

THE Commercial & Financial CHRONICLE,

Bankers' Gazette, Commercial Times, Railway Monitor, and Insurance Journal.

A WEEKLY NEWSPAPER,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

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The Chronicle.

THE COMMERCIAL AND FINANCIAL CHRONICLE is issued every Saturday morning with the latest news by mail and telegraph up to midnight of Friday. A DAILY BULLETIN is issued every morning with all the Commercial and Financial news of the previous day up to the hour of publication.

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THE CHRONICLE.

THE end of the war, through which the country has just passed, inaugurates an era of peace and prosperity which only needs wise legislation to find encouragement; and with such a stimulus, natural recuperative energies will soon be at work, to heal the wounds our civil strife has made, and to lead us once more into the paths of industry and affluence.

At no time in our history has the knowledge and diffusion of commercial truths, and the advocacy of the well defined principles which govern the economy of wealth, been so needed as now. During the war we have seen one false theory after another exploded, and all the wild schemes for producing wealth, faster than the measured action of industrial laws will permit, come to naught, until all are convinced that value only resides in labor and time. Weary, then, of a constant succession of dearly bought experiences, do we now turn to the teachings of the great leaders in political economy for wisdom and guidance.

The country has bravely survived the restrictions which a fatal industrial system once placed upon its energies. It has also with crippled powers survived those forms of restriction which unwise legislation has at times imposed. Let the vast improvements which will be sure to follow the gradual removal of the latter, prove to the partisans of both that the country has hitherto been prosperous in spite of them, and not as some think by reason of them.

To secure this great end, to attain the prosperity which thus lies within our reach, and to open wide the gates of our vast natural resources to the toiling masses, who now contend against oppression and poverty in less favored lands, it is necessary that the policy of the country should be based wholly upon her industrial and commercial interests. These have ever pointed the right way, and will yet lead us from difficulty and doubt to success and certainty.

It is not overstating the plain truth to aver that these great interests have never yet found a fitting exponent in the newspaper press of this country. The pursuits of industry have been looked upon too exclusively in their money making aspects—too little in their social and political ones. The great influence which they have always exercised upon the fortunes of our country and which they must always continue to exercise, have been forgotten in the strifes of petty politicians, and in the heat of personal discussion. No comprehensive paper devoted wholly to the great mercantile and commercial interests, has yet appeared. Taking the entire press of the country together we shall find that these interests have to a certain extent obtained public recognition; but in no single journal have they received undivided attention.

It is to fill this place in the ranks of the public press, and supply this want, that THE COMMERCIAL AND FINANCIAL CHRONICLE aspires. Nor will it stop with the advocacy of correct principles; but will be in every essential sense a newspaper. All that the economist, the merchant, the banker, the manufacturer, the agriculturist, the shipper, the insurer, and the speculator, may need to know in the course of his daily pursuits, will be found duly chronicled in its columns.

To this great purpose we apply ourselves. Let the public in due time answer whether or not we have successfully accomplished it.

THE POLITICAL ASPECTS OF THE NATIONAL DEBT.

MR. JAY COOKE, the agent of the national loan, has issued a *concio ad populum* on the advantages of a National Debt, for which he has been called to take divers smart raps over the knuckles from the press.

The astonishing success which has attended the National

Loan in the hands of Mr. Cooke may naturally enough have seduced that gentleman into regarding the most popular of cotemporary investments as a providential dispensation of good to the people; but it is not surprising that those whose relations with the Treasury consist in paying out taxes from their own pockets and not in handing over to it the magnificent results of a well administered system of appeals to the pecuniary patriotism of America, should be startled if not made indignant by the propositions, that a National Debt is really a National blessing, and that Great Britain owes her political, financial and commercial preponderance neither to her mines, her ships, her broad acres, nor her stalwart sons, but simply to King William's importation of the Dutch expedient of raising money on the faith of the government. We do not propose to enter the lists just now either for or against Mr Cooke's gospel of Debt. His zeal and sincerity are unquestionable, and the doctrines which he lays down may be a good summary of the average notions on political economy which prevail outside the influences of the comparatively limited circle of the serious students of that science. And thus much at least must be said for him, that the National Debt exists, and in one way or another must be cared for and protected, so that the real interests of the nation are less likely, on the whole, to suffer from an exaggerated passion for the National Debt as the palladium of our prosperity, than from a popular reluctance to accept and to tolerate it.

It is not in the genius or traditions of our people easily to conceive a violent affection for that sort of governmental machinery by which alone a National Debt in most of the European countries has been made possible and protected; and since a National Debt we have, and cannot without infinite damage to our character and our resources escape the burdens it must impose, it is quite worth while that the popular mind should be enlightened as to the advantages which may flow or be made to flow from it.

In its financial and commercial consequences the National Debt will certainly compel the education of our people up to the standard of the times in which we live on the great questions of taxation and revenue, and the proper relations of governments with national industry. This will be a positive good of a value now incalculable, and it is very possible that we might have had to wait for it for many long years, and at a severe cost to our material development, had not the war bequeathed to us the sharp discipline which awaits us in the immediate future.

It is as true of nations apparently as of individuals that

"Other's wisdom helps us not;
Nor much their folly teaches;
And most of solid worth is what
Our own experience preaches."

Iron-masters may rave, and manufacturers of wood-screws may imagine vain things, but the steady necessity of rectifying an annual budget will make itself heard in the New World as it makes itself heard in the Old; and noisy, windy, incompetent politicians must give place in the national councils to thoughtful and observant statesmen as soon as the people are compelled to understand the direct relation between the policy of the government and the quality of their own daily dinners.

Not less certain is it that the existence of the National Debt may be made to conduce to our welfare and prosperity by saving us from costly and damaging foreign conflicts, and forcing us to observe a wise and liberal policy in our dealings with other powers. The great security of peace in modern times is less in the development of Christian and fraternal sentiments among men than in the multiplication and

complication of their material interests. We are, no doubt, "milder-mannered men" than our ancestors were; but the experience of the last few years has shown us that we are still as capable as they were of "scuttling ships and cutting throats." But, happily for human progress, the same conditions of national power which make a country formidable now bind it to forbearance. To have a giant's strength in a ruder age of human economy, was for a nation to be tempted into using it like a giant. Now we see that England and France, which have increased enormously in their wealth, their resources, their general capacity for disturbing the world and damaging each other during the last half century, have become more and more indisposed to the resort of war, with every year which has made the work of war easier to them, speaking materially. During the period of a hundred and twenty-eight years which elapsed between the accession of the king who founded the national debt of England, and the Peace of 1815, England was at war for sixty-five years; at peace for only sixty-three. During the fifty years which have elapsed since the Peace of Paris, England has involved herself in but one serious war, and that lasted for no more than a year and a half. France has been less fortunate in this respect, but the age in which Frenchmen thought it fine to "go to war for an idea" is visibly slipping away into the dusty crypt of forgotten things. The fiscal education of the people of these great countries, resulting from the pressure of their public burdens, has unquestionably contributed to these happy results; because, in its progress, that education has liberated industry, shed light upon the true limits of commercial and financial legislation, and made men begin to understand the real laws of private and of public prosperity. We may look, with confidence, for the same effects to follow the like causes in the United States.

If we are determined, as many people seem to think we are, to try the merits of governmental interference and centralization, nothing will give us so much sound instruction on the subject as a little practical experience. Meanwhile, in making that experience, we shall incidentally be put and kept upon our good behavior both to ourselves and to our neighbors.

It was said by one of the truest foreign friends of America, and some years ago, that the one thing needful to the United States was a "little wholesome national suffering." That suffering we have had and are having. It has no doubt done us some good, and will do us more, together with the evil which it has wrought and will work upon us; and if Mr. Jay Cooke will permit us to disagree with him so far as to pronounce a national debt a trial, in and of itself, we will gladly shake hands with him on the proposition that out of the seeming evil both reason and history warrant us to hope that we may end by educating good.

That good may not indeed come, financially and commercially speaking, in precisely the forms in which Mr. Cooke expects it, nor in any form immediately. We must wait for it, and be content to take it in the shapes to which the inexorable laws of finance will mould it. But, politically speaking, its advent may with reason be looked for at no distant date, and the words in which Mr. Cooke describes its coming can hardly be bettered. It may be hoped that it will indeed "change the politics of the country by introducing into it the ever leading element of public economy. Partisanship will be toned down, administration more closely watched, responsibility and care and integrity more and more demanded of public men, and of candidates for office. A great balance wheel will be introduced into parties and into the life of the nation, which will check passionate movements and restrain disorderly tendencies."

THE PRESIDENT'S POLICY.

THE President's policy for the reconstruction of the Southern States has been officially intimated in the various proclamations which he has already issued; but such is its importance, in a commercial point of view, that a plain announcement of it, unconnected with the special circumstances to which these proclamations are addressed, cannot fail to be of deep interest to the business community.

The following article contains the substance of a late conversation with the President, and is more explicit, perhaps, than the language of the official proclamations:

As regards the terms of amnesty to be granted to the Southerners, Mr. Johnson vouchsafed nothing farther than what is contained in his proclamation of May 29th, which exempts all the rank and file on condition of taking the oath of allegiance, and affords an opportunity of forgiveness to such army officers above the rank of colonel, and to such men of wealth owning over twenty thousand dollars worth of property, as may apply for special pardon. In regard to the manner in which he intends the Southern States shall again shield themselves under the constitution, the President was more communicative. In substance he said, that the rebellion continues to exist until the last rebel State shall have adopted a loyal State government; and all extraordinary powers vested in the government during the continuance of the rebellion remain unimpaired so long as the rebellion, so defined, shall continue to exist.

A State which has been in rebellion shall be in process of "reconstruction" when a proclamation shall have been issued concerning it, appointing to it a provisional governor, and declaring, like the North Carolina, Mississippi and Georgia proclamations, that a convention shall be convened in it, composed of delegates to be chosen only by its loyal inhabitants, which convention will be empowered to alter and amend the existing constitution of the State, so that the State may return to the Union. Those qualified to vote for such convention, and to serve as delegates, shall only be such as were electors under the constitution of the State as it existed previous to the rebellion, and who are pardoned by the amnesty proclamation of the 29th May, and who shall have taken the oath of allegiance.

A State shall be considered reconstructed and restored to the Union when, by means of the convention and the provisional government aforesaid, it shall have itself adopted a permanent constitution, and elected a permanent legislature and a permanent governor. It then stands upon an equal footing with any of the States, and all interference of the Federal government, with the exercise of its sovereign functions under the constitution of the United States ceases.

The constitution adopted by the convention, and afterwards ratified by the people, must be such an one as shall come under the clause of the Federal constitution, which guarantees a republican form of government to the various States.

As soon as "reconstruction" commences, United States courts shall be held, post offices and post routes established, custom houses put in operation, revenue laws executed, confiscation laws put in force, and military rule mitigated to a sufficient degree to enable these functions of the Federal government to be exercised by the government and enjoyed by the people.

This is Mr. Johnson's policy. From this it is seen that as no Federal act, except the continuance of military rule until reconstruction is fully consummated and the enforcement of existing Federal laws during reconstruction and afterwards, is favored, therefore neither the extinction of slavery nor the enfranchisement of the blacks are favored as national measures, but both are to be left to the individual action of the separate

States. Indeed, on this point, Mr. Johnson expressed himself so explicitly as to leave no room to doubt his intentions. Should the form of government adopted by the convention be not republican, the President retains the power to reject it and to order new proceedings.

As the electors, in taking the prescribed oath, must swear to respect the various Executive proclamations heretofore issued, including, of course, the Emancipation proclamation of January 1, 1863, which set free all the slaves in the States then in rebellion; therefore all power to continue the institution of slavery would appear to be destroyed. The States, by not expressly abolishing slavery, may indeed retain the right to purchase slaves from such other States—like Kentucky and Delaware—as still retain it; but this event is not likely to happen—first, because neither of these other States have many slaves left, and all of them will probably very soon voluntarily emancipate the few they have; and next, because the numerous blacks who have lately been freed will acquire, and undoubtedly exercise, influence enough to prevent such a measure from being carried into effect.

In regard to confiscation, the President was understood to favor the policy indicated by Congress in the various acts it has hitherto passed; but at the same time to be unwilling to carry these acts into effect if, in doing so, he would be obliged to exercise any doubtful Executive powers.

In every respect but one, will Mr. Johnson's policy obtain the popular endorsement; and that one is where he expressly withholds political amnesty from all southerners possessed of over twenty thousand dollars worth of property.

It is obvious that any qualification for amnesty based upon the possession of a certain amount of property must, in the nature of the thing, be unjust. Whatever the amount may be, such a qualification must unduly favor those who possess something under the amount, and do gross injustice to those who possess something more than the amount. It will also give rise to all sorts of rascality. A man who has something more than the amount determined upon, will strive to misrepresent his wealth, and will stop at no means of effecting his object. And in all doubtful cases the officers of the Government, having power on their side, will be more than likely to decide empirically.

Although any property qualification is unjust, one property qualification may be more unjust than another.

In the South, unlike the North, there are no middle classes. The whites are either very poor or very rich; and he who does not own twenty thousand dollars worth of property does not own any property at all. Consequently, the proclamation practically excludes from the benefit of amnesty almost every capitalist in the South, and places his capital, during the tedious and wasting processes of confiscation, where reproduction is impossible, and afterwards where no benefit will be derived to the Southern States from its natural action. In addition to this, the employment of any sum of capital beyond twenty thousand dollars, no matter who may be its owner, whether native or foreigner, will always be subject to the fear of seizure—in brief, it will always be insecure, and insecurity is the death of enterprise.

Beyond this, Mr. Johnson's policy will obtain the hearty acquiescence and support of the industrial and commercial classes of the entire country, and we are convinced that when the practical results of placing such a restriction upon the employment of capital begin to manifest themselves to the President, he will either very much modify it, or remove it altogether.

THE DETROIT CONVENTION—CANADIAN RECIPROCITY.

Most timely and hopeful is it that, immediately after war, the representatives of our commercial cities should meet

in convention for the promotion of an extended and freer trading intercourse. The diffusion of enlightened views upon commercial economy among the mercantile classes is our truest reliance for the speedy reparation of the damages resulting from the war; and is, with any country, the surest guarantee of prosperity and power. It is the free circulation of advanced views of political economy among the mercantile classes of England that has made Great Britain the greatest commercial power in history; and it must depend entirely upon the degree of practical intelligence among our business men whether we early, or only after the lapse of generations, surpass the trading status of the "Queen of Commerce." To thoughtful observers at home, and to the most advanced economists of Europe, the average intelligence of the trading classes of the United States, upon questions of commercial and fiscal policy, appears far from assuring. Our predominant ideas, as presented by a majority of the press and by Congressional legislation, are taken from the antecedents of despotic countries, where they have been contemporaneous with a dwarfish commerce and with class privileges; and the problem of the future appears to be, whether these ideas shall conduct us step by step toward European institutions, or be neutralized by those more advanced principles of which Cobden, John Stuart Mill, and Herbert Spencer are the exponents. Nothing affords so much hope of the ultimate ascendancy of liberal ideas in political economy as the frequent interchange of views between the several commercial interests,—as in the proposed convention, to be held at Detroit, Michigan, on the 11th instant.

The convention originated in the Detroit Board of Trade resolving to address to every board of trade or chamber of commerce in the loyal States and the British Provinces, an invitation to meet in that city for the purpose of considering questions of "commerce, finances, communications of transit from the West to the seaboard, and reciprocal trade between the United States and the British Provinces," together with such other questions as may there be presented, not of a local or political character. It was an enlightened sentiment which prompted the inviting of our Provincial neighbors to share in these proposed important deliberations. No policy that aims at the restriction of our intercourse with any section of this continent can claim to be the best policy for the United States. The recent resolution of Congress, favoring the abrogation of the Reciprocity Treaty, is an act of which the country has reason to be ashamed; and this step toward nullifying its effect is a becoming token of repentance. In the discussion of the treaty by Eastern commercial bodies, and in the report of Congressional committees, the Canadians were most unjustly charged with disregard of the purposes of the Treaty; and it is satisfactory to learn that some of the parties to the anti-treaty agitation are now found willing to meet representatives from beyond the border for the friendly discussion of terms upon which trading relations may be perpetuated upon an extended basis. Although the question of promoting an increase of facilities for transportation from the interior to the coast cities is likely to receive earnest consideration, yet we perhaps do not misrepresent the authors of the convention in assuming that the readjustment of trading relations with the British Provinces is the main purpose of the gathering.

