A WATER WAR.

UNCERTAIN IRRIGATION IN COLORADO

THE LIMIT OF WATER SUPPLY REACHED—FEARS THAT THE GREELEY COLONY WILL LOSE ITS SHARE—THE MODE OF IRRIGATION EXPLAINED—ATTEMPTS TO DEFINE THE RIGHTS OF PARTIES INTERESTED—LEGAL PRINCIPLES INVOLVED.

[FROM AN OCCASIONAL CORRESPONDENT OF THE TRIBUNE.]

GREELEY, Col., July 20.—The progress of Colorado in taking out water for irrigating purposes has been so rapid that all at once the limit of the supply has been reached, and a conflict in regard to right to water is now upon us. Colorado Springs, situated at the foot of Pike's Peak, takes water from two streams—the Fountain and the Monument—the latter small, and the former by no means large. The Fountain runs south to Pueblo, 45 miles, and in its valley farms have been opened almost through the whole distance, but the supply has always been limited. Colorado Springs, having now become a town of 3,000 inhabitants, needs so much water that a gristmill below has applied for an injunction on the Water Company to restrain them from diverting the stream. It is understood that the farms on the Fountain are about to seek the same remedy with regard to the water of the Monument, which empties into the Fountain a short distance below Colorado Springs. The case is to be carried up to the highest courts.

HOW DENVER IS SUPPLIED.

Denver now has 20,000 inhabitants; it takes water from Clear Creek and from the Platte, and in some parts of the city there is a scarcity for gardens and shade trees, more on account of the deficiency of the irrigating canals than in the supply afforded by the river, but it is foreseen that, as the town grows, larger demands will be made, when the farms down the Platte Valley will be pinched for water, at least during two Fall months. Through the last part of May, and through June and most of July, abundance of water comes out of the mountains, derived from melted snows. It must be manifest to one who reflects a little that when Denver shall have an addition of ten thousand to her population, with a corresponding increase of suburban land brought into cultivation, the absolute limit of water will be reached. Then, the only resource will be to construct reservoirs in the mountains for the receiving of the surplus water, but there seems to be a suspicion that reservoirs will not hold nearly as much water as sanguine projectors claim, and at the same time it is a matter of wonder that nothing is heard of reservoirs being reserved to in countries where irrigation has long been practiced; as for instance in Upper Italy, where, in the time of Virgil, a comparatively complete system must have been established. The ancients certainly had tanks and cisterns, and they make a figure in Judea, the remains of which astonish by their magnitude; and such are to be found in India, but they would be of little value in irrigating any considerable amount of land. It is probable that they were used only in times of drouth, and not for growing crops through the whole season as is the need in Colorado and New Mexico; for it must be understood that these two Territories have less rainfall than Italy or Eastern Asia, or even India. The famine in the latter country this year has arisen, as we are told, from the failure of seasonable rains, which usually are abundant, to raise certain products, forming a large portion of the food of the people, without irrigation.

North from Denver is a fine farming region, that is, in the valley of several streams, and more or less trouble is experienced on Clear Creek and on the Boulders, but as yet there is no outbreak. In the Cache la Poudre Valley, however, at the lower end of which Greeley is situated, 30 miles from the mountains, there is trouble enough, and it has only begun unless wise measures shall prevail, including a just consolidation of all interests and a storing of the surplus water. When the town of Greeley was located, and many thousand acres of land were purchased, it was seen that the Cache la Poudre was a fine stream, 100 feet broad, with a fall of 15 feet to the mile, and it was seen too that not exceeding 1,000 acres were in cultivation along the whole valley, some say not more than 500 acres, and thus an unappropriated stream was presented to whoever had courage and enterprise and money sufficient to dig canals for irrigating the adjacent lands. The Greeley people appropriated this river, and they constructed two canals costing not less than $50,000, and having an extent including laterals of more than 100 miles.

THE GREELEY CANALS.

