact that "shorts," stems, and unstemmed smoking tobacco form so large a part of the assessed product—the whole amount of the tobacco crop which was brought to duty last year was less than 140,000,000 pounds. Now it is not necessary, in order to show the absurdity of this, to appeal to the exaggerated estimates of the actual crop made by some of the advocates of a tax on leaf tobacco; but it is certain that the actual tobacco crop of the United States has each year since the war, been much in excess of this amount; nor, after deducting all the exports, the loss in harvesting and curing, and the accumulations in the trade, can there in any year have been less than 250,000,000 pounds, which can only be accounted for by supposing that it has gone into the hands of the manufacturers. The consumption of leaf tobacco, unmanufactured, so much insisted on by a former report of the Internal Revenue office, goes but a very short way to explain the difference; and only the systematic use of old stamped packages for refilling, and of old stamps by dishonest manufacturers and dealers, together with the underhand sales of unstamped goods, and the constant undervaluation in amount of product, and in the class of smoking tobacco, can account for it.

In other words, the frauds in this branch of the revenue are still enormous. Let a uniform rate of tax be levied on every pound of Tobacco that is manufactured, and let the manufacturer be required to account for all that he buys, and the greater part of these evasions may be done away. The steady improvement of the revenue service, by adding to the efficiency and honesty of the officers, must do the rest. If the consumption of manufactured Tobacco, in all forms, in the United States is only 200,000,000 pounds, and probably no one will make so low an estimate of it, a uniform tax of twenty cents upon it ought to yield $40,000,000, or thirty per cent. more than is now collected, when the lowest rate is fifteen cents, and that upon all the good qualities is forty cents. Even upon Cigars, on the average, the rate would be lower than it is now. The details of the collection must be left to those who may prepare a bill to carry out the Commissioner's suggestion; but the old system of government warehouses, with a registry of all the leaf Tobacco purchased by the manufacturers seems to afford a basis for a safe method of carrying it out.

ANNUAL REPORT OF THE SECRETARY OF THE TREASURY.

TREASURY DEPARTMENT, Dec. 5, 1870.

SIR: The financial condition of the country has improved during the past year. The average rate of gold for the year 1869, as shown by weekly sales, was 32.9 per cent. premium, and for the first eleven months of the year 1870, 15.2 per cent premium, indicating an improvement in the value of the paper currency of about seventeen per cent.

From the first day of July, 1869, to the 30th of June, 1870, inclusive, the public debt, as shown by the warrant account, was reduced in the sum of $101,601,916 88. From the first day of December, 1869, to the 30th day of November, 1870, inclusive, the reduction was 119,251,240 58, as shown by the monthly statements of the public debt; and the total reduction from the 1st of March, 1869, to the 1st of December, 1870, was $191,154,765 36. The consequent reduction in the interest account is at the rate of more than $10,000,000 per annum. The receipts for the fiscal year ending June 30, 1870, were as follows: From customs, $194,538,374 44; internal revenue, $185,128,859 37; sales of public lands, $3 350,481 76; miscellaneous sources

$28,237,762 06; total, $411,255,477 63. The expenditures for the same period were: For civil and miscellaneous purposes, $69,234,017 16; War Department, $57,655,775 40; Navy Department, $21,780,229 87; Indians and pensions, $31,748,140 32; interest on the public debt, $129,235,498; total, $309,653,560 75. This statement exhibits a surplus applicable to the payment of the public debt, including the amount pledged to the sinking fund by the Act of Feb. 25, 1862, of $101,601,916 88. The receipts for the first quarter of the present fiscal year were, from customs, $57,729,473 57; internal revenue, $49,147,137 92; sales of public lands, $842,437 67; miscellaneous sources, $7,382,181 59; total, $115,101,230 75. The expenditures for the same period, excluding payments on account of the sinking fund, were: For civil and miscellaneous purposes, $18,207,242 49; War Department, $10 218,538 36; Navy Department, $4,815,237 58; Indians and pensions, $13,825 451 89; interest on the public debt, $39,496,450 51; total, $86,562,920 83. The estimated receipts for the remaining three-quarters of the present year are as follows: From customs, $128,000,000; internal revenue, $98,000,000; sales of public lands, $2,000,000; miscellaneous sources, $16,000,000; total, $244,000,000. The estimated expenditures for the same period are: For civil and miscellaneous purposes, $54,000,000; War Department, $30,000,000; Navy Department, $15,000,000; Indians and pensions, $24,500 000; interest on the public debt, $80,000,000; total, $203,500,000. Showing a balance applicable to the payment of the public debt, including, however. the amount payable on account of the sinking fund, of $69,038,309 92. In estimating the expenditures for the next fiscal year I have inluded the sum of $24,500,000 properly chargeable to the current revenue as an appropriation under the acts of February 25, 1862, and July 14, 1870, relating to the sinking fund. Although the language employed in those acts is not the language commonly used in appropriation bills, it still has the force and effect of a permanent appropriation. I therefore so treat it. There will be required also the sum of $4,866,933, being the amount answering to the interest on the capital of the sinking fund, as represented upon the books of the Department. This sum I have included in the estimate of expenditures for the fiscal year ending June 30. 1872. Upon this basis I submit the following estimate of receipts and expenditures for the next fiscal year.

ESTIMATED RECEIPTS AND EXPENDITURES FOR THE YEAR ENDING JUNE 30 1872.

RECEIPTS.

From customs	$175,000,000
From internal revenue	126,418,000
From sales of public lands	3,000,000
From miscellaneous sources	16,000,009
Total	$320,418,000

EXPENDITURES.

Legislative establishment	$3,263,966 34
Executive establishment	17,238,165 50
Judicial establishment	2,348,750 00
Military establishment	28,488,194 00
Naval establishment	20,045,417 77
Indian Affairs	5,021,569 03
Pensions	30,000,000 00
Public works	22,338,278 37
Postal service	4,694 383 00
Miscellaneous	14,305.428 60
Permanent appropriations	132,528,234 00
Sinking fund	24,500,000 00
Interest upon capital of sinking fund	4,866,933 00
Total	$309,639,319 61

REDUCTION OF THE DEBT.

According to this estimate there will be a surplus applicable to the payment of the principal of the public debt, in addition to the payments made on that account through the sinking fund of $10,778,680 39. An analysis of the expenditures develops facts tending to sustain the opinion that the balance will be considerably larger than appears from the foregoing estimates. The sum of $22,338,278 37 is the estimate for public works. The appropriations for these objects for the present year are less than $12,000,000, and it is reasonable to presume that the appropriations for the next year will not much exceed that amount. It is believed, also, that the estimates made by the several departments for the different branches of the public service are for the maximum amounts which will be required under any circumstances. If such is the case, there will remain on the 30th of June, 1872, unexpended balances to be covered into the Treasury. It may, therefore, be reasonably anticipated that the total reduction of the public debt during the next fiscal year, including payments on account of the sinking fund, will be about $50,000,000. It is a noticeable fact that the estimated expenditures for the next fiscal year, including payments on account of the sinking fund and for the interest on the public debt are so nearly equal to the receipts as to justify and demand the greatest caution in dealing with the revenues and business of the country. It is apparent that a disaster, or even a serious check to business, would reduce the revenues below our necessary expenditures. It is apparent, also, that the prosperous condition of the country is largely due to the revenue system inaugurated during the war, by which manufactures and the mechanic arts have been extended and established. This policy cannot now be rashly abandoned, or suddenly and radically changed, without great injury to business and labor, and serious consequent losses of revenue.

FUNDING THE DEBT.

The war in Europe has rendered it impracticable to refund the national debt as authorized by the act approved July 14, 1870. A portion of the paper has been manufactured, and the preparation of the plates has been so far advanced that whenever a favorable opportunity arises the loan may be offered and the bonds delivered without delay. Inasmuch as the war in Europe and the consequent demand for money makes it doubtful whether the 4 and 4½ per cent bonds will be taken, it seems to me wise to authorize the issue of three hundred millions additional of bonds bearing interest at the rate of five per cent. The interest can be paid quarterly without inconvenience, and I therefore respectfully recommend that the Loan act be so modified that the payment of interest may be made quarterly instead of semi-annually. Should these recommendations be approved by Congress, it is of great importance that an act authorizing the changes be passed without delay.

CURRENCY BALANCE—NATIONAL BANKS.

Since the 1st of July the currency balance in the Treasury has been unusually, and for immediate purposes unnecessarily large. The act of July 12, 1870, authorizing an increase of national bank notes, imposed upon the Secretary of the Treasury the duty of providing for the redemption of equal amounts of three per cent. certificates. The certain, though prospective decrease in revenues, both of coin and currency, made it my duty to reserve a sum sufficient to enable the Department to comply with the law without resorting to extraordinary means. Happily, the financial condition of the country has not been unfavorably affected by the accumulations in the Treasury. During the year ending Sept. 30, 1870, the national banks paid in interest the sum of $6,486,172 66. It is estimated that of this sum $2,000,000 were paid to private parties. I cannot doubt that the practice of paying interest, except upon balances due from one bank to another, is a means by which large amounts of capital are diverted from the extreme portions of the country to the commercial and financial centres to the injury of business generally. The province of a bank is to lend money, and its proper duty is, by loans and discounts, to facilitate and develop business in the neighborhood of its location. As a matter of fact, under the present system, banks are agencies by which capital is gathered in and sent away to distant cities, there to be loaned on call and used for speculative purposes. Complaints are made from all parts of the country that the bills of the national banks are worn and defaced to such an extent as to be no longer fit for circulation. As many new banks are soon to be organized under the law of the last session of Congress, I respectfully recommend that an appropriation be made and authority given for the issue of new bills upon such paper and in such form as may be designated by the Secretary of the Treasury. The Controller of the Currency, in his report for 1869, recommended the establishment of an agency in the city of New York, under the control of the national banks for the redemption of their issues. The substance of this recommendation seems to me not only proper but necessary. The expense should be borne by the banks. Coupled with these recommendations I take this occasion to say that the banking system of the country appears to be well managed, and to answer reasonably the purposes for which it was established. It is, no doubt, true that Treasury notes, representing an equal amount of the public debt without interest, are the most economical circulation for the government; but it should be considered that the banking institutions of the country are agencies by which business is established and fostered. Upon the whole the system of banking should be extended only for the purpose of meeting the demands of business; but when the demands are urgent the concession should be made upon the ground that the prosperity of business is more important than the mere saving of interest arising from the circulation of Treasury notes, excluding redeposits. The amount of gold and silver deposited at the mints and its several branches during the last fiscal year was $30,408,788 10; the coinage for the year was $24,636,011, and the value of gold and silver bars stamped was $8,748,852 91. I respectfully ask the attention of Congress to the bill prepared in this department, and submitted at the last session; and to the accompanying report relative to the mints and the coinage system of the country. The bill was prepared with care, and it has since been submitted to the criticism of a large number of practical and scientific men, whose views have been published by authority of Congress. During the year the several branch mints and assay offices have been visited and examined by Mr. Knox and Dr. Lindermann. The assay office at Boise City, Idaho, is nearly completed, and will require a small appropriation for the commencement of business. Provisions should be made for the redemption of the bronze and other tokens issued by the government. The report of the Commissioner of Mining Statistics for the year 1869 has been printed since the close of the session in July last, and that for the year 1870 will be made during the winter. The continuance of the work appears to be a matter of national importance. The proportion of American vessels engaged in foreign trade has not increased relatively during the year, although there has been an actual increase in the entries of American vessels at the ports of the United States amounting in the aggregate to about 130,000 tons. The total tonnage engaged in the foreign trade, entered at all of the ports of the United States, has increased from 5,583 000 tons in 1869 to 5,957,000 tons in 1870, but the proportion of American tonnage remains, as in 1869, at thirty-six per cent. Without undertaking to specify the means by which it is to be accomplished I cannot overstate the importance of such legislation as will secure the revival of American commerce.

LIGHT-HOUSES AND COAST SURVEY.

The report of the Light-house Board sets forth in detail the difficulties which have arisen in that branch of the public service from the operation of the fifth section of the act of July 12, 1870, making appropriations for the Legislative and Executive expenses of the Government for the year ending June 30, 1871. The legislation asked for by the Board seemed to me to be necessary. The report of the Superintendent of the Coast Survey gives a brief but satisfactory statement of the progress made during the last surveying year.

INTERIOR PORTS OF ENTRY.

On the 1st day of October last, regulations were issued concerning the transportation of merchandise from the ports of importation to certain other ports in the United States without appraisement or liquidation of duties at the port of arrival, agreeable to the provisions of the act entitled "An act to reduce internal tax, and for other purposes," approved July 14, 1870. A copy of the regulations will be transmitted to Congress. In the nature of the cases, the regulations are stringent, but when the railway companies shall have given the bonds required, and the importing merchants of the interior cities shall have made arrangements for the importation of goods upon the basis of the act, I am satisfied that no serious difficulties will arise, either to the railways, the merchants, or the Government. Without doubt, the act increases the opportunity for the introduction of foreign goods into the country, in violation of evenue laws; but the examination which I have given to the subject. in the preparaion of the regulations, leads me to think that the business can be safely conducted.

CUSTOMS, RECEIPTS AND EXPENSES.

The appropriation for the expenses of collecting the Customs revenue under the act approved May 31, 1866, is at the rate of $4,200,000 annually, in addition to such sums as may be received from fines, penalties and forfeitures, and from storage, cartage, drayage and labor. Experience has shown that this amount is insufficient, and a deficiency appropriation will be needed at each session of Congress until the permanent appropriation is increased. I have instituted a careful supervision in the Treasury Department over this branch of expenditures, and agents are employed investigating the expenses of the Custom-houses of the country for the purpose of ascertaining whether the modes of business can be simplified and made more economical, and also whether a reduction of the number of employees and, salaries is practicable. By this means some saving will be effected but it will even then be impossible to reduce the expenses within the appropriation. From 1858 to 1866 the permanent appropriation was at the rate of $3,600,000 per annum, in addition to the receipts before enumerated as applicable to this branch of the service. From 1856 to 1860 inclusive, the total receipts from Customs were about $272,000,000, and the expenses of collection were $15,879,000, or at the rate of more than 5¼ per cent. The receipts for the year ending June 30, 1870, were $194,538,374 44, and the expenses $5,912,113 63, or not exceeding three and one-half per cent. From 1858 to 1860 the revenue collected did not exceed an average of $50,000,000 a year, and the temptation to smuggling and fraud was much less under a low system of duties than it is at the present time. At the principal importing cities of the country it is necessary to employ a large force for the protection of the wharves and water lines within or near such cities. It is also necessary to guard against smuggling by the presence often of several officers upon and around the steamers and other vessels importing large quantities of goods, while engaged in discharging their cargoes. It is also apparent that the extensive line of coast on the Atlantic and Pacific oceans and the Gulf of Mexico, everywhere furnishing opportunities for the introduction of goods in violation of the revenue laws, requires the presence of a large number of skillful and trustworthy persons. The acquisition of Alaska, the establishment of interior ports of entry, the accommodation of business by railways and steamers on the northern frontier, add materially to the expenses of collecting and guarding the revenue. I therefore respectfully recommend the increase of the permanent appropriation for collecting the revenue from customs to the sum of $2 600,000 for each half year from and after the 30th day of June, 1870. At several of the important ports there are two appraisers, whose powers are equal. I recommend such an alteration of the law as will provide for one principal appraiser at each port, who shall be responsible for the business of the office. The Treasury Department has the care of 110 public buildings that are completed, and of seventeen more that are in the course or erection, all of which had cost, on the 30th of June last, $35,900,998 93. The appropriation for the repair and preservation of these buildings for the current year is $100,000, a sum manifestly inadequate, being less than one-third of one per cent. Unless larger annual appropriations are made, the buildings will rapidly deteriorate in value, and finally will need much larger repairs, or the erection of new ones in their stead. With the increase of population in the country, appropriations must be annually made for the erection of post offices, custom houses and other public buildings. The present mode of inaugurating these works seems to me unwise. Appropriations are often made without sufficient information upon the subject. It is true that, when a proposition is introduced into Congress for the erection of a public building, the subject is referred to tha Treasury Department, and by the Secretary to the Supervising Architect of the Treasury, but it is also true that the Supervising Architect has only general information upon the subject, and in answer to a sudden call, and without time for the preparation of plans and estimates, he cannot give a safe opinion as to the necessity or the cost of the work. I respectfully recommend that hereafter, when applications are made for the construction of public buildings, the first step on the part of Congress will be to instruct the Treasury Department to make careful inquiry as to the necessity of the work, and also prepare estimates to be laid before Congress. This being done and the work authorized, it would seem to me wise to make a single appropriation sufficient to meet the entire cost, and then hold the Department and the Supervising Architect responsible for the speedy completion of the building substantially upon plans duly authorized and within the estimates. I am satisfied that much waste of public money occurs, and much complaint on the part of citizens arises when small appropriations are made from year to year. The inevitable consequence of the policy is that the public works are injured in the process of construction, and the expenses are largely increased. The Supervising Architect of the Treasury states in his report, that the expenditure authorized by law for the construction of the post office in the city of New York will be inadequate, unless the character of the work is changed from the original design. It seems to be due to the city of New York, for general and apparent reasons, and in consideration of the fact that a most eligible site has been secured by the co-operation, and in some degree at the expense, of the city, that the building should not only be a fire-proof structure, but also of such design and workmanship as to rank among the best public buildings of the country.

REVENUE MARINE SERVICE.

At the present time there are twenty-four steamers and ten sailing vessels attached to the revenue marine service, the number having been reduced during the year by the sale of two vessels of the latter class. At the third session of the Fortieth Congress an appropriation of $300,000 was made for the construction of four steam revenue cutters. After proposals had been issued, and bids received which were rejected, under the impression on my part that the public interests did not require vessels of as large size as those for which proposals had been issued, I appointed a Commission, by letter, dated Dec. 16, 1869, consisting of Capt. C. T. Patterson, of the Coast Survey, Capt. Douglas Ottinger, and Capt. J. H. Merryman, of the Revenue Marine, and instructed them to consider and report upon the character of the vessels best adapted to the service. Final action in reference to the construction of the vessels authorized was delayed for the report of the Commission. That report was made on the 1st day of May, 1870. (Executive document No. 93, Senate, second session of the present Congress.) Upon the completion of the work of the Commission, proposals were again issued for the construction of the four vessels authorized by law. Satisfactory bids were received, and on the 22d of July and the 22d of August last contracts were made. The construction given by the Controller to the fifth section of "the act making appropriations for the Legislative Executive and Judicial expenditures of the Government for the year ending the 30th of June, 1871," rendered the appropriation unavailable, and it therefore became necessary to notify the parties to the contracts that they must be considered as null and void. One of the parties has asked to have his contract formally annulled, which has been done. I recommend a renewal of the appropriation of $300,000 for the construction of steam revenue cutters, without limitation as to the number of specification as to the size of the vessels to be built. The report of the Commission shows that thirteen of the vessels now in use are either old, the or not adapted to service.

The opinion entertained by me that the vessels in use were larger than the nature of the service required is confirmed by the report of the Commission. They recommend that the number be reduced to thirty-two, and the aggregate tonnage reduced from 9,208 tons to 7,175 tons. They also state that it will be practicable upon the proposed basis to reduce the total number of officers, pilots, petty officers, and men from 1,266, the number then in service, to 1,061, and the actual expense of maintaining the system, not including appropriations for the construction of new vessels, from $1,446,490 to $943,639, making a saving of more than $500,000 a year. The report of the Commission is the result of a careful and comprehensive examination of the subject by competent men, and while it is the present purpose of the Department to act upon it, I am of the opinion that it should receive legislative sanction.

On the 9th of July, 1869, I convened a Board of Examiners, who werec harged, among other things, with the examination of the officers of the Revenue Marine. The Board is composed of Capts. Faunce and Slicer, of the Revenue Marine, and Capt. Patterson, of the Coast Survey. The examination has not yet been completed, as only a small number of officers could be detailed for examination at the same time. One hundred and ten lieutenants have been examined. Ten first lieutenants, nine second lieutenants and six third lieutenants were reported for removal and have been removed. The vacancies thus created in the first and second grades were filled by promotions, and the vacancies in the lowest grade will be filled by qualified persons selected at large. The examination of the remaining officers will be continued. The condition of the marine hospitals has been improved during the past year. This result is largely due to Dr. J. S. Billings, of the surgeon general's office, who has visited nearly all of them, and through whose advice many important changes have been made. No appointment has yet been made of a Superintendent under the act of the last session. The authority therein granted to appoint a Superintendent is desirable, although the salary does not appear to be sufficient. I, however, recommend such an alteration of the law as will permit the President to detail a surgeon of the army or navy to perform the duty of Superintendent, without any addition to his pay other than his necessary traveling expenses. With such authority, the Department could have the benefit of the services of Dr. Billings, or some other competent surgeon with less expense than would be involved in a regular appointment, even with the present salary. Five of the principal ports of the country—New York, New Orleans, San Francisco, Baltimore and Philadelphia—are without hospital accommodations, and provision is made for the patients by contract with hospital or private parties. The War Department is in possession of a very desirable hospital at New Orleans, known as the Sedgwick Hospital, and I earnestly recommend the passage of an act by which the building may be transferred to the Treasury Department for a marine hospital, and an appropriation made for the purchase of the land on which it stands. At the last session, the attention of Congress was called to the subject of transfering David's Island, at New York, from the War Department to the Treasury Department, for the establishment of a marine hospital. This recommendation is now respectfully renewed.

THE SEAL FISHERIES.

In compliance with the act of July 1, 1870, in reference to the seal fisheries, proposals were issued, and bids received, for the exclusive right to the fisheries for the term of twenty years. The phraseology employed in the act warranted the interpretation that the contract should be awarded to the Alaska Commercial Company if their proposition was as favorable to the Government as that of any other party, and upon that basis the contract was awarded to that Company. A copy of the contract and of the papers connected therewith will be transmitted to Congress. About 86 000 seal-skins have arrived at San Francisco, as the product of the year 1869, on which the owners have paid $1 each, as required by the sixth section of said act.

CIVIL SERVICE REFORM.

I consider it my duty to call the attention of Congress to the inadequacy and inequality of the salaries of the officers in the Treasury Department, asfixed by law. The offices recently established are supported by proper salaries, but the salaries attached to many of those created at the organization of the Government are insufficient. As a temporary means of alleviating the admitted evil Congress has from time to time, and for many years, annually made appropriations, to be used at the discretion of the Secretary, for additions to salaries of officers in the Department. In the nature of the case, this is a disagreeable duty for the Secretary to perform, is usually unsatisfactory to the parties interested, and the result has not the sanction and support incident to a system of specified salaries established by law. At the present time the sum of $21,500 is distributed by the Secretary in his discretion. After a careful examination of the subject, I findthat an additional appropriation not exceeding $16,000 a year, will be sufficient to provide adequate salaries for the officers of the Treasury Department. The act of 1853, in regard to the examination of clerks, has been observed by the Department, and with beneficial results. It is worthy of consideration, however, whether it would not be wise to provide by law for an examining board, the majority of whose members should not be officers of the Department to which the clerk is to be assigned, in case of appointment and approval. This system should also be extended to the principal Custom houses and revenue offices of the country.