The members of the convention will greatly mistake their business should their deliberations be inspired by any other spirit than that of merchants aiming to procure the freest and largest possible interchange of commodities. With reference to our Provincial relations, the purpose to be aimed at is not so much a precisely equivalent interchange—a scheduled reciprocity—as the freedom of both sides to buy from each other or sell to each other, whatever articles it may be to their ad-

vantage to exchange. The truest and most mutually beneficial reciprocity is that which results from unrestricted intercourse. The equality and the mutual advantage of the exchanges ought to be regulated solely by the natural laws of trade, which are as invariably beneficent in their operation as the laws of nature. Any scheme of reciprocity aiming to secure advantages to any specific interest, is almost sure to prove abortive. New England demands terms of reciprocity that shall ensure the purchase, by Canadians, of her manufactures. She would display more judgment in being less anxious upon this point. If she can offer, with her products, advantages superior to those of her competitors, nothing is more certain than that she will command the markets of the Provinces. If she cannot offer better value than other producers, then no terms of reciprocity can ensure the purchase of her goods by the Canadians. It is altogether false in principle to fix upon a schedule of articles, and say that the mutual free exchange thereof shall constitute an equitable reciprocity. So constant are the fluctuations in production and prices, that regulations which to-day would ensure a reciprocal exchange, might next year depart very widely from reciprocity. If, however, all the products of both countries be declared subject to no restriction upon mutual exchange, (except such as may arise inevitably out of their respective revenue systems), then, in the event of an article becoming unprofitable to exchange, another will take its place; and thus an equal interchange will be maintained, with the largest possible volume of business, and nothing will be lost through inability to exchange commodities comprised in a schedule of so-called reciprocity.

For the sake of the intellectual reputation of American merchants, it is to be hoped that we shall witness at the convention no assumption of the false notion that the only advantage of trade with the Provinces lies in our exports. Hitherto, the main aim of diplomacy in the construction of treaties for reciprocal commerce, has been to secure terms that will yield the largest possible export with the least possible import; as though our wealth accumulated from what we part with, rather than from what we receive; or it were unprofitable to buy in the cheapest market. One of the greatest advantages of the existing treaty is that it enabled us, in 1863, to purchase from our neighbors \$24,000,000 of commodities cheaper than we could either produce them or buy them in any other market, while during the year preceding the treaty we could only so purchase \$9,000,000. If, during the same period, the treaty enabled the Provinces to increase their purchases from us only about seven millions, viz., from \$24,556,860 in 1854, to \$31,281,030 in 1863—it then follows that the compact has not given to our neighbors a cheaper market to the same extent that it has given us one, and that in that respect, it has favored us.

It is of the utmost consequence to the United States and to the Provinces, that the transportation routes of both countries should be mutually free. The great obstacle to our more rapid commercial development is the enormous cost of transportation from the West to the seaboard. The fullest competition between the roads and canals of both countries should be fostered as the only means of giving us a more complete control over the European markets as an outlet for our surplus products. The inadequacy of the present railroad and canal system of the Middle States, and the consequent high prices of produce, make this question of vital practical importance; and our yearly increasing crops demand its solution by the gentlemen who are to represent the nation's commerce at Detroit.

INDUSTRIAL REHABILITATION OF THE SOUTH.

THE re-establishment of system and activity, in the industrial spheres of the South, would be perhaps the safest guaranty of a cheerful political subordination. A people thwarted and discouraged in their natural inclination to promote their individual interests by the sweat of their brows and the exercise of their intellectual attributes, are prone to discontent and turbulence. It is not proposed to rule the South by the iron hand; their cordial co-operation is therefore essential in regulating the machinery of government. This can be most readily accomplished by affording them every facility for an immediate resumption of the various avocations of peaceful life. There is no danger now that the Southern population will exhibit an open or armed hostility against the Federal authority; but there is danger that they may be confirmed in listlessness, indolence, and apathy. Our republicanism appeals to every sentiment of justice and expediency, for their immediate elevation, legally and morally, to the position of working partners in the mission of self-government.

But it is not a political question that threatens to be the paramount anxiety of the immediate future. Vital political issues have been determined, rather than created, by the arbitrament of arms; but, in the place of the partisan controversies of the past, financial issues of incalculable importance have arisen. Within four years, an incubus has been born to the Republic of more monstrous proportions than any that centuries of misrule and convulsion have generated to the monarchies of Europe. Our young and vigorous nation, replete with resources and strong in the consciousness of the indomitable will and unflagging energy that have carried it triumphantly through the ordeal of civil strife, has doubtless the capacity to bear the burden without bending beneath its weight, and in good time to throw it off, emerging, untrammelled, into the broad fields of progress that stretch before it. But the task of developing those vast resources must not be delayed; nor can the Republic spare any portion of its brain and bone and sinew from the industrial sphere where its financial regeneration is to be consummated. Every where in the great workshop of our nationality must be heard the hum of active life, the clink of hammers upon anvils, the rattle of machinery, the sublime discord of the voices of labor in useful competition. One section of our country, beneath whose fertile soil a boundless wealth waits to be applied to the uses of recuperation, is one broad desolation. It must be redeemed. The people of the South, without capital, without credit, destitute, in part, of the very implements of labor, are in no condition to assume their share of the responsibility, to perform their part of the Herculean task. It behooves us, therefore, as a duty to ourselves and to the Republic, as a duty to coming generations, upon which we have no right to entail any portion of debt and taxation that it is in our power to cancel in our own day, to remove as far as possible every impediment in the way of the industrial rehabilitation of the South.

We can appreciate the difficulties and complications that beset the Administration in the adjustment of these questions. Under any other system of government, the solution of the problem would pass from the agency of the sword to that of the iron sceptre. But we have faith enough in the character of our institutions and in the attributes of our countrymen, North and South, to be convinced that they will accept, on either side, the obligations suggested by inexorable facts, and will fulfil them, under the promptings of reason and self-interest, in behalf of the common welfare. The country needs the good offices of the Southern people in the work of recuperation, and there is no reason to fear that the people of either section will stand in antagonism with their

respective interests, on the one side by an abuse of the power acquired by conquest, on the other by a passive insubordination that would confirm their own impoverishment and make an inheritance of trouble for their children. Standing in the midst of devastation and ruin and entirely dependent upon the protection of the constitution and the laws of the Republic, loyalty to that constitution and obedience to those laws are with the Southern people a necessity; it remains for us to render that loyalty and obedience a voluntary and cordial offering at the shrine of American republicanism.

It is to our advantage as much as theirs, that their lands shall be tilled, their channels of trade reopened, their villages, towns and cities redeemed from the ravages of war, their railroads, canals and highways repaired and put in working order, and their minds relieved from vague apprehensions of impending chastisement for past misconduct. They have sinned much, they have suffered much; but we must not forget that their misfortune, the desolation of their lands, the decimation of their virile population, the paralysis that is upon their recuperative power, constitute a misfortune to the whole Republic. Help them to retrieve their fallen fortunes, and in doing so we make them more efficient help-mates in achieving the general prosperity.

THE LATE INCREASE OF FOREIGN IMMIGRATION.

The causes which determine the emigration of men, also determine the emigration of capital. Men are invited to forsake one country and to take up their residence in another, through superior security for life and property, or superior opportunities for industrial pursuits. If they leave a country where security is great, and business chances small, for one where security is small, and business chances great, they must find in the latter not only a recompense for the superior security they leave behind them, but an advantage over and above that compensation, which will leave the net results of their labor and risk greater than the net results they forsook. This is precisely the case with the movements of capital. The same laws govern both. Therefore wherever we perceive a stream of human beings pouring from one country to another, we may be sure that unless some temporary causes or some legislative restrictions prevail to the contrary, a stream of capital is likewise moving noiselessly in the same direction.

From 1847 to 1854 the amount of human emigration towards this country, was, from 234,968 persons in the first named year, to 427,833 in the last named. The year 1854 was the culminating point of this movement. Tranquility and prosperity in this country contemporaneously with war and political disturbance in Europe were the causes of this great exodus of population. During the same period the accretion of capital in this country from foreign sources was also very great. Enterprises of every conceivable kind, and of a nature and an extent entirely beyond our own unassisted means were set on foot and prosecuted to successful completion. Railroads were opened through every part of the country; increasing from 7,000 miles per year in 1850, to 21,000 miles per year in 1855, as follows:

Year.	Miles Completed	Increase Over Previous Year.
1850.....	7,355	20 per cent
1851.....	9,090	23 "
1852.....	11,631	28 "
1853.....	13,213	14 "
1854.....	18,265	38 "
1855.....	21,125	16 "

Canals were dug, turnpikes opened, steamboat lines established, and the means of ocean and lake transit immeasurably increased. Most of this was done on foreign capital. This is provable not only by direct evidence, but, as we shall pres-

ently, see by the retardation which occurred in the flow of capital towards this country when the peace which followed the Russian war restored tranquility to Europe; and by the backward flow which was occasioned by the panic of 1857. The large transactions which took place on the London Stock Exchange in American securities is one direct proof that foreign capital was largely invested in this country. The well known fact that nearly all the Southern railroads were built with English capital is another. Add to these the facts that all the ocean steam lines to this country and even the Atlantic telegraph enterprise were conducted on foreign capital: and the evidence becomes very strong indeed. But if any more proof were needed it is readily found in the fact that while no American banking or insurance company can be discovered in England, a large number of English banks and insurance companies are established in this country, and were mostly established during the period already mentioned.

By the year 1855 the flow of human emigration, and of capital, toward the United States, had lost its momentum. During that year but 200,877 emigrants arrived in the United States. In 1856 the number was 200,436. Fears of war in Europe increased the total to 251,306 in 1857. But the panic of the latter year again decreased the movement, and the number of arrivals in 1858 was but 123,126, and but 121,282 in 1859. The panic once passed, the movement again increased. It was 153,640 in 1860. Then came the Great American War, and with it, foreign immigration almost ceased. The arrivals in 1861 were but 65,000.* In 1862, in obedience to the demand for troops, they again slightly increased, the immigration of that year having been 76,000 (mostly male adults); yet the movement bore no sort of comparison with that of the prosperous years which preceded the conclusion of the Russian War.

During all this time capital kept almost even pace with emigration. The retardation of the influx of foreign capital which followed 1855 is demonstrated by the embarrassments which culminated in 1857, and into which one by one all the important business enterprises of the country were drawn. Started with a superabundance of capital, they were all more or less subsequently left to sustain themselves with limited means, and the consequence was that a great reckoning day came upon them, and in 1857 they all went by the board.

The increase of railroads from 1855 to 1859 was by no means at the same prodigious rate which it had been before that date.

Year.	Miles Completed.	Increase Over Previous Year.
1856.....	24,376	15 per cent.
1857.....	26,107	7 "
1858.....	26,979	None.
1859.....	27,944	3 per cent.

And the same interruption occurred in the prosecution of all other business enterprises. When the war began, the backward flow of foreign capital was something enormous. American stocks and bonds were poured into the country and sold at any price they would fetch. The precious metals were shipped to Europe in such great quantities, that in 1862 the banks were constrained, in apprehension of a direct drain upon their specie resources, to suspend payment. All our silver currency found its way to Canada, and, indeed, has not returned yet. Credits were shortened and ultimately cut down altogether. In fine, a rapid transfer of capital from out of this country towards Europe, occurred, and prevailed until a keen demand, and comparatively increased security for it, began to invite it slowly back.

We now come to the emigration which followed the out-

*After the year 1860 the number given of arrivals are only those at the port of New York; but these generally form over two-thirds of the entire number.

break of the late war. By the year 1863 it became plain to all the world that the scene of the great struggle going on in this country was to be confined to the Southern States. All fear of Confederate invasion had died away, and the tide of Secession was clearly seen to have been at least successfully beaten back, and restricted to within well defined and comparatively narrow limits. Then human immigration once more increased. In 1863 it rose to 156,000, and last year it amounted to 182,000. Concomitantly with this influx of population has occurred a similar influx of capital. Some \$500,000,000 of European wealth has been sent to this country in exchange for our government securities alone; while enterprises of every nature all over the country are now experiencing the vivifying effects of additional capital.

And besides the mercantile capital which invariably flows where population flows, there is another stream of wealth which accompanies emigration—the personal wealth of the emigrant himself. It is a great mistake to suppose that our immigrants are always poor. Some of them are wealthy farmers and merchants, who come as cabin passengers. Many of them are persons tolerably well off in worldly goods, and even the masses bring with them something more than the rags that cover them. Statistics place the average amount of money alone which is brought into the country by immigrant passengers at about \$180 in gold each, while no account whatever is taken of the value of the property they carry on their persons, or possess in the way of baggage. The records of the Commissioners of Emigration at this port reveal one important fact connected with the last mentioned point. They show that nearly one piece of baggage to each passenger landed is left with them for a short time on storage. For the five and a half millions of immigrants who, since the foundation of this government, have found their way into the country, the value of this property, added to the \$180 brought by each of them in the shape of money, must form no inconsiderable aggregate. The money alone would amount to over \$1,000,000,000. And this estimate entirely excludes the larger sums brought hither by the wealthier class of immigrants, who bring it in the form of letters of credit, and doubtless, much even of that which is brought by the poorer ones also, who are naturally not over-willing to reveal their little hoard of ready money to the inquiring eyes of statistic-hunting commissioners.

The movement of population is thus seen to be an important guide to the movement of capital, and such being the case, the following late item is not only full of interest to the statesman, but replete with importance to the merchant and financier:

The number of immigrants arrived at this port last week was 5,470, making a total in five weeks of 27,686, or a weekly average of 5,537, or equal to a yearly aggregate of 287,924.

First, it shows that immigration is resuming the rate at which it flowed into the country prior to 1855. And this is a sure indication to the statesman that the removal of the restrictions which but lately were imposed upon intercourse and traffic is already bearing its own proper and noble fruit. Thousands of the world's outcasts, of the exiled and beggared of other climes, are seeking the benefits which the New World holds aloft as tempting prizes to the industrious. Let those who hold the destinies of the country in their hands see to it that the restrictions which yet remain shall speedily be removed, and that in disposing of the now homeless population of the South, no worse opportunities shall be held out to them than are afforded to refugees from other lands.

Finally, and this is where the subject concerns us mostly and comes more immediately within our purview; it shows that foreign capital is again finding its way into the United States. The merchant may now look forward to easy money markets,

low rates of interest, increased traffic, and a new lease of commercial prosperity. And the farmer and manufacturer may look for increased facilities for reproduction, for long credits, and for active markets. And the community at large will see growing up about them, as the results of peace and security, new lines of railroad, new canals, new industrial enterprises of every sort, the future tributaries and reservoirs of national wealth and prosperity.

THE PACIFIC RAILROAD.

THE navigators of the fifteenth century, whose adventurous spirit first lifted the veil of geographical ignorance, were inspired to their vast and wonderfully successful explorations chiefly by the intense desire of the commercial communities of Europe to discover an ocean channel for the trade of India. The transportation of the rich commodities of the East across the Isthmus of Suez, or by the tedious and dangerous journeys of caravans, to the Mediterranean, involved such an outlay of labor, time and money, that even the limited experience of Christendom awakening from the lethargy of Mediæval darkness, appreciated the benefits to be derived from the opening of a safer and less expensive route to the great fountain of affluence. To that object was devoted the energy of Vasco de Gama and the courage, zeal and perseverance of Columbus. When Captain Diaz doubled the extreme point of Africa, and in obedience to his instinct of seamanship, named it the Stormy Cape, the sagacious King of Portugal, foreseeing the realization of the hope of the commercial world, gave it the more significant appellation of Good Hope. So when the Genoese mariner, six years later, anchored his bark off the wild shores of Guanahani, and beheld the dusky natives crowding in awe and wonder to gaze upon his little fleet, he hesitated not to call them *Indians*, in the belief that he had accomplished the object of his mission.

Three centuries and a half have passed, and the science of navigation has kept pace with the advance of enlightenment, perhaps has led the van in the march of progress; but the paramount *desideratum* of the commercial world has not yet been attained. Almost every region of the habitable globe has been made a mart for enterprise. Swift steamers glide across the sea where the small galleys of Gama and Columbus plowed their uncertain way. The geographical construction of the earth, a mystery to the profound students of the middle age, is now familiar to every school boy within the area of civilization. We know where to go for the fruits and fabrics that are essential to our luxury or comfort, but we have not yet opened the nearest, surest and cheapest route to the lands where the richest freights and the most profitable investments invite us. The straight road to the Indies, suggesting itself to every observant mind, is still untraveled. A tithé of the enterprise of Columbus, a particle of the hopeful nature of Isabella, assisted by the boundless resources of modern skill and science, would have opened the channel ten years ago, may open it within the next half decade. But our heavily laden East Indiamen still follow the track of Gama and his cotemporaries around the storm-beaten headlands of Good Hope, or struggle with the baffling winds that sweep about Cape Horn, or undergo the costly process of twice breaking bulk, at Panama and Aspinwall, without a corresponding advantage in the shortening of ocean transit. It is true that the attention of Europe is now earnestly occupied with the completion of the ship canal across the Isthmus of Suez; but the consummation of this valuable work, illustrating the importance that the master minds of the old world attach to the improvement of the facilities for intercourse with India, should be a spur to American enterprise in the same direction.