Immediately after our settlement the few farmers up the river bought all the land they were able to purchase, and they proceeded to take out new ditches or to enlarge old ones; new settlers came from the States and entered vacant land, and in a short time the whole valley became occupied. Beside this, a colonial scheme was devised at Fort Collins, 25 miles above Greeley, which included the taking out of a large canal, and, in addition, another large canal has been taken out across the river. This year has been so far a dry one; less than the usual amount of snow fell in the mountains, and there has not been a good soaking rain since Spring; indeed there has been none for a year or more, and, as might be expected, the river is low, though the total amount is by no means small. One of our canals is taken out of the river 15 miles above Greeley on the north side, being named No. 2, and it runs something over 30 miles north of the town and extending east of it, and along this canal are our grain fields, presenting at this time of the year an almost unbroken mass of green, while the great American desert crowds up to the furrow, being brown, dry, desolate, covered with the short gramma grass, and enlivened only by the prairie dogs as they sit barking by their dwellings. Five miles above, town, what is called canal No. 3 is taken out on the south side of the river, and waters several thousand acres of grain above and below town, and the town itself with at least 500 gardens, and small patches and parks and thousands of shade and fruit trees. About three weeks ago the water began to fail in No. 3, and in a short time it ceased to run; indeed the river itself went dry. Imagine, if you can, the condition of a town of 2,500 inhabitants depending wholly on water to keep gardens and all vegetation alive, as much deprived of water as if they were thousands of miles from a river. Here were our new houses built with untiring labor and many hopes; here our last dollar has been expended, and dissolution and utter ruin appeared before us. Although the sun shone day after day with a fierce glare, a pall of blackness seemed to cover us, and with inexpressible sadness we saw tender vegetation wither and recent plantings of young forest trees perish. Still, it is to be said that No. 2 was full, for a dam had recently been built at a cost of $2,000, and the work was so well done that it held the whole of the river, and thus our farmers on the north side used their abundance, and yet with the utmost diligence, for the period had arrived when the grain must have water; many are the instances where men were out 20 hours in the 24, while children brought their food and some had their only sleep on the ground by the side of the running water. Vast as is the volume of water carried by No. 2, being 20 feet wide and 4 feet deep, there is no surplus, and it is customary for the farmers to exchange water, and so double up the amount, when the whole is poured upon the fields through the previously constructed channels. But the town must have water, and accordingly the Colony Trustees ordered that in the emergency No. 2 must give a water, two days in six, to No. 3. Meanwhile the farms between our two head-gates had been suffering, and so they worked night and day to build dams, that they might take the water when it should come; and truly they did take it, and so much of it that 28 hours passed and not a drop reached the town, and it was considered whether it was not best to hold it back in No. 2; but finally the dams were broken, down came the water in floods, and for two days there was moisture again.

A PETITION FOR AN INJUNCTION.

Then three of the Colony Trustees went up to Fort Collins to see what had become of the water, and the two large canals mentioned above were found carrying heavy bodies. The Fort Collins Colony or Laramie County Improvement Company's Canal was wasting water at a fearful rate, for it carried more than our No. 3 could hold, and put but little over 100 acres were in cultivation, while the rest of the water was wasted out on the plains. So far as could be seen, the object of this exhibition was to sell water rights, but people seem suspicious, for the right to only 480 acres had been sold. In such a case it was time for energetic action. The best lawyers were retained, and a petition for a perpetual injunction on these two canals was prepared and a notice duly served on the officers, leaving nine other canals to be disposed of hereafter. Thereupon said officers appeared before the trustees and proposed a convention to be held by all in the valley having rights to water, that there might be a settlement of the difficulty without a long and expensive lawsuit. The convention was accordingly held, and after a protracted discussion it was agreed that all the water that could possibly be spared should be sent down to Greeley, providing the trustees would suspend the injunction suit. Thus a truce is held, but the trustees distinctly informed the trespassers (if this word is strong enough) that the suit must be brought, either by regular process or in a made case in which the facts are agreed upon, for if the water is ours we mean to have it; if not, we must seek homes elsewhere, or else go to the expense of taking out water above anybody else, and beyond which none can be taken. It is not unlikely that a plan which has been prepared will be adopted, that is, to make the river itself an irrigating canal, to consider all the canals as laterals, to have the water divided by a water commission, and to build reservoirs in the mountains, that all the land may be watered, though no more ditches are to be built. The Greeley people do not propose, however, to divide the present supply, for that is theirs; they propose to divide the additional supply, and they mean to have their right to the minimum confirmed by the courts.

The question that will come before the courts is whether priority of appropriation gives priority of right in the States it is forbidden to take water out of a stream unless it be returned, and therefore irrigation is in effect prohibited. This is agreeable to the common law of England, and probably of other countries where crops are grown without irrigation. It is understood, however, that in California, in Mexico, and in Italy and Spain the first occupant has the preference, while the statute of Colorado expressly provides that nothing shall impair prior vested rights. Perhaps there is no principle better established than that priority gives rights, especially when connected with peaceable possession. All titles to land have this basis; without it law would be an uncertain science. If a late comer can use the water of a river, there can be no security even to him, for one coming after him can take what he seized. The doctrine opposed to priority unsettles everything—destroys values, and at last does no more than to transfer a commodity of a fixed value to another without adding a cent to the wealth of the world. One party is robbed and another party takes possession. The only chance of the late comer succeeding lies in applying the law of moist countries to arid countries. If this is to be done, law must be defined as inflexible and unjust. But law is not unjust. In a moist country water necessary for the fields comes from the clouds, and it gives the land its value. In an arid country the water comes from the rivers, and it gives the land its value. In both cases water becomes a part of the realty. That there is not enough water for all the land in an arid country is unfortunate, not for those who come first, but for those who come when there is none left.