By such an arrangement a definite security would be taken for the character and qualifications of clerks, as far as they can be ascertained or tested without actual service in the discharge of duty. It is well understood, however, that no examination can furnish security that the person examined will prove satisfactory upon trial, and there should always be a speedy and easy method of removing such persons from office. I do not, therefore, accept the idea that the tenure of office by the clerks and employees in the Department should be changed. Indeed, I believe that the present tenure of office furnishes the best security which the people of the country can have that the business of the Government will be efficiently and properly performed. The work of the Treasury Department does not differ essentially from the business done in the banking houses and the merchants' counting rooms, and there is no reason why the tenure of office should be permanent in one case that does not apply with equal force in the others. It does happen, practically, that there are in the Treasury Department, and every bureau and office of it, men who have been connected with the service for several years, and who possess all the knowledge derved from experience and tradition that is essential to the performance of their duties. Excluding the employees of the Bureau of Engraving and Printing, and the messengers and laborers, there were 2,143 officers and clerks connected with the Treasury Department at Washington on the first day of November, 1870, and of these 1,489 were in office on the fourth day of March, 1869, leaving 654 as the total number of appointments made since that time. Previous to the war the business of the Department was so small that on the first of March, 1861, only 433 persons were employed, and of these 57 are now in the service. One has been in office over 50 years, two others over 40 years, one over 35 years, seven over 30 years, one over 25 years, ten over 20 years, fourteen over 15 years and twelve over 10 years. These statements show that the changes in the Departments are not so numerous as to deprive the service of the knowledge derived from experience. On the other hand, the introduction of new men secures additional energy and efficiency. Two errors prevail in the community in connection with the subject. One is, that under a republican government every man has a right to an office. This is in nosense true. The only right is that of the people to elect and to have appointed to office persons best qualified to perform the work. The other error is that offices in the Treasury Department are prizes, which the young men of the country may wisely seek. Speaking generally, it is a misfortune to a young man who possesses even ordinary capacity for business or labor to remain permanently in the public offices of this city. It is, however, true that many of the most valuable clerks in the Treasury are young men who are pursuing professional studies, or who, having completed the course, remain from one to four years in the Department with the purpose, by industry and economy, of securing a small amount of money with which to commence active life elsewhere. A system of life tenure would exclude all these men from the service, unless they chose to accept it as a permanent pursuit, which in the main would be an injury to them and to the country. I am also fully convinced that any more permanent tenure of office would materially impair the efficiency of the revenue system. There are many thousand men employed in the Customs and internal revenue service, and however careful the preliminary examination might be, the evils which now impair the efficiency would undoubtedly exist. No system of examination could exclude all those who are dishonest, or who, under the pressure of necessity or the offer of sudden wealth, might yield to temptation. It often happens—and it would happen under any system—that men are found who are honest, temperate and apparently capable, and yet lack the energy or the courage essential to the enforcement of the Revenue laws, a duty which often requires sagacity and a kind of intelligence too subtle for discovery through formal questions. Men who are thus unqualified should be removed from office, and this without an investigation, which, indeed, might furnish nothing tangible in justification of the act. So, too, in Custom Houses or collection districts, a branch of the service will fail to meet just expectations, although no dishonesty may be traceable to any person connected with the office. In such cases the interests of the Government demand a change, and a change must be made without a hearing of the parties concerned. I may be warranted in saying, in this connection, that the evil of office-seeking, although great, is probably exaggerated in the public mind. It is true that there are more applications for appointments to office in the Department than can be met, but the number of applicants who are well qualified who could pass any proper examination is not usually very large.

Outside of the department, and in the several States and Districts of the country, the number of applicants for local services does not often exceed three or four to each office, and occasionally there are not more than two who are really so presented as to be considered in connection with the appointment.

In justification of the present tenure, and as a proper recognition of the services of the officers and clerks employed in this department, I express the opinion that the business, upon the whole, is not only done in a satisfactory manner, but that it will compare in accuracy and efficiency with the business of the country generally, which is carried on by corporations or individuals.

TAXATION, REVENUE AND THE DEBT.

In my annual report of December last, I advised the continuance of the existing system of taxation as an essential condition to the success of the proposed loan—the circumstance that war was declared between France and Prussia, simultaneously with the passage of the Loan bill, put it out of the power of the Department to make the negotiation, as had been expected. The large revenues, however, of the Government continuing without material abatement until the present time, improved the credit of the country, enabled the Treasury Department, by weekly purchases, to reduce the amount of surplus bonds offered for sale, and contributed to depreciate the market value of gold.

I also expressed the opinion that the settled policy of the country should contemplate a revenue sufficient to meet the ordinary expenses of the Government, pay the interest on the public debt, and from twenty-five to fifty million dollars of the principal annually. The reduction of the public debt, since the 30th day of June last, has been so great as to render it certain that the total reduction for the present fiscal year will exceed $60,000,000. The natural increase of the business of the country during the next eighteen months is likely to be such as to show a surplus for the fiscal year ending June 30, 1872, of about $40,000,000. The principal of the public debt on the last day of November, 1870, not deducting money on hand, was $2,418,673,044 43. Of this amount, $395,269,237 03 was represented by United States notes and fractional currency, not bearing interest. The banks of the country, acting without the authority of existing laws, will require about $393,000,000 of bonds to be placed on deposit as security for their circulation. Should the present system of furnishing a paper circulation for the country, partly by the Treasury and partly by the national banks, be continued, or the entire circulation be furnished by the Treasury or by the banks, the credit of the United States will be the security for the redemption of the notes. From this view of the policy of the country it follows that about $800,000,000 of the public debt will remain unpaid, existing either in the form of Treasury notes in circulation without interest or in bonds owned by the banks and held as security for the redemption of their notes; and that only about $1,600,000,000 of the principal of the debt is subject to payment. The financial prospect, although highly favorable, is not such as to warrant important changes in the revenue system at the present session of Congress; but should the result, during the coming year, meet my expectations, it will be possible, at the December session of the Forty-second Congress, to make a very material reduction in the revenues without impairing the ability of the Government to make satisfactory payments of the public debt.

The reduction already made has been advantageous to the country, not only in the particulars indicated, but in other respects hardly less important. There is much evidence tending to show that no other event, since the conclusion of the war, has contributed so much to the diffusion of republican opinion in Europe. The spread of these opinions stimulates emigration from Europe, and at the same time prepares the way for the establishment of free institutions on that continent, nor can there be any doubt that a policy accepting the debt as permanent would retard emigration from Europe, especially of the reading and reflecting classes. Whatever arguments may be adduced, or whatever theories may be advanced, the fact must ever remain that a public debt is a public evil.

It is especially burdensome to the laboring classes, and it is therefore in their interest to provide for the constant reduction of the existing national debt. This policy will not prevent such changes in the revenue system from time to time as will equalize the inevitable burdens of our present condition, and within a comparatively short period the taxes may be removed from many articles of prime necessity.

It is the occasion of satisfaction that no other nation ever passed through a great war with so slight a shock to industry and business. Specific information and general intelligence from various parts of the United States show that all classes, and especially the laboring classes, are in the enjoyment of more than average prosperity, whether tested by the experience of this country or by the present condition of other nations. No reason can be found, however, in the favorable condition of public and private affairs for neglecting any proper means for equalizing and diminishing the burden of taxation, but it does justify the statement that the nation can make provision for the public debt in the manner recommended, without embarrassing its industry or retarding its progress.

[Signed,] GEORGE S. BOUTWELL, Secretary of the Treasury.

RAILROAD EARNINGS FOR NOVEMBER AND FROM JANUARY 1 TO DECEMBER 1.

Railway traffic in the month of November was generally large, and the statements of nearly all the leading roads compare quite favorably with the same month of 1869. There has been no extraordinary freight movement, both the grain and pork forwarding business having been on a lighter scale than usual, and the earnings may therefore be considered as the result only of the regular steady transportation business of the country. The tariff of increased rates on freight and passengers to the West, which has recently been adopted, was not put in force at a sufficiently early date to affect materially the November earnings. With the higher rates now in force the prospect for the month of December seems to be in favor of an increase of earnings over the same month of last year, though December is at best but a dull month, and no variation is likely to be of large amount. Considerable interest is manifested in regard to the meeting on the 20th inst. of prominent officials representing the several trunk lines running west from New York, to consider the subject of combining or "pooling" their earnings. There is no indication of what the result may be, and in the meantime, holders of stock will probably hope for such an arrangement, but the public will hope that it may not be consummated.

Various rumors have been afloat; that the Pennsylvania Central had completed its connection with New York, first by leasing the New Jersey

Central, and, that having been denied, that they had leased the Camden and Amboy lines; at the date of writing, however this is not confirmed.

EARNINGS FOR THE MONTH OF NOVEMBER.

	1870.	1869.	Inc	Dec.
Central Pacific	$761,600	$535,366	$226,234	....
Chicago & Alton	432,492	397,515	34,977	....
Cleveland, Columbus, Cin. & Indp's	319,573	273,305	46,268	....
Cleveland & Pittsburg	256,385	219,435	36,950	...
Illinois Central	841,990	814,413	27,577	....
Michigan Central	453,873	448,419	5,454	...
Marietta & Cincinnati	144,023	131,479	12,544	....
Milwaukee & St. Paul	791,014	801,195	....	10,181
North Missouri	266,836	248,836	18,000	....
Ohio & Mississippi	316,054	298,027	18,027	....
Pacific of Missouri	324,659	298,708	25,951	....
St. Louis, Aton & Terre Haute	150,544	189,351	....	38,807
St. Louis & Iron Mountain	121,795	80,938	40,857	....
Toledo, Wabash & Western	425,687	323,377	102,310	....
Union Pacific	*579,379	837,388	...	266,009
Total	$6,177,904	$5,897,752	$595,150	$314,997

For the eleven months of the year 1870 now elapsed, the amount of gross earnings on ten roads named below has been $44,764,701 against $39,696,922 for the same period of 1869; thus showing an increase of $5,100,776, about one half of which sum, however was on the Central Pacific alone. It is gratifying to observe in regard to the earnings that in no case is any important decrease shown, but that all the roads show a traffic which compares very well with that of the previous year, when, it will be remembered that railroad earnings were very large.

Without any extraordinary circumstances to temporarily check the current, the tendency of railroad earnings must be towards increase, as a natural result of the growth and prosperity of the country, and the great demand is now for a strong and economical management on all those lines which are well located, having good connections and a rich local traffic, as is the case with three fourths of the roads named below. The most remarkable developments of prosperity within the past five years, on some roads which had previously been considered of little or no immediate value to stockholders, have been through the acquisition of a powerful management, rather than through any sudden increase of income from traffic or other sources. No road can make so much money that an incapable or dishonest directory may not succeed in squandering it if they are allowed the opportunity.

EARNINGS FROM JANUARY 1 TO DECEMBER 1.

	1870.	1869.	Inc.	Dec.
Central Pacific	$7,709,107	$5,195,599	2,513,508	....
Chicago & Alton	4,425,735	4,357,723	68,002	....
Clevel'd, Columbus, Cinn. & Ind'p's	2,995,264	2,871,904	123,360	....
Illinois Central	8,096,260	8,125,122	....	28,802
Marietta & Cincinnati	1,277,495	1,281,653	....	4,158
Milwaukee & St. Paul	7,590,669	6,651,946	938,723	....
North Missouri	2,577,763	1,821,257	756,506	....
Ohio & Mississippi	2,837,664	2,660,652	177,012	....
Pacific of Missouri	3,208,569	2,913,014	295,555	....
Toledo, Wabash & Western	4,040,175	3,818,052	228,113	....
Union Pacific	7,039,274	...	...	....
Total (not including Un. Pac.)	$44,764,701	$39,696,922	$5,100,776	$33,020

THE DEBT STATEMENT FOR DECEMBER, 1870.

The following is the official statement of the public debt, as appears from the books and Treasurer's returns at the close of business on the last day of November, 1870 :

Debt bearing interest in Coin.

Character of Issue.	When payable.	Registered.	Coupon.	Total. Outstanding.	Accrued Interest.
5's, Bonds	Jan. 1, 1874	$6,020,000	$13,980,000	$20,000,000 00	$416,666 67
5's, Bonds	Jan. 1, 1871	3,945,000	465,000	4,410,000 00	91,875 00
6's of 1881	Jan. 1 1881	13,367,000	5,048,000	18,415,000 00	460,375 00
6's, B'dsOreg.,'81.	July 1, 1881	....	945,000	945,000 00	23,625 00
6's of 1881	July 1, 1881	120,346,450	68,971,650	189,318,100 00	4,732,952 50
6's, 5-20s, 1862	May 1, 1882	112,29[illegible],950	383,914,350	496,[illegible]07,300 00	2,481,046 [illegible]
6's of 1881	July 1, 1881	52,087,100	22,912,900	75,000,000 00	1,875,000 00
5's, 10-40's	Mar. 1, 1904	132,717,750	61,849,550	194,567,300 00	2,4[illegible]2,091 [illegible]5
6's, 5-20's, 1864	Nov. 1. 1884	3,123,600	....	3,123,600 00	15,618 00
6's, 5-20's, 1864	Nov. 1, 1884	55,445,900	49,685,850	105,141,750 00	525,708 75
6's, 5-20's, 1865	Nov. 1, 1885	56,276,100	130,523,350	186,799,450 00	933,997 25
6's, 5-20's, 1865	July 1, 1885	72,976,250	197,333,100	270,309,350 00	6,757,733 75
6's, 5-20's, 1865	July 1, 1887	82,924,800	256,921,200	339,846,000 00	8,496,150 00
6's, 5-20's, 1865	July 1, 1888	9,943,500	29,723,750	39,667,250 00	991,681 25
Aggregate of debt bearing inter. in coin		$721,461,400	$1,222,283,700	$1,943,752,100 00	$30,234,520 92
Interest due and unpaid					10,419,930 15
Total interest					$40,654,451 07

Debt bearing interest in Lawful Money.

3's, Certificates	On demand (interest estimated)	$45,050,000 00	$182,584 34
3's, Navy pen. f'd.	Interest only applic. to pay. of pensions	14,000,000 00	175,000 00
4's	Certificates of indebtedness, Septemcer 1 1875	678,000 00	6,780 00
Aggregate of debt bearing interest in lawful money		$59,728,000 00	$364,364 34

Debt on which interest has ceased since maturity.

6's, Bonds	Matured December 31, 1862	$6,000 00	$360 00
6's, Bonds	Matured December 31, 1867	2,150 00	741 00
6's, Bonds	Matured July 1, 1868	24,900 00	1,281 00
5's, Texas indem.	Matured December 31, 1864	242,000 00	12,100 00
Var., Tr'y notes.	Matured at various dates	89,625 35	2,938 76
3@5½'s, Tr'y n'es.	Matured March 1, 1859	2,000 00	108 00
6's, Treas. notes.	Matured April and May, 1863	3,200 00	195 00
7 3-10's, 3 years	Matured August 19 and October 1, 1864	23,350 00	852 30
5's, 1 & 2 years	Matured from Jan. 7 to April 1, 1866	223,882 00	12,266 28
6's, Certif. of ind.	Matured at various dates in 1866	5,000 00	313 48
6's, Comp. int. n.	Matured June 10, 1867, and May 15, 1868	1,995,920 00	380,111 04
4, 5 & 6's, Temp. l.	Matured October 15, 1866	180,810 00	7,414 24
7 3-10's, 3 years	Matured August 15, 1867, and June 15 and July 15, 1868	542,250 00	19,[illegible] 14
Aggr'te of debt on which int. has ceased since maturity		$3,341,087 35	$438,503 24

Debt bearing no interest.

Authorizing acts.	Character of issue.	Amt. outstand.
July 17, 1861 and Feb. 12, 1862	Demand notes	$102,321 00
Feb. 25 & July 11, '62, & Mar. 3, '63	U. S. legal-tender notes	356,000,000 00
July 17, 1862	Fractional currency	39,166,916 08
March 3, 1863 and June 30, 1864	Fractional currency	
March 3, 1863	Certificates for gold deposited	16,5[illegible]2,620 00
Aggregate of debt bearing no interest		$411,851,857 08

Recapitulation.

	Amount Outstanding.	Interest
DEBT BEARING INTEREST IN COIN—Bonds at 5 p. cent	$218,977,300 00	
Bonds at 6 p. cent	1,724,774,800 00	
Total debt bearing interest in coin	$1,943,752,100 00	$40,654,451 07
DEBT BEARING INTEREST IN LAWFUL MONEY—		
Certificates at 3 per cent	$45,050,000 00	
Navy pension fund, at 3 per cent	14,000,000 00	
Certificates at 4 per cent	678,000 00	
Total debt bearing interest in lawful money	$59,728,000 00	364,364 34
DEBT ON WHICH INT. HAS CEASED SINCE MATURITY	3,341,087 35	438,503 24

DEBT BEARING NO INTEREST—		
Demand and legal tender notes	$356.102,321 00	
Fractional currency	39,166,916 08	
Certificates of gold deposited	16,582,620 00	
Total debt bearing no interest	$411,851,857 08	
Total	$2,418.673,044 43	$41,457,818 65
Total debt, prin. & int., to date, including interest due not presented for payment.		$2,460,130,363 08
AMOUNT IN THE TREASURY—		
Coin		$97,368,577 81
Currency		28.453,290 62
Total		$125.821,868 43
Debt, less amount in the Treasury		2,334,308,494 65
Debt, less amount in the Treasury on the 1st ultimo		$2,341,784,355 55
Decrease of debt during the past month		7,475,860 90
Decrease of debt since March 1, 1870		$104,019,982 52

Bonds issued to the Pacific Railroad Companies, Interest payable in Lawful Money.

Character of Issue.	Amount outstanding.	Interest accrued and not yet paid.	Interest paid by United States.	Interest repaid by transp'tion of mails,&c.	Balance of inte't paid by United States.
Union Pacific Co	$27.236,512 00	$ 80,912 80	$3,713 371 05	$1,434,952 33	$2,278.418 72
Kansas Pacific, late U. P. E. D	6,303 000 00	157 575 00	1,212,993 09	724,823 67	488,169 42
Sioux City and Pacific	1,628,320 00	40,708 00	194.207 89	396 08	193,811 81
Central Pacific	25,881,000 00	647,025 00	3,261,767 84	241,638 70	3,020,129 14
Central Branch Union Pacific, assignees of Atchison & Pike's Peak	1,600,000 00	40,000 00	301,808 26	7,401 92	294,406 34
Western Pacific	1,970,000 00	49,250 00	131,197 36	8,281 25	122,916 11
Total issued	64,618,832 00	1,615,470 80	8,815,345 49	2,417,493 95	6,397,851 54

THE GOVERNMENT OF GREAT CITIES

The problem how to govern well the crowded population of a great city is one of the most difficult now before thinking men. It does not attract attention only in the United States, but on the continent of Europe, also, it has been the subject of close study both of philosophical theorists and of practical statesmen The importance of it is easily seen.

The principal cities of the world are growing, in these days far more rapidly than the country around them. The tendencies of our civilization are to stimulate their growth. As industrial arts improve, as agriculture becomes more productive, as all the labors which are the fundamental supports of life come to require fewer hands, men are crowded together for manufactures and trade, and, with the natural increase of the class which has leisure and follows intellectual pursuits, gravitate towards the largest masses of population.

The part, also, which great cities play in the affairs and destinies of the world is far greater than they could claim, merely from the proportion of the whole people who live in them. That "Paris is France" may not be literally true, nor that Boston is Massachusetts; but no one can doubt that France is much more under the control of Paris than under that of twice the same number of people anywhere else in that country; nor that the intelligence, opinions, character and history of Massachusetts are better represented by Boston than by any other part of that commonwealth. Moreover, cities require more government—that is, the work of maintaining civil order is far greater in them than is needed elsewhere. A crowded population is filled with excitement and temptations. It is always a storehouse of wealth, and thus a source of corruption and an incentive to crime.

Another important fact in this connection is that the history of great cities, on the whole, shows in their government a degeneracy that may fairly be called progressive. It was much more satisfactorily conducted many generations ago than it is now. During the middle ages there were in Europe free cities, some of them of great size, whose municipal administration seems to have been the political success of the times. The government of great nations was then commonly mismanaged, and almost always conducted for the benefit of particular persons, not of the whole community. But that of several great cities was in reality a commonwealth, in which every citizen had his rights respected and enforced, and in which the laws were honestly obeyed. In the free trading cities of Italy and in those of the Low Countries we find instances in which the solid burghers were guided by a patriotism and public spirit which would do great credit to any community now, and in which order was preserved, property protected, and the honor and credit of the community maintained. The citizens were accustomed to independent action and to free political discussion; they thus obtained an education very similar to that which our free political life gives to our citizens; and they applied all the fruits of their culture and experience in the management of their own little commonwealths. These cities became, in many instances, homes and refuges of freedom, and centres of vast political movements. But, at a later day, most of these fell under the control of sovereigns who ruled great kingdoms, and not one of them long maintained its intellectual or political importance; or, at best, its rapid growth and free, thoughtful life.

But the form of city government, and that with which we have to deal in this country, is the organization of cities which are themselves portions and members of greater States, where the citizens of the whole State are free, and govern themselves by their own laws, but where every member of the State, whatever his home, regards the government of the city as something in which he too has a share. The great cities the United States are generally organized under what are called "charters," granted by the whole community of which they are a part. The people of the United States make their own constitution; the people of the State of New York do the same; but the fundamental law of this vast city is not made by its citizens, but is imposed upon them from without. The citizens of great cities are treated as the wards of the State.

It is now quite evident that none of the modern forms of city government are a complete success. Monarchs have always been opposed to vast municipal growth and to municipal freedom, because both are dangerous to their power. Cities have been their favorite scene of oppression, exorbitant taxation, and of all forms of open and secret tyranny. The absurd and destructive methods they have ignorantly or wantonly adopted for supplying their treasuries have had their worst effect on cities, in retarding their growth as well as in checking their intellectual life. Paris, Vienna, St. Petersburg and Madrid are cities which have flourished for ages as seats of despotism, but whose real glories have been crushed or impaired by their rulers, and in which discontent and the spirit of rebellion have always been in proportion to intelligence and prosperity. Their city governments have been more or less merged in the governments of the States to which they belong, and all that imperial wealth and luxury have done for their outward magnificence and for the idle classes has been sadly paid for by the degradation of the people in morals, in politics, and in industry. Paris, under Louis XIV. was the model of a city ruled by a national despotism, and from the cruel, lavish wantonness of the highest life to the grovelling misery and fierce despair of the lowest it was one great prophecy of the revolution to come. It is not with such results as this that our American cities are to be compared, and yet, in very many of them, the work done by the municipal government falls as plainly short of our high standard as that of despotic monarchies in the last century fell short of protecting quiet industry from insolence and outrage. We demand of our city authorities the careful and universal preservation of civil order and protection against crime; but we also demand much more: public improvements of great cost, extending through every street and to every house; the improvement of rivers and harbors with docks and bridges; of public places and squares, with markets, fountains and statues; the care of the public health with the use of every device of science against pestilence; the suppression and prevention of a thousand nuisances, no one of which was regarded a hundred years ago as other than the common lot of man; and, with many other functions, the administration of the immense funds which are necessary to support them all; and the fact stares us in the face that under the plan of despotism, even when all these things are done tolerably well, they are done at the cost of the free life of the people; and that under the plan of charters and of State supervision, as practiced among us they are not done tolerably at all.

The evil is a general one. We hear more of the defects of city government in New York than elsewhere, because New York is the largest city we have. But a careful examination of their cities will show that

New York is not an exception. Philadelphia and Brooklyn are perhaps quite as corruptly and inadequately governed as New York. New Orleans and Cincinnati rival it clearly. Chicago, by the testimony of its best citizens, was very recently worse governed than any of them. And if we consider the attempts that have been made to reform city governments, we shall see one general fact in them all; that no practical reform in city government has ever been wrought by charter or by State legislation, but only by the free action of the citizens themselves. The most conspicious instance is that of Chicago, when, by the moral force of the people, the whole corrupt structure of the city was recently swept away at the ballot box, and the best citizens were called to fill the municipal offices. But every attempt, and they have been many, to reform the government of cities by acts of the legislature, and by new charters, has utterly failed. Illinois and Pennsylvania have failed as completely as New York.

The lesson of all these facts is one and simple. The true solution of the problem of city government is to be found just where the true solution of every problem of government is found—in the just principles of republicisam, that of unlimited trust in the people. Power must not be withheld from them, through any fear that they will abuse it. They may do so, but not half so basely as it will be abused if it is placed in other hands. It is the complication of the city government of New York, the want of simplicity in administration, the absence of direct responsibility, the division of executive power and accountability among many men or boards, unknown to the people, the impossibility of knowing where to strike an abuse or in whom to punish it, that were introduced by the first Reform Charter of 1857, from which all the worst corruptions of this city take their date. Admit that there was a bad mayor then, and that the Legislature merely wished to curtail his power; yet however good the motive, the work was most pernicious. A mayor, however bad, who directly represents the people, who is known to them as their agent and the possessor of power, will never venture to abuse that power as it is sure to be abused by an indefinite and little understood system of board upon board and checks upon checks, in which no one is known to the people as possessing power, and in which no act can be traced by them to its responsible source.