We have chosen this form of introduction to the subject of the Pacific Railroad, because it presents one of the results of that undertaking not heretofore sufficiently considered. The commerce of Asia is about to be developed beyond its former proportions, and there is no reason why this Republic should not be made the world's thoroughfare, through which the wealth of the East shall roll from coast to coast, paying tribute, as it passes, into the coffers of our people. The internal dissensions that for years have disturbed the industrial system of China are now at an end. The spirit of exclusiveness that has hidden the greater portion of the riches of Japan as in a sealed casket guarded by jealousy and prejudice, is yielding slowly but surely to the persistent advances of a higher order of civilization. The unhappy strife in our own country that for four years has shut out the world from commerce in the great staple of the South, has occasioned research and experiment in regard to the cotton growing facilities of the East, and the production of that commodity in India under the energetic and skillful management of Europeans will greatly enhance the Indian trade. Let us see, now, whether we cannot compel the merchants of Europe, by the never failing law of advantage to themselves; to make us the carriers and our country the viaduct of that immense trade.

Let us suppose the Pacific Railroad constructed and in active operation, with sufficient rolling stock for the transportation of Eastern merchandise at remunerative rates. By swift steamers from the farthestmost ports of Asia the average voyage would be twenty days. By railroad, from the Pacific to the Atlantic coast would be, over a good road, with powerful engines, eight days. From the Atlantic to the European port would be twelve days. Allowing five days for incidental delays, breaking bulk, etc., the merchant at Liverpool could receive his goods in forty-five days from the date of their dispatch from Hong Kong, Calcutta, or other Asiatic port. The machinery of commercial speculation renders it impossible for business men to ignore the avenue that is the speediest means of communication with the marts at which they traffic. If the American merchant could send a cargo of tea from China to Liverpool in forty-five days, the English merchant would be compelled to accept the same facilities or to relinquish competition. The inevitable result of the completion of the Pacific Railroad would be the transfer of the principal part of the trade of the Indies from its present channels to the great thoroughfare of nations that would be established in this Republic.

Do our people appreciate the magnificent future that would thus be opened to them? Do they realize that opportunity to pay the National debt? Venice in her days of glory owed her grandeur and prosperity to the circumstance that the commerce of India passed by her threshold, paying toll to her on its way to market. Let it not be said that American enterprise hesitated and faltered in the path of such a splendid destiny.

But not only in that respect does this magnificent project appeal to the interests and to the national pride of the American people. In the far West millions of acres of fertile land wait to be redeemed from waste and unproductiveness. The Pacific Railroad would drag immigration along its iron course. Wherever the speeding engine would pause in its rapid career, to be fed with wood and water, there would a house be built, and then a hamlet, and then a town, and then great, populous and busy inland cities, each one the centre of an area of thriving settlements, each one a link in the quick forged chain of civilization from ocean to ocean, from the teeming marts on the Atlantic border to the golden placers and rich valleys of Oregon and California. Thus would a wilderness be made a garden, as if by the touch of a magician's wand;

and vast tracts of public lands that are now unsalable, because isolated from the arteries of trade, would become at once a source of boundless revenue to the Republic.

What is there to prevent the present realization of this vision? Are we too poor, despite our boasted affluence, to pay our way to this mine of gold, that will repay a hundred fold? The capitalist can find no better security, no fairer promise of large profits than in such an investment. The road will pay for itself as the work progresses, by the sale of the adjoining lands. Asa Whitney, the originator of the idea of a Pacific Railroad, pledged himself to build the road without pecuniary assistance from the government, in consideration of a grant to him of the public territory extending thirty miles on either side of the track. A survey of this territory under his personal supervision satisfied him that a great portion of it could be made available for remunerative cultivation, and could be disposed of at fair rates, mile for mile, as the work progressed. Mr. Whitney addressed the legislatures of almost all the States upon the subject, and his plan received the most cordial approbation. We are not aware of the motives that induced him to withdraw from the agitation of this noble enterprise, for the consummation of which his energy and researches in the premises qualified him beyond all others; but other thoughtful and public spirited men, grasping his idea with a proper conception of its promise of splendid results, subsequently applied themselves to its practical development.

During the past four years the attention of the government and people has been concentrated upon the task of preserving the integrity of the Union, and the construction of public works not connected with the duty of the time, has necessarily languished. But the return of peace is the signal for redoubled energy in the development of the resources of the Republic; and the great burden of debt and taxation that oppresses the country makes the obligation greater to apply capital and labor without stint towards the perfection of the instruments of recuperation. Among these, none are so potent as the enhancement of facilities for domestic trade and foreign commerce, and the completion of the Pacific Railroad would be a giant stride towards resuscitation from the fearful effects of civil strife, placing us in the sphere of traffic beyond the competition of the world. The next Congress will be vested with great responsibilities, in purifying the political atmosphere from the lingering taint of discord and convulsion; but however arduous and complicated their duties may be, it is to be hoped that early in the session, they will find or make an opportunity to give the impulse of national legislation to this great enterprise; and no means will prove so effectual to communicate this impulse as throwing open the task, and awarding its advantages to whomsoever will carry it forward to completion.

Literature.

NEW YORK STOCK EXCHANGE MANUAL: containing its principles, rules, and its different modes of speculation, &c. By HENRY HAMON. New York: JOHN F. TROW, 1865.

That Jenkinsey weakness which displays itself in the eyes of the longing groups who daily assemble in front of the brokers' windows in Wall street, and gaze at the symmetrical rows of coin therein displayed, is not an uncommon one. The Jenkins family is very large, and while the poorer members take their fill of empty satisfaction in staring at the ostentatious shows which Wall street makes, the genteeler Jenkinseys wait upon General Grant, and while paying their adulations to the hero scramble for his cigar stumps, and preserve them as historical curiosities of the highest value. Another branch of the Jenkins family are fond of the editorial profession, and rush into print as often as some inexperienced publisher will afford them an opportunity. They describe with much gusto the fashionable balls to which they have never been invited, and

talk familiarly of renowned persons whom they have never seen. Sometimes the Jenkins family honor the business interests of the city by making them the subject of their lucubrations, and alternately the magnificent piano forte manufactory of Fiddlesticks & Co., and the New York Custom House, are illuminated by the rays of their descriptive talent and narrative genius.

To the latter class evidently belongs our author. Dazzled by the important nature of the operations daily conducted on the Stock Exchange, he is seized with the design of imparting his newly derived experience to the public, and he accordingly rushes into print in the true Jenkinsey style, without the least preparation which would tend to fit him for the responsible and arduous duties of an author. Even the trifling preliminary of acquiring a respectable knowledge of the language he is writing in is considered unessential to his purpose, and Jenkins addresses his readers in much the same sort of Anglo-Saxon as that to which the readers of English translations of Italian opera librettos are treated. For instance, he says, on p. 133 of the book:

"These banks are the principal feature of Wall street; they are the reservoir of the place into which flow the spare money of the nation, and out of which flow the monetary streams which set going all the other operations of the place."

On p. 136 he says:

"Money can be obtained by re-discounting the bill—i. e. selling it to a bank or another party which deals in that kind of business, &c."

On p. 139, speaking of bills of exchange, he says that they have

"Accelerated the progress of civilization, by occasioning a much more extensive intercourse and intimate connection between different and independent countries that could otherwise have not taken place."

On p. 222, he informs his readers that

"When the great Southern markets of the Mississippi valley are reopened, and the business of the country resumes its wonted channels, there will be a great drain down the valley of the traffic that now feeds the railroad lines running East!"

But, errors of this kind are to be found on every page of the work, and as for inaccuracies and inelegancies, their name is legion. The author has evidently fallen into the common error of supposing that the Stock Exchange is simply the resort of a pack of ignorant gamblers, who will read his book without the least suspicion of its illiterate character. The work purports to be a "Manual of the Stock Exchange," yet it starts out (p. 7.) with the announcement that New York has no public Stock Exchange! On p. 112 we are informed that neither stock exchange nor money brokers are required to take out a license! This will be welcome news to the tax-payers of Broad and William streets. An exclusive piece of financial information appears on p. 121, where the reader is confidentially informed that "this species of speculation (meaning 'bearing') has, no doubt, been recently going on extensively." The operations of the "street, or the curb-stone brokers, as the Board calls them, though often men of probity and honor," (says the author, on p. 129,) "are mostly speculative, often illegal, and, as often, mere gambling, or betting by parties without capital."

On page 132 we are led to infer that all coupons bonds run to the year 1882; that all transferable bonds are government bonds; and that all registered bonds are available "as a basis for banking under the national law."

So again we are told (on page 135) that a bank "first of all invests a portion [of its deposits] in government securities, which is of all others, the most steady in value, &c.; but the most extensive kind of advances made by the banks is in the discount of commercial bills, &c."

Jenkins sometimes becomes so stupified by the magnitude of the matters he is describing, that ordinary expressions prove too feeble for his purpose. Yet he is never wholly dismayed, and, quickly recovering his presence of mind, he plants himself with admirable ease upon his "style," and delivers himself (page 142) in this wise:

"But the question changes when speculations bear on those mysterious securities which have so much attraction for adepts in the stock market, and which are the objects of transactions the most astounding; for instance, the purchase and sale of titles greater than real issues."

Jenkins sometimes indulges in deep philosophical cogitations. Thus, on page 143, he says:

"Speculative operations have become wild and extravagant. It has always been, and always will be, so."

Socrates himself could not have been more profound. Again (on same page) he says:

"Speculation may, and often does, lead to fortune, but that is not the rule. For one successful speculator there are many unsuccessful ones. Men see the display of the one, and, as the others silently retire into oblivion, his example becomes popular with youth and inexperience,

leading thousands of noble geniuses to sacrifice themselves in wild adventures, which terminate in cruel disappointment."

Sometimes Jenkins has his joke. In describing the Free Banking system (of what State he does not think it worth while to mention), he slyly remarks:

"This is the Free Banking system as it now stands, and it takes its name from the fact that all are freely permitted to embark in it who comply with the rules prescribed!"

Our author is a patriot also. In describing the effects of a redundant currency on the price of gold, he does not appear to think (page 214) that any other currency besides "national currency" should be taken into account. And in speaking of petroleum (on page 363), he says:

"Petroleum has been discovered in nearly all the loyal States, not excepting California, and new sources of supply are daily found."

And again (in page 365)—

"Taken from this point of view, petroleum may justly be regarded as one of the greatest blessings ever bestowed by Divine Providence on undeserving man."

But enough. We condemn this book—written evidently in the expectation that it would prove to be an indispensable and invaluable hand-book to the *habitués* of Wall street, since a new edition is announced for next November—as the work of a vain, conceited, and bombastic ignoramus. And, as if to heighten the insult which it conveys to the intelligent classes who make it a business to deal in stock securities, it is printed on dingy paper, and devotes fully half of its space to the publication of the constitution and by-laws of the Stock Boards and such other matters as, it is to be presumed, are already tiresomely familiar to anybody who may have business on 'Change.

Foreign News.

GREAT BRITAIN.

[LONDON DATES TO JUNE 16TH.]

The value of imports of gold into Great Britain in April was 1,024,693*l.*, against 1,424,664*l.* in April, 1864, and 1,439,368*l.* in April, 1863. The receipts from Australia in April were only 261,332*l.*, as compared with 481,248*l.* in April, 1864, and 496,717*l.* in April, 1863. From France the imports were considerable, amounting to 104,322*l.*, while in April, 1864, they were 25,964*l.*, and in April, 1863, 2,746*l.* The receipts from Mexico, South America (except Brazil), and the West Indies were 238,856*l.*, against 558,016*l.* in April, 1864, and 293,183*l.* in April, 1863. The arrivals from the United States were reduced in April within comparatively moderate amounts, having reached a total of only 54,258*l.*, as compared with 264,852*l.* in April, 1864, and 620,322*l.* in April, 1863. The exports of gold from the United Kingdom amounted in April to 693,022*l.*, as compared with 1,876,411*l.* in April, 1864, and 627,238*l.* in April, 1863. The exports to France were 281,370*l.*, in April, against 1,187,368*l.* in April, 1864, and 290,627*l.* in April, 1863. The imports of gold into the United Kingdom in the four months ending April 30, amounted to 3,675,930*l.*, as compared with 5,533,504*l.* in 1864, and 6,544,183*l.* in 1863 (corresponding periods). The exports of gold from the United Kingdom in the first four months of this year were 2,163,536*l.*, against 5,688,217*l.* in 1864, and 5,234,599*l.* in 1863 (corresponding periods). There has been a steady contraction in the movement of gold during the last two years. The decline in the imports of gold from Australia has been noticed for several consecutive months.

The trade and navigation returns in the exports, continued down to the 30th of April last, show a slight decrease on the previous month, and the returns for the four months ending on the same day show a similar result when compared with the same period in 1864 and 1863. The exports for the past four months are given thus:—

April.....	£12,071,111
March.....	13,770,154
February.....	11,376,214
January.....	10,489,389

The exports during the month of April for the past three years have been as follows:—

1865.....	£12,071,111
1864.....	13,225,039
1863.....	11,897,177

The exports for the four months ending April 30th, 1865, are set down at 47,706,818*l.*, the returns for the same period in the two preceding years respectively having been 49,892,420*l.*, and 39,458,381*l.*

Negotiations which were in progress for a commercial treaty between Great Britain and Austria had been suspended. It was reported that they had failed; but Mr. Layard, in the House of Commons on the 15th inst., denied this statement, alleging that the negotiations had only been broken off during the hot weather in Vienna, and would be resumed in September, with a prospect of a successful result.

All appears to be going on satisfactorily with regard to the Atlantic Cabal, and the greatest confidence is felt in the success of the unheretaking. The Great Eastern will probably sail from the Nore on the 5th of July, and from Valentia about the 10th of July. The merchants of New York had better prepare their telegrams.

A meeting of the creditors of Charles Joyce & Co., who failed in April for 1,340,000*l.*, has been held. It appears that the unsecured debts now amount to 312,029*l.*, and that while the nominal assets figure for but little more than a third of that sum, the principal item among these consists of 65,000*l.* due from Egypt, the realization of which is very doubtful.

The failure of T. Woolner and Brother, spinners and manufacturers, at Bluepits, near Heywood, is reported. Their debts are about 25,000*l.*

Australian advices announce the failure of Messrs. Howe, Thompson, and Co., "stock and station agents," with liabilities for 90,000*l.*, and assets amounting to 65,000*l.* The partners estimated their losses in "stations" at 50,000*l.* Mr. W. Nicholson, of Maitland, has also stopped; the liabilities in this case was 36,000*l.*, and the assets 25,000*l.*

It is stated that Messrs. Palmers Brothers' immense iron and ship building establishment at Jarrow, on the Tyne, has passed into the hands of a limited liability company, with a capital of £2,000,000. The shares are said to be £5,000 each, and have all been taken up without having come into the market. They have been taken by eight gentlemen, of whom Mr. C. M. Palmer is one. In addition to their shares in the company it is reported that Messrs. Palmer will receive £250,000 for the property and works. The purchase has been made by the same company of Manchester gentlemen who a short time ago bought the equally large works of Messrs. Bolckow and Vaughan, at Middlesborough, which has also been incorporated into a limited liability company.

It is reported that an extradition treaty will probably be concluded between Russia and Prince Couza, and that it applies to political as well as to other offenders.

The Cape of Good Hope mail reports a commercial crisis at Port Elizabeth and Natal.

Advices from Shanghai to May 7th, state that Prince Kung is reinstated in the Presidency of the Foreign Board. In Japan Prince Nangato is endeavoring to open a port in the Straits of Simonasaki.

At an influential reform meeting held in Manchester last week, Mr. Forster begged the persons present to make the "question of reform a hustings cry at the next election." He warned them not to ask for too much at first, and then "one concession would be followed by another." Of manhood or rating suffrage, he told them there was no chance at present. These views were received with favor by the audience. This is apropos of another reform item.—Mr. Bright has written a letter to a friend at Carlisle upon the course to be adopted by the Radicals at the next election. He expresses a hope that they "will endeavor to bring their members up to the point of refusing to support a government not willing to fulfil the pledges of 1859 and 1860, for," he observes, "when it is a question of reform or expulsion from office, the Whig statesmen will decide in favor of reform." He further says: "Lord Palmerston is the real difficulty. He is not a Liberal, and the failure of the bill of 1860 was owing entirely to him. When he is out of the way, no government can exist on our side of the House which will not deal with the question of reform."