Mr. Greeley always considered the subject of our water supply with great anxiety, and many of his letters are almost wholly devoted to the matter. In particular was he jealous of the gristmill, for he feared it would demand and take water needed for irrigation, but we looked on his fears as arising from his want of familiarity with the situation. We now see that his instinct was more correct than our knowledge, and during the later years of his life he probably had a more correct idea of the value of water than any man this side of the Atlantic shores.

N. C. M.

Ocean Steamers.

EAGLE LINE.
UNITED STATES MAIL STEAMSHIPS.
TO PLYMOUTH, CHERBOURG, AND HAMBURG.
The elegant Clyde-built steamships will sail from New-York as follows:
HERDER, Capt. Fischer, August 25.
SCHILLER, Capt. Thomas, September 8.
from Eagle Line Pier, foot of First st., Hoboken.
RATES OF PASSAGE TO
PLYMOUTH, LONDON, CHERBOURG, AND HAMBURG:
Cabin, first saloon $120, gold; second saloon, $60, gold; steerage, to Plymouth and London, $30, currency; steerage to Cherbourg and Hamburg, $30, gold. Prepaid tickets for Hamburg, $36, currency.
For freight apply to FUNCH, EDYE & Co., 27 South William st.
For passage apply to KNAUTH, NACHOD, & KUHNE, General Agents, 113 Broadway.

FOR HAVANA.
NASSAU, PROGRESO, CAMPECHE AND VERA CRUZ.
NEW-YORK, HAVANA, AND MEXICAN MAIL S. S. LINE.
Leaving Pier 3, North River, at 3 p. m.
CITY OF HAVANA (Havana direct).....August 20
CITY OF NEW-YORK (Havana direct).....August 27
CITY OF MEXICO (Havana and Mexico).....August 29
CITY OF MERIDA (Havana via Nassau).....September 3
For freight or passage, apply to
F. ALEXANDER & SONS, 33 Broadway.

FOR LIVERPOOL.
(VIA QUEENSTOWN).
CARRYING THE U. S. MAILS.
THE LIVERPOOL AND GREAT WESTERN STEAM COMPANY
will dispatch one of their first-class, full power, iron screw steamships
FROM PIER No. 46, N. R., EVERY TUESDAY,
as follows:
NEVADA, Capt. Price.....August 18, at 9:30 a. m.
IDAHO, Capt. Forsyth.....August 25, at 3:00 p. m.
WISCONSIN, Capt. Bennett.....Sept. 1, at 9:30 a. m.
MINNESOTA, Capt. Jones.....Sept. 8, at 3:00 p. m.
WYOMING, Capt. Cofflin.....Sept. 15, at 3:00 p. m.
Cabin passage, $80, gold.
Steerage passage (Office, No. 29 Broadway), at low rates.
For freight or cabin passage, apply to
WILLIAMS & GUION, No. 63 Wall st.

GREAT WESTERN STEAMSHIP LINE.
NEW-YORK TO BRISTOL (Eng.)—DIRECT.
Taking goods and passengers for London, Cardiff, Newport, Gloucester, and all ports in Bristol Channel.
The steamers of this Line will sail from Pier 18, East River, as follows:
ARRAGON, Symonds.....TUESDAY, August 18
GREAT WESTERN, Windham.....SATURDAY, September 12
CORNWALL, Stamper.....SATURDAY, September 19
Cabin Passage, $70 currency; Intermediate, $40 currency; steerage, $30 currency. Parties wishing to send for their friends can obtain prepaid Certificates. Drafts for £1 and upwards. For freight or passage, apply to E. E. MORGAN'S SONS, No. 70 South-st., New-York.

INMAN LINE.—SOUTHERLY COURSE.
Royal Mail Steamers are appointed to sail as follows:
FOR QUEENSTOWN AND LIVERPOOL.
CITY OF MONTREAL.....SATURDAY, August 15, at 7 p. m.
CITY OF BRUSSELS.....SATURDAY, August 22, at 1 p. m.
CITY OF CHESTER.....SATURDAY, August 29, at 3 p. m.
CITY OF RICHMOND.....SATURDAY, Sept. 5, at 1 p. m.
CITY OF PARIS.....SATURDAY, Sept. 12, at 3 p. m.
CABIN PASSAGE, $80 and $60 gold.
STEERAGE.—To and from all ports, at reduced rates.
Cabin and General Office, No. 15 Broadway.
Steerage Offices, 33 Broadway, and Pier 45, North River.
JOHN G. DALE, Agent.