Give entire independence to great cities in municipal affairs, as to States in their own domain, and they at once rise in the scale of political importance and respectability; the same men who now scorn to take a part in city government become eager for the honors which are given to the foremost citizens; the wealth, intelligence and character of the people finds expression in their institutions and their administration. In short, the only perfect government ever yet maintained in great cities has been in those which, for internal affairs, formed independent commonwealths of their own, and in which the local laws and authorities, in reality, came from the people themselves, and not from the government of some larger state. Every improvement that is to be made in our system, then, is likely to be made by moving in this direction; by abolishing the leading things of "State charters," in so far as they are not demanded or desired by the citizens, and by committing the whole work of self government to the municipality. This is the only method of reform which has never yet had a fair trial in our country.

NO INFLATION FROM THE NEW BANK NOTES.

Notwithstanding the objections urged in some quarters against the opinions frequently expressed in the MAGAZINE that the Currency bill of July last would not, for some time to come, have much effect in expanding the circulation, the facts so far have confirmed that opinion; and the gold speculators, by whom it was denied, have had but small success in their manipulations for advancing the premium. There are several reasons why the anticipated inflation is delayed. The new banks are not organizing very rapidly, the business area of the country is expanding, and the active movements of our interior exchanges are receiving so large an increase every year that the volume of currency they require is greater now than ever before. Hence an addition of currency, which would have caused mischief two years ago, will now be less appreciable, especially during the activity of the fall trade, when so much more currency is wanted for the legitimate business of the country. In view of these facts, it is not surprising that disappointment has overtaken the speculators, who were so sanguine a few months ago that gold would rise with great rapidity this fall, and that the other financial symptoms incident to currency expansion would before now have been developed. Their error has led some persons to revive the exploded theory that the volume of the currency can be enlarged with impunity, and that great additions can be made to an irredeemable paper currency without either deranging the money market or depreciating the standard of the circulation. These mistakes in practice and in theory have caused heavy losses to not a few of the shrewdest men in Wall street. Hence we are reminded how imperfect is the general apprehension of the true nature of the currency and of the simple laws by which it regulates its movements. A glance at the Currency bill, from which so much speedy inflation was predicted, should have served to refute the prediction. The bill, it is true, adds 79 millions to the existing mass of National bank notes, and raises the authorized aggregate from 300 millions to 354 millions. But these new notes cannot be issued without considerable delay. In fact, during the past four months there have been but about four millions of new capital added to the National Bank aggregates. If the inducements offered have not been found strong enough to attract more capitalists, and to stimulate the organization of a greater number of new banks, we may be quite sure that, except some changes be made in the law, the danger of early expansion of the currency from this source does not promise to give much help to the schemes of the gold speculators.

But, secondly, these gentlemen should remember that the 79 millions of new bank notes are not to be issued without some corresponding contraction. As the new notes are issued from month to month, and after they are issued, an equal amount of three per cent certificates of indebtedness will be called in and paid until the whole of the 45 millions has been cleared away. It is not easy to foresee the exact order in which the various forces thus set in operation will strike the money market. The issue of notes by itself would tend to expansion, but the calling in of an equal sum in greenbacks or in their equivalent—the Clearing House certificates—would tend to contraction. Much depends, too, upon the time when the movement takes place. In the Summer or at other seasons when the currency is inactive the expansion would be most felt while in the Fall and whenever business is active any considerable contraction of greenbacks or their equivalent would be almost intolerable, for experience shows that greenback contraction in busy times is imperfectly compensated by expansion of bank notes, which cannot be used for bank reserves or for Clearing House balances. However this may be, enough is evident to show that in the bill before us the elements of contraction are quite prominent, and perhaps more active and irregular and dangerous than the elements tending to expansion.

To all this it is replied, first, that the three per cent certificates may not come in as fast as they are called, and that the banks may prefer to keep them even after the interest is stopped; and, secondly, that the law provides that nearly nine millions of notes may be issued without any corresponding withdrawal of greenbacks or three per cent certificates. This is true. And both these points are worthy of consideration. But we may be well assured that from neither of these sources can much relief be promised to the money market until the law has been for some time in operation. And, moreover, there will by that time be a growing apprehension among the Eastern banks about the 25 millions of circulation which they are required to give up for the benefit of the new banks in the West and South.

There is, therefore, but little ground for surprise that symptoms of inflation and expansion have not developed themselves in Wall street and elsewhere in consequence of the new bank bill. That measure will undoubtedly cause alternate enlargement and contraction in the current of the circulation, but from all that appears these tidal changes will come on so slowly that no great trouble may result. But is it certain that the 79 millions of bank notes to be added to the circulation will be more efficient than the 70 millions of greenback certificates and bank notes which are to be withdrawn therefrom? This awaits the test of experience, for it is a cardinal principle of financial science that the expansive force of paper money is to be computed, not simply from its volume, but from its efficiency also. If the new national bank notes which are about to pour themselves into the current of our circulating money are not more efficient than the mass of currency we remove to make room for them, then it is asked what permanent inflation can result? Another point connects itself with the amazing activity of the National commerce and the rapid growth of our internal trade. It is urged that for this commerce and trade the amount of currency required is now at least 100 millions more than four or five years ago. Consequently the argument claims that our currency will be relatively the same as if it had been reduced 90 millions, even should 9 or 10 millions of new extra notes be issued by the National banks.

Our best authorities, we believe, by no means assent to the proposition that so large an amount as 100 millions of currency is legitimately absorbed in doing the business of the country, in addition to what was used for that purpose in 1866; but still there is little doubt that forty or fifty millions of greenbacks have found their way to the South and West, where they for the most part remain, and will perhaps never return here except as mutilated notes, to be replaced by new greenbacks. This absorption has certainly had the effect of diminishing the excess of currency over its legitimate volume. And the speculators for an advance in the gold premium who rely on the expansion of the currency as one of the factors in their calculations, will do well to give to this fact all the prominence it demands.

THE NOVEMBER ELECTIONS.

Now that the political character of every State Government and of Congress is determined for some time to come, a few practical reflections upon the results of the "campaign" recently decided will be of use. To a certain class, indeed, the only "results" of an election which can justly be called practical are the "spoils" of office. These are either lost or won, and there is an end of their interest in the matter. But there are others who will be eager to understand how each temporary struggle for political power affects the prospects of the country at large.

The most striking change effected by the State elections of this year is in the National House of Representatives. It is not yet possible to give the exact strength of parties in the Congress which is to assemble on the fourth of March next; but it is quite certain already that the party in power, instead of having much more than two thirds of the whole House will have much less, and its preponderance may be reduced to little more than a bare majority. The Republicans will, of course, still have both houses, and the Executive is theirs too; so that they, as a party, will continue to be responsible to the country for the character of the legislation of Congress and for the administration of the laws. Yet the change is a very important one, as will be apparent to any one who has studied the history of any legislative body where the opposition is a very small minority, or who will recall the history of Congress since it became so entirely representative of one party.

In times of great national danger or effort, it may be desirable to have an overwhelming majority of the legislature in perfect harmony with the Executive. The power to overbear all factious opposition may then be important. But such a majority always involves danger. It makes the minority powerless, and therefore, too often, useless, if not entirely reckless of its duty, for the want of any responsibility. It too often makes its own leaders arrogant, and always tends to attach them too strongly to party interests and ends, as distinguished from national ones. For legislative leaders are practically responsible, not like the Executive, to the nation as a whole, but to the party or faction to which they belong. More than all this, such a majority tends to reduce the Executive itself to insignificance. In our system, the President is part of the legislative power, since laws must be signed by him. If he will not sign a bill, it can only be made a law by two-thirds of both houses; and when parties are, as usual, divided with approximate equality, no one party in the legislature can alone override the opposition both of the minority and of the Executive. But when nearly the whole of Congress consists of members of one party, there may be at least a temptation to press the interests of faction, even against the President; and circumstances may easily be imagined in which such a majority might be led on by somewhat reckless men, even to the extent of removing the Chief Executive for his political acts or convictions, or of forcing him to obey their dictates. Without assuming so extreme a case as at all probable, it remains true that an organized party in undisputed possession of the whole power of Congress, constantly tends to weaken the Executive; while the management of the Government in such a way as to keep the majority compact and earnest in its support, tends constantly to corrupt it.

In these respects, there is something gratifying in the simple fact that in the next House of Representatives there will be a nearer approach to a balance between parties than for several years before. If we look further and examine the details of the elections in different parts of the country, we shall find that there are two characteristics which may be said to belong to this contest throughout the Union. The first of these is the very unusual number of independent or "bolting" candidates, and the disposition, when no open "bolt" was made, to "scratch" regular nominees; showing a serious weakening of party lines. We can remember no election since 1860 in which there has been so little uniformity in the votes received in each district by the several candidates of the same party. This has been just as marked in Illinois, Maryland and Massachusetts as in New York; and it proves that there is a growing reluctance among voters to be led or driven to the polls in masses. The simple, broad questions which have so long divided the two parties are no longer the only things considered. New issues are arising in which the two organized parties no longer fully and fairly represent the two sides; and many a voter who regards the old issues of 1860 and 1864 as settled and "dead," votes now with reference to these new issues, and accepts from either party the candidates whom he thinks most likely to carry out his views upon them.

The other characteristic, now almost as plain as the former, is that the new issues, growing up into public notice everywhere, are entirely different in their nature from those which have of late divided parties. They are no longer questions of feeling and prejudice, questions of sections, classes or race, but are questions of opinion or scientific judgment, questions, in short, of financial and economical science. The best reform of the civil service, the method of adjusting the tariff and the tax laws, so as to meet the public dues and wants with the least burden on the people, the regulation of the currency, of banks, of the great national lines of railway, and of State corporations in general; these and such as these are the questions which are now rapidly coming into public attention more prominently every day. It is too soon to discuss the probability of a new division of parties upon economical principles. The difficulties in the way of reconstructing great political organizations are immense, and will not easily be challenged by experienced statesmen. But however this may be, it is certain that these questions will occupy the minds of public men and the attention of all thoughtful people to a very great extent for some years to come. And it is certainly a great advantage to the country that political excitements of a fiercer character, involving stronger passions and bitterer prejudices than these, should, by any means, be supplanted and forgotten.

RAILROAD EARNINGS FOR OCTOBER, AND FROM JANUARY 1 TO NOVEMBER.

The reports of October earnings received from several of the oldest and best known lines of railroad are not particularly favorable—for instance, the Illinois Central shows a decrease of $52,235, Chicago and Alton a decrease of $20,445, and Milwaukee and St. Paul a decrease of $131,789, and all of these roads are working a greater mileage than in 1869. On the other side, the Ohio and Mississippi shows an increase of $27,143, and Toledo, Wabash and Western an increase of $28,925. Among the several companies whose stocks are less prominent in the market, the Central Pacific shows an increase of $225,158, Pacific of Missouri $12,130, St. Louis and Iron Mountain $33,198, and other various differences seen in the table below.

Many of our readers who have been accustomed to watch with interest the monthly statement of Railroad earnings in the MAGAZINE, will be much surprised to find that no report for last month is made of either the Chicago and Northwestern or the Chicago and Rock Island roads, and it will probably be learned with regret that these prominent companies, whose stocks are such favorites at the Board, will no longer be able to give to the public their usual reports of weekly and monthly earnings, in consequence of the arrangement recently made for the consolidation of certain earnings, by the Burlington & Quincy, and Rock Island & Northwestern roads. It is to be hoped, however, that the monthly statements will be published as soon as they can be ascertained, although they may be several weeks later than usual. There was a time when the monthly earnings of New York Central, Hudson River, Erie, Reading, Michigan Southern, Fort Wayne, Cleveland and Pittsburg and other roads, were regularly given to the public, but that would seem to the stock operator of the present day, to have been a golden age of railroad information, and that we are in this respect rapidly approaching the dark ages, for Railroad Directors now certainly "love darkness rather than light," we trust not for the same reason which was formally alleged of those similarly inclined. It is undoubtedly an advantage to parties who have control of the affairs of a railroad to have an exclusive knowledge of its financial situation, and the amount of its earnings from month to month. they have thus an opportunity for dealing in the stock with a certainty of profit which no outsider can possibly obtain. But on the other hand, it is against the common law theory, for a corporation, which is supposed to be a mere creature of legislation, and to be responsible to the government for all its operations, to conduct its affairs privately, concealed not only from the public but from its own stockholders. Suppose that a party owning a hundred shares of the stock of one of these companies applies at its office for information as to the present status of *his* property, particularly as to its earnings and expenses, what reply would he get? Merely a polite refusal, and what his shares are worth from time to time it is impossible for him to find out.

The immense growth of Railroad Corporations during the last few years, through consolidations, extensions and completion of entirely new lines, with stocks and bonds outstanding, amounting in some cases to $100,000,000, has proved more fully than ever before, the necessity that they should be responsible to the public, from whom their whole profits are derived, and by whom their right to exist at all, is granted.

The right of a legislature to call for reports at stated periods from its Banks, Insurance Companies, Savings Institutions, &c., is fully exercised, and there seems to be every reason why the same practice should be extended to Railroad Companies, and we would still advocate, as we have previously done, the plan that a financial statement should be required of every railroad company once a month, or at least once a quarter, showing the amount of stocks and bonds outstanding, the earnings and expenses for the previous month or quarter, and any other facts which might be necessary to show the real condition of the Corporation's affairs.

EARNINGS FOR THE MONTH OF OCTOBER.

	1870.	1869.	Inc.	Dec.
Central Pacific	$804,800	$579,642	$225,158	....
Chicago & Alton	468,212	488,628		20,416
Cleveland, Columbus, Cin. & Indp's	339,239	306,764	32,475	....
Illinois Central	862,171	914,406	....	52,235
Kansas Pacific	343,337	281,331	62,006	...
Marietta & Cincinnati	153,531	132,869	20,662	....
Milwaukee & St. Paul	908,313	1,040,102	....	131,789
North Missouri	235,240	235,513	....	273
Ohio & Mississippi	355,187	328,044	27,143	....
Pacific of Missouri	341,373	329,243	12,130	....
St. Louis & Iron Mountain	127,069	93,871	33,198	....
St. Louis, Alton & Terre Haute	*157,986	204,552	....	46,566
Toledo, Wabash & Western	451,293	422,368	28,925	...
Union Pacific	†667,931	1,057,332	...	389,401
Total	$6,215,682	$6,414,695	$441,697	$640,709

For the ten months of the year which have now expired, the showings of most of the roads included in the table below, compare favorably with the same period last year. Taking into consideration the increased mileage on several of the principal roads there is not a very material variation in their traffic, either increase or decrease. Without any knowledge as to the expenses, a statement of gross earnings is, at best, only an uncertain quantity from which to form an estimate of the net profits; earnings and expenses should both be given. In the remarkable statement lately issued from the office of the Chicago and North Western

* Fourth week estimated.
† Approximate statement—complete figures probably much larger.

Company for the first four months of the fiscal year from June 1 to October 1, a decrease in gross earnings is shown of $92,181; a saving in operating expenses of $567,106; and a consequent increase in *net earnings* of $474,924. If other companies can make similar reductions in their expenses, the necessity of a statement of operating expenses is clearly apparent.

EARNINGS FROM JANUARY 1 TO NOVEMBER 1.

	1870.	1869.	Inc.	Dec.
Central Pacific	$6,947,507	$4,666,233	2,281,274	....
Chicago & Alton	3,993,233	3,960,208	33,0[illegible]5	....
Clevel'd, Columbus, Cinn. & Ind'p's	2,675,691	2,598,599	77,092	....
Illinois Central	7,254,270	7,310,709	....	56,439
Kansas Pacific	2,717,568	....	....	....
Marietta & Cincinnati	1,133,470	1,150,174	....	16,704
Milwaukee & St. Paul	6,099,655	5,850,751	248,904	....
North Missouri	2,31[illegible],927	1,572,421	738,506	....
Ohio & Mississippi	2,521,510	2,362,623	158,[illegible]87	....
Pacific of Missouri	2,8[illegible]3,940	2,614,366	2[illegible]9,574	....
Toledo, Wabash & Western	3,620,483	3,494,675	125,813	....
Union Pacific	6,416,208	...	...	....
Total	$48,514,567	....	....	..
Total, excluding roads not reported last car	$39,440,791	$35,580,759	$3,933,175	$73,134

THE NATIONAL BANKS.

We give up a large part of our space to the elaborate quarterly statistics of the National banks, which will be found unusually suggestive. These institutions and the system under which they exist are entering on a new phase. The recent law for adding seventy-nine millions to the aggregate of outstanding notes have already developed an activity in the organization of new banks, and the aggregate capital of the banks in the whole country is in consequence increasing. The addition as yet is not large and amounts only to three millions. The scrupulous care with which every application is investigated by the Comptroller prevents too great rapidity in organizing new and needless banks. This severe scrutiny we trust will not be relaxed either from political influence or personal importunity. The rapid virulence with which the war fever is spreading in the old world, and the financial complications which cannot fail to assert themselves both here and there if the Franco-Prussian conflict should not be speedily brought to an end, add very cogent reasons to those of a more national and local character which urge us to make our financial machinery as perfect as possible, and to prevent by all the means at command the intrusion of any unsound elements into the stupendous fabric of our banking machinery.

The general prostration of business which has been so much complained of has not caused so signal a falling off as might have been expected in the accommodation sought from the banks by the public. The loans and discounts are reported at 712 millions against 716 millions in June and 708 millions in the foregoing March. On the other hand the individual deposits are reported at 501 millions against 512 millions in June and 516 millions three months previously. The specie reserves, in consequence of the large exportation movement, have fallen from 37 millions in March to $18,460,011 at present. How much of this coin, which has been drained off from the bank reserves, was the property of the banks does not appear. The reports are defective in this particular, and we would suggest to Mr. Hulburd the propriety of making, in his future reports, a discrimination between the coin which is actually owned by the banks and that which is merely deposited there for safe keeping by their dealers. The Clearing House certificates are now only 19 millions, having fallen from 21½ millions last June. The three per cent certificates have, however, been increased almost half a million, and the tendency of these notes is to concentrate themselves more and more in the banks of our chief cities, where they are greatly in favor, as in case of need Mr. Boutwell would probably be willing to stamp them for Clearing House purposes. Probably, however, the most important change indicated in the tables before us is in the reserve of legal tender notes, which is down to $77,203,577 against 90 millions in June last and 80 millions in the previous quarter. It is easy to account for this depression of the level of the greenback reserve, but the efficiency and strength of the banking system will be best consulted if a constant pressure be put upon the banks by the Bureau at Washington, keeping them continually strong in greenbacks. We do not know what financial troubles may arise in either hemisphere during the next twelve months, and it is obviously the part of prudence to be prepared for every contingency.

The permanence and success of our banking system can only be secured by cementing these institutions with the public confidence, and buttressing them with all the supports prescribed by monetary science and endorsed by practical experience. The new currency privileges conferred on the banks by the law of July 8, 1870, will be sure to arouse in Congress some opposition, and during the coming session the enemies of the currency system will doubtless employ themselves busily in the grateful task of exposing the shortcomings of any defaulting institutions. The time is past for "nursing" any weak banks, and Mr. Comptroller Hulburd intends we suppose to pursue a less lenient policy than was found expedient a year or two ago. For this new severity his judicious management in the past has paved the way; and as the banks are now for the most part in a sound condition, it will be a comparatively easy task to keep them so.

By this means alone can the recent extension of the banking system be carried into effect without danger. The July Currency bill will make the aggregate of our bank note issues 379 millions of dollars. The inflation of the currency which may result from these new issues will not be so perilous as if it were made more rapidly, and with no calling in of the 45 millions of three per cent. certificates. Still there will needs be more or less of expansion, and some of the weaker banks will need careful watching to prevent their yielding to the temptations to inflate the huge bubble of speculation till it explodes. The office of the Comptroller of the Currency during the coming year will be no sinecure, and on the judgment and prudence with which he exercises his functions may depend in no small degree, not only the efficiency of our banking system, but the safety and smooth operation of that complicated financial machinery by which the vast business of this country is carried on.

Our space forbids further strictures on the banks at present; but we may resume the prolific subject hereafter; meanwhile we append the comparative summary of the condition of the banks at several periods during the current year. It is well worthy of a careful examination:

RESOURCES.	March 24, 1870.	June 9, 1870.	Oct. 8, 1870.
Loans and discounts	$707,905,584 64	$716,087,288	$712,767,453 32
Overdrafts	2,942,724 75	3,253,897	3,160,626 49
U. S. bonds to secure circulation	339,106,350 00	338,845,200	340,857,450 00
U. S. bonds to secure deposits	16,263,500 00	15,704,000	15,381,500 00
U. S. bonds and secu. on hand	27,275,550 00	28,276,600	22,323,800 00
Other stocks, bonds and mort.	20,524,294 55	23,300,681	23,614,721 25
Due from redeeming agents	73,404,332 16	74,635,405	66,275,668 92
Due from other National banks	29,505,688 11	36,128,750	33,948,805 65
Due from other banks & b'k'rs	10,238,219 85	10,430,781	9,202,496 71
Real estate, furniture, &c.	26,330,701 24	26,593,357	27,470,746 97
Current expenses	6,683,189 54	6,324,955	5,871,750 02
Premiums	2,680,882 39	3,076,456	2,491,222 11
Checks and other cash items	11,173,510 22	11,384,979	12,473,107 57
Exchanges for Clearing-House	75,317,992 22	88,926,515	79,089,688 29
Bills of National banks	14,226,817 00	16,342,582	12,512,927 00
Bills of State banks	98,647 00	112,555	63,506 00
Fractional currency	2,285,499 02	2,184,714	2,078,178 05
Specie	37,127,875 16	31,099,437	18,460,011 47
Legal tender notes	80,379,978 00	90,710,751	77,203,577 00
Clearing House Certificates	19,911,000 00	21,403,000	13,136,000 00
Three Per Cent Certificates	25,765,000 00	25,925,000	26,330,000 00
Total	$1,529,147,735 85	$1,565,756,909	$1,510,713,236 92
LIABILITIES.	March 24, 1870.	June 9, 1870.	Oct. 8, 1870.
Capital stock	$427,504,247 00	$427,235,701	$430,399,301 06
Surplus fund	90,229,954 59	91,689,834	94,061,438 91
Undivided profits	43,109,470 62	42,861,712	38,608,618 95
National bank notes outstand'g	292,509,150 00	291,183,614	291,798,640 01
State bank notes outstanding	2,279,469 00	2,350,126	2,138,548 00
Dividends unpaid	1,483,416 15	1,516,815	2,462,591 30
Individual deposits	516,058,085 26	512,135,010	501,407,586 91
United States deposits	6,424,421 25	10,677,813	6,807,978 40
Deposits of U.S. disb'ng officers	4,778,225 93	2,592,967	4,550,142 68
Due to National banks	109,667,715 95	115,456,491	100,348,292 49
Due to State banks and bankers	29,767,575 21	33,012,162	29,693,910 85
Notes and bills re-discounted	2,462,647 49	2,741,843	3,843,577 60
Bills payable	2,873,357 40	2,302,756	4,592,609 77
Total	$1,529,147,735 85	$1,565,756,909	$1,510,713,236 92

MR BOUTWELL AND THE PACIFIC RAILROADS.