A new line of railway, from Manchester to Liverpool, is just projected. At the special meeting of the Sheffield Company, Mr. Watkin, in advocating the new line from Manchester to Liverpool, said: "This company held the doctrine not generally accepted in the railway world—that the more, within reasonable limits, the facilities of travelling and transit were increased the more would travelling and transit increase. That principle had been put in extensive operation by this company in 1857–8, between London and Manchester and London and Liverpool. And what had been the result? Whereas, in 1858, the Great Northern and Sheffield Companies carried a traffic, between Liverpool and London, under £25,000 in value, in 1864 the traffic was £38,000, showing an increase of between 50 and 60 per cent, notwithstanding the obstructions connected with passing their traffic over other peoples' lines. Between London and Manchester their traffic was, in 1858, under £60,000, and in 1864 it was nearly £85,000. These were merely the pecuniary results to the companies; but what was the result to the public? Whereas, in 1857, the first-class express fare between London and Manchester was 42s. 6d., it was now 33s. The second-class fare had been reduced from 25s. to 24s., and the third-class fare was the same. Between London and Liverpool the first-class express fare, which was in 1857 45s., was now 35s.; the second-class had been reduced from 27s. to 26s.; and the third class was the same. The system had also been introduced of issuing return tickets, by which a man could travel for a fare and a half, with two days to transact his business in. Also, in 1857, it was considered unorthodox to carry second-class passengers by express trains. The Sheffield company abolished that nonsense. It was at that time considered desirable that when a second-class passenger did travel he should sit upon a hard board during the whole of his journey. What particular connection there was between getting the largest amount of money out of the public, and sending ladies and gentlemen to London on hard boards, he did not know, but when the

Sheffield company introduced leather backs and comfortable cushions, they were looked upon as making very dangerous innovations. Then, the poor third-class passenger, who formerly had to set out at six or seven in the morning, dawdling on the way to London some fourteen hours, upon a weary and comfortless journey, was enabled now to go in about six and a half hours. Again, whereas in 1857 there were thirty-one trains only per diem between Manchester and London, and between Liverpool and London, in 1864, there were seventy-one trains. There had likewise been a great increase in the dispatch and regularity of the conveyance of goods, and similar reductions in those charges which previously were excessive. He claimed for this company that they had to some extent taught the other companies around them a lesson; and, guided by the light of their experience, the directors asked the proprietors for support in assisting to make a similar revolution between Manchester and Liverpool.

On the 5th instant the streets of Rochdale bore an interesting and lively appearance. On its becoming known that the large mill of Mr. James Pilling, jun., was to be opened that day, and that there was to be a procession of wagons containing cotton from the canal yard to Mr. Pilling's mill, thousands of persons assembled in the streets to witness the sight. The mill, which is a very large one, has been in Chancery for three years and a half, and had now become the property of Mr. James Pilling, jun. The firm will employ at least 1,000 workpeople. The church bells rang merry peals, and about 11 o'clock the wagons, with flying colors, left the canal yard, preceded by the Rifle Corps band, playing lively airs. Mr. Pilling was on the balcony of the Wellington Hotel, and as the procession passed him he was lustily cheered. The workpeople were treated during the day to refreshments, and the rejoicings were kept up with spirit.

A letter from Calcutta, dated May 7th, says that the political and commercial stagnation of the past few weeks has been suddenly and rudely disturbed by the news from America. Telegrams startle the Anglo-Indian public even more than that of England, for the former are in exile, and receive the budget of newspapers and letters that explain the telegrams only once in the ten days. The horror excited by the intelligence of Lincoln's assassination is still fresh, and everywhere men are speculating on the future. Will there be a *coup d'état* to get rid of Johnson, the late Vice-President? Will the army act the part of the Prætorians of the Empire? Is this assassination to be accepted as a sign of a time of anarchy and a reign of terror in the South, as the introduction of a new era which will change the whole course of American history? The news, following closely as it did on the announcement of the surrender of Lee's army and the evacuation of Raleigh, has, however, given some commercial relief here. Suspense is at an end. It is well understood that when Dhollera touched 9d. a lb. it reached its lowest point, and that for at least some years to come the abolition of slavery, the disorganization of the South, and the necessity for imposing a serious export duty on its cotton, will enable India to maintain a firm hold of the Liverpool market. Asiatics are so timid that I fear the news of the end of the American struggle will induce the Indian peasantry and middlemen to limit the area sown with cotton. It has certainly happened at the very time—just before the breaking up of the soil at the beginning of the rains—for doing this; but, on the other hand, English piece goods will still continue so dear, and the millions of our native subjects have gone on so long wearing out their old clothes, that the ryots may be induced to at least keep up the cotton cultivation of last season, for the purpose of having abundant material to weave their own cloth.

THE CONTINENT.

[PARIS DATES TO JUNE 15TH.]

Mr. Thiers has delivered in the Corps Legislatif his great annual speech on the finances. It is certainly a striking exposure of the financial situation, and it has produced a profound impression on the country; but practically it is of no value, for it suggests no plan by which the situation can be made better. It is even marked with a certain degree of injustice, inasmuch as it seems to throw on the Minister of Finance the responsibility of a state of things which is the direct and inevitable consequence of the Cæsarism France has seen fit to adopt, or at least to tolerate, as her form of Government. The Budget of France was formerly, said Mr. Thiers, about 1,500,000,000f. (£60,000,000), all expenses, ordinary and extraordinary, foreseen and unforeseen, duly counted; and now it is from 2,200,000,000f. to 2,300,000,000f. (£88,000,000 to £92,000,000). And the reason is, that the Government, not allowing the French people any part in the management of their own political affairs, is obliged to occupy their intellectual activity in wars abroad, which are costly things, and by great undertakings at home, which are not less so. M. Thiers next presented some severe and telling criticism on the numerous divisions of the budget, which the present Minister of Finance makes; namely:—Ordinary budget, extraordinary budget, corrected budget, special (or departmental) budget, and definitive budget; and he affirmed that this is only done in order not to alarm the public by presenting the "total of the whole" in one lump. Herein, no doubt, he was right; but M. Fould's expedient merits some little indulgence, seeing that it is always well to gild pills which are large and bitter. M. Thiers not only objected to the multifarious divisions of the budget, but he maintained that va-

rious expenses, such as those for stocking arsenals, improving forts, completing roads, &c., which manifestly belong to the ordinary budget, are put down in the extraordinary one; but he forgot that if that were not done, the ordinary budget would appear very large, and that consequently the object for which the division is made would not be attained. He also maintained that items which are put down in the corrected budget really belong to the extraordinary one: for example, the expenses of the occupation of Rome and of the expedition to Mexico figure in the corrected budget of 1865, though it was perfectly easy to foresee them when the extraordinary budget of that year was presented. But here again he does not show due consideration for the necessity under which the Minister is placed of "making things pleasant" by presenting, in the first instance, as moderate a budget as possible. Though complaining of the large expenditure of the Government, M. Thiers declared that it is not possible to reduce the army, albeit it is nearly double what it was forty years ago. The evacuation of Mexico would, he said, enable a large saving to be made; but he expressed the opinion that the Government would not consent to any such measure. As to the slackening of public works, which is also recommended as a means of economy, he entertained only faint hopes of seeing it. Thus, on the whole, he comes to the conclusion that, vast as the outlay is, it is not likely to be diminished. As to the receipts, he showed that they are constantly below the expenses, and for 1865 he calculated the deficit at 182,000,000f. To make up this sum, the Minister of Finance, he said, proposed to suspend the operations of the sinking fund, whereby he would get 127,000,000f.; to take 18,000,000f., the amount of an anticipated increase in the receipts; 27,400,000f. from Mexico, and various small items from other sources. M. Thiers, however, condemned very decidedly any meddling with the sinking fund as a violation of good faith to the public creditors; he expressed grave doubts that the improvement in the revenue would be realized; and he maintained that Mexico could not pay the sum put down. He concluded an effective and brilliant speech, of which it is impossible to give a fair idea in a few lines of analysis, by the startling declaration that if France persists in her financial policy, she will either arrive at bankruptcy, or be compelled to adopt "deplorable and detestable imposts"—such as the income tax—which will impoverish the country and produce division among citizens.

After representing the position of the finances to be so lamentable, it was to be expected that M. Thiers would tell how it could be avoided. But, as I have said, he proposed nothing. He stated, to be sure, that the reduction of the army, the withdrawal of the troops from Mexico, the slackening of public works, and the revival of the sinking fund, were remedies; but he at the same time declared that those measures could not, or would not, be adopted; and of course the presentation of impracticable or unacceptable schemes is equivalent to presenting none at all. M. Thiers' omission to throw light on this important point has surprised the public. Equally surprised are they that he should have pronounced against a reduction of the army, which is certainly desirable, and could certainly be effected without danger; that he should have condemned an income tax, which the example of Peel in England and of Wilson in India proves to be an admirable instrument in embarrassed situations, and even as a permanent branch of income; and that he should have repeated the stale arguments about the sinking fund.

In a second speech, the honorable gentleman, in order to present the situation of affairs as concisely and as strikingly as possible, said that in 1863 the total budget was 2,292,000,000f., in 1864 more than 2,160,000,000f., and in 1865 will be 2,200,000,000f.; and that the veritable receipts,—that is, those coming from taxes,—were in each of those years only from 1,930,000,000f. to 1,940,000,000f. The difference, he said, has to be made up by the manipulation of the resources of the sinking fund, or by "equivocal resources; which frequently are only loans in disguise." M. Vuitry, in the name of the Government, replied to M. Thiers: he displayed great talent, but of course failed to prove that the situation of the finances is satisfactory. He, however, showed that they were improving, and that is something.

The Corps Legislatif yesterday rejected a demand for 6,000,000f. made by the Government for the erection of a new General Post-Office. This vote has created considerable sensation, the Legislature having scarcely ever before refused applications for money, however unreasonable they might be. Hopes are entertained that it will henceforth execute more rigidly its duty of guardian of the public purse.

The Emperor's visit to Algeria will not be sterile in a commercial point of view. A convention has been concluded between the Government and Mr. Fremy, Governor of the Credit Foncier, and M. Paulin Talabot, Director General of the Mediterranean Railway, acting for other persons as well as for themselves, by which they undertake to form in three months a company with a capital of 100,000,000f., in 200,000 shares, for "procuring capital and granting credits for all industrial, agricultural, and commercial operations in Algeria, and to undertake such operations itself." The company is to place at the disposition of the Government 100,000,000f., in instalments payable in the course of six years, to be employed in making roads, ports, railways, canals, irrigations, &c., the said sum to be reduced to 62,000,000f., if, in the course of three years, the Government should think fit. Five and one-fourth per cent. is to be paid by the Government as interest and sinking fund of the debt, which is to be paid off in fifty years; and the company

is to have 100,000 hectares of land at a rent of 1f the hectare, and all the mines it may discover in the course of ten years. The company is to issue debutants.

Some eminent capitalists of Paris sent representatives to Madrid to make biddings for the new Spanish loan. This fact proves that the French have ceased to think that the non-fulfilment by Spain of her past engagements, is a reason for refusing to enter into new ones with her.

A royal decree of the Queen of Spain has just suppressed the toll of seventy-five reals hitherto paid to the governor of the fort of San Lorenzo del Puntal, in the Bay of Cadiz, by all foreign vessels which anchored in or crossed that bay.

A letter from Mogador, in Morocco, states that a large walled enclosure is about to be made there, intended to serve as an entrepot for European merchandize. For additional security to merchants, the Emperor has decided that twenty-four dwelling-houses, with numerous warehouses, shall be erected within the enclosure.

It is certain that the Mexican agent who arrived in Paris was sent by Maximilian for the express purpose of explaining the critical state of affairs in Mexico, the menacing attitude of the Americans, and the fear of his Majesty that war would be declared by the United States, now that the war with the South is over. The French government has, therefore, given the Washington cabinet to understand very plainly that Mexico is under the protection of France. That France will not allow any power to attack it. That filibusters and adventurers entering Mexican territory with hostile designs will, if taken in arms, be hanged or shot without loss of time or mercy; and that the United States government, whose good faith France of course does not doubt, will act wisely as well as humanely by doing all in its power to keep her subjects from injuring her protegee.

The Washington Cabinet probably has no desire at this time to be on bad terms with this country, and will, no doubt, act prudently in this affair. The language and tone of France is what may be called decidedly energetic. It may not be literally correct as mentioned, but it is substantially so.

On the 8th instant, in the Corps Legislatif, M. Jules Favre made a speech, strongly condemning the Mexican expedition. He maintained that the position of Maximilian was precarious, and apprehended a conflict with America.

M. Chaix D'Este Ange demonstrated, in reply, that the position of Maximilian was in no way precarious, and pointed out the progress which had been made in Mexico. The effective force of the expeditionary corps, he said, did not exceed twenty-six thousand men. Relative to the apprehensions of a conflict with America the speaker quoted the expressions of President Lincoln just before his melancholy death, to show that they need not be entertained. He said that those expressions had become a political testament, that will be carried out in good faith by those whom President Lincoln no longer governs, but whom his memory still inspires. The United States, continued the speaker, now only thinks of consoling the widows and orphans of their civil war, and do not contemplate the shedding of more blood on their frontiers.

The debate on the American question was further continued by the legislature on the 9th instant, but nothing new was developed.

The Empress Eugenie had received a letter written by the President of the United States to the Emperor, in reply to the imperial letter recalling Count Mercier from Washington.

The text of a despatch dated May 22, addressed to Mr. Bigelow, American minister, by the State Department at Washington, is published. It expresses the grateful memory preserved by the government and people of the United States of the sentiments expressed by the Emperor, Senate and Corps Legislatif of France on the assassination of President Lincoln. It reverts also to the old friendship existing between the two nations—a friendship, says the minister, which is cordially reciprocated on our side.

COMMERCIAL AND MISCELLANEOUS NEWS.

We have received from the New York Insurance Department advance sheets of the Department's Report, from which it appears that the amount of capital invested in joint stock insurance companies, has been increased over five million dollars during the year. The following table exhibits the increase in the number, capital, and premium income for a period of seventeen years:

TABLE.

Showing the progressive net increase in the number of New York State Joint Stock Fire Insurance Companies, with their Aggregate Capital and Premium Income, from the year 1848 to 1864 inclusive:

Year.	No. of Co's.	Am't of Capital.	Premium Income.
1848—M. Fillmore, Company	24	\$5,421,700	Not returned
1849—W. Hunt, do	24	5,511,010	do
1850—do do	31	7,006,010	do
1851—Philo C. Fuller do	35	7,156,010	do
1852—John C. Wright do	48	8,506,010	do
1853—do do	64	13,056,010	4,622,270 59
1854—Jas. M. Cook do	67	13,553,010	4,622,270 59
1855—do do	69	13,852,010	5,018,446 68
1856—L. Burrows do	73	14,902,010	5,570,440 90
1857—do do	83	16,731,010	5,961,404 87
1858—S. E. Church do	86	17,131,010	6,046,436 76
1859—do do	98	20,007,010	6,599,360 96

Year.	No. of Co's.	Am't of Capital.	Premium Income.
1860—Wm. Barnes, Super'nt	96	20,482,860	7,261,595 52
1861—do do	95	20,282,860	6,827,736 46
1862—do do	96	20,432,860	7,712,190 88
1863—do do	101	23,632,860	10,181,030 52
1864—do do	107	28,807,070	15,618,603 82

It must be borne in mind, however, that the average rate of fire premium was not increased at all during the year, but actually declined, and that the augmented premiums consequently resulted entirely from an increased amount of business. The fire premiums of the New York joint stock companies increased, as stated above, from \$10,181,030 52 in 1863, to \$15,618,603 82, in 1864—the ratio being 53,4088, which is the highest ever known in the history of these corporations. The number of policies issued by New York life insurance companies increased from 20,757 in 1863, to 23,782, in 1864, and the amount insured from \$140,623,427 10 to \$194,819,324 45. The gross assets of all the New York companies, fire, marine, and life, increased during the year from \$82,488,066 07 to \$108,453,772 76.

The grand average per centage of losses to premiums in all the New York joint stock fire insurance companies has ranged, during the last five years, from 41.15, in 1863, to 60.44, in 1862. For every \$100 of premium received in 1862, over \$60 was paid for losses. When the individual companies are taken, and the losses to premiums averaged for the five years combined, the range of per centage oscillates from 18.64, in the case of the American, to 95.99, in the case of the North-western, and when these five years are separated, the swing of the pendulum extends from 0.80 per cent., in the case of the Commerce Fire, in 1863, to 259.81 per cent. in the case of the Beekman, in 1862. Averaging all the companies, for the five years combined, 1860 to 1864 inclusive, fifty have lost less than fifty per cent. of premiums, and fifty-one more than fifty per cent. of premiums; again, separating the years, the number of companies losing more and less than fifty per cent. of premium was as follows:

Year.	No. of Co's.	No. of Co's losing over 50 % c't.	No. of Co's losing less than 50 % c't..
1860.....	76	51	45
1861.....	96	46	49
1862.....	96	55	31
1863.....	101	21	80
1864.....	180	62	46
Average.....	99.20	47	52.20

It is thus demonstrated beyond any cavil or contradiction, by the experience of the last five years, that a very large number of companies actually lose heavily beyond the fifty per cent. of premiums received on outstanding unexpired risks, and that therefore this small reserve is, as a matter of fact, entirely inadequate to meet and provide for even the average oscillations of loss, much less for the annual variations which must be considered as certain to occur during a series of years. Shall these losses be paid out of capital, or from an accumulation of surplus profits and a reinsurance fund expressly provided for such contingencies?