NEW-YORK AND HAVANA DIRECT MAIL LINE.—These first-class STEAMSHIPS will sail every TUESDAY, at 3 p. m., from Pier 13 N. R. (foot of Cedar st.), for Havana direct, as follows:
COLUMBUS, E. C. Reed.....TUESDAY, August 18
MORRO CASTLE, T. H. Morton.....TUESDAY, August 25
CRESCENT CITY, T. S. Currie.....TUESDAY, September 1
For freight or passage (having marshiest accommodations) apply to
WM. P. CLYDE & CO., No. 6 Bowling-green.
D. McKELLER, Agent in Havana.

NORTH GERMAN LLOYD STEAMSHIP COMPANY.
FOR SOUTHAMPTON AND BREMEN.
The Steamship FRANKFURT, Capt. F. v. Bülow, will sail on WEDNESDAY, August 12, at 2 p. m., from Bremen Pier, foot Third-st., Hoboken, to be followed by
Steamship AMERICA, Capt. A. de Limon, on SATURDAY, August 15.
RATES OF PASSAGE TO LONDON, HAVRE, AND BREMEN.
PAYABLE IN GOLD, OR ITS EQUIVALENT IN CURRENCY.
First cabin.....$100 and $120
Second cabin.....60
Steerage.....30
For freight or passage, apply to OELRICHS & Co., Agents, 2 Bowling-green.

NATIONAL LINE.
From Piers 44 and 47, North River.
TO QUEENSTOWN AND LIVERPOOL:
CANADA...Aug. 22, at 12 m. | THE QUEEN...Sept. 5, at 12 m.
EGYPT...Aug. 29, at 7:00 a. m. | ENGLAND, Sept. 12, at 6:30 a.m.
DIRECT FOR LONDON DIRECT.
DENMARK, Gunner.....August 25, at 2:00 p. m.
Cabin Passage, $70 and $80, currency; Steerage at greatly reduced price. Return Tickets at Reduced Rates. Present Steerage tickets from Liverpool at the lowest rates. Apply at the Company's Office, No. 69 Broadway.
F. W. J. HURST, Manager.

NEW YORK TO CARDIFF.
THE SOUTH WALES ATLANTIC STEAMSHIP COMPANY'S NEW, FIRST-CLASS, FULL-POWERED, CLYDE-BUILT STEAMSHIPS will sail from Pennsylvania Railroad Wharf, Jersey City, as follows:
GLAMORGAN.....AUGUST 22
PEMBROKE.....SEPTEMBER 12
Carrying goods and passengers at through rates from all parts of the United States and Canada to ports in the Bristol Channel and all other points in England.
These steamships, built expressly for the trade, are provided with all the latest improvements for the comfort and convenience of
CABIN AND STEERAGE PASSENGERS.
First Cabin, $75 and $80 currency.....Second Cabin, $55 currency.....Steerage, $30 currency.....Prepaid Steerage Certificate from Cardiff, $25 currency.....Drafts for £1 and upwards.
For further particulars, apply in Cardiff, at the Company's Offices, No. 1 Dock Chambers, and in New-York to
ARCHIBALD BAXTER & Co., Agents, No. 17 Broadway.

ONLY DIRECT LINE TO FRANCE.
THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAMSHIPS BETWEEN NEW-YORK AND HAVRE, CALLING AT BREST.
The splendid vessels on this favorite route for the Continent (being more southerly than any other), will sail from Pier No. 50 North River, as follows:
PEREIRE, Surmont.....SATURDAY, August 22
WASHINGTON, Lachenet.....SATURDAY, Sept. 5
VILLE DE PARIS, Dumas.....SATURDAY, Sept. 19
PRICE OF PASSAGE IN GOLD (including wine)
First Cabin.....$125 | Second.....$75 | Third.....$35.
Excursion tickets at reduced rates.
American travelers, by taking this line, avoid both transit by English railway and the disconforts of crossing the Channel, beside saving time, trouble, and expense.
GEO. MACKENZIE, Agent, No. 55 Broadway.