We lately called attention to the controversy which Mr. Boutwell has begun with the Pacific railroad companies, relative to the payment of the interest on the six per cent currency bonds issued by the Government to aid in the construction of those railroads. These bonds are known as currency sixes. They amount to $64,618,832, and being the only 30-year Government bonds in the market they are in great favor, and command a high premium. The controversy does not affect the character of the bonds, which is undoubted, nor the obligation of the Treasury to pay the semi-annual interest to the holders of the bonds. The point raised by Mr. Boutwell concerns simply the refunding of the interest by the respective companies. Mr. Boutwell sets forth his side of the case as follows: There was, he says, an understanding when these bonds were issued that as fast as the Government disbursed any interest the companies should immediately refund the amount without delay. This has not been done, and the account he presents is as follows:

	Principal.	Interest paid by United States.	Interest repaid by Companies.	Interest now due to Gov'nment.
Union Pacific	$27,236,512	$3,713,371	$1,430,141	$2,383,221
Do Central Branch	1,6 0,000	301,808	7,401	294,406
Central Pacific	25,8 1,000	3,261,767	241,638	3,020,129
Western Pacific	1,970,000	131,197	8 2 1	122,916
Kansas Pacific	6,3 3,000	1,212,993	724,823	488,169
Sioux City and Pacific	1,628,320	194,207	396	193,811
Total	$64,618,832	$8,815,345	$2,412,683	$6,402,662

From this statement Mr. Boutwell claims that the six corporations above mentioned are under an obligation to pay immediately into the National Treasury six millions and a half, and he some time ago addressed to them a communication setting forth his views. To this claim the companies responded, by calling the Secretary's attention to the law of July 1, 1862, as amended July 2, 1864. Under this statute the bonds were issued, and by its provisions the companies claim that they are freed from the obligation of immediate payment. Here for the present the matter rests. The companies, we believe, have not refused to pay the claim put forth by the Treasury. They have simply called the attention of the Secretary to the law, and left the matter for the present in his hands. While the case is under the consideration of the law officers of the Government its probable issue is anxiously discussed in Wall street where the securities of the Pacific railroads are growing in popularity, and it is evident that the market price and the investment-value of some of these securities will be very much affected if there is a fair prospect that the claim will be sustained for the payment of three millions a year to the Treasury more than had been calculated upon. To give the materials for an unbiased and independent opinion in the case, we copy the two sections of the law of 1862 which refers to the subject, and we enclose in brackets such amendments as were made to the statute by the act of 1864. The following are the sections referred to:

SEC. 5. *And be it further enacted,* That for the purposes herein mentioned the Secretary of the Treasury, shall upon the certificate in writing of said commissioners of the completion and equipment of forty [twenty*] consecutive miles of said

Railroad and Telegraph, in accordance with the provisions of this act, issue to said Company bonds of the United States of one thousand dollars each, payable in thirty years after date, bearing six per centum per annum interest, (said interest payable semi-annually,) which interest may be paid in United States treasury notes or any other money or currency which the United States have or shall declare lawful money and a legal tender, to the amount of sixteen of said bonds per mile for such section of forty [twenty*] miles and to secure the repayment to the United States, as hereinafter provided, of the amount of said bonds so issued and delivered to said Company, together with all interest thereon which shall have been paid by the United States, the issue of said bonds and delivery to the Company shall *ipso facto* constitute a first [second] mortgage on the whole line of the Railroad and Telegraph, together with the rolling stock, fixtures, and property of every kind and description, and in consideration of which said bonds may be issued; and on the refusal or failure of the said Company to redeem said bonds, or any part of them, when required so to do by the Secretary of the Treasury, in accordance with the provisions of this act, the said road, with all the rights, functions, immunities, and appurtenances thereunto belonging, and also all lands granted to the said Company by the United States, which, at the time of said default, shall remain in the ownership of the said Company, may be taken possession of by the Secretary of the Treasury, for the use and benefit of the United States: *Provided*, this section shall not apply to that part of any road now constructed.

SEC. 6. *And be it further enacted*, That the grants aforesaid are made upon condition that said company shall pay said bonds at maturity, and shall keep said railroad and telegraph line in repair and use, and shall at all times transmit despatches over said telegraph line, and transport mails, troops, and munitions of war, supplies, and public stores upon said railroad for the Government, whenever required to do so by any department thereof, and that the Government shall at all times have the preference in the use of the same for all the purposes aforesaid, (at fair and reasonable rates of compensation, not to exceed the amounts paid by private parties for the same kind of service;) and all [one-half of the*] compensation for services rendered for the Government shall be applied to the payment of said bonds and interest until the whole amount is fully paid. Said Company may also pay the United States, wholly or in part, in the same or other bonds, treasury notes, or other evidences of debt against the United States, to be allowed at par; and after said road is completed, until said bonds and interest are paid, at least five per centum of the net earnings of said road shall be annually applied to the payment thereof.

It is foreign to our present purpose to prejudge the case while it is under the consideration of the proper authorities at Washington. And yet we think there is much force in the argument of the Companies in regard to one or two of the points involved. In the first place, they claim that there was no "understanding" or secret deputation connected with the issue of the bonds; that the law from which we have quoted contains the terms, and the only terms of the contract; that the faith and credit of the Government are pledged to this contract, and in reliance upon its privileges many millions of dollars have been subscribed by private persons and capitalists to build the roads in question. Now, in contracts it is a fundamental principle of interpretation that the promiser is bound in the sense in which he knew the promisee understood him. Applying this principle to the interpretation of the grant, they take the plain meaning of it to be substantially as follows: That the principal of the bonds shall, at maturity, be paid by the Company in cash, but

* As amended 2d of July, 1864.

that the interest shall not be refunded by them to the Government in cash. The only payments they are required to make on account of interest on these bonds are such as are specified by the sixth section, and consist, first, in transporting the mails and in rendering other services at the order of the Government, and, secondly, in a cash payment of "at least five per cent of the net earnings of the road." If the terms of this contract seem unfavorable to the Goverment the Companies claim that the money for construction could not, on easier terms, have been obtained, and that without such concessions as are now complained of the road would still have been to build. They add, moreover, that the Government saves every year in direct transportation for Indian expeditions for interest and the transportation of mails, a much larger sum than is advanced by the Treasury on the Currency bonds. In confirmation of these statements as to the impossibility of constructing the road without the privileges now called in question, they appeal to the discussions in Congress where it was over and over again demonstrated, that the necessity for the road and the benefits promised by it were such, that if the bonds were a free gift to the railroad instead of a loan to be repaid in thirty years, still the nation would be amply repaid by the development of its industrial resources, and by the creation of a grand highway to bind the Pacific States to those of the Atlantic in a permanent bond of indivisible national unity. It is also remembered that the enterprise of building the transcontinental highway was so unpopular among capitalists, that notwithstanding all the privileges offered, very little work was done, and very little capital could be raised till the year 1866, when some energetic men took hold of the scheme and made it a rapid success by the force of their indomitable will and resistless enterprise. To all these arguments, however, in favor of the privileges claimed by the Companies there is one response. If the law by a clear enactment expressly exempts these corporations from liability to refund to the Treasurythe interest on the currency bonds as fast as the said interest is paid out, then and then only will the exemption be conceded. Mr. Boutwell will withdraw his opposition, and the controversy will be closed.

NATIONAL BANK RETURNS.

We are indebted to the Comptroller of the Currency for the following statements of reserves, with reports of the National Banks of each State and redemption city at the close of business on Saturday, the 8th day of October, 1870. The returns of the cities are not included in the States of which they are a part. The previous returns will be found in THE MAGAZINE for August, page 108.

Table of the state of the lawful money reserve of the National Banks of the United States, as shown by the reports of their condition at the close of business on the 8th day of October, 1870.

States and Territories.	Number of Banks.	Liabilities to be protected by reserve.	Reserve required 15 per cent of liabilities	Reserve held.	Per cent of reserve to liabilities.	Funds available for reserve — Specie	Legal Tenders.	Three per cent certificates.	Due from redeem'g agents.
Maine	61	$12,781,420	$1,917,213	$2,642,286	20.7-10	$32,234	$1,077,246	$5,000	$1,527,766
New Hampshire	41	6,812,877	1,021,932	1,508,686	22.1-10	26,872	471,408	20,000	990,406
Vermont	42	8,833,576	1,325,036	1,743,839	19.7-10	39,793	712,468	85,000	906,578
Massachusetts	160	54,740,[illegible]85	8,211,058	11,398,751	20.8-10	207,167	4,263,150	195,000	6,732,434
Rhode Island	62	19,063,019	2,859,453	3,789,960	19.9-10	37,807	1,348,229	75,000	2,328,924
Connecticut	81	30,157,802	4,523,670	6,670,875	22.1-10	116,045	2,383,721	17[illegible],000	4,001,109
New York	231	73,409,745	11,011,462	14,934,682	20.3-10	419,742	5,430,709	750,000	8,304,231
New Jersey	54	24,792,243	3,718,836	5,550,116	22.4-10	138,939	1,862,041	225,000	3,324,136
Pennsylvania	151	44,689,173	6,703,376	8,970,234	21.1-10	98,320	4,057,627	695,000	4,119,287
Delaware	11	2,688,195	403,229	619,625	23.	5,422	204,935	80,000	329,268
Maryland	18	4,412,927	661,939	1,206,146	27.3-10	32,649	518,593	30,000	624,904
Virginia	17	6,028,932	904,340	932,311	15.5-10	87,927	495,160	......	349,224
West Virginia	14	4,119,082	617,862	718,074	17.4-10	20,155	409,564	25,000	263,355
North Carolina	6	2,255,661	338,349	514,643	22.8-10	22,753	242,084	...	249,806
South Carolina	3	1,413,576	212,036	298,575	21.1-10	17,107	231,500	......	46,968
Georgia	8	3,248,717	487,307	963,084	29.6-10	86,996	542,218	75,000	258,870
Alabama	2	576,812	86,522	103,135	17.9-10	12,728	39,849	......	50,558
Texas	4	1,181,078	177,162	470,846	39.9-10	277,384	159,351	......	34,111
Arkansas	2	376,129	56,419	39,632	10.5-10	1,670	26,523	......	11,439
Kentucky	13	2,955,703	443,355	618,491	20.9-10	10,126	347,447	......	260,918
Tennessee	13	4,944,497	741,675	1,105,067	22.3-10	35,025	568,597	......	501,445
Ohio	119	27,674,292	4,151,144	5,496,574	19.9-10	51,705	2,993,940	250,000	2,200,929
Indiana	69	19,494,076	2,924,111	3,834,062	19.7-10	131,806	2,106,190	35,000	1,561,066
Illinois	67	13,954,746	2,093,212	2,832,495	20.2-10	110,405	1,347,912	65,000	1,309,178
Michigan	38	6,673,875	1,001,081	1,307,685	19.6-10	21,787	753,901	40,000	491,997
Wisconsin	28	4,157,572	623,636	908,104	21.8-10	23,787	422,364	35,000	426,953
Iowa	43	8,770,217	1,315,532	1,887,949	21.5-10	62,810	1,020,681	25,000	779,458
Minnesota	17	4,760,039	714,006	1,112,360	23.4-10	46,644	483,113	......	582,603
Missouri	11	3,175,535	476,330	695,331	21.9-10	15,614	382,440	10,000	287,277
Kansas	3	712,090	106,814	147,025	20.6-10	1,328	89,722	......	55,975
Nebraska	4	2,189,494	328,424	613,708	28.	9,845	140,594	......	463,269
Oregon	1	750,319	112,548	181,415	24.1-10	13,309	120,201	......	47,905
Colorado	3	1,921,151	288,173	847,815	44.1-10	84,848	162,401	......	600,566
Montana	1	218,921	32,838	40,807	18.6-10	7,450	29,300	......	4,057
Utah	1	271,972	40,796	36,797	13.5-10	841	5,456	......	30,[illegible]00
Idaho	1	131,665	19,750	36,771	27.9-10	18,716	12,280	......	5,775
Total	1,400	$404,337,512	$60,[illegible]50,626	$84,777,956	20.9-10	$2,257,856	$35,465,915	$2,890,000	$44,064,185

Table of the state of the lawful money reserve, of the National Banks of the United States, as shown by the reports of their condition at the close of business on the 8th day of October, 1870.

Redemption Cities.	Number of Banks.	Liabilities to be protected by reserve	Reserve required, 25 per cent of liabilities.	Reserve held.	Per cent of reserve to liabilities.	Funds available for reserve. — Specie.	Legal Tenders.	Clearing House Certificates.	Three per cent certificates.	Due from redeeming agents.
Boston	46	$72,900,450	$18,225,113	$21,620,271	29.6-10	$1,872,792	$6,151,340	....	$4,035,000	$9,561,139
Albany	7	9,481,877	2,370,469	3,70[illegible],468	39.	10,358	1,155,0[illegible]4	....	345,000	2,190,095
Philadelphia	29	44,744,979	11,186,245	12,963,920	28.9-10	290,960	4,247,281	1,620,000	5,520,000	1,285,679
Pittsburg	16	15,346,989	3,836,747	4,487,721	29.2-10	162,5[illegible]6	2,242,[illegible]0	....	375,000	1,70[illegible],915
Baltimore	13	18,[illegible]78,456	4,569,614	4,774,702	26.1-10	108,875	1,94[illegible],341	501,000	600,000	1,619,486
Washington	3	2,403,367	600,842	656,769	27.3-10	43,509	23[illegible],481	....	225,000	155,779
New Orleans	2	2,597,649	649,412	594,097	22.9-10	132,811	20[illegible],506	....	....	260,7[illegible]0
Louisville	4	1,384,383	346,096	443,048	32.	3,128	256,[illegible]98	....	5,000	198,622
Cincinnati	5	7,958,177	1,9[illegible]8,[illegible]94	2,225,497	27.9-10	95,747	1,2[illegible]1,710	....	70,000	8[illegible]8,040
Cleveland	6	5,441,613	1,360,403	1,433,227	26.3-10	1,795	709,500	....	190,000	[illegible]31,932
Chicago	14	21,074,656	5,268,664	6,469,387	30.7-10	117,856	3,722,256	....	395,000	2,2[illegible]4,2[illegible]5
Detroit	3	3,963,333	990,833	1,278,216	32.2-10	6,558	522,549	....	60,000	689,1[illegible]9
Milwaukee	4	2,5[illegible]0,0[illegible]0	630,008	828,343	32.9-10	8,0[illegible]5	313,593	....	15,000	491,685
St. Louis	7	7,325,021	1,831,255	1,985,534	27.1-10	110,315	1,089,094	....	455,000	332,125
Leavenworth	2	947,944	236,986	2[illegible]5,[illegible]75	23.8-10	1,231	99,822	....	10,000	114,822
Total	161	$216,363,924	$54,090,981	$63,6[illegible]8,075	29.7-10	$2,966,506	$24,089,085	$2,121,000	$12,300,000	$22,211,484
New York	54	192,696,891	48,174,228	54,045,220	28.5-10	9,141,643	17,648,577	17,015,000	11,140,000	....

NATIONAL BANKS OF EACH STATE—THEIR CONDITION OCTOBER 8, 1870.

RESOURCES.

	Maine.	New Hampshire.	Vermont.	Massachusetts.*	City of Boston	Rhode Island.	Connecticut.	New York State.†
Loans and discounts	$11,359,985 01	$4,975,021 69	$7,674,296 39	$52,125,2 8 5	$74,867,539 10	$22,821,935 04	$31 412 416 18	$62,531 114 55
Overdrafts	17,207 50	24,222 36	92,053 00	69,083 95	28,303 33	43 495 53	117,644 74	505,151 77
U. S. bonds to secure circulation	8,379,750 00	4,877,000 00	6,877 000 00	35,332,350 00	29,980,650 00	14,199,600 00	19,759,100 00	33,200,250 00
U. S. bonds to secure deposits	470,000 00	525,000 00	300,000 00	1 250,000 00	850.000 00	26 ,0 0 00	542,000 00	1.595,500 00
U. S. bonds and securities on hand	416,550 00	100.350 00	440,550 00	2,718,250 00	1.763,550 00	208,500 00	962.200 00	1 434,5 0 00
Other stocks, bonds and mortgages	356,774 33	281,443 63	169,900 00	1,006.315 90	423,08 10	2 8,326 03	872,049 93	3,096.360 67
Due from redeeming and reserve agents.	1,527,706 01	990,405 70	906.578 35	6,733,434 49	9,561,138 63	2,32 ,924 43	4 01,108 62	8,3 4 2 21
Due from other national banks	91,863 26	124.401 17	192,874 10	575,822 66	3,714,911 53	400,195 55	1,935 442 66	1,941,301 93
Due from State banks and bankers	4.871 96	45.591 82	21,973 66	183,168 17	140,238 60	1 0,963 86	2 8.249 48	632,838 69
Real estate, furniture and fixtures	226,269 32	112, 82 57	199, 60 24	1,138 709 82	1,647,369 04	557.505 12	785.5 8 2	1,925.241 64
Current expenses	61,315 68	43,132 49	23,278 80	112,990 84	64,378 08	115.792 42	234,953 39	528, 80 22
Premiums	18,869 72	....	35,389 28	18,983 45	20,690 75	3,920 69	31,596 55	233.963 58
Checks and other cash items	287,240 17	76.280 29	128,480 36	684,648 17	29 .430 61	575,034 44	666,667 38	2,205,657 24
Exchanges for Clearing House	... .	....	....	....	5, 75,894 98	....	......	... .
Bills of other national banks	252,962 00	140,466 00	114,931 00	857,368 00	1,041,214 00	172,756 00	273,553 00	738,400 00
Bills of State banks	192 00	216 00	43 00	65 00	153 00	4,490 00	364 00	1,981 00
Fractional currency	33,184 75	9,962 33	17,794 69	176,738 81	97,727 45	43,803 04	61 191 06	201,638 00
Specie	32,334 43	26 871 58	39.792 50	207.166 75	1,872,792 22	37 807 40	116,044 78	449.741 81
Legal tender notes	1,077,246 00	471,408 00	712,468 00	4,263,150 00	6,151,340 00	1,348,229 00	2,383,721 00	5,430,709 00
Clearing House certificates	....	.. .. ..	....	....	....	......	....	.. ..
Three per cent certificates	5,000 00	20.000 00	85,000 00	195,000 00	4,035,000 00	75,000 00	170,000 00	750,000 00
Total	$24,619,319 14	$12,844,158 63	$18,031,468 40	107,548,494 36	$142,536,403 11	$43,595,678 55	$64 673,890 49	$125,707,301 31

LIABILITIES.

	Maine.	New Hampshire.	Vermont.	Massachusetts.*	City of Boston	Rhode Island.	Connecticut.	New York State.†
Capital stock	$9,125.000 00	$4,835,000 00	$7,460,012 50	$39,222,000 00	$47,850,000 00	$20,364.800 00	$25,056,820 00	$36,362,741 00
Surplus fund	1,531,030 49	727,676 66	1,030,522 65	9,652,8 7 29	10,271,813 19	1,997,674 19	5,080,016 09	6.613. 59 20
Undivided profits	929.484 17	438.688 96	401,204 89	2,725,986 04	1,631,625 33	1 237.351 26	1 575,651 65	4.677 943 06
National bank notes outstanding	7,399,536 00	4,266,520 00	5,994,485 00	30, 69,938 05	25,362,471 00	12.377.907 00	17,279,614 00	28.7 7,056 00
State bank notes outstanding	48.124 00	23.051 00	26.286 00	201,207 00	101 469 00	161.604 00	237,701 00	421, 7 00
Dividends unpaid	76,729 25	34.670 96	9,983 26	518,220 50	492,759 56	158,820 37	135,001 04	79,728 59
Individual deposits	4,855,040 61	2,317,621 39	2,663, 85 97	22,230,713 63	41,902 264 57	5,940,525 38	11,981.662 52	41,376 973 83
U. S. Deposits	133.593 79	143 005 70	97,102 35	519 583 67	17,410 15	122,701 29	20 .952 17	693 592 24
Deposits of U. S. disbursing officers	206.019 75	51,059 25	107,819 46	275,889 47	....	17,962 09	33.01 73	16 .290 92
Due to national banks	208.965 58	1,589 08	45,124 36	968.33 63	12.987.154 96	893,673 00	2,509.778 28	3.6 5.359 03
Due to State banks and bankers	77.481 04	975 63	15,571 08	174 401 66	1,969,435 35	323.659 97	392,650 11	1,57 .770 25
Notes and bills rediscounted	28,083 06	... .	9 767 88	136,043 75	....	....	....	968,520 20
Bills payable	198 40	4.300 00	170,000 00	53,294 67	....	....	191,000 00	395 109 89
Total	$24,619,319 14	$12,844,158 63	$18,031,468 40	107,548,494 36	$142,536,403 11	$33,595,678 55	$64,673,890 49	$125,707,301 31

* Exclusive of Boston. † Exclusive of New York City and Albany.

RESOURCES.

	New York City.	Albany.	New Jersey.	Pennsylvania.*	Philadelphia.	Pittsburg.	Delaware.	Maryland †
Loans and discounts	167,969,157 54	5,910,8[illegible]5 14	21,160,328 [illegible]4	36,537,036 73	$36,947,915 8[illegible]	$13,788,626 23	$2,222,337 28	$3,06[illegible],916 86
Overdrafts	112,928 40	6,[illegible]08 23	56,098 98	256,241 41	10,363 77	49,[illegible]52 30	1,862 15	29,[illegible]9 94
United States bonds to secure circulation	140,8[illegible]6,550 00	2,184,0[illegible]0 00	10,685,450 00	23,517,000 00	13,229,700 00	7,704,500 00	1,348,200 00	2,008,250 00
United States bonds to secure deposits	700,000 00	200,000 00	3[illegible]5,000 00	891,000 00	225,0[illegible]0 00	... ...	60,000 00	150,000 00
United States bonds & securities on hand	6,569,750 00	1[illegible]9,700 00	307,450 00	2,037,600 00	976,050 00	200,900 00	8,700 00	22[illegible],1[illegible]0 00
Other stocks, bonds and mortgages	6,990,261 39	736,338 81	6[illegible]9,5[illegible]8 65	1,160,910 98	1,442,377 02	85,864 91	80,1[illegible]6 43	270,319 54
Due from redeeming and reserve agents		2,190,095 56	3,324,1[illegible]6 02	4,119,285 59	1,285,679 03	1,707,915 45	3[illegible]9,268 45	624,903 88
Due from other national banks	12,617,724 05	1,[illegible]01,9[illegible]4 19	1,163,351 89	1,8[illegible]6,347 52	2,44[illegible],713 65	3[illegible]9,78[illegible] 88	[illegible]02,[illegible]92 31	148,928 11
Due from State banks and bankers	2,[illegible]72,529 56	[illegible]1,312 11	273,025 98	808,887 64	554,794 53	288,62[illegible] 73	43,[illegible]82 31	49,215 72
Real estate, furniture and fixtures	7,833,189 04	185,698 12	991,426 45	1,465,[illegible]97 08	1,788,224 58	742,333 33	123,285 60	125,132 17
Current expenses	1,282,[illegible]25 00	3,2[illegible]1 63	131,907 55	491,[illegible]17 22	538,599 84	166,453 80	20,706 13	33,737 93
Premiums	921,615 25	1,166 07	33,882 63	114,719 43	91,01[illegible] 24	21,3[illegible]7 73	3,409 25	18,[illegible]42 06
Checks and other cash items	2,322,0[illegible]3 92	485,652 28	806,239 34	504,[illegible]62 56	430,631 56	118,525 93	53,875 53	104,118 06
Exchanges for clearing house	62,[illegible]33,329 11	151,105 42	....	....	5,666,259 86	596,2[illegible]9 97	....	....
Bills of other national banks	2,691,519 00	200,724 00	331,244 00	503,913 00	639,167 00	103,775 00	27,275 00	81,415 00
Bills of State banks	8,6[illegible]8 00	... ...	1,098 00	8,359 00	5,253 00	1,835 00	2,135 00	94[illegible] 00
Fractional currency	331,076 76	31,848 86	70,944 39	146,115 93	148,9[illegible]4 54	44,513 00	9,471 70	17,[illegible]43 32
Specie	13,135,649 33	10,357 68	138,9[illegible]8 57	98,319 87	29[illegible],960 20	162,506 24	5,421 85	32,6[illegible]9 16
Legal tender notes	17,648,[illegible]77 00	1,155,014 00	1,862,041 00	4,057,627 00	4,247,281 00	2,242,300 00	204,935 00	518,593 00
Clearing house certificates	17,015,000 00	....		....	1,6[illegible]0,000 00	... ...	. ....	... ...
Three per cent certificates	11,140,000 00	345,000 00	225,000 00	695,0[illegible]0 00	5,[illegible]20,000 00	375,000 00	80,000 00	30,000 00
Total	$375,152,133,15	$15,012,746 10	$42,557,111 99	$79,220,341 96	$78,113,891 66	$28,610,302 55	$4,726,673 99	$7,528,031,75

LIABILITIES.