The Superintendent has but one opinion on this point. Capital should ordinarily remain intact, to be impaired only by such super-extraordinary fires as those in New York City in 1835 and 1845.

The Superintendent feels that it is his duty, as well to the companies as to the public, to reiterate the recommendation of last year on this subject, that a sum at least equal to the full amount of premiums received on unexpired risks should be reserved from division by dividends and maintained as a surplus fund for reinsurance and other contingencies, and that "all our companies should voluntarily adopt this principle as a golden rule in declaring dividends either with or without further compulsory or restrictive legislation on the subject." This regulating principle embodied in legislation would also operate beneficially in discouraging the organization of an unnecessary and embarrassing number of new corporations.

It is only simple justice to officers and directors to say that the tendencies of our companies in this direction have already been marked and decided during the last five years, and have not failed to attract the attention and commendation of European economists and statisticians.

The following average dividends only, have been paid for the last five years:

Year ending Dec. 31.	Total capital Dec. 31.	Per centage of dividends.	Amount of dividends.
1860....	96 \$20,482,860	12,054	\$2,469,090 05
1861....	95 30,282,860	10,461	2,121,788 76
1862....	96 20,432,860	10,003	2,048,898 01
1863....	101 23,632,860	8,567	2,024,742 51
1864....	107 28,807,070	8,621	2,433,370 94

The dividends paid in 1864 only about equal the dividends of 1860, although the amount of capital has increased over eight million dollars. The general impression prevailing that fire insurance stocks ordinarily pay excessive dividends, is thus shown by the above table to be a popular delusion. Whenever heavy dividends are paid, the foundations for such payment must be laid on many years of experience and accumulation, guided by superior qualifications and acquirements in the officers, managers, and agents.

Of the Coal Trade of last week, the Pottsville *Miners' Journal* says

"The quantity sent by railroad this week is 24,609 11; by canal, 6,848; for the week, 31,457 11 tons, against 99,307 for the corresponding week last year. Loss for the week, 67,849 tons.

There is a little increased demand for steamboat coal, but prepared continues dull, notwithstanding the decreased quantities sent to market. Several collieries are preparing to start again, the men agreeing to go to work at the reduced rates proposed on the 1st of May last.

The trade sums up this week as follows, compared with last year:

	1864		1865		Income & decrease.
	Week.	Total.	Week.	Total.	
P. and R. R. R.	68,041	1,410,341	24,610	1,127,807	d 282,534
Schuyl Canal	31,266	815,532	6,848	189,457	d 126,075
L. Valley R. R.	31,477	675,831	12,760	598,192	d 77,639
Lehigh Canal	22,169	192,077	17,488	105,850	d 41,227
Scranton, South	.....	417,112	.....	341,431	d 75,681
Scranton, North	.....	129,063	.....	85,258	d 30,805
Penn. Coal Co.	.....	.....	.....	.....	.....
By Railroad	5,488	102,301	10,855	209,358	197,057
By Canal	20,063	101,867	7,095	15,233	d 86,634
Del. and Hud.	30,710	209,460	32,562	199,524	d 9,936
Shamokin	1,225	129,852	1,216	125,786	1,936
Treyvorton	.....	26,858	.....	9,650	d 16,708
South Mountain	.....	25,361	.....	16	25,345
Lykens Valley	.....	15,202	.....	19,478	4,276
Rroad Top	9,514	166,866	3,051	112,153	d 54,213
Total	219,898	3,910,723	116,489	3,184,193	
	116,479	3,184,193			
Difference	108,409	726,530			

The falling off in the trade continues large, and unless some efforts are made to start the trade at "bottom prices," the falling off will reach a million tons before there is much reaction.

According to the latest steamer's advices, the rates of discount in the chief European cities are as follows:

	Per cent.	Bank Rate	Open Market.
London	3½	3½
Paris	3	3
Vienna	5	5½
Berlin	4	3½
Frankfort	4	3
Amsterdam	3½	3½
Turin	5	4½
Brussels	3½	3½
Madrid	9	—
Hamburg	—	2½
St. Petersburg	5½	5½

The Bankers' Gazette.

FRIDAY, JUNE 30, P. M.

THE MONEY MARKET.—The loan market, exhibits extreme ease. The fall in prices, following the decline in gold from upwards of 200 to below 150, unaccompanied with any diminution in the large volume of currency, has produced an extraordinary redundancy of money; while, at the same time, the inactivity of speculation, and the general dullness of trade, has reduced the demand for loans to the lowest minimum. It is the natural tendency, in such a condition of things, for money to take the place of bills of exchange; but, as yet, that process has been only partially developed, and does not appear likely to prevent a continuance of extreme monetary ease.

Considerable amounts of currency are going West, for the purchase of the wool crop; cotton traders also are taking out greenbacks to the South; and, within the last fourteen days, the Sub-treasury has received from the National Banks of this city about \$10,000,000, on temporary deposit; but these movements, which in ordinary times would have produced a sharp stringency in the market, have been attended with a growing abundance of money and a steady decline in the rate of interest.

The demand from stock brokers is quite limited; produce dealers also ask for very moderate advances. The rate on call loans was generally 5 per cent. at the beginning of the week, with exceptions at 4 per cent.; at the close, the ruling rate is 4 per cent., with exceptions at 5 per cent. Large amounts are offered on loan from Saturday to Wednesday, pending the vacation, at 2 1-2 to 3 per cent., without takers.

Discounts are extremely dull. Strictly prime short date paper is in demand, and would be taken at 5 1-2 to 6 per cent; but there is no supply of that grade. For other grades there is very little inquiry, and transactions are done at 7 to 10 per cent.

RAILROAD AND MISCELLANEOUS STOCKS.—The stock market has been persistently dull, notwithstanding the efforts of

dealers to create a speculative movement before the period of summer recreation. The public refuse to be drawn into speculative adventures, although freely tempted by offers of ten per cent margins; a fact to be attributed partially to unfortunate experiences in speculation during the last two years, and perhaps equally to the prevailing disposition to put surplus means into government securities. A large portion of the transactions are speculative operations between the brokers, who determine prices just as they are able to control the supply of the stock under manipulation.

At present, the "bear" party are reposing, quite willing to allow the "bulls" to toss prices as high as they please, so that, when the summer lull comes, operations for a fall may have the better chance for success; the "bulls," however, hope to keep the market firm through the summer by holding a large amount of the leading stocks off the street; which they think can be easily accomplished with the money market as easy as it appears likely to prove. Some of the larger speculators have made proposals for protracted loans, for that purpose.

Erie common stock has become quite scarce, as the result of a steady outflow to Europe, the shipments for last ten weeks having exceeded 15,000 shares. Illinois Central continues very firm from a like cause. The following are the closing prices of the leading shares, at the New York Stock Exchange, for the last six days:

	June 24th.	26th.	27th.	28th.	29th.	30th.
Canton Company	38	38½	38½	38	37½	37½
Quicksilver Mining Company	51½	52	53½	51½	51	53
Mariposa Mining Co.	12½	14	14	13½	13½	18½
Cumberland Co.	41	42	42	41½	41	41½
Atlantic Mail S. S. Company	x. d. 150½	150½	151	152½	153	153½
New York Central Railroad	98½	98½	93½	98½	98½	94½
Erie Railroad	75½	76	76	76½	77½	75½
Hudson River Railroad	109	109	108½	108	109	109
Reading Railroad	94½	95½	95½	94½	98½	97½
Michigan Southern Railroad	63½	64	64	63	62	63
Michigan Central Railroad	103½	103½	104	104½	104	106
Illinois Central Railroad	123	124½	127	127½	128	123½
Cleveland and Pittsburgh Railroad	68	68½	68½	68½	67½	68½
Chicago and North Western Railroad	24½	25	26	25	25	25
Chicago and North Western preferred	54	55	55½	55½	54½	55½
Rock Island Railroad	100	101½	101	100½	100	101½
Fort Wayne	95½	96½	96½	96	96	96½

UNITED STATES SECURITIES.—The home demand for governments has been quiet. Holders generally show great confidence in their securities, and no class of bonds are pressed for sale. The anticipation that the second series of Seven Thirties would be freely thrown on the market to be realized upon, has not thus far been fulfilled. There is, however, some possibility that they may be offered for sale more freely during the next few weeks. The Secretary of the Treasury paid out to contractors \$80,000,000 of the notes, within about ten weeks preceeding the commencement of the third issue. The receivers were bound to keep them out of the market for four months; so that after the middle of July the parties who are now issuing them as collaterals may be expected to offer a certain portion of them for sale. This movement is, however, anticipated, and probably the price will not be materially affected by such sales.

Certificates of indebtedness are a favorite security for the employment of surplus funds, and the demand from banks and private bankers is quite active. The old issue is firm at 99 3-4 to 99 7-8; the new at 98 1-4 to 98 3-8 cash, and 98 to 98 1-8 "to arrive." The Western quartermasters are paying them out freely, and the supply on this market is steadily improving, though it is not yet up to the demand.

Advices per steamer of the advance of Five Twenties to 69 1-4 to 69 3-4 at London, and the arrival of orders during the week for upwards of \$1,000,000 worth, has improved of the old issue, the quotation having touched 104 1-4; and the new issue has advanced in sympathy.

An effort has been made to introduce the second issue of Seven Thirties into the European market; which appears quite likely to prove successful. A small consignment has been sent out by one of Jay Cooke's agents, as

an experiment. There is a steady demand for bonds from newly organized National banks, which are required by law to invest their capital in national securities; the preference being shown for Ten-forties, which has produced a rise in them during the week from 96 1-4 to 97 3-4.

On the 1st July about \$19,500,000 of interest upon gold bearing bonds become due and payable. The following are the bonds and the amount of annual interest thereon:

	Int. per annum.
Six per cent bonds of January 28, 1847.....	\$564,915
" " " March 31, 1848	584,500
Five per cent bonds, June 22, 1860.....	351,100
" " " June 14, 1858.....	1,000,000
Six per cent bonds, Feb. 8, 1861.....	1,104,900
" " " July 17 and August 5, 1861.....	3,000,000
" " " July 17 and August 5, 1861, ex- changed for seven-thirty notes.....	8,349,889
Five per cent bonds, Texas indemnity, Sept. 9, 1850.....	42,100
Six per cent Oregon war bonds, March 2, 1861.....	60,960
" " bonds, March 3, 1863.....	4,500,500
Total.....	\$19,507,814

The following have been the closing quotations for the leading governmental securities at the Stock Exchange each of the last six days:

	June 24th.	26th.	27th.	28th.	29th.	30th.
U. S. 6's, 1861 coup.....	110	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2
U. S. 5.20's coup., o. iss.....	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2	104 1/2
U. S. 5.20's coup., n. iss.....	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2	104 1/2
U. S. 10.40's coup.....	96 1/2	96 1/2	97	97 1/2	97 1/2	97 1/2
U. S. 7.30 Treasury Notes } do Second series }	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
U. S. 6's certificates.....	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
U. S. 6's certificates, n. iss.....	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2

The subscriptions to the third issue of Seven-thirties have shown a gratifying increase within the last fortnight. In this city, however, the subscriptions are extremely light, owing probably to the competition of the second issue, which sell at 99 1/2 to 99 3/4, being more direct in this city than in the interior. The following have been the subscriptions to the third issue of Seven-thirty Treasury notes throughout the country each of the last five days, as reported to Jay Cooke & Co.:

June 24	\$2,315,000
June 26	2,258,550
June 27	2,301,700
June 28	2,451,300
June 29	2,531,100
Total.....	\$11,857,650
Daily average.....	\$2,371,530

GOLD MARKET.—The diminished transactions in foreign exchange have had a depressing effect upon the gold premium throughout the week, and speculation has generally been in favor of a decline. About \$5,000,000 was bought up a few days ago by "bull" operators, which has been kept out of the market during the week. This has rendered it difficult to borrow gold for making deliveries under "short" transactions,—as much as 1-8 to 3-8 p. c. per day having been paid on loans,—and has checked the downward tendency. The sales for export have been very limited, compared with late weeks, the shipments from Saturday last to to-day, inclusive, having been \$150,250.

The market is largely oversold, in anticipation that payment of the July interest by the Government, and the tendency toward ease in foreign exchange, will put down the premium. To-day, a resolution was passed at the Gold Room to the effect that all gold contracts maturing before Wednesday next shall be settled to-morrow. This will have the effect of compelling the "shorts" either to buy largely or borrow heavily to-morrow, and may temporarily advance the premium. The following have been the highest and lowest quotations for gold on each of the last six days:

	Highest.	Lowest.
June 24.....	142 1/2	141 1/2
June 26.....	141 1/2	140
June 27.....	142	141 1/2
June 28.....	141	139 1/2
June 29.....	139 1/2	138 1/2
June 30.....	141	139

FOREIGN EXCHANGE.—The demand for exchange on Europe is checked by a growing expectation that the exports of cotton and an increase in the shipments of western produce will early augment the supply of commercial bills.

At the same time, the supply of bills has been increased through the export of a considerable amount of Five-Twenty bonds and Erie railroad stock.

Freight is engaged for a considerable amount of cotton, which is expected to produce about \$1,000,000 of bills on London; beside which it is known that several cargoes will early leave Southern ports for Liverpool, to be drawn against at New York; these facts and the supposition that further orders may come from Europe for Five-Twenties, tend to induce remitters to defer their purchases. The rates have declined materially during the week, as will be seen from the following comparison of quotations:

	June 23.	June 30.
Bankers sterling, 60 days.....	109 1/2 a 110 1/2	108 1/2 a 109 1/2
do 3 do	110 1/2 a 110 1/2	109 1/2 a 109 1/2
Merchants sterling.....	109 a 109 1/2	108 1/2 a 108 1/2
France, 60 days.....	5.13 1/2 a 5.12 1/2	5.17 1/2 a 5.15
do 3 do	4.11 1/2 a 5.10	4.13 1/2 a 5.12 1/2
Antwerp	5.18 1/2 a 5.12	5.20 a 5.16 1/2
Swiss	5.15 a 5.12 1/2	5.17 1/2 a 5.15
Hamburg	36 a 36	35 1/2 a 36
Amsterdam	40 1/2 a 41 1/2	40 1/2 a 41
Frankfort.....	41 a 41 1/2	40 1/2 a 41
Bremen.....	78 1/2 a 79 1/2	78 1/2 a 78 1/2
Prussian Thalers.....	71 1/2 a 72 1/2	71 a 71 1/2

In consequence of Independence Day falling on Tuesday, the Stock Board, Gold Room, and Petroleum Exchange, adjourn from to-morrow until Wednesday, July 5th.