WHITE STAR LINE.
FOR QUEENSTOWN AND LIVERPOOL.
CARRYING THE
UNITED STATES MAIL.
NEW AND FULL-POWERED STEAMSHIPS.
Sailing from New-York on SATURDAYS, from Liverpool on THURSDAYS, on line at Cork Harbor each way.
BRITANNIC, SATURDAY, August 15, at 7:30 a. m.
CELTIC, SATURDAY, August 22, at 1:00 p. m.
OCEANIC, SATURDAY, August 29, at 7:00 a. m.
REPUBLIC, SATURDAY, September 5, at 1:00 p. m.
BALTIC, SATURDAY, September 12, at 3:00 p. m.
From the White Star Dock, Pier 52, North river.
Passenger accommodations (for all classes) unrivaled, combining
SAFETY, SPEED AND COMFORT.
Saloons, state-rooms, smoking-room and bath-rooms in midship section, where least motion is felt. Surgeons and stewardesses accompany these steamers.
RATES—Saloon, $80, gold. Return Tickets, $140, gold. Steerage, at low rates. Those wishing to send for friends from the Old Country can now obtain steerage prepaid certificates at low rates.
Passengers booked to or from all parts of America, Paris, Hamburg, Norway, Sweden, India, Australia, China, &c.
Drafts from £1 upward.
For inspection of plans and other information, apply at the Company's offices, No. 19 Broadway, New-York.
G. J. CORTIS, Agent.

Proposals

COMPTROLLER'S OFFICE, BROOKLYN, Aug. 13, 1874.

SEALED PROPOSALS, properly indorsed, will be received at this office until TUESDAY, 25th inst., at 12 o'clock m., for the whole or any part of the following seven per cent Brooklyn City Bonds, viz:
$300,000—New York Bridge Bonds, due 1922, 1923, and 1924.
$200,000—Assessment Fund Bonds, due 1877.
Proposals must state price offered, in addition to accrued interest, and be indorsed "Proposal for Bonds."
The Comptroller reserves the right to reject all bids not considered to the interest of the city.
F. A. SCHROEDEL, Comptroller.

SALE AND REMOVAL OF PENITENTIARY OF VIRGINIA.—The undersigned, appointed Commissioners for the purpose by an act of the General Assembly approved April 30, 1874, will receive sealed proposals, to be opened at 12 o'clock m. on THURSDAY, the 1st day of October, 1874, for the PURCHASE AND REMOVAL OF THE PENITENTIARY OF VIRGINIA.
The following are the provisions of the act, to which the proposals must conform:
"2. These Commissioners shall advertise for proposals for the purchase of the land and buildings, and the removal of the buildings and the inmates to some point not less that five miles from the corporate limits of the City of Richmond; said proposals to eliminate for the sale of the buildings for the proper accommodation and employment of the prisoners, the erection of the machinery, and all the means and appliances that are necessary to secure all the facilities for the operations of the Penitentiary to the same extent as they at present exist in the State Penitentiary; and provided further, that no proposal shall be accepted which involves the State in any expense over and above the proceeds of the sale of the land and buildings now used for and connected with the Penitentiary.
"3. Proposals for the removal must be indorsed on the envelopes, "Proposals for Removing the State Penitentiary," and should be accompanied with and include a map of the grounds, and plans, drawings, and specifications for the buildings to be furnished in place of those at present occupied; and no proposition shall be accepted unless approved of by the Commissioners and ratified by the Legislature at its next session."
Proposals should be addressed to the undersigned at Richmond.
JAMES L. KEMPER,
R. E. WITHERS,
MARSHALL HANGER.

Miscellaneous.

EMPIRE WOOD SPLITTER.
THE BEST KINDLING-WOOD SPLITTER IN THE WORLD. Splits the hardest wood as readily as the softest. Send for illustrated circular.
WM. L. WILLIAMS,
154 East Twenty-fifth st., near Third-ave.

THE MONEY MARKET.

OFFICIAL REPORT, N. Y. STOCK EXCHANGE SALES, AUGUST 14, 1874.

10 O'CLOCK A. M.—SALES BEFORE THE CALL.

Western Union	Erie Railway	Union Pacific
600..... 74⅞	100..... 32⅛	100..... 28⅞
50..... 74⅝	200...b3. 32⅛	800..... 28¾
100...c. 74⅞	Rock Island	200...s3. 28¾
Mich Central	100..... 99	C, C & IC
100..... 69½	100..... 99	20..... 13⅝
Pacific Mail	Lake Shore	Toledo & Wabash
600..... 46⅛	400..... 72⅛	200..... 35⅛
200...s3. 46⅛	200...c. 72⅛	100...s3. 35⅛
100..... 46⅛	100...s3. 72⅛	200..... 35⅛
200...b3. 46⅛	Ohio and Miss	Pacific R R of Mo
100...b5. 46⅛	100..... 22⅞	100..... 39⅞

GOVERNMENT STOCK DEPARTMENT—10½ O'CLOCK AND 11½ O'CLOCK A. M.