	New York City.	Albany.	New Jersey.	Pennsylvania.*	Philadelphia.	Pittsburg.	Delaware.	Maryland †
Capital stock	73,435,000 00	2,650,000 00	11,803,250 00	24,205,240 00	$16,255,150 00	$9,000,000 00	$1,428,185 00	$2,348,217 50
Surplus fund	18,835,099 19	990,000 00	2,618,829 47	5,466,990 61	6,507,159 99	2,265,180 49	313,816 08	402,387 97
Undivided profits	10,039,181 42	42[illegible],952 32	1,35[illegible],187 07	1,881,315 51	1,842,293 51	764,168 87	77,018 21	212,925 80
National bank notes outstanding	32,945,080 00	1,881,991 00	9,237,176 00	20,544,414 00	10,984,561 00	6,65[illegible],[illegible]55 00	1,186,021 00	1,746,103 00
State bank notes outstanding	235,959 00	2[illegible],822 00	112,055 00	158,879 00	89,041 00	59,451 00	14,8[illegible]6 [illegible]0	12,0[illegible]9 00
Dividends unpaid	236,850 65	14,531 61	113,318 00	94,312 65	86,7[illegible]3 37	30,855 79	8,666 16	32,283 97
Individual deposits	167,010,366 55	6,327,585 51	14,726,647 09	23,634,140 45	36,366,348 62	8,553,451 43	1,325,555 57	2,53[illegible],120 27
United States deposits	241,951 99	78,646 15	160,425 53	395,236 83	76,922 62	....	56,309 01	48,670 09
Deposits of U. S. disbursing officers	....	205,868 49	42,021 19	21,069 51	.. ....	....	[illegible]14,782 31	53,749 15
Due to national banks	55,947,455 65	1,932,037 77	2,008,261 01	1,9[illegible]4,683 00	4,749,490 87	80[illegible],982 57	253,501 15	97,521 29
Due to State banks and bankers	16,245,168 70	489,398 25	3[illegible]2,[illegible]10 71	379,323 78	1,147,710 68	404,257 64	33,[illegible]00 50	35,985 71
Notes and bills rediscounted	....	....	58,715 92	399,7[illegible]5 70	. ....	79,869 76	15,000 00	5,000 00
Bills payable	. . ....	.. . ..	13,615 00	85,005 92	8,500 00	....	.. ....	35 00
Total	$375,152,133 15	$15,012,746 10	$42,557,111 99	$79,220,341 96	$78,113,891 66	$28,610,302 55	$4,726,673 99	$7,528,031 75

* Exclusive of Philadelphia and Pittsburg. † Exclusive of the City of Baltimore.

RESOURCES.

	Baltimore.	Washington.	Virginia.	W. Virginia.	N. Carolina.	S. Carolina.	Georgia.	Alabama.	N. Orleans.
Loans and discounts	$17,069,159 92	$1,401,538 70	$4,685,180 43	$2,859,767 96	$1,495,941 28	$1,816 447 08	$2,478,408 82	$525,777 12	$1,783,928 95
Overdrafts	10,461 47	17,889 07	76,335 85	30,200 36	16,109 95	12,954 49	25 893 15	270 40	31,775 57
U. S. bonds to secure circul'n.	8,007,500 00	970,000 00	2,183,000 00	2,145,450 00	665,100 00	374,000 00	1,546,000 00	310,500 00	1,2 8,000 00
U.S. bonds to secure deposits.	400,000 00	200,000 00	252,000 00	200,000 00	150,000 00	....	100,000 00	....	....
U. S. bds & securities on hand	650 00	267,600 00	1,000 00	153,850 00	108,000 00	1,000 00	....	200 00	....
Other stocks, bonds & mort's.	807,780 98	21,083 50	78,836 60	166,525 93	185,419 84	54,685 33	25,050 00	19,093 22	82,102 45
Due from redeeming agents.	1,619,486 13	155,779 33	349,224 10	263,354 57	249,806 38	46,967 62	258 870 05	50,558 47	26 ,779 97
Due from other nat. banks ..	325,749 06	73,451 01	201,702 14	238,825 42	36,602 85	18,042 97	44,408 66	2,354 27	36,360 36
Due from State bks & b'kers.	100,633 92	28,745 94	85,500 50	68,756 12	61,356 47	12,152 06	76 412 83	8,743 41	29,292 76
Real estate, furniture & fix's.	504,689 88	291,804 19	347,646 27	195,728 72	99,094 57	59,061 61	110,765 19	30,000 00	187,121 47
Current expenses	143,166 99	32,688 14	65,158 09	34,402 97	15,098 66	20,034 04	48, 64 16	18,324 64	26,893 11
Premiums	26,518 75	6 224 05	32,486 42	30,000 42	37,038 69	13,826 25	5,527 29	....	60,000 00
Checks and other cash items.	78,801 80	51,740 46	196,356 89	87,395 67	20,036 52	90,000 00	79,760 58	46,663 67	189,581 39
Exchanges for Clearing House	1,438,683 56	....	....	....	....	....	....	....	....
Bills of national banks	248,310 00	218,593 00	66,575 00	44,678 00	102,202 00	92,740 00	248,172 00	8,432 00	14,022 00
Bills of State banks	473 00	....	....	2,714 00	844 00	....	....	....	....
Fractional currency	8,056 49	5 909 00	18,874 70	19,247 06	10,962 53	2,721 33	25,179 37	722 53	3,797 44
Specie	108,875 22	48,508 93	87,927 07	20,155 34	22,742 64	17,107 15	86,996 10	12,7 7 70	132,810 50
Legal tender notes	1,945,341 00	232,-81 00	495,160 00	409,564 00	242,084 00	234,500 00	542,218 00	39,849 00	200,506 00
Clearing House certificates..	501,000 00	....	....	....	....	....	....	....	....
Three per cent certificates...	600,000 00	225 000 00	....	25,000 00	....	....	75,000 00	....	....
Total	$33,945,328 17	$4,244,036 32	$9,522,464 06	$6,995,556 54	$8,518,550 38	$2,866,239 93	$5,776,926 20	$1,074,216 43	$4,256,969 00

LIABILITIES

	Baltimore.	Washington.	Virginia.	W. Virginia.	N. Carolina.	S. Carolina.	Georgia.	Alabama.	N. Orleans.
Capital stock	$10,891,985 00	$1,050,000 00	$2,375,000 00	$2,116,400 00	$850,000 00	$1,081,100 00	$1,815 000 00	$400,000 00	$1,300,000 00
Surplus fund	1,878,219 79	251,000 00	224,541 68	302,461 75	69,759 80	121,0 6 83	238,600 01	14,569 69	107,100 00
Undivided profits	801,663 78	56,970 79	180,285 70	103,635 88	119,734 82	79,102 15	204,887 97	71,313 35	101,667 47
National bank notes outst'd g.	7,083,920 00	809,818 00	2,128,323 00	1,887,952 00	528,655 00	333 000 00	1,117,571 00	265,018 00	1,043,831 00
State bank notes outstanding.	129,947 00	....	....	575 00	....	....	....	....	...
Dividends unpaid	43,329 57	58,845 00	9,020 00	6,603 50	1,014 20	480 00	1,988 00	....	2,895 00
Individual deposits	10,346,021 82	1,352,489 18	3,593,423 31	2,069,135 93	1,56 ,365 41	961,117 66	1,681,59 30	311,793 56	1,415,-59 02
U. S. deposits	186,392 12	184,082 14	214,427 99	91,887 61	147,870 23	....	48,675 69	....	....
Dep's of U.S. disburs'g offic's.	....	....	97,695 00	66,502 49	15,747 03	....	46 447 96	....	....
Due to National banks	2,117,840 75	459,749 23	213,413 74	124,587 98	57,013 46	77,924 60	336 705 71	1 073 98	56,774 99
Due to State banks & bank's.	366,018 34	11,081 98	89,917 08	71,213 23	8,509 31	71,243 69	16 ,354 57	7,417 85	199,441 52
Notes and bills rediscounted..	100,000 00	....	364,381 56	54,601 14	157,875 00	115,000 00	....	....	....
Bills payable	....	....	32,000 00	100,000 00	....	36,250 00	....	....	....
Total	$33,945,338 17	$4,244,036 32	$9,522,464 06	$6,995,556 54	$8,518,550 33	$2,866,239 93	$5,776,926 20	$1,074,216 43	$4,256,969 0

RESOURCES

	Texas.	Arkansas.	Kentucky.*	Louisville.	Tennessee.	Ohio.†	Cincinnati.	Cleveland.	Indiana.
Loans and discounts	$514,003 36	$171,086 85	$2,67,685 34	$1,030,758 20	$3,222,568 96	$22,807,384 35	$5,634,735 89	5,068,825 15	6,944,823 45
Overdrafts	17,999 29	16,252 48	29,750 09	16,567 50	44,251 20	213,913 34	9,303 79	40,826 11	1,109,906 62
U.S. bonds to secure circul'n.	505,000 00	200,000 00	1,975,200 00	917,000 00	1,714,300 00	14,542,700 00	3,428,000 00	2,27-,5 0 00	12,899,350 00
U.S. bonds to secure deposits	175,000 00	50,000 00	50,000 00	50,000 00	350,000 00	585,000 00	714,000 00	300,000 00	545,000 00
U.S. bds & securities on hand	800 00	6,200 00	1,700 00	8,150 00	8,250 00	1,102,700 00	209,500 00	10,000 00	484,350 00
Other stocks, bonds & mort's	25,438 90	64,195 19	1,600 00	17,000 00	155,548 79	500,647 26	41,046 77	7,000 00	168,475 26
Due from redeeming agents.	84,110 80	11,438 68	260,918 08	198,622 19	501,441 54	2,200,929 42	838,030 68	531,931 68	1,567,065 64
Due from other nat'l banks	61,517 48	16,877 10	74,558 22	34,844 26	160,512 36	553,215 73	222,712 60	294,646 72	435,718 14
Due from State bks & b'kers	20,209 62	18,949 38	103,813 71	60,393 85	119,476 56	500,618 89	185,384 51	61,474 72	233,913 74
Real estate, furniture & fix's	26,464 33	17,670 55	12,998 19	22,859 18	207,300 99	1,019,592 85	162,923 98	227,005 23	783,636 21
Current expenses	25,713 16	5,593 95	16,577 60	25,713 97	69,229 96	202,928 34	55,028 27	108,495 76	141,134 79
Premiums	4,930 65	30 65	22,608 99	....	63,035 75	47,265 94	.	339 41	52,908 07
Checks and other cash items	4,002 56	5,551 78	11,732 00	1,359 13	103,480 82	336,199 62	58,800 99	110,103 04	180,969 34
Exchanges for Clear House.	....	....	....	....	....	....	53,503 13	47,223 03	......
Bills of national banks.	31,506 00	6,808 00	44,498 00	17,256 00	160,363 00	428,985 00	222,241 00	72,224 00	280,429 00
Bills of State banks	......	....	....	....	1,615 00	4,480 00	541 00	1,754 00	10,518 00
Fractional currency	4,853 03	556 60	11,416 30	811 91	16,506 74	99,833 72	13,355 91	14,191 67	53,069 93
Specie	277,384 27	1,670 31	10,125 92	3,127 50	35,025 39	51,704 69	95,717 27	1,795 00	131,806 30
Legal tender notes	159,351 00	26,523 00	347,447 00	236,293 00	568,597 00	2,993,940 00	1,221,710 00	709,500 00	21,106,190 00
Clearing House certificates..	....	....	....	.....	....	....	....	......	......
Three per cent certificates..	...	....	....	5,000 00	......	250,000 00	70,000 00	190,000 00	35,000 00
Total	$1,891,385 45	$620,069 55	$5,764,729 44	$2,654,761 63	$7,603,920 07	$43,622,498 22	$13,366,774 79	$10,078,836 92	$37,158,934 49

LIABILITIES.

	Texas.	Arkansas.	Kentucky.*	Louisville.	Tennessee.	Ohio.†	Cincinnati.	Cleveland.	Indiana.
Capital stock.	$525,000 00	$200,000 00	$2,169,100 00	$950,000 00	1,950,300 00	15,304,700 00	$3,500,000 00	$3,300,000 00	$13,277,000 0
Surplus fund	50,409 29	36,202 61	252,730 72	113,335 84	221,565 44	3,203,719 66	566,778 50	350,485 22	3,256,598 77
Undivided profits	58,059 07	3,023 40	139,390 03	81,804 96	195,168 94	1,285,259 1	205,618 85	306,238 09	702,069 17
National bank notes outsta'g	386,412 00	178,740 00	1,623,132 00	790,787 00	1,398,571 00	12,806,330 00	2,904,850 00	1,829,725 00	10,922,620 00
State bank notes outstanding	....	....	...	.....	...	62,663 00	...	19,100 90	3,639 00
Dividends unpaid	250 00	.....	11,902 00	1,395 00	5,323 50	19,006 61	5,200 00	550 00	15,317 13
Individual deposits	616,631 54	103,896 88	1,261,203 73	498,175 81	2,830,669 72	14,383,129 42	3,159,518 61	3,503,793 28	7,965,250 70
United States deposits	86,260 83	68,437 59	27,060 96	......	153,790 61	336,610 51	117,117 76	89,571 85	316,338 48
Deposits of U.S. Dis. Officers	91,524 35	25,054 92	4,404 54	....	202,577 50	120,205 93	....	73,601 48	264,499 38
Due to national banks	43,909 90	1,953 65	76,674 59	144,495 74	551,418 89	327,358 44	1,957,444 14	214,472 86	192,118 83
Due to State banks & bankers	32,838 97	50	98,030 87	44,867 28	82,134 47	256,077 75	277,226 92	139,115 22	191,935 98
Notes and bills rediscounted	....	....	......	......	......	174,058 91	....	184,004 32	2,000 00
Bills payable	.....	2,750 00	....	....	12,400 00	333,568 98	673,000 00	77,000 00	19,447 05
Total	$1,891,385 45	$620,069 55	$5,764,729 44	$2,654,761 63	$7,603,920 07	$43,622,498 22	$13,366,774 79	$10,078,836 92	$37,158,934 49

* Exclusive of City of Louisville.

Exclusive of Cities of Cincinnati and Cleveland.

RESOURCES

	Illinois.*	Chicago.	Michigan.†	Detroit.	Wisconsin.‡	Milwaukee.	Iowa.	Minnesota.	Missouri §
Loans and discounts........	$11,012,695 72	$16,420,119 84	$6,268,205 69	$3,260,866 09	$3,099,548 61	$1,397,892 06	$6,514,106 11	$3,141,317 37	$2,067,042 82
Overdrafts	276,920 36	111,178 82	101,975 15	24,379 08	52,774 89	12,016 56	155,972 55	74,420 08	29,816 39
U.S. bonds to secure circul'n	6,358,350 00	5,253,000 00	3,358,300 00	1,193,800 00	1,823,550 00	735,000 00	3,763,150 00	1,741,500 00	1,162,900 00
U.S. bonds to secure deposits	581,000 00	....	100,000 00	250,000 00	100,000 00	300,000 00	200,000 00	306,000 00	100,000 00
U.S. bonds & secur's on hand	131,600 00	287,500 00	37,500 00	....	131,700 00	32,800 00	154,200 00	71,550 00	89,950 00
Other stocks bonds & mort's	332,481 36	252,137 23	174,152 08	28,000 00	29,932 54	4,500 00	350,305 89	80,199 23	319,853 64
Due from red. & res. agents.	1,309,177 75	2,231,274 61	491,997 30	689,108 93	426,952 93	491,685 39	779,458 30	582,602 51	287,277 40
Due from other nat'l banks.	405,944 89	498,445 95	265,062 29	245,677 04	179,631 69	58,128 79	184,746 48	150,370 78	92,046 67
Due f'm state b'ks & b'kers	236,471 87	284,630 26	83,646 91	9,310 27	28,250 12	24,032 19	133,039 91	89,832 23	83,008 17
Real estate, furniture, &c...	562,410 22	651,467 68	325,213 41	113,518 14	142,815 55	99,308 71	344,645 34	157,403 61	119,825 81
Current expenses..........	130,823 79	203,162 40	76,268 91	21,567 60	41,058 92	15,850 32	15[illegible],684 78	50,317 36	31,627 60
Premiums	26,183 56	101,443 56	8,689 82	14,750 00	6,200 17	17,252 74	34,323 42	27,711 04	28,762 85
Checks and other cash items	230,754 31	70,020 29	123,993 42	51,400 75	75,463 65	20,782 08	146,972 90	116,103 71	45,843 98
Exch'es Clearing House.	......	1,959,228 82	......	123,862 60	......	169,347 30	....	......	......
Bills of national banks. ...	283,688 00	363,224 00	91,969 00	37,043 00	74,468 00	33,214 00	224,012 00	157,788 00	159,574 00
Bills of State banks........	137 00	....	....	....	6 00	....	832 00	65 00	384 00
Fractional currency	59,777 08	49,615 72	23,495 94	20,138 99	23,085 75	12,273 61	49,792 49	16,259 71	7,551 76
Specie	110,405 48	117,855 91	21,787 17	6,558 08	23,787 32	8,065 01	62,810 19	46,643 79	15,614 23
Legal tender notes	1,347,912 00	3,722,256 00	753,901 00	522,519 00	422,364 00	313,593 00	1,020,681 00	483,113 00	382,440 00
Clearing house certificates.	....	....	....	....	....	....	.....	....	.....
Three per cent certificates..	65,000 00	395,000 00	40,000 00	60,000 00	35,000 00	15,000 00	25,000 00	....	10,000 00
Total..................	$23,496,068 39	$32,985,622 14	$12,346,163 09	$6,672,589 57	$6,716,290 14	$3,763,781 76	$14,305,732 86	$7,236,202 42	$5,043,519 32

LIABILITIES.

	Illinois.*	Chicago.	Michigan.†	Detroit.	Wisconsin.‡	Milwaukee.	Iowa.	Minnesota.	Missouri §
Capital Stock..........	$6,570,000 00	$6,200,000 00	$3,835,000 00	$1,750,000 00	$1,785,000 00	$750,000 00	$3,802,000 00	$1,780,000 00	$1,150,000 00
Surplus Fund	1,956,258 93	1,972,000 00	1,136,501 96	383,000 00	437,726 05	179,511 74	800,283 16	331,159 04	277,064 58
Undivided profits..........	610,791 66	754,428 47	293,018 84	208,524 62	241,119 18	62,731 88	458,511 37	260,810 94	140,110 13
National bank notes outst'd'g	5,589,201 00	4,592,356 00	2,870,481 00	1,026,289 00	1,582,935 00	642,280 00	3,214,016 00	1,516,175 00	864,834 00
State bank notes outstand'g	1,711 00	....	1,066 00	....	.	....	2,176 00	1,395 00	....
Dividends unpaid	9,674 00	1,237 00	10,670 00	4,365 00	150 00	.	2,362 19	1,910 43	693 00
Individual deposits........	7,665,450 32	13,942,793 93	3,789,572 41	2,492,125 70	2,499,972 98	1,365,206 04	5,217,734 87	2,985,245 24	2,327,216 17
U. S. deposits	413,520 30	....	14,141 13	158,537 51	45,653 57	124,242 68	123,215 48	144,050 10	82,741 47
Deposits of U. S. dis. officers	246,190 52	.....	23,210 24	405,878 73	28,861 04	236,287 91	182,898 21	111,701 34	....
Due to national banks	105,469 89	2,861,146 37	45,159 81	136,802 67	19,335 56	297,313 52	85,412 00	53,164 61	70,032 52
Due to state bnks & bankers	91,770 77	2,419,417 88	41,747 83	107,066 34	38,109 31	106,207 99	99,166 92	168,703 72	90,190 30
Notes and bills rediscounted	163,200 00	232,172 49	282,183 87	....	19,418 45	....	103,036 66	....	....
Bills payable............ ...	41,000 00	....	3,000 00	....	18,000 00	....	85,000 00	200 00	39,587 15
Total...	$23,496,068 39	$32,985,622 14	$12,346,163 09	$6,672,589 57	$6,716,290 14	$3,763,781 76	$14,305,732 86	$7,236,202 42	$5,043,519 32

* Exclusive of City of Chicago. † Exclusive of City of Detroit. ‡ Exclusive of City of Milwaukee. § Exclusive of City of St. Louis.

RESOURCES.

	St. Louis.	Kansas.*	Leavenworth.	Nebraska.	Oregon.	Colorado.	Montana.	Utah.	Idaho.
Loans and discounts	$9,109,177 09	$348,503 15	$311,308 66	$1,102,921 27	$315,042 51	$519,703 23	$124,196 10	$42,113 66	$57,061 97
Overdrafts	35,724 06	20,683 73	1[illegible],637 79	18,902 30	[illegible],591 35	32,163 73	8,943 73	23,857 08	11,574 72
U. S. bonds to secure circul'n	3,818,350 00	212,000 00	200,000 00	225,000 00	200,000 00	29[illegible],000 00	40,000 00	145,000 00	75,000 00
U. S. bonds to secure deposits	....	100,000 00	200,000 00	450,000 00	50,000 00	100,000 00	20,000 00	....	....
U. S. bonds & secur's on hand	62,300 00	9,850 00	15,400 00	41,[illegible]50 00	64,550 00	13[illegible],000 00	....	....	....
Other stocks, bonds & mort's	1,365,140 74	20,527 97	50,521 97	1[illegible]7,161 11	44,958 44	17,8[illegible]5 12	5,744 [illegible]1	20,000 00	....
Due from red'g & res. agents.	332,1[illegible]5 20	55,975 31	1[illegible]4,341 61	463,268 84	47,904 71	600,566 15	4,057 22	30,500 00	5,774 95
Due from other nat'l banks..	111,619 12	37,763 56	99,658 18	31,279 85	820 09	179,483 41	2[illegible]0 18	2,633 58	3[illegible]8 29
Due from state b'ks & b'kers	186,464 54	14,058 69	8,027 80	30,779 87	66,120 49	10[illegible],051 47	10,758 91	96,590 81	62,566 59
Real estate, furniture & fix's	331,8[illegible]9 24	24,183 47	43,356 67	123,7[illegible]0 96	1,700 00	109,294 00	15,786 37	22,744 41	13,478 82
Current expenses	94,716 43	6,975 30	55,598 58	4,455 83	3,4[illegible]4 75	27,321 75	4,205 01	1,187 96	25 77
Premiums	16[illegible],837 62	4,931 24	....	10,500 42	20,057 23	9,625 00	9,175 19	22,389 48	....
Checks and other cash items.	25,814 15	15,591 13	47,604 64	26,502 79	6,045 25	21,677 37	54,883 37	149 91	450 72
Exchanges for Clear. House	365,[illegible] 61	....	....	....	....	....	....	....	....
Bills of other national banks	217,635 00	39,525 00	23,140 64	42,029 00	40,000 00	31,904 00	6,263 00	....	435 00
Bills of State banks	1,140 00	....	....	....	....	....	....	....	....
Fractional currency	15,613 84	4,[illegible]87 83	10,112 34	31,288 02	4,731 37	5,258 73	621 35	472 38	28 25
Specie	110,314 61	1,328 31	1,230 54	9,845 25	13,309 05	84,848 06	7,449 82	840 95	18,716 [illegible]0
Legal tender notes	1,[illegible]89,094 00	89,7[illegible]2 00	99,822 00	145,494 00	120,201 00	162,401 00	29,300 00	5,456 00	12,280 00
Three Per Cent Certificates..	4[illegible]5,000 00	....	10,000 00	....	....	....	....	....	....
Total	$17,987,976 25	$1,055,841 74	$1,251,240 68	$2,900,109 51	$1,006,439 24	$2,482,153 02	$341,664 76	$413,935 22	$257,751 08

LIABILITIES.