NEW YORK CITY BANKS.—The following statement shows the condition of the Associated Banks of New York city, for the week ending at the commencement of business on June 24th, 1865:

Banks.	Average amount of				
	Loans and Discounts.	Specie.	Circulation.	Net Deposits.	Legal Tenders.
New York.....	\$7,277,534	\$4,971,985	\$46,113	\$10,074,861	\$2,074,566
Manhattan.....	6,482,750	907,405	15,770	7,578,359	2,553,393
Merchants.....	7,151,641	716,752	27,283	6,088,750	2,895,393
Mechanics.....	5,219,508	287,707	26,404	6,255,406	1,932,145
Union.....	4,816,028	198,065	15,099	4,184,653	1,905,070
American.....	8,249,052	1,869,578	4,680	9,482,356	4,202,145
Phenix.....	8,949,297	119,804	12,372	8,821,107	1,074,894
City.....	5,295,551	193,718	.....	3,937,297	472,537
Tradesmen's.....	2,959,620	41,043	140,041	1,950,916	523,557
Fulton.....	2,279,673	831,978	55,552	2,418,317	492,698
Chemical.....	4,603,746	1,061,321	28,920	5,795,209	1,495,954
Mercht. Exchange..	2,279,831	12,251	9,098	1,568,245	472,662
National.....	2,197,624	348,042	14,835	1,057,776	818,317
Butch. & Drovers..	2,259,995	84,887	45,169	1,780,814	422,818
Mech's & Trad's...	1,784,053	96,040	106,374	1,296,755	425,243
Greenwich.....	697,764	69,417	10,599	679,089	158,789
Leather Manf.....	2,846,838	144,194	.....	2,864,531	511,955
Seventh Ward.....	392,384	33,256	.....	318,021	861,868
State of N. Y.....	5,850,369	457,577	22,954	5,592,147	1,072,277
Amer. Exchange...	9,673,093	864,240	15,358	7,051,664	2,307,286
Commerco.....	17,636,589	781,639	268,000	7,078,634	2,257,000
Broadway.....	5,287,610	180,629	821,180	5,098,618	2,275,245
Ocean.....	1,783,524	68,627	12,605	1,846,318	678,209
Mercantile.....	3,375,136	104,553	4,465	2,977,064	649,567
Pacific.....	1,580,054	22,316	53,161	1,661,553	839,861
Republic.....	4,880,513	115,716	57,500	3,857,889	1,153,176
Chatham.....	1,715,758	18,167	6,411	1,670,730	423,992
People's.....	1,280,333	43,355	10,161	1,119,691	268,818
North Amer.....	3,254,686	189,321	34,478	2,671,776	799,516
Hanover.....	2,223,102	93,999	87,144	1,826,968	431,064
Irving.....	1,450,120	26,468	14,766	1,262,736	339,724
Metropolitan.....	8,706,065	255,628	63,451	6,238,526	2,978,000
Citizens.....	1,377,934	57,261	22,376	1,247,737	243,632
Nassau.....	2,065,528	184,868	5,129	2,052,135	626,054
Market.....	2,450,758	77,310	.....	2,128,434	629,519
St. Nicholas.....	1,973,468	30,703	17,915	1,284,772	659,615
Shoe and Leather..	2,950,380	103,906	410,465	2,183,401	855,000
Corn Exchange....	3,048,597	175,920	88,520	2,578,858	782,000
Continental.....	3,841,893	190,917	11,703	2,942,511	900,000
Commonwealth....	2,643,099	106,488	31,427	3,913,866	887,166
Oriental.....	1,029,897	62,175	110,346	942,147	223,992
Marine.....	1,555,817	96,677	.....	1,666,415	624,700
Atlantic.....	1,091,898	60,341	47,863	963,064	268,087
Imp. and Traders..	4,741,846	51,626	28,359	3,510,640	672,363
Park.....	11,222,191	229,355	274,615	11,351,232	3,538,016
Mec. Bkg. As.....	1,521,870	26,727	.....	1,720,112	716,427
Grocers.....	926,603	26,109	3,394	829,915	173,033
North River.....	1,593,964	31,877	15,095	1,454,027	287,757
East River.....	427,145	12,105	99,776	489,849	175,245
Man. and Mer.....	2,263,437	42,162	1,488	1,884,543	1,096,084
Fourth National..	18,600,593	111,044	1,171,843	10,268,959	3,304,536
Central.....	12,551,444	29,557	869,045	14,420,724	14,581,674
Second National..	1,299,927	.....	270,000	953,801	282,242
Dry Dock.....	224,113	41,618	18,043	236,583	35,000
Bull's Head.....	923,078	11,169	120,868	1,017,453	.....
N. Y. County.....	.....	.....	.....	.....	.....
Manufacturers'...	248,575	24,974	49,381	.....	12,267
Totals.....	\$213,590,840	15,906,314	5,789,070	187,908,936	58,500,589

At the same period of the three last years, the corresponding items were as follows:

	Loans and Discounts.	Specie.	Circulation.	Deposits.	Legal Tenders.
1862.....	\$148,346,401	\$30,882,626	\$8,910,844	\$127,860,708	.....
1863.....	175,682,421	38,271,702	6,004,177	158,589,308	.....
1864.....	197,077,002	22,000,898	4,809,192	158,772,982	.....
1865.....	218,590,230	15,906,313	5,789,070	187,508,936	\$58,560,589

The following comparison shows the totals of the Banks' Statements for each week of the current year:

	Loans.	Specie.	Circulation.	Deposits.	Legal Tenders.	Clearings.
Jan. 1....	195,044,687	20,152,892	3,183,526	147,821,891	.....	585,055,671
Jan. 14....	189,686,750	21,357,608	3,074,029	148,931,299	.....	538,780,682
Jan. 21....	187,060,586	20,211,569	2,979,851	156,068,365	.....	611,194,907
Jan. 28....	186,117,375	18,896,985	2,957,899	149,247,991	.....	655,828,378
Feb. 4....	185,639,790	19,682,308	2,868,646	152,703,816	.....	663,814,434
Feb. 11....	185,515,904	20,297,346	2,821,996	156,711,166	.....	584,179,409
Feb. 18....	186,365,128	20,682,819	2,855,982	156,150,684	.....	518,805,222
Feb. 25....	183,534,735	20,092,378	2,739,388	153,948,481	.....	481,028,121
Mch. 4....	186,569,665	19,830,183	2,720,666	153,009,588	.....	511,361,857
Mch. 11....	188,120,890	20,787,838	2,741,684	152,134,448	26,713,408	412,802,453
Mch. 18....	211,486,651	22,256,596	4,662,505	174,479,337	33,645,014	625,739,238
Mch. 25....	207,677,503	22,066,524	4,457,162	166,956,508	35,295,153	604,796,728
Apl. 1....	204,458,855	20,584,668	4,888,980	173,370,491	42,989,382	509,148,691
Apl. 8....	204,158,839	20,045,906	4,773,528	174,850,185	46,424,957	483,653,634
Apl. 15....	206,508,095	19,583,784	4,757,862	177,815,945	51,061,462	427,761,675
Apl. 22....	204,723,196	19,122,288	4,700,210	184,244,399	59,954,987	272,740,215
Apl. 29....	204,277,578	19,049,913	4,660,659	193,188,783	66,096,274	359,950,814
May 6....	212,172,277	20,088,399	4,886,937	200,466,735	66,258,849	508,599,215
May 13....	218,502,980	23,553,231	4,889,562	208,369,886	61,052,537	511,914,441
May 20....	219,810,780	23,194,402	5,082,944	208,854,725	55,625,517	510,767,345
May 27....	212,445,121	22,068,929	5,066,693	197,081,017	54,524,078	429,221,798
June 3....	210,416,543	21,346,493	5,323,082	186,935,680	51,065,440	389,049,879
June 10....	208,392,635	18,480,620	5,402,758	185,509,953	56,201,836	420,542,766
June 17....	208,944,311	16,680,877	5,647,944	189,947,334	62,567,844	542,070,189
June 20....	218,590,230	15,906,313	5,789,070	187,508,936	50,510,589	519,448,415

The deviations from the returns of the previous week are as follows:

Loans.....	Inc.	\$4,645,919
Specie.....	Dec.	774,563
Circulation.....	Inc.	141,126
Deposits.....	Dec.	2,438,38
Legal Tenders.....	Dec.	4,006,755

The increase of \$4,645,919 in the loans is owing to the deposits of the banks in the Sub-Treasury on temporary loan. The amount so deposited during last week was nearly ten millions; the fact that the increase in loans, shown above, is only about half that amount, implies that the banks have contracted their regular loans to a considerable extent. The decrease of four millions in legal tenders is owing to the deposits in the Sub-Treasury alluded to. The decrease of \$774,563 in the specie line, though important, is yet in a lower ratio than during late weeks, owing to the limitation of the exports of specie. The circulation continues to increase steadily; but, notwithstanding that the number of banks has been increased by the creation of national institutions, the circulation is now \$3,121,274 less than at the same period of 1862—a fact easily accounted for by the displacement of bank notes by greenbacks.

PHILADELPHIA BANKS.—The following comparison shows the condition of the Philadelphia banks on the 26th June, and the week previous, with the fluctuations in the respective items:

	Last week.	This week.	Inc.	Dec.
Capital Stock.....	\$14,292,850	\$14,442,350	Inc.	\$150,000
Loans.....	50,449,649	50,369,800	Dec.	80,849
Specie.....	1,216,293	1,208,852	Dec.	7,441
Legal Tender.....	19,570,094	19,445,055	Dec.	124,939
Deposits.....	39,127,801	39,607,041	Inc.	479,240
Circulation.....	6,688,488	6,790,444	Inc.	101,956

The following comparison shows the condition of the Philadelphia banks at monthly periods since 1863:

Date.	Loans.	Specie.	Circulation.	Deposits.
January 5, 1863.....	\$37,679,675	\$4,510,750	\$4,504,115	\$28,429,188
July 6, 1863.....	35,936,811	4,860,745	2,564,558	28,504,544
January 4, 1864.....	85,693,808	4,158,585	2,055,610	29,878,920
July 4, 1864.....	40,918,009	3,955,866	2,154,528	37,945,305
January 3, 1865.....	48,059,403	1,808,583	2,793,468	39,845,963
February 6, ".....	50,269,478	1,702,776	4,898,178	38,496,837
March 6, ".....	49,228,540	1,889,264	5,346,021	38,391,622
April 3, ".....	50,522,080	1,843,223	5,893,626	38,816,847
May 1, ".....	51,726,389	1,262,258	6,441,407	44,794,824
June 5, ".....	53, 95,688	1,258,782	6,717,758	41,518,576
June 26, ".....	50,369,800	1,208,852	6,790,444	39,607,041

BOSTON BANKS.—A large majority of the banks of Boston having organized under the National Bank Act, the bank returns for that city are so incomplete that it can be of no interest to publish the weekly statement until all the banks become associated, and complete returns are issued.

NATIONAL BANKS.—The National Bank Act of June 3, 1863, limits the circulation of the currency issued by the national banks to \$300,000,000; and a subsequent enactment, bearing date March 3, 1865, requires that \$150,000,

000 of that amount shall be apportioned among the States and Territories according to representative population, and the remainder distributed by the Secretary of the Treasury among associations formed in the several States, in the District of Columbia, and in the Territories, having due regard to the existing banking capital resources and business of such State, District and Territory. The following statement shows the apportionment of currency to each State, the amount authorized to June 10th, and the amount of notes delivered to the same date to the respective States and Territories.:

Name.	Circulation each State is entitled to.	Amount authorized to June 10.	Amount delivered to June 10.
Maine.....	\$5,415,000	\$6,281,500	\$8,490,770
New Hampshire.....	3,812,000	3,848,000	1,719,500
Vermont.....	2,989,500	3,626,991	2,405,200
Massachusetts.....	21,795,000	60,797,300	35,955,780
Rhode Island.....	3,794,000	8,271,300	1,716,450
Connecticut.....	7,222,500	10,411,688	7,550,500
New York.....	58,478,500	58,747,186	22,140,440
New Jersey.....	6,690,000	6,196,500	3,088,550
Pennsylvania.....	26,527,500	39,249,458	26,628,070
Maryland.....	7,187,000	2,844,500	1,567,500
Delaware.....	1,090,500	499,500	298,750
District of Columbia.....	658,500	1,895,500	874,900
Virginia.....	13,519,500	1,086,260	528,250
West Virginia.....	17,623,500	17,983,500	12,167,140
Ohio.....	9,615,000	8,990,700	5,804,980
Indiana.....	11,838,000	9,086,900	6,198,990
Illinois.....	5,200,500	2,264,400	1,821,100
Michigan.....	6,211,500	2,056,500	1,267,000
Wisconsin.....	4,408,500	2,358,000	1,884,900
Minnesota.....	1,050,000	1,019,000	960,750
Kansas.....	648,500	90,000	49,000
Missouri.....	9,411,000	1,857,750	860,880
Kentucky.....	10,500,000	1,769,500	860,900
Tennessee.....	8,766,000	585,000	360,640
Louisiana.....	10,581,000	450,000	180,000
Nebraska Territory.....	181,500	58,500	27,000
Colorado Territory.....	193,500	180,000	.....
Mississippi.....	5,265,000	45,000	20,000
Georgia.....	9,420,000	90,000	.....
North Carolina.....	7,546,500	.....	.....
South Carolina.....	7,556,000	.....	.....
Arkansas.....	2,724,000	.....	.....
Alabama.....	2,425,000	.....	.....
Utah Territory.....	287,000	.....	.....
Washington Territory.....	82,500	.....	.....
Oregon.....	370,500	.....	.....
California.....	3,008,000	.....	.....
Nevada Territory.....	48,000	.....	.....
New Mexico.....	486,000	.....	.....
Texas.....	8,961,000	.....	.....
Florida.....	955,500	.....	.....
Dakota.....	27,000	.....	.....
Grand total.....	\$299,968,500	\$252,079,888	\$187,487,840

The whole amount of national bank circulation issued to June 17, 1865, was \$143,064,875; of which \$2,267,120 was authorized during the week ending at that date.

The following named national banks were authorized during the week ending June, 24, 1865:

Names.	Locations	Capital.
Newark City.....	Newark, N. J.....	\$350,000
Phillipsburg.....	Phillipsburg, N. J.....	200,000
Auburn City.....	Auburn, N. Y.....	200,000
National.....	Schuylersville, N. Y.....	100,000
First.....	Bloomfield, Iowa.....	55,000
Mercantile.....	Hartford, Ct.....	500,000
National Commercial.....	Albany, N. Y.....	500,000
Providence.....	Providence, R. I.....	500,000
Com'l & Farmers.....	Baltimore, Md.....	512,560
Farmers' & Drovers.....	Somers, N. Y.....	111,150
City.....	Poughkeepsie, N. Y.....	200,000
Poughkeepsie.....	Poughkeepsie, N. Y.....	250,000
First.....	Amsterdam, N. Y.....	125,000
Utica City.....	Utica, N. Y.....	200,000
Farmers'.....	Richmond, Ky.....	150,000
Indian Head.....	Nashua, N. H.....	120,000
National Union.....	Owego, N. Y.....	100,000
Farmers' & Manufact's.....	Poughkeepsie, N. Y.....	400,000
First.....	La Crosse, Wis.....	50,000
Clinton.....	Clinton, Ct.....	75,000
Pejepscott.....	Brunswick, Me.....	50,000
N. Newark B'k Co.....	Newark, N. J.....	500,000
Union.....	Massillon, Ohio.....	100,000
Commercial.....	Providence, R. I.....	1,000,000
Falmouth.....	Falmouth, Mass.....	100,000
Farm. & Mechanics'.....	Hartford, Ct.....	1,105,000
Delaware.....	Delhi, N. Y.....	150,000
Gallatin.....	New York.....	1,500,000
Western.....	Baltimore, Md.....	500,000
Blackstone Canal.....	Providence, R. I.....	500,000
Newmarket.....	Newmarket, N. H.....	80,000
Delaware City.....	Delaware City, Del.....	80,000
First N. Bank Nevada.....	Austin, Nevada.....	155,000
National Hamilton.....	Hamilton, N. Y.....	110,000

Agregate capital new banks..... \$10,628,710

The following comparison shows the progress of the

national banks, in respect to number, capital and circulation, from October, 1863, to latest dates :

Date.	Banks.	Capital.	Circulation.
October, 1863.....	94	\$7,184,715	.....
January, 1864.....	137	14,528,712	\$29,155
April, ".....	357	42,204,474	12,144,650
July, ".....	469	95,312,945	25,825,695
October, ".....	524	99,839,400	51,894,150
January, 1865.....	681	143,641,400	76,809,890
" 7, ".....	685	145,524,560	78,724,520
" 21, ".....	736	169,099,296	83,058,200
Feb. 4, ".....	782	179,121,296	87,288,800
" 18, ".....	815	186,041,785	73,555,380
Mar. 4, ".....	855	192,949,736	99,325,600
" 18, ".....	908	202,944,486	104,750,540
Apr. 1, ".....	973	225,246,800	111,634,670
" 8, ".....	993	232,064,150	114,524,000
" 22, ".....	1,041	246,054,170	119,961,800
May 6, ".....	1,117	264,954,170	126,360,330
" 13, ".....	1,130	276,167,470	128,759,020
" 20, ".....	1,172	281,868,820	130,680,170
" 27, ".....	1,185	284,409,120	182,472,690
June 8, ".....	1,212	298,971,020	135,607,060
" 10, ".....	1,251	299,343,520	137,772,705
" 17, ".....	1,297	310,295,891	140,797,755
" 24, ".....	1,334	320,924,601	143,064,875

FOREIGN BANKING.—The annexed statement shows the condition of the Bank of England for the week ending June 7th :

ISSUE DEPARTMENT.	
Notes issued.....	£29,540,625
Government Debt.....	£11,015,100
Other Securities.....	3,634,900
Gold Coin and Bullion.....	14,890,625
	29,540,625
BANKING DEPARTMENT.	
Proprietors' Capital.....	£14,553,000
Rest.....	3,203,412
Public Deposits (including Exchequer, Savings Banks, Commissioners of National Debts, and Dividend Accounts).....	7,754,181
Other deposits.....	13,357,083
Seven Days' and other Bills.....	471,489
	39,539,165
Government Securities (including Dead Weight Annuity).....	10,480,025
Other Securities.....	19,712,530
Notes.....	8,376,620
Gold and Silver Coin.....	969,990
	£39,539,165

The return gives the following result when compared with the previous week :

Rest.....	£3,203,412.....Increase.....	£13,133
Public Deposits.....	7,954,181.....Decrease.....	752,667
Other Deposits.....	13,357,083.....Decrease.....	562,348

On the other side of the account :

Government Securities.....	£10,480,025.....Decrease.....	1,000,000
Other Securities.....	19,712,530.....Decrease.....	110,710
Notes unemployed.....	8,376,620.....Decrease.....	282,160

The amount of notes in circulation is £21,164,005, being an increase of £253,410 ; and the stock of bullion in both departments is £15,860,615, showing an increase of £22,124, when compared with the preceding return.