U S 6s, 1881, Registered	U S 5s, 10-40 Registered
60,000.....bc.117⅞	50,000.....b3.110¼
U S 5-20's Registered, 1865, S	U S 5s, 10-40 Coupon
1,000.....bc.115¼	1,800.....113⅞
U S 5-20 Coupon, 1867	U S 5s, 1881, Coupon
12,000.....117½	2,500.....12.112
U S 5-20 Registered, 1867	U S 5s, Registered, 1881
4,000.....bc.116	1,000.....bc..111⅞
U S 5-20 Coupon, 1868	
500.....12.117¾	

FIRST BOARD—10¼ A. M.

Sales of State Bonds—Railroad Bonds—Bank and Railroad—Express Stocks, &c.

Tennessee 6s, Old	Western Union Tel	Union Pacific
1,000..... 77	1,000..... 75⅛	100...10. 28⅞
Tennessee 6s, Old ex coupon	200...c. 75⅛	Chic, M and St Paul
2,000..... 57⅞	Pacific Mail	20...bc. 34¼
Tennessee 6s, New ex coupon	500...bc3. 46¼	100...s3. 34½
1,000..... 57⅞	400..... 46¼	100...s3. 34⅜
Connecticut 6s, W L	300...b3. 46⅜	100...10. 34⅜
1,000..... 100	400..... 46⅜	100...s3. 34⅜
Chic & N W Con R'd Gold bonds	500...b5. 46⅜	Tol, Wabash and West
4,000..... 78	200..... 46⅜	600...bc. 35⅛
Erie 1st Mortgage	200...s3. 46¼	800..... 35⅛
3,000..... 98⅜	United States 6s	300..... 35⅛
L Shore 2d M Con Coupon	100..... 67½	100..... 35⅜
5,000..... 90	N Y Cent & Hudson	100...b3. 35⅜
U. Pacific R. R. 1st M	10...bc.101	Alton & T H Pref
1,000..... 83⅞	100...c.101	10..... 14
2,000..... 83½	500...c.101	Alb & Susquehanna
Union Pacific 7s, L G	100...101¼	100..... 95
1,000..... 83½	Erie Railway	Chic, B & Q
St Louis & I M 1st	400...b3. 32⅛	30...bc.108
1,000..... 85	100...c. 32⅛	Del, Lack & W R
Pacific Mail	Mich Central R R	100...bc.107⅜
10..... 100¾	100...bc. 70	100...s3.107¼
15...bc.100	Lake Shore	100...c.107½
Illinois Central	100...b3. 72⅜	60...c.107½
100...bc. 94	200..... 72⅜	Pitts, Ft W & Ch Gd
Chic & NW	500...b3. 72⅜	100...bc. 92½
100..... 71	100..... 72⅜	Pacific Railroad of Mo
Erie Railway	100...b3. 72⅜	300...bc. 39⅞
1,000..... 31⅞	100...s3. 72¼	88..... 39½
400..... 31⅞	Illinois Central	Ohio & Miss
Mich. Cen.	100...bc. 94	10..... 23⅛
41..... 69⅞	Chic & NW	100...b60. 23
100..... 71	200...bc. 38	400..... 23
Union Pacific	100...s3. 38	100...s3. 23⅛
400..... 28⅞	200..... 38⅛	200..... 23⅛
North-Western	300...s3. 38⅛	300...s3. 23⅛
25..... 98½	C, C & I C	
Rock Island	35...bc. 13⅝	
5..... 98½	100...s3. 13⅝	
St Paul	100..... 13⅝	
100...s3. 34⅜	Atlan and Pac Pref	
Tol, and Wab.	50...bc. 14¼	
200..... 35¼		

12¼ O'CLOCK—SALES BEFORE THE CALL.

Western Union Tel	N Y C & Hudson	Union Pacific
200...s3. 75	100...101¼	200..... 28⅞
100...b3. 75⅛	Harlem R R	North-Western
Pacific Mail	50.....125	200..... 38
200...s3. 46¼	Lake Shore	Ohio & Miss
100...b5. 46⅜	100...b10. 72¼	400..... 23⅛
400..... 46¼	Union Pacific	C, C & I C
200...b3. 46¼	100..... 28⅞	700...b3. 13½
100...c. 46⅜	100..... 28¾	

GOVERNMENT STOCK DEPARTMENT—2 O'CLOCK P. M.