	St. Louis.	Kansas.*	Leavenworth.	Nebraska.	Oregon.	Colorado.	Montana.	Utah.	Idaho.
Capital stock	$6,610,300 00	$210,000 00	$200,000 00	$500,000 00	$200,000 00	$350,000 00	$100,000 00	$100,000 00	$100,000 00
Surplus fund	623,2[illegible]1 54	21,695 40	63,065 60	61,350 00	5,000 00	72,500 00	10,000 00	21,770 71	7,000 00
Undivided profits	383,1[illegible]3 46	38,107 29	11,[illegible]	87,[illegible]05 64	46,611 43	62,730 54	1,703 96	123 77	2,272 57
National bank notes outst'd'g	3,292,400 00	186,706 00	179,000 00	166,641 00	96,330 00	254,000 00	35,930 00	121,143 00	63,125 00
State bank notes outstanding	....	....	....	....	....	....	....	....	....
Dividends unpaid	26,481 40	....	98,260 00	200 00	....	....	....	....	....
Individual deposits	3,498,993 59	419,320 97	328,375 81	1,[illegible]91,977 20	2[illegible]5,787 59	1,552,555 [illegible]3	118,[illegible]45 52	147,829 02	68,539 74
United States deposits	....	26,892 52	77,6[illegible]0 25	214,062 09	109,023 70	[illegible]3,[illegible]66 41	34,518 80	....	....
Deposits of U. S. dis. Officers	....	8[illegible],170 12	264,648 37	413,988 86	279,17[illegible] 82	31,329 11	27,125 51	....	....
Due to National banks.	576,[illegible]83 03	2,224 77	19,467 43	1[illegible]1,566 68	4,508 70	21,961 95	....	447 93	....
Due to State banks & bankers	593,652 19	1,726 67	8,882 16	153,133 04	....	53,809 43	14,240 97	19,621 79	147 11
Notes and bills Rediscounted	20[illegible],000 00	....	....	....	....	....	....	....	....
Bills payable	2,182,681 04	....	....	....	....	....	....	....	16,666 66
Total	$17,987,976 25	$1,055,841 74	$1,251,240 68	$2,900,109 51	$1,006,439 24	$2,482,153 02	$341,664 76	$413,936 22	$257,751 08

* Exclusive of City of Leavenworth.

RAILROAD ITEMS.

Mobile and Montgomery Railroad.—The receipts from operations of this road for the years ending April 30, 1869 and 1870, were as follows:

	1869.	1870.
From passengers	$165,420 49	$226,528 27
From freight	216,652 62	304,692 51
From express	14,867 42	21,545 49
From Government transp.	20,000 00	2,974 01
From mails	18,600 00	18,600 00
From incidentals	10,381 26	4,342 20
	$444,921 79	$579,682 48
Expenses, viz:		
Conducting transportation	$97,061 22	$120,478 41
Motive power	80,014 80	108,670 56
Maintenance of way	106,732 06	158,169 72
Maintenance of cars	30,731 22	44,846 41
Steamboat expenses	29,525 58	39,187 93
Taxes	4,021 44	21,678 49
	$348,116 32	$492,581 52
Net receipts	$96,805 47	$87,150 96

The President in his report says:

The net earnings for the year ending April 30, 1870, as shown by the report of the Superintendent, provides for the purchase of 679 tons of new rails; for the payment of interest on the outstanding debts of every description upon which it had to be paid up to the close of the fiscal year; and leaving a balance of $2,181 04 due to preferred stock, which is placed on the books of the company, to the credit of that account, the sum being too small to make a dividend. It assumes the character of a special fund, borrowed from the preferred stockholder, and it is hoped the net earnings of the coming year will so add to it as to enable us by June 1, 1871, to declare a dividend on this class of the capital stock. Upon reference to the condensed general statement of the condition of the company, which accompanies this report, it will be seen, comparing it with the statement of last year, that a large amount of the debt then outstanding in the name of the old companies has been arranged:

There was then outstanding in the name of the Alabama and Florida Railroad Company	$609,310 57
Mobile and Great Northern Railroad Company	72,039 16
Making total	$681,349 73
There is now outstanding in the name of the Alabama and Florida Railroad Company	$126,800 00
Mobile and Great Northern Railroad Company	27,000 00
Total now outstanding	$153,800 00

Of the debts due by the Alabama and Florida Railroad Company $58,800 is on second and third mortgage bonds that have never been presented, and the holders are unknown to the company. They will no doubt come in during the year. The remainder of the debt is for the first mortgage bonds of the Mobile and Great Northern Railroad Company and the bonds of the Alabama and Florida Company, endorsed by the directors of said company. As the terms for settling this indebtedness have been agreed upon, it is probable that by the end of the year there will be no debt outstanding in the name of the old companies.

The first mortgage bonds of the Mobile and Montgomery Railroad Company, issued in 1868 for	$1,250,000
Have been used to the amount of	894,000
Leaving in hand	$356,000

Which could have been sold, but it was deemed advisable not to do so, for on looking into the badly worn condition of the iron, especially through the prairie, the immediate necessity for purchasing a large amount to relay the track, and the pressing want of more engines and cars to do the work required of the road, and of increased freight houses at Montgomery satisfied the board that the proceeds of the bonds remaining on hand would not meet these demands; and as it had further become necessary to extend the road into the city of Mobile, to preserve its position against projected competing lines, and as the only means of doing all this the Board directed that application should be made to the Legislature for the necessary aid. A bill was prepared and placed before the Legislature, passed and approved by the Governor on the 25th of February, 1870, authorizing the endorsement by the State of the first mortgage bonds of the company for $2,500,000; $1,000,000 to be used in paying off the mortgage and judgment lies on the road; $500,000 for repairs and improvement of the road between Montgomery and Tensas and increase of outfit and equipment, and the remaining $1,000,000 for extending the road from Tensas to the city of Mobile. The bonds have been prepared, dated April 25, 1870, and are payable May 1, 1900, with interest at the rate of eight per cent per annum, payable semi-annually, from May 1, 1870. The financial condition of the company, April 30, 1870, was as follows:

LIABILITIES.	
Capital Stock:	
Capital common stock	$1,129,900
Ala. & Fla. R. R. Co. com'on stock unexchanged	90,400
M. & G. N. R. R. Co. com'on stock unexchanged	32,300
Total common stock	$1,262,6[illegible]0
Preferred capital stock	1,760,200
Bonded debt secured by mortgage on road:	
First Mort'ge bonds M. & M. R. R. Co.	894,000
First mortgage bonds Ala. & Fla. R. R.	3,5[illegible]0
Second do., do.	3[illegible],500
Third do., do.	27,[illegible]00
Do., do. M. & Gt. N. R. R.	27,0[illegible]0
Total	$986,5[illegible]0
Bonded debt not secured by mortgage:	
Income b'ds Al. & Fl. R. R.	7,300
Bonds endorsed by Directors of Al. & Fl. R. R. Co.	54,000
Total	$61,300
Floating Debt:	
Bills payable	153,617
Due on open account	30[illegible],466
Net income due pref. stock	[illegible],182
Total	465,266
Total	$4,53[illegible],966

ASSETS.	
Cost of 164 miles road bed, with all appurtenances thereto, from Montgomery, Ala., to Tensas	$3,596,169
242 pass. and freight cars	18[illegible],895
25 locomotives	271,487
Steamboats St. Elmo and Sumter	50,[illegible]00
Machine shop tools and materials on hand	51,046
Car shop tools and materials on hand	2[illegible],552
Roadway tools and materials on hand	26,592
Depot buildings at Montgomery and on line of road, machine and car shop at Montgomery and Pollard, and section houses	126,241
Cash on hand	8,991
Due company on open acc't	188,893
Total	$1,535,966

President, Charles T. Pollard; Chief Engineer and General Superintendent, G. Jordan; Auditor, George C. Ball.

Grand Trunk Railway—Report for the Half Year Ending June 30, 1870.—The main line of the Grand Trunk Railway of Canada extends from Detroit, Mich., by way of Port Huron, Toronto, Kingston and Montreal, to Portland, Me., a distance of 851 miles. The section of this line between Detroit and Port Huron, 59 miles, and between Portland and Island Pond, N. H., 1[illegible]0 miles, comprising the part of the line in the United States, are leased by the Grand Trunk Company. It owns also a branch from Richmond, 76 miles east of Montreal, northeastward past Quebec to Riviere du Loup, a distance of 222 miles, which has itself a branch from Arthabaska northward, to Three Rivers, 35 miles, and a line 40 miles long known as the Montreal, Lachine & Province Line Railway. It operates under a lease, in addition to the sections named above, the Buffalo & Lake Huron Railway from Fort Erie (opposite Buffalo) northwestward to Goderich 168 miles, and the Montreal & Champlain Railroad from Montreal southward to Rouse's Point, New York, 49 miles. The entire length of lines owned is 958 miles, of lines leased, 419 miles, total, 1,377 miles.

The following report for the last half year was made at the meeting of stockholders on the 27th ult.:

July, 1869.			July, 1870.
£674,621	The gross receipts upon the whole undertaking, including the Buffalo and Champlain lines, have been		£[illegible]04,567
455,958	Deduct the ordinary working expenses (being at the rate of 69.[illegible]6 per cent) against 69.96 of the corresponding half of last year	£19[illegible],921	
77,039	The renewals, &c., of the permanent way and works in the half year debited to revenue	66,[illegible]8[illegible]—	559,703
141,624	Leaving an available balance earned in the half year of		£144,865
24,841	Deduct loss on American currency		7,[illegible]87
£116,783	Balance		

To this sum of £137,708 has to be adde the balance carried from the net revenue account of the last half-year of £1,618; making a total balance of £139,326. From this, however, has to be deducted the amount of postal and military revenue due for the half-year to the postal bondholders of £19,722; leaving the balance of £119,604.

Comparing this half-year with the corresponding period of 1869 there is an increase of £1,935 in the passenger receipts, and of £28,0 1 in the freight receipts, making a total increase in the gross receipts of £29,946. The number of passengers carried was 7 0,334, against 55,8 0 and the gross freight tonnage conveyed was 612 959, against 52 ,881, showing an increase in passenger traffic of 6.78 per cent., and in goods traffic of 17.67 per cent. But the average receipt per passenger was only 6s. 5d. against 6s. 9d., and per ton of goods, only 15s. against 16s. 6d. These figures explain the reason why the receipts have not increased in the same proportion with the traffic carried, the reason for this being found in the destructive competition which was carried on between the several lines of railroad from New York to Chicago.

Taxation of the Erie and New York Central Railroad.—The N. Y. *Times* Washington dispatch of 16th inst. gives the following:

Jay Gould, President of the Erie Railroad Company, wrote to the Internal Revenue Bureau that he had learned that an assessment had been returned by the Supervisor against that Company for tax on the gross receipts and earnings alleged to have been expended in construction, and asked that the assessor might be instructed to afford every facility for presenting such facts as were necessary to be stated in a claim which would be made for the payment of the tax assessed. Accordingly the Assessor of the Sixth New York District was instructed to proceed in the investigation which had already been commenced according to the provisions of section 14 of the Act of July, 1864, as amended, which would give the Company ample facilities for presenting all the facts which they may desire bearing on the Company's liability to tax. And the Assessor has also been instructed to take all steps necessary for making the proper assessment.

TAX ON NEW YORK CENTRAL DIVIDENS.

The Internal Revenue Bureau has written to Assessor Lathrop, at Albany, respecting the assessment of tax upon what is known as the "Eight per cent. scrip dividend," declared by the New York Central Railroad Company in favor of its stockholders. The Commissioner says a due regard for the interests and rights of the Government forbid that an assessment should longer be delayed.

Pacific Railroads.—In the "Bankers' Gazette" on another page the figures in regard to the leading lines of the Pacific railroads are pretented, as they are contained in the forthcoming report of the Secretary of the Interior. The following in addition may be of interest:

The initial point of the Pacific Railroad in Missouri is near Springfield, Mo. Fifty miles are now completed, at a cost of $2 769,840. The company has issued bonds secured by mortgage on its lands to the amount of $3,000,000. The cost of the road is $4,644,432; indebtedness, $5,044,32 . At the close of the last fiscal year the amount of the subscription stock of the Southern Pacific Railroad was $,800,000. actually paid in, $280,000. It has contracted for the purchase of the San Francisco and San Jose Railroad for the sum of $2,770,000 gold, payment to be made and possession to be taken by the 31st of December next.

The Northern Pacific Railroad filed maps designating routes of road. Instructions were thereupon issued for the withdrawal in Wisconsin, Minnesota and Oregon of odd numbered sections of land, to which adverse rights had not attached, within twenty miles, and in Washington Territory, south of the Seattle, of such sections within forty miles of each side of the road.

The Union Pacific Railroad Company, Southern Branch, now the Missouri, Kansans and Texas Railroad Company, the Kansas and Neosho Valley Railroad Company, Lawrence and Fort Gibson Railroad Company, were fully heard in the right of their respective companies, to construct railroads from the southern boundary of Kansas through the Indian Territoy. I also considered the objections of representatives of certain Indian tribes, through whose lands the projected lines of road would pass. After a most careful examination I reached the conclusion that the existing laws and treaties authorized the construction of one railroad on certain conditions which neither company had then performed. On a subsequent hearing it was shown that the first-named company had completed its road to a designated point on that boundary, and I hold that it was entitled to extend its line through said territory.

Evansville and Crawfordsville Railroad.—The earnings of this road for the years ending August 31, 1869 and 1870, were as follows:

	1869.	1870.
From passengers	$185,283 68	$208,849 94
" freight	245,775 32	279,005 68
" express	12,488 48	14,334 38
" mail	9,400 00	9,583 34
" rents	295 00	1,872 00
" use of engines and cars	3,735 62	3,158 83
Total	$456,978 10	$516,804 17
Expenses, viz.:		
Running road	$75,474 28	$80,972 99
Maintenance of track	74,038 84	128,650 53
" " bridges, etc.	11,740 78	15,919 20
Repairs of engines and cars	59,061 80	51,789 59
General expenses	64,535 59	70,021 17
Charge of line at Vincennes	.. ..	2,781 41
Total	$285,451 29	$350,134 89
Net earnings	$171,526 81	$166,699 28
Interest and taxes	106,633 72	116,652 48
Balance	$64,893 09	$50,046 80

The receipts from all sources during the year were $516,826 46, and the expenditures $513,641 79; balance, increase in assets, $3,184 84.

General Balance Sheet, August 31, 1870.

Construction of road		$2,417,057 92
Equipment		372,969 99
Real estate		9,988 54
District fair ground stock		1,000 00
Fuel on hand	$8,777 90	
Supplies in shops	19,799 26	
		28,577 16
Cash	28,795 00	
Evansville, Henderson & Nashville RR. bonds	6,800 00	
Due from agents	10,024 65	
Open accounts	12,780 54—	58,400 19
		$2,887,993 80
Capital stock paid in		$1,001,421 13
Fractional scrip		8,181 38
Unclaimed stock dividends		24,450 42
Preferred stock		100,000 00
Seven per cent bonds, main line	$1,090,000 00	
Less redeemed by sinking fund	55,000 00—	1,035,000 00
Rockville extension bonds	....	150,000 00
Due other lines	$19,559 10	
Other liabilities	17,004 58—	36,563 68
Income account:		
Earnings expended in construction	$460,974 98	
Balance of account	61,402 21—	522,377 19
		$2,887,993 80

Boston, Hartford and Erie Railroad.—The following is from the Boston *Journal:* The Boston, Hartford and Erie question was again before the United States District Court, Judge Shepley presiding, on a motion to dismiss for want of jurisdiction in bankruptcy. Immediately upon the opening of the court Mr. W. G. Russell for the petitioners in bankruptcy, said that an arrangement had been made for a withdrawal of the motion until after a contract had been made in which all parties were agreed, that the unfinished portion of the road should be completed rather than allow it to go to waste. Under this arrangement it was intended to apply for its confirmation in the State courts, where receivers had been appointed, and also to the United States Court. The matter of the injunction was arranged so that the Court would not be troubled with it. Judge Shepley said that, providing he should entertain jurisdiction, he had no doubt of the authority to allow the contract to be made to prevent the property of the road from running to waste. After consultation by the counsel Mr. Russell said that all parties had agreed to a postponement until the 29th of November, on account of a contract made with Mr. Munson, under the sanction of the several State courts in which receivers had been appointed. The contract provides that the road from Putnam to Willimantic, now unfinished, shall be completed on the 1st of May, 1871, instead of the 1st of January, 1871, as specified in the contract made with Mr. Brooks, one of the receivers; that it shall be finished for $300,000 instead of $400,000 in that contract, or $460,000 in a previous contract; that the sum shall be payable in receivers' certificates, running three years at six per cent, secured by the 26 miles of road between Putnam and Willimantic, and the income of the road in Connecticut as in former agreements—the certificates to be cashed by Mr. Munson at 80 per cent, and the bondholders to be allowed to take them at pro rata. The Court assented to the agreement of counsel, and the case was postponed until Nov. 29, 1870.

Western and Atlantic Railroad.—This railroad, extending from Atlanta, Ga. north by west 138 miles to Chattanooga, Tenn., is the property of the State of Georgia, and has been operated by it hitherto. But the Legislature of that State has passed an act authorizing the Governor to lease the road for twenty years, for a monthly rental of not less than $25,000, to not less than seven lessees, worth together not less than $500,000, a majority in the number and in the interest to be residents of Georgia. These lessees must give bonds to secure the payment of the rental for $8,000,000, of which security $5,000,000 must be in Georgia, and the remainder, if out of the State, must be real estate or railroad property. No railroad or express company or combination of them may become the lessees. The rates for local freights are limited to the average rates charged on the Macon and Western, the Georgia Railroad, and the Central Railroad of Georgia. No discrimination can be made in favor of any other railroad or any person. This property is said to be worth about $5,000,000. For the last year reported the gross earnings were $1,138,300, and the operating expenses 58.58 per cent, or $688,180, leaving as net earnings $450,120; but $134,000 of this were expended for improvements. It is the main line of connection between Georgia and the Northwest.—*Railroad Gazette*

Great Western Railway of Canada.—The semi-annual meeting of this company was held in London, England, on the 12th Oct., at which the following report of the directors for the last half year was presented: The receipts on capital account during the half year ending 31st July, 1870, amounted to £5,149 7s. 8d., and consists of balance of arrears of calls on original shares, instalments on preference stock, &c., as detailed in capital account No. 1. The outlay on capital account amounted to £20,513 18s. The aggregate expenditure to 31st July amounted to £5,507,954 17s. 7d., leaving a balance at the credit capital account of £81,448 4s. 5d. The receipts and expenditure on revenue account for the half year have been as follows:

Gross receipts		£408,900
Working expenses, including renewals		251,824
		£157,076
From which is deducted:		
Interest on bonds, &c., (less interest received)	£12,858	
Discount and charges on conversion of American funds, &c.	25,382	
Loss on working Erie and Niagara Railway	412	
Amount set aside for renewal of ferry steamers	2,000	
Balance on account paid to Grand Trunk Company for use of Esplanade and station at Toronto	2,159	
Special vote to Directors	1,500	
		74,201
		£82,875
Add profit on working Galt and Guelph Railway	561	
Balance from last half year	2,054	
		2,615
Available for dividend		£85,490

The half year's dividend on the 5 per cent preference stock amounts to £11,452 19s., leaving a balance of £74,036 13s. 10d. From this balance the directors recommend a dividend on the shares at the rate of 4 per cent per annum, free of income tax, payable in London on 26th October, which will absorb £70,73? 18s., and leave a balance of £3,302 15s. 10d. to be carried forward to the next half year. The following table exhibits the receipts and expenses for the seven corresponding half years:

	EXPENSES.				RECEIPTS.	
Half year ending July.	Passengers, mails and sundries.	Freight and live stock.	Rents.	Total.	Including renewals.	Per cent of gross receipts.
1864	£125,281	£189,081	£577	£314,939	£171,452	54.44
1865	142,820	141,028	716	284,565	158,803	55.81
1866	172,731	169,576	854	343,162	175,746	51.21
1867	165,366	199,221	1,115	365,704	182,768	49.98
1868	155,081	200,619	948	356,649	208,461	58.45
1869	157,930	226,200	937	385,067	233,767	60.45
1870	153,863	254,229	806	408,899	251,823	61.58

CONNECTICUT AND PASSUMPSIC RIVERS RAILROAD.—The receipts from operations of this road for the thirteen months ending June 30, 1870, were as follows:

From passengers		$195,970 56
From freights		365,251 29
From mails		12,043 42
From express		7,840 00
From rents		4,546 05
		$585,151 32
Expenses, viz:		
Road department	$168,365 39	
Rolling stock	54,176 54	
Stations and buildings	22,696 39	
Freight department	29,593 80	
Passenger department	21,613 24	
General expenses	49,683 65	
Miscellaneous	59,558 83	
		405,687 84
Balance		$179,463 48

TRIAL BALANCE, AUGUST 19, 1870.

Construction	$3,082,176 91
Notes receivable	8,921 98
Superintendent, including stock and materials on hand, and sundry accounts unsettled	144,395 91
Wood lots	5,578 14
Agents for collections	1,341 00
Cash	7,925 39
Excise tax	71 60
Memphremagog House	47,621 88
	$3,297,862 81
Lyndon lands	$17,554 07
Coupons uncalled for	2,108 50
Dividends	984 34
Reserve	91,704 92
Stock issued	2,122,900 00
Bonded debt	475,000 00
Notes payable	481,000 00
Trustees of sinking fund	102,000 00
Partial payments ac't subscription	3,358 23
United States Government	1,252 75
	$3,297,862 81

NEW YORK CENTRAL RAILROAD SCRIP DIVIDEND TAX.—A special dispatch to the New York *Times*, dated Washington, Nov. 22, gives the following:—The principal matter of interest which enlivened the dreary portals of the Treasury this stormy November day, was the presence of Commodore Vanderbilt and his party of railroad men, consisting of Horace F. Clark, Chester W. Chapin and Augustus Schell, Esqs. A few days since Acting Commissioner Douglass ordered Assessor Lathrop, at Albany, to proceed with the measures for the collection of the tax on the eighty per cent stock dividends issued in 1869 by the New York Central Railroad Company. This matter has been delayed for some time because it was a big case, but Mr. Douglass thinks that is not a good reason for further delay. The fresh action of the Department brought the Commodore and his friends over here, and they appeared before Mr. Douglass and Solicitor Smith, at 12 o'clock to-day, not for the purpose of arguing the case on its merits, but for the purpose of asking additional time in which to make up from their books certain statements and statistics which they desire to exhibit, and which they have been heretofore unable to prepare because of the sickness and absence of the treasurer of the company. Commissioner Douglass finally agreed to allow until the 2d of January next for this purpose, the condition being that the case is to be argued on its merits, in the meantime, and Assessor Lathrop was instructed accordingly. The claim of the Company is that the eighty per cent certificate is not a scrip dividend within the contemplation of that provision of the law which levies a tax upon such dividends, and that they have paid the tax upon the dividends which have been declared on such certificates since they were issued, the same as upon the old stock. The amount of tax which is contingent upon the decision of the case is $1,100,000.

TENNESSEE RAILROADS—NO BIDDERS ON THE 3D INSTANT.—At the time stated, the Commissioners and officers of the State, appointed by the General Assembly to sell the State's interest in the fourteen delinquent railroads, met at the capitol yesterday and proceeded to offer for sale said interest. There being no bidders, there was no sale. This was owing principally to the large amount these roads are indebted to the State. We understand that the Commissioners will memorialize the Legislature to take further action in the matter, and until then there will be no other steps taken to dispose of said interests.