The returns of the Bank of France, for the week ending June 8, shows the following changes, compared with the previous week's statement :

The amount of notes in circulation is £21,164,005, being an increase of £253,410 ; and the stock of bullion in both departments is £15,860,612, showing an increase of £22,124, when compared with the preceding returns.

FOREIGN FINANCIAL INTELLIGENCE.—The latest European advices are to the 17th inst. The Bank of England, on the 15th inst., reduced its rate of interest from 3 1-2 to 3 per cent. On the 17th June Consols closed 90 1-4 a 9 5-8. Illinois Central railroad shares were quoted 82 1-2, and Erie R. R. 52 a 53. U. S. Five-Twenties advanced to 69 1-4 a 69 3-4, and were reported scarce. The London *Economist* of June 17th, reports on monetary affairs :

The amount of mercantile paper afloat is small but, as usual, there has been more activity in the demand for money in the open market at 3 per cent, and a larger share of business has been carried to the bank. There is a diminution in the supply, partly owing to the withdrawals by country banks in connection with the anticipated expenses of the coming election. Beyond these circumstances there is no indication

that the slightly increased general activity of the present time will be sustained. On the contrary, while the produce market continues dull, and so long as the advices from India refer only to a state of commercial affairs as unsettled as that now described, little probability appears that trade operations will be entered into on an extended scale. Money is now quoted at 3 per cent. in the two chief capitals of Europe ; and it is remarkable as evidence of the altered direction of the bullion current that the reductions in the rate of discount have been in London more rapid than in Paris.

The returns of the Bank of England, for the week ending June 14, are as follows :

ISSUE DEPARTMENT.	
Notes issued.....	£29,741,280
Government Debt.....	£11,015,100
Other Securities.....	3,634,900
Gold Coin and Bullion.....	15,091,280
	£29,741,280
BANKING DEPARTMENT.	
Proprietor's Capital.....	£13,553,000
Rest.....	3,210,646
Public Deposits.....	8,802,198
Other Deposits.....	12,395,381
Seven day & other bills.....	461,711
	£39,962,936
Gov. Securities.....	£10,480,025
Other Securities.....	19,516,637
Notes.....	9,011,885
Gold & Silver Coin.....	954,388
	£39,962,936

The preceding accounts, compared with those of the preceding week, exhibit :

A Decrease of Circulation of.....	£444,388
An Increase of Public Deposits of.....	848,017
A Decrease of Other Deposits of.....	421,702
No Change in Government Securities.	
A Decrease of other Securities of.....	195,898
An Increase of Bullion of.....	185,054
An Increase of Rest of.....	7,234
An Increase of Reserve of.....	619,664

The Bank of France returns, for the week ending June 15, shows the following changes, compared with the statement of the previous week :

INCREASE.	
Bills Discounted.....	£1,544,000
Advances.....	20,000
Bank Notes.....	1,530,000
Treasury Balance.....	650,000
DECREASE.	
Cash.....	£520,000
Current accounts.....	680,000

LATEST FINANCIAL NEWS.

EVENING EXCHANGE.

FRIDAY, June 30—8 1/2 P. M.		
Fort W	100.....	b10 79
100.....	95 1/2	Mich. Southern.....
Cumberland	200.....	62 1/2
100.....	40 1/2	Pittsburgh.....
Mar. Mn. Co	100.....	69 1/2
100.....	13 1/2	Northwest.....
Erie Railway.	300.....	b3 56
200.....	s5 79	100.....
500.....	79 1/2	b10 56

Gold and stocks very dull, but firm. No gold sold on call ; but after call sold at 141 1/2, and stood at that at close of report.

The price of gold would seem to depend largely upon the market price of Five-twenties in Europe. Thus : in order to keep up the present subscription to the Seven-thirty loan, it is desirable to keep the Five-twenties above par in currency. In order to keep the Five-twenties above par the currency must be kept sufficiently redundant, and the measure of this redundancy is always to be found in the gold price of Five-twenties in Europe. And this is doubtless the policy now pursued by the Treasury. But another, and a still more potent reason exists why Five-twenties should be kept above par, and that is the obligation which the law imposes upon the National banks to make the aggregate value of their securities equal to par. Thus, if gold were permitted to fall to par to-day, Five-twenties would fall to something near their European price or 69 1/2. This, of course, would necessitate the immediate putting up of 30 1/2 per cent more securities by the National banks. To be obliged to do this would at once imperil their solvency.

AMERICAN RAILROAD BOND LIST.

This Table is corrected especially for THE CHRONICLE every Friday evening previous to the day of publication. (*) Signifies that the road is in the hands of receivers; (†) that the company is in default in its interest; "S. F.," Sinking Fund; "var.," that the bonds fall due at different periods.

Table with columns: Description, Amount, Interest, When payable, Where payable, Due, Price. It lists various railroad bonds such as Atlantic and G't West'n (N.Y.), Boston Concord and Montreal, and Chicago and Alton.

AMERICAN RAILROAD BOND LIST.—(CONTINUED.)

*) Signifies that the road is in the hands of receivers; (†) that the company is in default in its interest; "S. F.," Sinking Fund; "var.," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
La Crosse and Milwaukee:													
2d Mortgage (Eastern Div.)	\$1,000,000	†	Jan. & July	New York.			Panama:						
1st Land Grant (West'n Div.)	4,000,000	†					1st Mortgage Sterling	\$1,250,000	7	April & Oct	London.	1865	100
3d Mortgage (whole road)	1,700,000	†					2d Mortgage Sterling	1,150,000	7	Feb. & Aug	do	1872	...
Unsecured Bonds	1,785,000	†					Pennsylvania:						
Lexington and Frankfort:							1st Mortgage	4,980,000	6	Jan. & July	Phil'delphia	1880	104
Mortgage, due 1864, '69 & '74	106,000	6		Lexington.	'64-'74		2d Mortgage	2,621,000	6	April & Oct	do	1875	98
Little Miami:							State Works Bonds	2,283,840	6	do	London.	1875	...
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100	Mortgage and ground rents	6,800,000	5	Jan. & July	Harrisburg.	1894	105
Long Island:							Phila., Germant'n & Norrist'n:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876		Consolidated Loan	119,800	6	Jan. & July	Phil'delphia	1865	105
2d Mortgage	500,000	6	do	do	1870	86	Convertible Loan	292,500	6	do	do	1885	119
Extension Bonds	175,000	7	May & Nov.	do	1890	110	Philadelphia and Reading:						
Long Dock Co.:							Bonds of 1836, (unconvert.)	408,000	5	do	do	1867	....
Mortgage Bonds	2,007,000	7	June & Dec	do	1882	110	do 1836, do	182,400	5	do	do	1880	....
Marietta and Cincinnati:							do 1849, do	2,856,600	6	April & Oct	do	1870	93
1st Mortgage Bonds	609,978	7	Feb. & Aug	do	1891	84	do 1861, do	106,000	6	Jan. & July	do	1871	96
1st Mortgage sterling	1,000,000	7	do	do	1891	...	do 1843, do	1,525,800	6	do	do	1880	96
Memphis and Charleston:							do 1844, do	804,000	6	do	do	1880	96
State [Tenn.] Loan	1,100,000	6			1880		do 1848, do	101,000	6	do	do	1880	96
1st Mortgage	1,600,000	7					do 1849, do	67,000	6	do	do	1880	96
Memphis, Clarksv. & Louisv.							do 1857, (convertible)	564,000	6	do	do	1886	100
State [Tenn.] Loan	910,000	6					do 1856, do	60,000	7	do	do	1886	....
Memphis and Ohio:							Bonds and mort. on Real Est.	596,579					
State [Tenn.] Loan	1,340,000	6					Phila., Wilmington and Balt.:						
Michigan Central:							Mortgage Loan	812,000	6	Jan. & July	Phil'delphia	1884	....
1st Mortgage Sterling	467,489	6	Jan. & July	London.	1872		Pittsburg and Connellsville:						
1st Mortgage St'g (convert.)	500,000	8	Mch & Sept	do	1869		1st Mort. (Turtle Cr. Div.)	400,000	6	Feb. & Aug	New York.	1889	74
1st Mortgage (convert.) dollar	2,230,500	8	do	N. Y. & Bos.	1869	111	Pittsb'g, Ft. Wayne & Chicago:						
1st Mortgage (convert.) dollar	215,000	8	April & Oct	do	1882	111	1st Mortgage (series A)	875,000	7	Jan. & July	do	1912	101
1st Mortgage (S. F.) convert.	4,328,000	8	do	do	1882	111	do (series B)	875,000	7	Feb. & Aug	do	1912	101
Mich., Southern & N. Indiana:							do (series C)	875,000	7	Mch & Sept	do	1912	101
Michigan Southern, 1st	1,000	7	May & Nov	New York.	1860		do (series D)	875,000	7	April & Oct	do	1912	101
Northern Indiana, 1st	6,000	7	Feb. & Aug	do	1861		do (series E)	875,000	7	May & Nov.	do	1912	101
Erie and Kalamazoo	38,000	7	Mch & Sept	do	1862		do (series F)	875,000	7	Jun. & Dec.	do	1912	101
Northern Indiana, Plain	7,000	7	Feb. & Aug	do	1863		do (series G)	860,000	7	Jan. & July	do	1912	95
Jackson Branch	77,000	7	do	do	1865		do (series H)	860,000	7	Feb. & Aug	do	1912	95
Goshen Air Line	682,000	7	do	do	1868	100	do (series I)	860,000	7	Mch & Sept	do	1912	95
Detroit and Toledo	734,000	7	do	do	1876	98	do (series J)	860,000	7	April & Oct	do	1912	95
1st General Mortgage (S. F.)	4,822,000	7	May & Nov	do	1885	96	do (series K)	860,000	7	May & Nov.	do	1912	95
2d General Mortgage	2,194,500	7	do	do	1877	90	do (series L)	860,000	7	June & Dec	do	1912	95
Milwaukee & Prairie du Chien:							do (series M)	2,000,000	7	April	do	1912	83
1st Mortgage (Coupon)	607,000	7	Jan. & July	do	1891	95	Bridge Bonds	187,500	7	May & Nov.	Phil'delphia	1876	....
Mississippi and Missouri:							Chicago Depot Bonds	69,500	6	do	Chicago.	1865	....
1st Mortgage (convertible)	1,000,000	7		do			Racine and Mississippi:						
2d Mortgage (S. F.)	400,000	8		do			1st Mortgage (Eastern Div.)	680,000	8		New York.		
Oskaloosa Division	590,000	7	Jan. & July	do	1875	18	1st Mortgage (Western Div.)	757,000	8		do	1875	35
1st Land Grant	2,740,000	7		do			Rutland and Burlington:						
2d Land Grant	650,000			do			1st Mortgage	1,800,000	7	Feb. & Aug	Boston.	1863	60
Income bonds	511,000			do			2d Mortgage	937,500	7	do	do	1863	14
N. Hav., N. Lond. & Stongton:							3d Mortgage	440,000	7	do	do	1863	8
Mortgage	450,000	7	Mch & Sept	New Haven	1861		Sacramento Valley:						
2d Mortgage	200,000	6	Jan. & July	do	1868	96	1st Mortgage	400,000	10	Jan. & July	New York.	1875	....
Extension	116,000	6	May & Nov.	do	1878		2d Mortgage	329,000	10	Feb. & Aug	S. Francisco	1881	....
New Haven and Northampton:							Sandusky, Dayton and Cincin.:						
1st Mortgage	500,000	7	Jan. & July	do	1869		1st Mortgage	812,000	7				
1st Mortgage (H and Hamp.)	103,000	6					2d Mortgage	185,000	7				
New Jersey:							3d Mortgage	318,500	7				
Company's (various)	642,500		Semi an'ally	New York.	var.	105	Six per cents	113,228	6				
New London Northern:							Sand'sky, Mansfield & N'wark:						
1st Mortgage	51,000	7	Jan. & July	N. London.	1871	100	1st Mortgage	1,290,000	7	Jan. & July	New York.	1866	30
New York Central:							Saratoga and Whitehall:						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	96	1st Mortgage	250,000	7	April & Oct	do	1858	....
D'ts of form'r Co's outst'ding	224,920						1st Mortgage (R. and W. Br.)	100,000	7	Mch & Sept	do	1856	....
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug	do	1876	102	St. Louis and Iron Mountain:						
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	do	1883	91	State (Mo.) Aid	3,501,000	6		do	90	
do do B & N F	78,000	6	do	do	1883		St. Louis City Subscription	500,000					
Real Estate (S. F.) Bonds	165,000	6	do	do	1883	90	St. Louis Co. Subscription	1,000,000					
do do Bonds & Mort.	190,273	7	var.	do	var.		Sunbury and Erie:						
do do	45,550	6	do	do	1883		1st Mort. (Sun'y to W'msp't)	1,000,000	7	April & Oct	Phil'delphia	1877	111
Bonds of Aug. 1859, convert.	604,000	7	Feb. & Aug	do	1876	111	Mortgage (half to State)	7,000,000	5	Jan. & July	do	'75-'78	....
do of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	do	1887	93	Syracuse, Binghamton & N. Y.:						
New York and Erie:							1st Mortgage Coupon	1,400,000	7	April & Oct	New York.	1876	....
1st Mortgage	3,000,000	7	May & Nov.	do	1867	100	St. Louis, Alton & Terre Haute:						
2d Mortgage	4,000,000	7	Mch & Sept	do	1879	102	1st Mortgage (series A)	1,100,000	7	Jan. & July	do	1894	92
3d Mortgage	6,000,000	7	do	do	1883	100	do (series B)	1,100,000	7	April & Oct	do	1894	92
4th Mortgage	3,634,000	7	April & Oct	do	1880	92	2d Mortgage, pref. (series C)	1,400,000	7	Feb. & Aug	do	1894	80
5th Mortgage	1,002,500	7	June & Dec	do	1888	94	do do (series D)	1,400,000	7	May & Nov.	do	1894	80
Buffalo Branch	186,400	7	Jan. & July	do	1891	102	do do (series E)	1,700,000	7	do	do	1894	70
New York and Harlem:							Tennessee and Alabama:						
1st Mortgage	3,000,000	7	May & Nov.	do	1873	99	State (Tenn.) Loan	814,000					
Consolidated	1,000,000	7	Feb. & Aug.	do	1875	100	Terre Haute and Richmond:						
3d Mortgage	980,300	7	Jan. & July	do	1867	97	1st Mortgage (convertible)	94,000	7	Mch & Sept	New York.	1866	....
New York and New Haven:							Toledo and Wabash:						
Plain Bonds, Coupon	912,000	7	June & Dec	do	1866	107	1st M. (Toledo & Wabash)	900,000	7	Feb. & Aug	do	1865	90
Mortgage Bonds, Coupon	1,088,000	6	April & Oct	do	1875		1st M. (L. E., Wab. & St. Lo.)	2,500,000	7	do	do	1865	90
N. York, Providence and Bos.:							2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	do	1878	74
1st Mortgage	232,000	6	Feb. & Aug	do	'73-'78		2d M. (Wabash and Western)	1,500,000	7	do	do	1878	74
Northern Central:							Sinking Fund Bonds	152,355	7				
Balt. and Susq. R. R. (Comp.)	150,000	6	Ja Ap Ju Oc	Baltimore.	1866		Equipment bonds	600,000	7				
Md. State Loan (irred'mable)	1,500,000	6	do	do			Vermont Central:						
York & Cumberl'd, 1st Mort.	175,000	6	May & Nov.	do	1870	102	1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	68
York & Cumberl'd, 2d Mort.	25,000	6	Jan. & July	do	1871		2d Mortgage Coupon	1,135,000	7	Jan. & July	do	1867	16
Y. & C. guar by Balt. 3d Mort	500,000	6	do	do	1877	95	Virginia Central:						
Construction, 2d Mortgage	2,500,000	6	do	do	1885	89	Mort., guarant'd by S. of Va.	100,000	6	do	Richmond.	1880	83
Debt to city of Baltimore	850,000			do									

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, June 30.

TRADE leaves off for the week, in a state of feeling but poorly calculated to promote activity. While holders prophecy and seem to feel sure of well supported prices for some months to come, and buyers express little expectation of a material decline; yet it is found impossible to induce anything more than "hand-to-mouth" transactions; and where a liberal buyer appears, it is astonishing how many sellers are called out.

This unsatisfactory state of affairs arises from two causes. The first is the unsettled state of the currency. This fact needs no elaboration. The second is the uncertainty that prevails as to the return of trade and as to the finances at the South, the quantity of her great staples to come forward, and the rapidity with which they can be marketed. It may almost be said that the solution of the first depends in a great measure upon the second. But some weeks must elapse before there can be any such accumulation of data as will permit accurate deductions to be made. The spirit of the Southern people seems to be excellent, and to meet with a cordial response at Washington. But it will require some time to adjust affairs, under the most favorable auspices. In the meantime, the situation is such as to discourage imports and stimulate exports, and this influence is increasing. At a slight decline from present gold prices (which is likely to follow increased supplies, now on the way,) a considerable export will take place. The following tables exhibit the various movements of produce for the week.