U S 5-20 Coupon, 1865	U S 5s Coupon, 1881
5,000.....116¼	400.....112¼
U S 10-40 Registered	
50,000.....110⅜	

SECOND BOARD—1 O'CLOCK P. M.

Sales of State Bonds—Railroad Bonds—Bank and Railroad—Express Stocks, &c.

Ohio & Miss Con S F	Pacific Mail	Union Pacific
4,000..... 94	800...bc. 46¼	1,100..... 28⅞
Lake Shore 1st M con Reg	100...c. 46¼	Chic & N Western R
1,000..... 96	500...s3. 46⅜	100...bc. 38
Chic & North-West C Co G Bonds	1,700..... 46⅜	N J Central R R
5,000..... 79	200...b3. 46⅜	10...c. 106¼
Western Union Tel	Mich Central R R	Chic, Mil & St Paul
100...b3. 75	200...bc. 70⅛	100...bc. 34½
100..... 75	Illinois Central	Del, Lack & Western
N Y C & Hudson	100...bc. 94	60.....107⅛
10...bc.101⅜	Lake Shore	B, H & Erie
Erie Railway	200...bc. 72¼	300...bc c. 1¼
200...bc. 32⅛	100...s3. 72¼	Morris & Essex
	Union Pacific	10..... 95½
	200...b3. 28⅞	Ohio & Miss
		100...bc. 23⅛

SALES FROM 2½ O'CLOCK P. M. TO CLOSE OF BUSINESS, 3 O'CLOCK P. M.

Merchants' Bank	Erie Railway	Toledo & Wabash
114.....110⅜	1,000..... 31⅞	1,000..... 35⅜
Western Union Tel	400..... 31⅞	900..... 35¼
1,000..... 75	Mich. Cen.	100...b5. 35⅛
1,700..... 74⅞	41..... 69⅞	100...b3. 35⅛
300...s4. 74⅞	100..... 71	Fort Wayne
Pacific Mail	Union Pacific	50..... 92
100...b3. 46¼	400..... 28⅞	Morris & Essex
N Y C & Hudson	North-Western	24..... 95½
50...b3.101	25..... 98½	Ohio and Miss
Lake Shore	Rock Island	100...s10. 23
1,400..... 72¼	5..... 98½	100...bc. 23⅛
Erie Railway	St Paul	100..... 23
700...s3. 32	100...s3. 34⅜	Pacific R R of Mo
300..... 32	Tol. and Wab.	100..... 39⅞
200...b3. 32	200..... 35¼	

FRIDAY, Aug. 14—P. M.

The day in Wall-st. has been dull to stagnation, and in no direction can a word be said as to any relative change or difference from the business of yesterday. The stock speculation has been almost entirely neglected, and scarcely 40,000 shares have been done, the transactions involving a range of ½ per cent, though we should perhaps class the market as a drooping one. Pacific Mail and Union Pacific were the cards, but these were not specially animated. It is hardly to be expected that we shall have any considerable activity or animation in the market till after the return of the leading magnates of the street, who are now trying to enjoy life at the sea-shore or on the misty mountain tops. Their return may, perhaps, be reasonably expected early in September, until which time we do not look for any considerable activity in stock speculation. The opening, highest, lowest, and closing prices of stocks were as follows:

	Opening.	Highest.	Lowest.	Closing.
N. Y. Central & Hudson	101	101¼	101	101¼
Erie	32⅛	32⅛	31¾	31¾
Lake Shore	72¼	72⅝	72¼	72¼
Wabash	35⅛	35½	35⅛	35⅛
North-Western	38	38	38	38
Rock Island	99	99	99	99
Milwaukee & St. Paul	34½	34½	34¼	34⅜
Ohio & Mississippi	23	23¼	22⅞	23
Boston, Hartford & Erie	1¼	1¼	1¼	1¼
Union Pacific	28⅞	29	28⅞	28¾
C., C. and Ind. Central	13⅝	13⅝	13⅛	13⅛
D., L. & Western	107⅝	107⅝	107¼	107¼
Western Union Telegraph	74⅞	75⅛	74⅞	74⅞
Pacific Mail	46⅜	46½	46⅛	46⅜

The bids for stocks at the close of the Board were:

	Bid.	Asked.		Bid.	Asked.
West Union Tel	74¾	74⅞	Union Pacific	28⅝	28¾
Chicago & Alton	103¾	104	Clev. & Pitts	86¾	86⅞
Mich. Central	69	69¼	Chicago & N. West	37⅞	38
Panama	111¾	112	Chic. & N. W. Pref	55½	55¾
Adams Express	108	109	New-Jersey Central	106	106¼
Wells Fargo Exp	73½	74½	Chic. & R. I. R. R.	98⅞	99⅛
Amer. Ex	60½	61	Stic & St. Paul	34⅛	34½
U. S. Exp	67¼	68	Mil. & St. Paul Pref	52¾	53⅛
Pacific Mail	46	46⅛	Toledo & Wabash	35⅛	35¼
Gold	109 1-16	109¼	Ohio & Miss. R. R.	22⅞	23
N. Y. C. & H. R.	101	101¼	Han. & St. Joseph	23	26¼
Erie	31¾	31⅞	Han. & St. J. Pref.	29	31
Harlem	123½	125	C., C. & I. C.	13¼	13½
L. S. & M. So. R. R.	72⅛	72¼			

The London news was more assuring to-day, and reported a further gain by the Bank of England of £217,000, from which we doubt if a higher rate of discount will be adopted. Securities were steady. The Foreign Exchange market was nominal, though bills were accessible at 4.87 for 60 days and 4.90 for demand. Gold opened at 109⅞, declined to 109⅛, reacted about 1 o'clock to 109⅞, and sold all day at these two prices, speculation being as dead as in stocks, evidence being found in the Gold Exchange Bank operations. The carrying rates for gold were ⅛ and 1 per cent, and the latter rate, paid for the most part, ruled all day. The Assistant Treasurer redeemed nothing in called bonds, disbursing $56,000 in coin interest. The import entries of dry goods at this port for the week ending to-day amounted in coin value to $2,062,575, the amount thrown upon the market footing up $2,332,258. The day's business at the Gold Exchange Bank covered: Gold cleared, $12,126,000; gold balances, $771,500; currency balance, $847,652. The following were the quotations for gold:

10.00.....109⅞	11.30.....109⅛	1.00.....109⅛	2.30.....109⅞
10.30.....109⅞	12.00.....109⅞	1.30.....109⅞	3.00.....109⅛
11.00.....109⅞	12.30.....109⅞	2.00.....109⅞	109⅞

The day's business at the U. S. Sub-Treasury comprised:

Gold receipts.....$1,399,613 99	Currency payments..... $2,730,139 68
Gold payments.....653,903 81	Currency balances..... 99,745 02
Gold balances.....51,316,045 34	Customs..... 374,000 00
Currency receipts..... 1,966,159 02	

The balances in the Treasury at the close of business to-day were:

Currency.....	$14,977,233
Special deposit of legal tenders for the redemption of certificates of deposit.....	59,540,000
Coin.....	76,055,111
Including coin certificates.....	31,774,400
Outstanding legal tenders.....	352,000,000

We annex closing nominal rates for foreign exchange:

	60 day.	3 days.
Prime bankers' sterling bills on London.....	4.87 @4.87½	4.89 @4.91
Good bankers' do.....	4.86½@4.87	4.88½@4.90
Prime com. sterling do.....	4.80 @4.80½	4.82 @4.83½
Paris (francs).....	5.15⅛@5.15	5.12½@5.11⅞
Antwerp.....	5.17½@5.16¼	5.12½@5.11⅞
Swiss.....	5.15 @5.15	5.12½@5.11⅞
Hamburg (reichsmarks).....	40⅞@ 41	41⅛@ 41¼
Amsterdam (guilders).....	95½@ 95⅞	96¼@ 96⅝
Frankfort (reichsmarks).....	41 @ 41⅛	41¼@ 41⅜
Bremen (reichsmarks).....	95⅛@ 95⅝	96¼@ 96⅝
Prussian thalers.....	71¼@ 71⅝	72⅛@ 72⅝

Money on call has been ample as usual at 2 and 3 per cent, and discounts were selling at 5 to 6½. The Treasury at Washington received $285,000 National bank-notes for redemption. The internal revenue receipts were $900,000.

There is nothing new to say of Government bonds, which were dull and steady. We annex quotations:

1881 Registered	117½@117⅝	1867 Coupons	117½@117¾
1881 Coupons	118¼@118⅜	1868 Coupons	117¾@118⅛
1862 Registered	111¾@112½	10-40 Registered	109¼@110½
1862 Coupons	111¾@112½	10-40 Coupons	113¾@114
1864 Coupons	115½@116	Five, 1881, Coup	111⅞@112¼
1865 Coupons	116⅞@117⅛	Currency Pacifics	117½@118
1865 Coupons, new	116⅜@116⅝		

In State bonds the transactions were all in small amounts, and the market was without interest. The following were the bids:

| | Offered. | Asked. | |