Before the sale was announced Mr. Pennebaker read a notice stating that only the State's interest in the roads would be sold, and that the purchasers would be liable for all future claims that might arise. All the Commissioners were present with the exception of Judge Archibald Wright. After it was ascertained that no sale could be made the Commissioners adjourned until the 6th of December next, when they will submit their report to the General Assembly.—*Nashville Union.*

PHILADELPHIA AND READING RAILROAD.—The Philadelphia and Reading Railroad Company have agreed upon terms for the purchase or perpetual leasing of the Philadelphia, Germantown and Norristown Railroad and its equipments. The conditions are, the increase of the capital stock of the Norristown 35 per cent, and the guarantee of 12 per cent annual dividends on the entire capital as increased. The capital of the Norristown company, by its last annual report was 1,595,750, including amounts of loan converted. This sum increased by 35 per cent, will swell the capital to $2,151,292, and 12 per cent on which will be $258,511. The total amount of funded debt as shown by the last report was $55,900. The road, including the Germantown branch, is 20 miles long, besides a branch from Conshohocken of some 6 miles, made within the current year. The equipment of the road is some twenty-five locomotives and 2[illegible]0 or 215 cars of all kinds. It has real estate valued at $54[illegible],000. One of the reasons advanced for this purchase or permanent lease is that it will give the Reading Railroad more room at its city end and free admission at all times to the heart of the city at Ninth and Green streets, the Norristown Railroad Company owning its road-bed in fee. The arrangement has been consummated, and while it increases the income of the Norrristown road, it is also considered a good thing for the Reading.

NEW ORLEANS, MOBILE AND CHATTANOOGA.—This line was completed between New Orleans and Mobile on the 29th ult., and a train ran through the same day. It will be operated in connection with the Mobile and Ohio Railroad as a route between New Orleans and the North, and passenger trains will run through between Columbus, Ky., and New Orleans.

OHIO AND MISSISSIPPI.—The difficulties in the way of a joint occupation of a bridge across the Ohio at Louisville, by the Jefferson and Indianapolis, and the Ohio and Mississippi Railroads, have been satisfactorily adjusted, and the additional track for the broad gauge line will be put down immediately. With the entrance of the Ohio and Mississippi road to Louisville there will be three competing railway lines for Eastern freights—Jeffersonville, Madison and Indianapolis, the Ohio and Mississippi, and the Cincinnati and Louisville short line—the first two are on the Indiana side of the river, and the third is in Kentucky.—*Exchange.*

—The sales of land by the Union Pacific Railroad were for the months of

September, 14,637 acre for	$5[illegible],731 55
October 13,801 acres for	49,815 34
Total sales to date are 252,6[illegible]5 acres, for	1,148,144 66
Average per acre	4 54
Amount of Land Grant Bonds cancelled to date	641,000 00

UNION PACIFIC RAILROAD.—Earnings and expenses four months 1869, compared with 1870:

1869.	Earnings.	Expenses.	Net Income.
July	$623,559 26	$5[illegible]8,421 56	$115,1[illegible]8 40
August	617,585 38	465,443 26	152,142 12
September	758,466 90	425,946 61	332,520 29
October	99[illegible],665 11	517,185 99	482,479 12
Total	$2,999,277 35	$1,916,997 42	$1,082,279 93
1870.			
July	$643,458 44	$388,3[illegible]0 38	$25[illegible],108 06
August	664 050 83	349,329 93	314,72[illegible] 90
September	728,520 93	286 158 16	442,3[illegible]2 77
October	719,697 80	346,604 28	373,093 52
Total	$2,755,7[illegible]8 00	$1 370,442 [illegible]5	$1,[illegible]85,285 25
Increase over 1869	$243,549 35	$546,554 67	$303,0[illegible]5 32

NOTE.—October, 1869, earnings extra large, owing to freight on material for Utah Central Railroad, being all charged up in that month.
NOTE.—Increase of expenses October, 1870, over last month, owing to payment of $67,000 territorial taxes.

—The Maine Central and the Portland & Kennebec railroad companies of Maine have made arrangements for the practical consolidation of these roads under one management for greater economy in working expenses. The plan is to make the Portland and Kennebec road the trunk line from Portland to Kendall's Mills, thence branching off to Bangor and Skowhegan respectively. The broad gauge of the Main Central road is to be changed to the narrow gauge, to conform with the other road, and also to allow a through connection to Boston. As a part of the plan the guage of the European and North American railway will also be changed, and the New Brunswick section of the line will comply with the arrangement. This will leave no broad guage railroad in the State excepting the Grand Trunk. The Maine Central, the Portland and Kennebec, and the European and North American Railway companies, will then probably apply to the next Legislature for an act to consolidate them in one company in law as they will soon be in fact.

—Receipts and expenditures of the United States for the first quarter of the fiscal year:

REVENUE AND EXPENSES—FIRST QUARTER.

July 1 to Sept. 30.	1868-9. Johnson.	1869-70. Grant.	1870-71. Grant.
From customs	$49 676,[illegible]95	$52,598,922	$57,7[illegible]9,473
Internal taxes	38,73[illegible],863	46,926,352	4[illegible],147,138
Lands	714,3[illegible]5	893,864	842,438
Miscellaneous	6,[illegible]65,516	7,412,484	7,382,181
Total revenues	$95,[illegible]92 8[illegible]9	$107,831,622	$115,101,[illegible]30
To civil	$21,227,106*	$15,102,2[illegible]2	$18,207,242
War	27,[illegible]19,117	13,[illegible]95,468	10,[illegible]18,538
Navy	5,604,785	5,782,631	4,815,238
Pensions and interest	12,358,648	13,547,943	13,82[illegible],452
Interest	38,742,814	37,4[illegible]2,270	*39,[illegible]96,450
Total expenses	$105,152,470	$85,480,514	$86,562,920

—The Lehigh Valley Railroad Company have just consummated an important arrangement with the New York and Erie Railroad Company by the laying of a third rail on both tracks of the latter road, which is of broad guage, from Waverly, the present terminus of the Lehigh Valley road, north to Elmira, a distance of some eighteen miles. The laying of the third rail is completed, and the Lehigh Company will, on Wednesday next, ticket passengers and deliver freight through Elmira instead of Waverly as at present.

*The civil expenses in 1868 include $7,200,000 paid for Alaska, and the interest expenses of 1870 include about $3,600,000 paid on the Sinking Fund Bonds, canceled at close of July under recent act of Congress.

OBSTRUCTIONS TO TRADE.*

One very serious obstacle to the general trade of the country, foreign and domestic, is the heavy Railroad tolls imposed in consequence of extensive combinations by managers of different naturally competing lines, who are thus enabled to establish exorbitant rates for freight.

This has already become an evil of great magnitude, and is evidently increasing with the constant extension of railroads, and the increase of these combinations, so that the industry of some sections of the country is already sensibly affected by it.

The results of these monopolies are two fold : 1. They discourage production, for when it takes the value of one bushel of wheat to get another bushel to market, the inducement to raise wheat is diminished ; so of all other products. The consequence is that farmers cannot afford to cultivate their least productive lands at all, except so far as they consume their own products, or find sale for them near home.

2. To increase the cost of products at the place of exportation, is to diminish trade, especially foreign commerce. All that is excessive in tolls is just so much protection to the agriculture of other countries. If it cost ten or fifteen cents per bushel more to transport wheat from Iowa to New York than it ought, the wheat grower on the shores of the Black Sea who competes with the American producer in the markets of Europe has the full advantage of it, and will increase his production and profits accordingly.

Duties upon exports which come finally into competition with foreign productions, are justly considered injurious to the industry and trade of a country ; but excessive tolls have the same effect, besides being more objectionable from the consideration that while duties would go into the public treasury, and constitute a part of the national revenue, and thus relieve the whole people of a part of the public burdens, tolls only enrich the few who own or manage railroads.

This evil, already great, will doubtless become more and more onerous until Congress interferes by some general legislation upon the subject. It is not our province to argue a point of Constitutional Law, but if Congress has the power "*to regulate commerce with foreign nations and among the several states*" it would seem quite clear that it had a right to legislate upon a matter so essential to the very existence of commerce, and the welfare of the different sections of the Union as that of internal transportation. Foreign commerce has ever been under the special guardianship of the national legislature, but how much more so, ought the domestic trade of the country to receive its watchful supervision, that no obstacle be interposed to the most free and full development of the national industry.

We think this subject worthy of immediate attention on the part of our statesmen as well as the general public. Ought not the entire railroad system to be placed under the care and control of the Secretary of the Interior, duly authorized to require such returns annually, or oftener, of all railroad and transportation companies, as will afford definite information upon every point essential to a full understanding of their operations, their organization and management? If a Comptroller of the Currency is necessary, why not a Comptroller of Railroads?

* From the Manuscript of the forthcoming enlarged edition of "Walker's Science of Wealth."

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IMMIGRATION AT NEW YORK.

The following shows the movement as reported by the Commissioners:

From Sept. 30, 1819, to Dec. 31, 1860, the total number of immigrants arriving at this port was 5,062,414. From May 5, 1847, (when the Commission was founded), to Jan. 1, 1870, the total of immigrant arrivals was 4,297,980; of which number of 1,664,009 were from Ireland, and 4,186,254 were from Germany.

The arrivals for 1870, down to Nov. 1, are as follows:

January	4,618	June	32,464
February	5,877	July	19,814
March	12,091	August	15,[illegible]99
April	27,762	September	1[illegible],064
May	46,828	October	3,225
Total			1[illegible]9,527

Adding this amount to the total number of immigrants since May 5, 1847, (4,297,980), we find that, while the present commission has been in operation, there have arrived at this port, down to the 1st of November, 1870, a grand total of 4,487,517 immigrants.

The comparative immigration of Irish and Germans since 1847 has been as follows:

	From Ireland.	From Germany.		From Ireland.	From Germany.
1847	52,946	53,180	1859	[illegible]2,652	28,[illegible]70
1848	98,161	51,973	1860	4[illegible],330	37,899
1849	112,591	55,[illegible]05	1861	25,784	[illegible]
1850	117,038	45,535	1862	32,217	3[illegible],7[illegible]0
1851	163,306	6[illegible],91[illegible]	1863	92,157	35,0[illegible]2
1852	118,134	118,611	1864	89,299	57,4[illegible]6
1853	113,164	119,644	1865	70,462	83,451
1854	82,302	176,986	1866	68,047	106,716
1855	43,043	52,892	1867	65,1[illegible]4	117,591
1856	44,276	56,143	1868	47,[illegible]71	101,989
1857	57,119	80,974	1869	66,204	99,605
1858	25,075	31,874			
Total				1,644,009	1,616,255

During the present year the comparative emigration from Ireland and Germany has been as follows:

	Irish.	German.		Irish.	German.
January	1,01[illegible]	2,[illegible]40	June	9,606	12,925
February	1,4[illegible]	1,634	July	5,361	7,422
March	3,409	4,142	August	5,389	3,346
April	9,799	8,726	September	4,634	1[illegible]30
May	13,727	18,370	October	4,436	3,792
Total to Nov. 1				58,376	62,377

The German immigration would have been even greater but for the war in Europe. As it is, it exceeds the Irish immigration for this year by 5,001: but in the grand aggregate, since 1847, the Irish are ahead, 27,755 up to Nov. 1, 1870.

COMMERCIAL CHRONICLE AND REVIEW

Monetary Affairs—Rates of Loans and Discounts—Bonds sold at New York Stock Exchange Board—Price of Government Securities at New York—Course of Consols and American Securities at New York—Opening, Highest, Lowest and Closing Prices at the New York Stock Exchange—General Movement of Coin and Bullion at New York—Course of Gold at New York—Course of Foreign Exchange at New York.

The business of November has been, on the whole, steadier and more satisfactory than might have been expected. With the effects upon our trade and exchange of the great war waging on the continent, and with the close danger of a second, involving probably five of the principal powers of Europe, it might very reasonably have been supposed that affairs on this side would have drifted into something like panic; fortunately, however, our people, while not insensible to the danger have preserved their composure, and the markets have fluctuated little, compared with the gravity of the situation. Indeed, past experience has so strikingly shown that, under our present currency system, we are to a large extent protected against the convulsions of the European money markets, that our people have learnt to receive foreign financial crises with comparative composure, and the effects are chiefly confined to one or two staples of export, to the gold premium and to the value of those of our securities held abroad. At the same time, the extreme gravity of the European situation has produced a generally cautious feeling, which has been especially apparent in reference to loans or enterprises running into the future; and for this reason business, in some departments especially, has lacked spirit and activity.

The money market has maintained a degree of ease quite remarkable for this season of the year. In this city, "call" borrowers have supplied their wants at 4 per cent, and the higher grades of commercial paper have been in demand at 6½@8 per cent. This unusual ease may be traced in part to the quiet of speculation and the cautious tone of business above alluded to; but it is perhaps more attributable to the absence of any demand of moment from the Western cities in connection with grain and pork movements. Indeed currency has come in this direction from Chicago, while our remittances to Cincinnati have been quite moderate. At the close of the month the indications favored the probability of increased shipments of currency to the latter city, so soon as cold weather should set in, but the rate of interest here remained as low as at any period of the month.

PRICES OF GOVERNMENT SECURITIES AT NEW YORK.

Day of month.	6's c'pn 1881.	1862.	1864.	1865.	New, 1865.	1867.	1868.	10-40 c'pns.	6's cur'cy
1	113⅛	109⅛	107⅞	108¼	.....	110¼	110⅛	106¾	111
2	113⅝	109⅛	...	.....	110¼	110¼	....	107	111⅛
3	113½	108⅞	107¾	107⅞	110	110⅛	110⅜	107	.....
4	113¼	108⅛	107¼	107⅝	109⅝	109¾	..	106½	111⅛
5	113⅛	.....	.....	107⅜	109⅝	109⅝	109¾	106½	.....
7	113¼	108⅜	107⅜	107½	109⅝	109¾	110	106⅝	111⅜
8	113⅜	108⅜	107⅛	107⅝	.....	109⅞	.....	10 ¾	111⅜
9	.....	.....	.....	.....	.....	109¾	.....	.....	111⅜
10	113⅜	108⅜	107⅜	107½	109⅝	109⅝	109¾	106⅛	.....
11	113⅛	.	.....	107⅛	1 9⅝	109¾	110	.....	.....
12	113⅛	108⅜	107⅜	.....	109⅛	109⅝	110	.....	
14	113¼	108¼	1 7	107½	.....	109¾	110	106⅜	111⅛
15	.....	108¼	107⅛	107⅛	109¼	109¾	.....	106⅜	.....
16	113⅝	107⅞	107	107⅛	109¼	109⅜	.....	106¼	.....
17	113¼	107⅞	.....	107	109	109¼	109⅛	106½	111
18	113¾	107⅛	107	107⅝	109¼	109⅛	.....	106⅜	.....
19	.....	107⅜	.....	106⅞	109	109⅛	109⅛	106⅛	111

21	.....	107⅞	107⅛	107¼	109¼	109⅜	.....	106½	111
22	113¼	.....	.....	.....	109¼	109⅜	109⅝	106⅝	.....
23	.....	.....	.....	.....	109¼	109½	.....	106½	111
24	.....	.....	.....	Holiday.		.....	.....	.....	.....
25	113⅜	107⅝	107	107	109¼	109⅜	109¾	106⅜	111
26	113⅜	107⅝	.....	107	.....	109⅜	.....	106½	.....
28	113¼	107¾	.....	107⅛	109⅜	109½	109⅞	106⅝	.....
29	113⅜	107¾	107⅛	.....	109⅜	109⅜	110	106⅝	110⅞
30	113⅜	107⅝	107	.....	109¼	109⅜	109¾	106⅝	.....
Opening	113½	109⅛	107⅞	108¼	110¼	110¼	110½	106¾	111
Highest	113⅝	109⅛	107⅞	108¼	110¼	110¼	110⅛	107	111½
Lowest	113⅛	107½	107	106⅞	109	109¼	109½	106¼	110⅞
Closing	113⅜	107⅝	107	107⅛	109¼	109⅜	109¾	106⅝	110⅞

COURSE OF CONSOLS AND AMERICAN SECURITIES AT LONDON.

Date.	Cons for mon.	U. S. 5-20s '62.	Ill.C. sh's.	Erie shs.	Date.	Cons for mon.	U.S. 5-20s '62.	Ill.C. sh's.	Erie sh's.
Tuesday 1	92¾	89¼	110½	18¾	Wednesday 23	92⅞	87⅞	110	19
Wednesday 2	92⅛	89⅜	110¼	18¾	Thursday 24	93	88⅛	110	20¼
Thursday 3	93¼	89½	110½	19	Friday 25	92½	87¾	110	20
Friday 4	93⅛	89½	111½	18	Saturday 26	92½	87¾	110	20¼
Saturday 5	93⅛	89½	111¾	19	Monday 28	93	88	110½	19⅞
Monday 7	93⅛	89½	112½	18⅞	Tuesday 29	93	88¼	111½	20¾
Tuesday 8	93½	89⅜	113	18¾	Wednesday 30	93⅜	88⅜	111½	20¾
Wednesday 9	93½	89⅜	113	19					
Thursday 10	93⅜	89⅜	112½	19					
Friday 11	93	89	112½	19					
Saturday 12	92⅞	88¼	111½	18¾					
Monday 14	92⅜	88¼	110	18¼	Lowest	92⅛	86¾	108	17¾
Tuesday 15	92¾	88⅝	111	18½	Highest	93½	89½	113	20¾
Wednesday 16	92⅛	87¼	110	18	Range	1⅜	2¾	5	3
Thursday 17	92⅜	87½	108½	17¾	Last	93⅜	88⅜	111½	20¾
Friday 18	92⅜	87	108½	17¾					
Saturday 19	92⅜	86¾	108	17¾	Lowest } Since Jan. 1	91⅝	80½	99½	14¾
Monday 21	92¾	88	110½	18					
Tuesday 22	92⅞	88¼	111	18¾	Higest } Since Jan. 1	93½	91½	118	22¾

The market for United States Bonds has sympathized somewhat with the panicky condition of the London and Frankfort markets connected with the Russian circular on the Black Sea question. At London, Sixty-Twos declined. from 88¼ to 86½, but at the close of the month recovered the whole decline At home the range of decline was ½@¾ per cent, the difference between the course of prices on the two markets being adjusted by the variations in the gold premium; and, at the close, prices here were fully up to the best quotations of the month. Among the better informed class of investors, there appears to be a growing conviction that whatever schemes of funding may be presented by the coming session of Congress by the Secretary of the Treasurer or others, there is no chance for anything being actually done in the way of re-funding the six per cent debt for some time to come; and the price of bonds being now comparatively low and considerably below par in gold (the rate at which they will have to be redeemed), there is a disposition among financial institutions and other temporary investors to buy Governments at current prices; and it appears to have been making this demand which has sustained the market under the adverse course of securities at London and Frankfort. The dealers, however, do not seem disposed to speculate upon this tendency of the market, but carry light stocks and supply the wants of their customers from current purchasers. The Treasury purchased during the month $4,000,000 of Five-Twenties.

The following table will show the opening, highest, lowest and closing prices of all the railway and miscellaneous securities sold at the New York Stock Exchange during the months of October and November, 1870:

	October.				November.			
Railroad Stocks—	Open.	High.	Low.	Clos.	Open.	High.	Low.	Clos.
Alt. & Terre Haute pref	....	....	....	....	55	55	50½	50½
Boston, Hartford & Erie	5	5⅛	4	4	3½	4½	3	3¼
Chicago & Alton	112¾	115⅜	112½	115¼	116	117	114¼	116
do do pref.	114	116½	114	116½	119	119	117	117
do do scrip.	114	114	113⅝	114	....	....	....	....
Chicago, Burl. & Quincy	151⅞	151⅞	151	151	151	152¼	151	152⅛
do & Northwest'n	82½	82¾	79¼	80¼	79	82	78	8 ⅞
do do pref.	88⅛	90⅜	87½	88⅛	88¼	91½	8 ⅛	90⅛
do & Rock Island	116½	117⅝	109	110¼	110⅛	114¼	110½	110¾
Columb., Chic. & Ind. C.	17⅜	19½	17	17¾	17¾	19⅛	17½	18
Clev. & Pittsburg	107	107¾	104	105	05½	108½	105	105¾
do Col., Cin. & Ind.	81	81¼	79⅞	81¼	81	81	80	8 ¾
Del., Lack & Western	104¼	109⅞	104¼	109⅝	109½	111¾	109	110¼
Dubuque & Sioux city	100	101	100	100	100	100	95	95
Erie	23¼	23⅝	22	2	23	25¾	22	24⅜
do preferred	46	49¼	45	49½	49¼	51¼	47¼	51
Harlem	133½	136	133	134	131¼	135	131	132½
Hannibal & St. Joseph	111½	111½	106¼	107¾	1 0⅜	110½	103½	106¼
do do pref.	114	117¾	114	1 5¾	116¼	120	1 4¾	115
Hartford & N. Haven	....		....	....	165	165	165	165
do do scrip	....	....	....	....	150	150	150	150
Illinois Central	138	138	135	135	135	137	134¾	135¾
Long Island	67	67½	67	67½	67½	67½	67½	67½
Lake Shore & Mich. South	93	95⅜	92¼	92⅝	93	9 ⅞	92⅛	93⅛
... 1st	..	....	....	...	19	20	19	20
do do 2d	8	8	8	8	8	8	8	8
Michigan Central	120	122½	120	12 ¾	121	121	120⅝	121
Milwaukee & St. Paul	63¼	64⅞	60⅝	6 ½	61¼	62¼	58¾	16
do do pref.	81¼	82¾	79¾	80⅛	80⅝	82	79¾	81⅝
Morris & Essex	89¼	93	89½	92	91⅞	92	91¾	91⅞
New Jersey	114½	115½	114¼	115½	114½	114¾	114	114¾
do Central	106¾	110	106¾	108¼	108¾	109½	108	108⅞
N Y Cen. & H. R. stk.	92¼	94¼	91⅛	91½	91¾	93⅜	91½	92⅛
do certificates	87⅝	89¼	86¼	86¾	87	88⅜	86	86¼
do & N. Haven	149	157	149	157	154	155	154	1 5
do do scrip	142	143	140	143	143½	145	143½	145
Ohio & Mississippi	32¾	34⅛	31¼	32½	32¼	33⅛	31⅝	31⅞
do do pref.	73	74	73	74	75	75	74½	74½
Norwich & Worcester	103	103	103	103¼	104	104½	104	104½
Panama	85	85½	72	74	75	78	70½	78
Pitts., F. W. & Chi. guar.	93¼	93⅝	92⅝	93½	93¼	94½	93¾	9 ⅜
Reading	98⅛	101⅞	97¾	100½	101½	102⅛	100⅛	101½
Rome, W. & O	120	1 0	120	120	125	125	125	125
St. Louis & Iron Moun.	....	....	....	....	47	47⅜	47	47⅜
Sixth avenue	125	125	125	125	....	....	....	....
Stonington	92	92	92	92	....	....	....	..
Toledo, Wab. & Western	52¼	55½	51¼	52	52¼	53¾	50⅞	51⅝
do do do pref	....	....	...	....	74	75	74	75
Union Pacific Railroad	2 ½	27½	24	24¼	23½	24¾	17	17
Miscellaneous—								
American	35	37	35	36	....	....	....	....
Cumberland Coal	....	....	....	..	25	25	25	25
Consolidated Coal	25½	26	25½	26		...	...	....
Maryland Coal Co	27	27	25	25	....	....	...	....
Spring Mountain Coal	...	..	....	...	40	40	40	40
Del. & Hud. Canal	121	121½	118½	119½	120	122	120	121
Atlantic Mail	25	25	25	25	....	..		....
Pacific Mail	43⅛	43½	41½	42½	42⅜	43	40⅝	41⅝
Boston Water Power	15	15	15	15	18½	19¼	17⅝	19¼
Canton	67	69½	66	69	68	70	68	68
Brunswick City Land	.	....	...		7	8¼	7	8½
Mariposa	4¼	4¾	4¼	4¼	4½	7¾	4½	7¼
do pref.	10¾	11⅜	8	9⅛	9	11¾	8¾	10¾
do 10s certif.	35	35	34	34	30	30	30	30
Quicksilver	5¼	5½	5	5½	5	5¼	5	5
West. Union Telegraph	37⅞	43½	36½	39½	39¾	43¼	3 ½	42¾
Express—								
American M. Union	42	44½	42	43½	43¾	47	43¾	46
Adams	66½	67⅞	66½	67	67	68	64¼	64¼
United States	36¾	37½	33	33½	33⅝	36½	33⅛	34½
Wells, Fargo & Co.	39	40½	37	37	37	37	33¾	33½
do do scrip	3	3	3	3	2¾	2⅝	2¾	2⅝
Wells, Fargo, old	12¾	12¾	12¾	12¾	....	....	....	....

The stock market has been irregular, opening at about late average prices yielding 2@4 per cent. under the unsettled feeling created by the Anglo-Russian complications, and again advancing, within the closing ten days, in sympathy with an advance in freights and passenger rates on the Trunk roads, and with negotiations looking to a consolidation of through earnings on the Pennsylvania Central, Erie, New York Central and Lake Shore Companies on their through traffic. The effect of these arrangements was most apparent on Lake Shore, which advanced to 94⅞ and on Erie which from 22 rose to 25¾. New York Central has been depressed by the firm demand of the Government for the payment of the tax on the 80 per cent scrip dividend. The following have been the highest and lowest quotations on the leading shares:

	Lowest.	Highest
New York Central and H. R.	91	93⅜
Erie	22	25¾
Reading	100⅜	102⅛
Lake Shore	92⅞	94⅞
Rock Island	110½	114½
Chicago and Northwestern	78	81⅜
Milwaukee & St. Paul	58¾	62¼
Cleveland & Pittsburgh	105¼	108⅝
Pacific Mail	40⅝	42¾
Western Union Telegraph	39⅞	43½

The gold market has been somewhat excited in connection with the foreign influences above alluded to, the extremes of quotations having been 110 and 113¾. The first effect of the Russian circular was to put up the prices to 113¾; but, from the first, there was a disposition among speculators to discount the probabilities of a pacific situation of the Black Sea troubles, and upon a cooling-down of the temper of the diplomats the market quickly reacted, declining to 110½ on the 30th. During the first half of the month, the coupon gold came out of the Treasury very slowly, owing to the detention of the coupons in Europe by the war, and also to their being held back, from speculative motives, by foreign bankers; so that gold was loaned at full rates for some time after the beginning of the Treasury interest payments. The sales by the Treasury and its payments on account of interest, together with the imports of specie, have about equalled the withdrawals from the market by custom payments and exports; but the banks held on the 26th, $18,260,000 of specie, against $13,160,000 on the 29th of October, the gain having arisen from receipts from California and from other cities at which the interest on the public debt is payable.

COURSE OF GOLD AT NEW YORK.

Date.	Openi'g	Lowest.	High'st.	Closing.	Date.	Openig.	Lowest.	High'st.	Closing.
Tuesday 1	111⅜	111⅛	111½	111¼	Wednesday 23	111⅝	111⅝	112¼	111¾
Wednesday 2	111⅛	110⅞	111⅛	111	Thursday 24	....	Holi	day.	
Thursday 3	110¾	110½	110⅞	110½	Friday 25	112	111¾	112⅛	112
Friday 4	110¼	110	110½	110⅜	Saturday 26	111⅞	111¾	112	111⅞
Saturday 5	110⅜	110¼	110⅜	110⅜	Monday 28	111½	111¼	111½	111¼
Monday 7	110½	110½	110¾	110½	Tuesday 29	111¼	111	111⅜	111⅛
Tuesday 8	110⅝	110½	110⅝	110⅝	Wednesday 30	111	110¾	111⅛	110⅞
Wednesday 9	110½	110⅜	110⅝	110⅜					
Thursday 10	110⅜	110⅜	110¾	110¾	Nov., 1870	111⅜	110	113¾	110⅞
Friday 11	110⅞	110⅞	111⅛	111⅛	" 1869	128⅜	121⅛	123⅜	122⅛
Saturday 12	111⅜	111	111⅝	111	" 1868	134½	132	137	135⅛
Monday 14	112¼	111½	112¾	111⅞	" 1867	140¾	137⅞	141⅛	138
Tuesday 15	111½	110⅞	111½	111⅜	" 1866	146⅜	138⅜	148¾	141¼
Wednesday 16	111⅞	111¾	112½	112¼	" 1865	145¾	145½	148⅞	147¼
Thursday 17	113	112¾	113¼	112⅜	" 1864	238½	210	260	230
Friday 18	113¾	112½	113¾	113	" 1863	146	148	154	148½
Saturday 19	112⅝	112⅛	112¾	112¼	" 1862	129⅜	129	133¼	129
Monday 21	111½	111½	111¾	111⅝					
Tuesday 22	111⅝	111⅝	112	111¾	S'ce Jan 1, 1870.	120¼	110	123¼	110⅞

Foreign exchange has been irregular; but the predominant tendency has been downward, the opening rate for prime bankers, 60 days sterling, bills being 109½, and the closing 108⅞ Under the first flush of the Russian question, bankers were indifferent about drawing, and rates rose to 109½; but the accumulation of produce and cotton bills during that period helped the subsequent decline.

COURSE OF FOREIGN EXCHANGE (60 DAYS) AT NEW YORK.

Days.	London. cents for 54 pence.	Paris. centimes for dollar.	Amsterdam. cents for florin.	Bremen. cents for rix daler.	Hamburg. cents for M. banco.	Berlin cents for thalers.
1	109¼@109⅜	....@ ...	40⅞@41	78⅞@79	36 @36⅛	71¾@71⅞
2	109½@109¼	....@ .	41 @41⅛	79⅛@79½	35⅞@....	71½@71¾
3	...@ 09¼	... @ ...	40⅞@41⅛	79⅛@7 ½	35⅞@36⅛	71⅝@71¾
4	109¼@ ..	....@....	40⅞@41	78⅞@79	36 @36⅛	71¾@71⅞
5	109⅛@ ...	@....	40⅞@41	78⅞@79	36 @36⅛	71⅝@71⅞
7	10 @109⅛	@ ...	40⅞@41	78⅞@79	36 @36⅛	71¾@71⅞
8	109 @109⅛	....@....	40⅞@41	78⅞@79	36 @36⅛	71¾@71⅞
9	109¼@	... @.. .	41 @41⅛	79 @79¼	36 @36⅛	71⅞@72
10	109¼@	....@ ...	41 @41⅛	79 @79¼	36 @36⅛	71⅞@72
11	109⅛@109¼	@....	41 @41⅛	79 @79⅛	36 @36⅛	71⅞@72
12	109⅛@109¼	....@....	41 @41⅛	79 @79¼	36 @36⅛	71⅞@72
14	109¼@ ..	... @ ..	40⅞@41	79 @79⅛	36 @36⅛	71¾@71⅞
15	109⅛@	....@ ...	40⅞@41	79 @79⅛	36 @36⅛	71¾@71⅞
16	109¼@109⅜	....@....	40⅞@41	78⅞@79⅛	36 @36⅛	71¾@72
17	109⅜@109½	. @...	41 @41½	78⅞@79	36 @36⅛	72 @72⅛
18	109¼@109⅜	... @....	41 @41⅛	78⅞@79	36 @36⅛	72 @72⅛
19	109¼@109⅜	....@....	41 @41⅛	78⅞@79	36 @36⅛	72 @72⅛
21	109⅛@109¼	. . @ ...	4 ⅛@41¼	79 @79⅛	36⅛@36¼	72¼@72⅜
22	109⅛@109¼	....@...	41⅛@41¼	79 @79¼	36 @36⅛	72 @72¼
23	109⅛@109¼	... @ ...	41⅛@41¼	79 @79¼	36 @36⅛	72 @72¼
24	....@	... @ ...	....@....	... @....	@....	... @...
25	109⅛@109¼	....@....	41⅛@41¼	79 @79¼	36 @36⅛	72 @72¼
26	109⅛@109¼	....@....	41⅛@41¼	79 @79¼	36 @36⅛	72 @72¼
28	109 @109⅛	....@....	41⅛@41¼	78⅞@79	36 @36⅛	71¾@71⅞
29	108⅞@109	....@....	41 @41⅛	78⅝@78¾	36 @36⅛	71¾@71⅞
30	108⅞@109	... @....	40⅞@41	78⅝@78¾	35⅞@36	71¾@71⅞
Nov., 1870	108⅞@109⅜	. .@ ..	40⅞@41½	78⅝@79½	35⅞@36¼	71½@72⅜
Nov., 1869	108¾@109¼	518¾@516¼	40⅜@40¾	78¾@79	35¾@36	70½@71⅜

JOURNAL OF BANKING, CURRENCY, AND FINANCE

Returns of the New York, Philadelphia and Boston Banks.

Below we give the returns of the Banks of the three cities since Jan. 1:

NEW YORK CITY BANK RETURNS.

Date.	Loans.	Specie.	Circulation.	Deposits.	L. Tend's	Ag. Clear'gs
Jan. 8	253,475,453	35,664,830	34,132,280	190,169,262	48,537,735	593,170,114
Jan. 15	259,101,106	37,510,467	33,966,823	202,396,331	52,248,475	596,733,681
Jan. 22	259,592 756	39,454,003	33,806 721	207,479,823	54,619,433	570,665,911
Jan. 29	260,324,271	40,475,714	33,712,282	210,150,913	56,782,168	549,133,555
Feb. 5	264,514,119	38,997,246	33,746,481	214,739 170	58,348,384	541,240,204
Feb. 12	265,864,652	38,072 184	33,703,572	213,19 ,740	56,603,009	510,842.824
Feb. 19	267,327,368	37,264,387	33,694,371	212,188,882	55,134,066	511,151,875
Feb. 27	268 485,642	25,094,289	33,820,905	211,132,943	53,771,824	459,584,815
Mar. 5	68,634,212	35,898,493	33,783 942	213,078,341	54,063,933	603,182,507
Mar. 12	268,140,603	33,390,135	33,835,739	209,831,225	53,3 2,004	548,015,727
Mar. 19	270,003,682	32,014,747	33,699,565	208,816,823	52,774,420	525,079,551
Mar. 26	270,807,768	72,271,252	33,674,394	208,910,713	52,685,063	481,253,035
Apr. 2	271,756,871	29,887,183	33,676,564	206,412,430	50,011,793	516,052,093
Apr. 9	272,171,388	28,787,692	33,754,253	201,752,434	47,570,633	476,845,358
Apr 16	269,981,721	26,879,513	33,698,258	202,913,989	50,180,040	429,468,971
Apr. 23	269 016,279	25,310,322	33,616,928	203,583,375	53,119,646	444,605,309
Apr. 30	269,504,285	28,817,596	33,506,393	208,789,350	54,944,865	653,515,115
May 7	275,246,471	31,498,999	33,444,641	217,362,218	56,108,922	701,060,925
May 14	278,383,314	32,453,906	33,293,980	222,442,319	57,947,005	659,260,661
May 21	280,261,077	34,116,935	33,191,643	226,552,926	59,023,306	675 678,321
May 28	279,550,743	32,729,035	33,249,818	223,039,315	61,618,676	576,625,521
June 4	279,485,724	30,949 490	33,285,083	226,191,797	61,290,310	513,452,668
June 11	276,419,576	28,523,819	33,142,188	220,699,290	60,159,170	574,132,050
June 18	276,689,004	28,895,971	33 072,643	219,932,852	58,120,211	498,872,684

Date.	Loans.	Specie.	Circulation.	Deposits	L. Tend's.	Ag. c'ear'gs.
June 25......	277,017,267	28,228,985	33,094,113	217,522,555	57,215,535	537,223,270
July 2......	276,496,503	31,611,320	33,070,365	219,083,428	56,815,254	562,736,404
July 9......	277,783,427	35,734,434	33,100,257	219,725,468	53,848,970	490,180,962
July 16......	285,877,318	41,135,688	32,027,786	234,332,855	53,461,341	623,349,499
July 23......	286,090,798	34,258,612	32,999,357	233,965,513	53,978,7 1	759,349,499
July 30......	281,939,843	30,263,890	33,005,5 3	227,555,701	54,837,951	502,709,742
Aug. 6......	281,182,144	26,472,592	32,943,144	220,819,300	52,237,188	446,059,092
Aug. 13......	278,647,619	24,104,302	32,909,166	215,074,494	51,276,262	442,693,645
Aug. 20......	275,722,982	20,733,346	32,839,567	205,531,318	50,353,286	408,195,377
Aug. 29......	273,986,974	19,629,884	32,904,906	201,966,700	48,959, 13	419,420,650
Sep. 3......	271,914,145	18,285,629	32,736,625	290,691,553	49,720,772	356,552,870
Sep. 10......	271,796,731	18,718,309	32,897,168	196,852,430	48,072,195	451,980,079
Sep. 17......	263,408,700	16,517,151	32,750,726	193,459,916	49,062,532	419,769,367
Sep. 24......	267,087,617	14,670,724	32,723,046	191,066,202	49,417,926	441,399,855
Sep. 30......	266,286,601	13,272,981	32,718,199	191,955,574	51,084,092	375,464,190
Oct. 8......	264,981,829	12,597,641	32,593,209	187,701,117	50,275,226	455,692,450
Oct. 15......	265,275,790	11,610,708	32,967,705	187,489,715	50,526,279	533,547,310
Oct. 22......	265,665,396	11,948,113	32,517,036	189,578,983	52,390,812	527,298,874
Oct. 29......	265,979,485	13,108,406	32,420,509	193,077,798	53,009,099	259,398,843
Nov. 5......	263,293,9 6	14,899,646	32,374,511	194,769,716	53,999,251	547,219,377
Nov. 12......	266,176,366	17,124,489	32,389,568	196,620,937	53,832,019	483,051,424
Nov. 17......	264,609,216	17,586,2 5	32,301,222	194,909,406	52,716,773	537,056,0 9
Nov. 26......	264,608,146	18,222,617	32,353,679	194,413,073	51,826,556	424,026,447
Dec. 3......	266,063,143	17,108,056	32,234,388	194,991,219	51,257,656	491,713,941
Dec. 10......	268,147,232	15,935,848	32,185,477	194,181,255	49,124,022	533,593,493

PHILADELPHIA BANK RETURNS.

Date.	Loans.	Specie.	Legal Tenders.	Deposits.	Circulation.
Jan. 3......	51,662,662	1,290,096	12,670,198	38,990,001	10,568,681
Jan. 10......	51,472,570	1,358,919	12,992,812	38,877,139	10,5 6,029
Jan. 17......	52,030,611	1,258,772	12,994,924	39,855,433	10,583,506
Jan. 24......	51,635,095	1,063,406	13,327,515	39,504,792	10,577,215
Jan. 31......	51,709,658	995,468	13,752,537	39,530,011	10,5 3,468
Feb. 7......	51,828,563	957,570	13,741,867	39,512,149	10,568, 81
Feb. 14......	51,373,296	1,090,955	13,339,610	38,834,794	10,574,383
Feb. 21......	51,289,931	1,202,456	13,236,144	39, 55,165	10,572,973
Feb. 28......	51,523,024	1,343,173	13,406,658	39,279,850	10,508,905
Mar. 7......	51,400,381	1,429,807	13,192,282	39,035,042	10,576,852
Mar. 14......	51,417,645	1,677,218	12,704,279	39,382,352	10,565,909
Mar. 21......	51,587,837	1,588,272	13,125,658	39,781,153	10,578,584
Mar. 28......	51,454,623	1,599,517	13,094,295	39,781,153	10,586,611
Apr. 4......	51,898,125	1,580,747	12,769,911	38,771,237	10,575,771
Apr. 11......	52, 41,533	1,499,429	13,052,827	39,279,143	10,571,749
Apr. 18......	51,928,431	1,314,127	13,882,761	41,033,306	10,571,794
Apr. 25......	52,019,535	1,063,741	14,827,013	41,677,500	10,575,129
May 2......	52,243,057	1,247,820	15,441,522	42,997,076	10,571,535
May 9......	52,413,398	1,222,629	15,851,265	43,429,347	10,568,357
May 16......	52,234,603	1,164,012	16,241,785	44,928,042	10,562,404
May 23......	52,500,343	1,049,943	16,450,837	41,233,016	10,564,075
May 30......	52,320,224	973,948	16,789,102	45,117,172	10,560,378
June 6......	53,098,534	869,597	16,926,682	45,122,720	10,561,684
June 13......	53,688,296	841,569	16,702,115	44,957,979	10,567,356
June 20......	53,647,403	743,285	16,309,340	44,398,340	10,569,854
June 27......	54,283,879	728,844	15,805,508	44,351,747	10,562,889
July 4......	55,037,866	917,270	15,401,749	44,609,623	10,556,277
July 11......	54,667,170	1,320,947	14,595,064	44,024,172	10,556,160
July 18......	54,294,723	1,266,890	14,224,980	43,835,846	10,553,981
July 25......	53,942,152	1,214,016	14,007,749	42,6 9,473	10,548,456
Aug. 1......	52,725,888	1,162,567	13,472,647	43,943,365	10,563,291
Aug. 8......	53,712,364	1,064,318	13,119,176	41,178,654	10,562,197
Aug. 15......	53,399,190	781,537	12,365,681	39,428,3 7	10,564,548
Aug. 22......	52,895,350	677,934	12,082,008	38,762,424	10,562,197
Aug. 29......	52,168,288	541,676	12,301,802	38,160,674	10,569,755
Sept. 5......	52,088,428	511,213	12,305,142	38,085,227	10,556,353
Sept. 12......	52,03 ,188	498,506	12,116,563	37,468,82	10,5 9,441
Sept. 19......	51,673,473	394,166	11,795,994	37,224,118	10,561,788
Sept. 27......	51,362,551	340,983	11,862,374	37,1 6,636	10,576,682
Oct. 3......	51,297,626	374,740	12,417,731	37,641,3 5	10,590,480
Oct. 10......	51,265,457	352,643	12,283,774	36,808,467	10,591,459
Oct. 17......	51,309,218	325,817	11,908,306	35,880,946	10,905,792
Oct. 24......	51,235,813	292,883	12,128,896	36,682,169	10,601,112
Oct. 31......	51,507,346	361,464	12,468,670	37,174,350	10,656,175
Nov. 7......	51,614,810	656,8 9	12,477,910	37,100,589	10,755,669
Nov. 14......	51,573,301	790,221	11,81 ,145	37,468,013	10,781,960
Nov. 28......	51,066,844	849,576	12,228,541	37,887,8 6	10,768,211
Dec. 5......	51,083,136	800,765	12,698,298	38,632,809	10,814,590
Dec. 12......	51,333,553	575,596	12,557,219	37,906,748	10,798,794

BOSTON BANK RETURNS.

Date.	Loans.	Specie.	Legal Tenders.	Deposits.	Circulation.
Jan. 3	105,985,214	3,765,348	11,374 559	40 007,225	25,280,893
Jan. 10	107,395,263	4,977,254	10,941,125	42,177,6 0	25,298,865
Jan. 17	107,948,017	5,418 001	10,794,891	42,377,002	25,191,545
Jan. 24	108.387,459	5,542,674	10,962 102	41,593,558	25.255,818
Jan. 31	107,875,579	5,231,785	10,992,962	40.696.016	25,206,094
Feb. 7	109 683,041	5,075,000	10,433,107	40,003.823	25,160,664
Feb. 14	109,997,027	4,884,147	9,326,266	39,918,414	25.212,614
Feb. 21	109,651,272	4,634.776	9,386,266	38,475,853	24,230,866
Feb. 28	108,905,889	4,457,113	8,918,129	37,688.842	25,225,629
Mar. 7	108,267,431	4,929,867	8,765,874	37,681,983	55,260,868
Mar. 14	108,044,028	5,024.691	8,510,573	37.708,082	25,280,027
Mar. 21	107.884,867	5,170,700	8,352,161	37,093,583	25,270,487
Mar. 28	107,043,309	5,196,348	8,499,444	37,123,211	25,265,004
Apr. 4	106,722,559	5,163,494	8,470,455	35.851,613	25,278.442
Apr. 11	106,156,094	5,057,341	8,162,080	39,504.080	58,285,003
Apr. 18	106,569,372	4,851,954	8,276,721	39,532,827	25,290.205
Apr. 25	106,012,527	4,536 884	8.872,670	39,920,142	25,231,817
May 2	106,245,609	4,551,701	10,081,661	41,042,250	25,209,619
May 9	107,001,304	4,792,968	9,814,428	41,205,597	25,207,464
May 16	106,949,539	4,545,690	9,584,703	41,675,369	25.203,203
May 23	106.840.256	4,078,744	9,684,654	41,160,009	25,199,719
May 30	107,097.074	3.875,717	9,721,708	40,056,344	25,150,808
June 6	107,151,710	3.475,523	9,776,281	40.218,620	25,139,278
June 13	106,901,486	3,534,313	9 560,009	38 901,202	25,146,390
June 20	106,454,436	3,397,873	9,186,032	38,647,292	25,175,753
June 27	106,416,987	3,177,413	9,332,858	38 899,529	25,135,659
July 4	106,839,304	4,298,219	8,816,494	40,360,389	25,130,686
July 11	106,997,278	5,494,539	7,897,616	40,723,035	2 ,189,796
July 18	107,817,458	5,411,963	8,362,919	40,225,979	25,178,208
July 25	107,714,221	4,841,322	8,958,724	29,722,324	25,149,754
Aug. 1	107,935,376	4 439,5 3	8.883,528	38,537,730	25,156,724
Aug. 8	108,158,260	4,019.987	8,331,499	39,267 033	25,119,411
Aug. 15	109,096,614	3,564,721	7,983,088	38,271,247	25,019,111
Aug. 22	108,500,573	3,153,323	7 564,862	36.972,701	25,150,653
Aug. 29	107,106,644	2,864,348	8,385,215	35,957,745	25,058,616
Sept. 5	106,848,334	2,626 331	9,383.916	36,470.515	25,021,849
Sept. 12	106,855,812	2,409,122	9,653,013	36,360,268	25.037,943
Sept. 19	106,697,567	2.324,671	9.848,686	36.688 104	24,995,959
Sept. 27	106,711,217	2,182,143	10,314,803	37,135,312	24,995,959
Oct. 3	106,537,446	2,040,225	10,2 0,725	38,255,578	24,934,154
Oct. 10	106,769.932	1,886,214	10,121,683	40,928,200	24.954,046
Oct. 17	106,804,122	1,568,369	10.918,675	41.588,981	24,971.024
Oct. 24	105,152,206	1,450.218	10 929,810	41.096 326	24.501,944
Oct. 31	105,516,641	1,569.452	11,584,606	42.002,875	25,090,357
Nov. 7	106,377,248	2,044,662	10,557,053	44.110.125	24,889,143
Nov. 14	107,274,567	2,010,170	11,639,696	44.030,050	24,864,243
Nov. 17	109,052,435	2,143.746	11,920,923	44,997,896	24,889,227
Nov. 28	108,924,361	2,057,203	12,043,403	43,920.781	24,864,668
Dec. 5	108,544,507	2,105,536	12 612,076	44,345.792	24,653,920
Dec. 12	108,847,513	1,975,550	12,507,922	4 ,263,315	24,818,733

ERRATA.

In the article on the "Distribution of Wealth," in the November number, on page 322, for the word *nor*, in the fifth line from the bottom of the page read *not*. On page 324,—9th line from the top—for the phrase *poor classes* read *poorer classes*. On page 328 for the misspelt word *bould* read *could*. On page 329, for "presto, the *King is changed*, read the *thing is changed*. On page 330 for a "mere *map* of extra figures," read *mass* of extra figures, and in the fifth line from the bottom of the page *for the working* have been reduced, read *but the working classes* have been reduced, &c. On page 331 in the last line for equitable *distinction*, read equitable *distribution*.

C.