RECEIPTS OF DOMESTIC PRODUCE FOR THE WEEK ENDING TUESDAY, JUNE 23, 1865

	Coast-wise.	North Riv.	Erie R.R.	Camd. & Hud. R.R.	Hud. Riv' R.R.	Cent'l R.R. N. Y.	Per Exp's.	Total.
Flour..... bbls.	3,414	50,509	27,198	2,811	.....	613	.....	84,045
Corn Meal..... bgs.	2,342	400	820	.....	.....	245	.....	3,867
Corn Meal..... bbls.	516	200	.....	84	.....	2,720	.....	3,520
Whiskey.....	432	582	152	467	.....	.....	.....	1,633
Wheat..... bush.	.....	395,308	4,435	.....	.....	.....	.....	399,815
Corn.....	10,392	313,244	375	.....	.....	201	.....	324,212
Oats.....	.....	132,991	4,746	.....	.....	675	.....	138,412
Rye.....	.....	6,700	.....	.....	.....	965	.....	7,665
Malt.....	.....	15,850	.....	.....	.....	250	.....	16,100
Barley.....	.....	8,284	.....	.....	.....	.....	.....	8,289
Grass Seed.....	.....	400	.....	.....	.....	.....	.....	400
Flaxseed.....	.....	.....	.....	.....	.....	.....	.....	.....
Beans.....	.....	.....	.....	.....	.....	.....	.....	.....
Peas.....	.....	11,040	.....	.....	.....	.....	.....	11,040
Beef..... bbls. & ter.	.....	463	605	30	.....	.....	.....	1,098
Pork..... bbls.	237	353	3,904	150	.....	.....	.....	4,644
Cutmeats..... pkgs.	93	164	766	10	.....	.....	.....	1,028
Lard..... bbls. & te.	.....	.....	.....	.....	.....	.....	.....	.....
Lard..... kgs.	.....	577	485	.....	.....	.....	.....	1,062
Ashes..... pkg.	.....	286	84	.....	.....	.....	.....	370
Tallow.....	29	.....	289	3	.....	15	.....	286
Grease.....	.....	152	.....	.....	.....	.....	.....	152
Oil Cake.....	.....	7,357	3,515	.....	.....	.....	.....	10,872
Stearine.....	.....	63	.....	31	.....	.....	.....	94
Dried Fruits.....	.....	.....	.....	.....	.....	.....	.....	.....
Eggs..... bbls.	.....	439	645	718	1,100	269	3,973	7,144
Lard Oil.....	.....	.....	.....	.....	.....	.....	.....	.....
Cotton..... bales.	6,212	224	1,082	728	.....	.....	.....	8,196
Wool.....	631	223	397	241	.....	.....	.....	1,492
Hemp.....	121	20	7	71	.....	.....	.....	219
Hops.....	41	.....	.....	80	.....	.....	.....	121
Hides..... No.	2,399	1,169	918	.....	.....	.....	.....	4,486
Leather..... sides.	3,240	7,684	12,130	1,360	.....	8,824	.....	33,238
Tobacco..... hhds.	426	162	1,189	438	.....	.....	.....	2,215
Tobacco..... pkgs. & c.	425	110	45	8	.....	.....	.....	588
Rice..... tes. & bbls.	.....	.....	.....	.....	.....	.....	.....	.....
Rice..... bgs.	1,974	.....	.....	.....	.....	.....	.....	1,974
Rosin..... bbls.	4,750	.....	.....	.....	.....	.....	.....	4,750
Tar.....	85	.....	.....	.....	.....	.....	.....	85
Pitch.....	.....	.....	.....	.....	.....	.....	.....	.....
Spirits Turpen.....	834	.....	.....	.....	.....	.....	.....	834
Crude Turp.....	305	.....	.....	.....	.....	.....	.....	305
Copper.....	100	335	6	.....	.....	.....	.....	441
Copper Plates.....	.....	.....	.....	.....	.....	.....	.....	.....
Lead..... pgs.	.....	.....	.....	.....	.....	.....	.....	.....
Spelter..... slabs	.....	.....	623	.....	.....	.....	.....	623
Sugar..... bbls.	200	.....	.....	.....	.....	.....	.....	200
Sugar..... hhds.	280	.....	.....	.....	.....	.....	.....	280
Starch..... pkgs.	.....	1,800	.....	.....	.....	.....	.....	1,800
Butter.....	167	706	1,485	1,856	980	440	7,769	13,404
Cheese.....	.....	1,061	3,043	14	11,200	.....	.....	15,318
Petroleum..... bbls.	.....	.....	7,372	891	.....	25	.....	8,238
Molasses..... hhds	186	.....	.....	.....	.....	.....	.....	.....

We give, as a comparative statement, the receipts of a few leading items per all domestic routes since Jan. 1st, and for the same period last year.

	From Jan. 1 1865.	Same time 1864.
Cotton..... bales	177,545	166,260
Flour..... bbls.	1,379,545	1,372,720
Corn Meal.....	185,925	175,920
Wheat..... bush.	910,210	5,020,970
Corn.....	2,110,765	1,723,740
Rye.....	50,130	68,495
Barley, &c.....	453,185	679,030
Oats.....	2,256,950	3,220,600
Beef..... tcs. and bbls.	74,285	58,735
Pork..... bbls.	151,535	229,110

	From Jan. 1 1865.	Same time 1864.
Out meats..... pkg.	90,875	236,785
Lard.....	80,640	146,540
Cheese.....	104,240	148,500
Butter.....	280,060	174,350
Rosin..... bbls.	29,127	9,781
Crude Turpentine.....	1,561	5,265
Spirits do.....	4,187	4,721
Tar.....	4,890	13,421
Rice..... tcs.	6,170	.....
Ashes.....	9,825	8,105
Tobacco..... pkg.	37,655	98,835
Tallow.....	9,070	17,360
Wool..... bales.	29,875	58,470
Hops.....	13,155	24,430
Whiskey..... bbls.	29,490	201,950
Leather..... sides	1,135,800	1,251,800

FOREIGN.

Imports of a few important articles for the week, together with a comparative statement.

	For the Week.	Since Jan. 1st.	Same time 1864.
Coal..... tons	8,849	84,276	70,490
Cotton..... bales	647	34,060	26,922
Coffee..... bags	26,493	292,173	460,952
Molasses..... pkgs.	4,403	88,920	72,429
Sugar..... hdds., bbls. and tcs.	15,235	175,026	132,843
do..... bxs. and bags	14,742	173,580	149,236
Teas..... pkgs.	12,527	264,162	453,665
Tobacco..... do	1,952	9,807	20,931
Wool..... bales	829	31,220	82,180

The exports from this port of some of the leading articles of domestic produce have been as follows:

	Past Week.	Since Jan. 1.	Same time 1864.
Cotton..... bales	1,094	19,436	24,613
Flour..... bbls.	32,932	631,153	1,096,077
Corn Meal.....	3,922	73,344	66,607
Wheat..... bush.	33,239	439,379	6,807,183
Corn.....	3,995	348,529	145,610
Beef..... tcs. and bbls.	1,341	57,269	57,543
Pork..... bbls.	1,991	69,898	80,235
Bacon..... 100 lbs.	5,068	241,162	764,006
Lard.....	3,206	152,373	316,660
Cheese.....	8,082	120,215	130,040
Butter.....	287	59,474	57,549
Ashes, Pots..... casks.	25	5,371	4,124
Ashes, Pearls.....	.....	437	340
Beeswax..... lbs.	9,464	134,224	234,693
Hops..... bales.	.....	11,637	15,075
Rosin..... bbls.	378	5,748	780
Spirits Turp.....	10	621	300
Tar.....	30	5,027	589
Tallow..... 100 lbs.	1,575	110,417	206,289
Tobacco..... pkgs.	1,054	76,819	50,338
Tobacco..... lbs.	109,311	1,859,805	2,055,006
Oil, Sperm..... galls.	.....	34,740	634,171
Oil, Whale.....	653	11,804	117,731
Oil, Petroleum.....	184,108	3,826,669	6,877,948
Oil, Lard.....	.....	25,256	304,933
Seed, Clover..... bags.	.....	10,995	18,639
Staves, M.....	202	6,590	7,100
Oil Cake..... 100 lbs.	41,275	220,742	299,338
Whalebone..... lbs.	31,301	149,836	349,154

London advices to the 16th report:

COCOA.—298 bage Trinidad brought 70s a 73s 6d for mid red, 77s a 88s 6d for good fine red, and 105s for superior. Some Guay-aquil is reported sold at 82s 6d.

SALTPETRE very flat.

FOR COFFEE the demand continues good at full prices. Of Plantation Ceylon the sales have been 131 casks 21 barrels 27 bags at 82s a 84s for mid, 85s a 89s for good to fine mid, 91s 6d a 95d for fine. 363 casks 865 bags Native at 65s 6d a 66s for small, 66s 6d a 68s 6d for good ord, 70s for fine ord, and 73s 6d a 75s for superior. 152 barrels 42 bags Jamaica at 67s a 67s 6d for good ord, 70 6d for fine ord, and 76s a 80s for low mid to mid. 476 bags Guatemala at 74s a 79s 6d, and one lot at 81s 6d. Of the first cargo Costa Rica, 2,400 bags, the greater portion was realized at 75s 6d a 77s 6d for fine to fine ord, 78s 6d for low mid mixed with palé, and 79s 6d a 82s for low mid to mid even.

COPPER.—Tough Cake & Tile 90l a 92l, Best Selected 94l a 96l, Sheathing 98l a 100l, Y. M. Sheathing 8½d a 8¼d. Foreign: Chili Slab 80l a 82l.

LEAD dull. Common Pig 20l.

HEMP.—Of 1,300 bales Manila at auction only about 100 bales good quality found buyers at 31l; the remainder was taken in at 30l for mid to fair current. Of 370 bales Kurrachee about one-third sold at 22l 15s for good quality. 60 bales Sunn sold from 17l 15s a 19l 15s for mid to fair.—JUTE: the public sales comprised 30,000 bales, for which there was a steady demand at previous rates; prices ranged from 11l 10s a 21l 15s for common to good, from 9l 15s a 10l a 10s for rejections and inferior, and a 6l 5s for cuttings.

IRON.—Wlesh very firm; Rails and Bars 7l 15s f. o. b. in Wales. Scotch Pigs 54s 4½d cash for mixed Nos. on Clyde.

LINSEED.—Import for the week 16,495 qrs. from the East Indies. For a little Calcutta on the spot 56s has been paid, but the market has since become decidedly easier; Mirzapore and Patna are worth 56s 6d; and Bombay would command 57s. For arrival about 2,000 tons Calcutta; for shipment up to August, have changed hands at 56s 3d up to 56s 9d, closing with sellers at the latter figure; 400 tons Bombay, June July shipment, sold at 59s 3d sound bags. Imports since 1st January 257,659 qrs., against 285,502 qrs. last year.

MOLASSES.—120 puns sold at 16s a 16s 6d for Antigua, 15s 3d for Dominica, and 170 casks new Cuba Muscovado at 15s 6d.

OILS.—Fish; of Sperm there are few sellers under 92l; pale Southern 45l; new pale Seal has declined to 42l; Cod 51l to 51l 10s; East India 30l a 30l 10s. Linseed is scarce, on the spot there are no sellers under 33s 6d a 33s 9d, for delivery last four months this year 34s is the value. Rape active: Foreign Refined is worth 45l 10s, and Brown 42l a 42l 10s. Olive tend upwards; Gallipoli would command 51l 10s a 52l, Malaga is held for 51l; Seville 50l, and Mogadore 48l. Cocoa Nut in demand at 42s 6d a 42s 9d for Ceylon, and 44s 6d for Cochin. Palm firm; fine Lagos is worth 36s 6d a 36s 9d, and Palm Nut 32s.

SPELTER firm.—On the spot 22l 15s has been paid.

OIL CAKES.—Linseed Cakes barely maintain their price; Cotton Cakes are firm and prices well supported.

In **RICE** business has been small.—A cargo of 1,800 tons Rangoon has been sold for arrival at 11s 1½d for United Kingdom, or 10s 7½d for the Continent.

RUM in fair demand.—240 puns Jamaica sold, chiefly at 3s 4d a 3s 6d.

SPICES.—Black Pepper: market dull; 1,200 bags Singapore were only partly disposed of from 3½d a 3½d; 5,000 bags Penang were sold at 2½d (a few lots at 3d). Ginger: 1,000 bags Bengal were held for 24s; 60 barrels Jamaica went from 68s a 75s for good ordinary to middling. 1,000 bags Pimento chiefly found buyers from 2d½ a 2½d. 100 bales Cinnamon sold from 1s 7d a 1s 9d for thirds to seconds.

TURPENTINE.—French Spirits have declined to 54s.

SUGAR.—The quantity offering at public sale has been small, and the sales have been effected at moderate rates. Of British West India 2,500 hhds sold. 4,295 bags Mauritius were realized at 31s 6d for middling soft grey syrups, and 34s 6d to 36s 6d for low middling to good yellow semi-crystallized. 1,035 bags Bengal were mostly bought in; a few lots sold at 28s a 28s 6d for low yellow Date. Foreign: 238 hhds 216 barrels Porto Rico were disposed of at 30s 6d a 31s for good brown to low greyish yellow, 32s a 34s 6d for low middling to good ditto, and 33s a 35s 6d for middling to good bright yellow. 164 hhds 24 tierces 20 barrels Cuba Muscovado partly sold at 31s 6d to 32s for low middling to middling greyish yellow. Afloat the following cargoes have been sold, viz., three Havana, 3,090 boxes No. 12 at 25s, 3,701 boxes No. 10 to 10½ at 23s 6d, both fully insured for United Kingdom, 1,672 boxes No. 13½ at 26s 6d, foreign insurance for Copenhagen; two Cuba Muscovado for United Kingdom, 729 hhds 73 tierces at 21s 6d, and 842 hhds 21s 6d and 400 boxes No. 10 at 23s.

TALLOW dull.—St. Petersburg Y. C. 40s 6d on the spot, and 42s for the last three month.

TEA.—3,000 pkgs Assam sold at public sale this week at 4d a 6d per lb advance for fine qualities. Not much business doing in China Teas, but holders are firm. Common Congou 1s a 1s 1d per lb.

TIN.—English without change; Blocks 97s, Bars 98s, Refined 100s. Foreign: Straits, 91s, Banca 95s.

WHALEBONE.—A small parcel of inferior Polar has been sold at 490l a 491l.

A private Bombay telegram of June 12 reports an upward tendency both for cotton and for goods and yarns. Exchange lower—1s 11½d. Money tight, and a monetary crisis imminent.

GROCERIES have been dull and drooping, and towards the close sugars have slightly declined. A Havana circular of the 24th reports that market quiet for sugar, but very firm; the demand mostly directed to low grades for the American market; No. 12 8 reals per arroba—50s freight, and 17 per cent premium of exchange—25s 7d sterling per cwt free on board; and 28f 82c per 50 kilos (without freight), exchange on Paris at 4 per cent premium. Last year at this date No. 12—being at 9½ reals, freight 55s, and exchange 9 per cent—stood in at 31s 9d per cwt, free on board. The total export of sugar from the whole island in the year 1864 (including hhds) amounted to the equivalent of 2,656,549 boxes. From the 1st January to the 31st May last it was 1,637,304 boxes against 1,336,853 do in 1864, up to same time, shewing an excess of 300,452 boxes. The weekly supply is now beginning to fall off somewhat, though still exceeding that of the previous year.

A private telegram from Rio, May 24, says: Total sales of coffee between steamers, 85,000 bags; sales for U. S. same time, 25,000 do; stock at date, 100,000 do; price, \$6,600 a \$6,800; shipments to the United States between steamers, 16,000 bags; exchange, 24½d a 24½d; freight, 45s.

The speculation in pork has subsided, and the whole market for provisions closes flat. The provision markets, at home and abroad, do not favor a brisk export.

COTTON.

The market has been very active, and a rise of fully six cents per pound was realized on Wednesday. Since then the market has been rather quiet, and closed weak and slightly lower. A moderate export movement has set in under the favorable intelligence from Liverpool. Sales of the week, 12,000 bales. Receipts 8,196 bales. Exported last week, 1,074 bales. Stock on hand, (estimated) 45,000 bales. We quote:

NEW YORK CLASSIFICATION.

	Upland.	Fla.	Mob.	N. O. & Tex.
Ordinary, per lb.....	29	30	30	30
Good Ordinary.....	34	35	35	35
Middling.....	44	45	45	45
Good Middling.....	47	48	48	48
Middling fair.....	50	51	51	51

Intelligence from the South respecting the deliveries of cotton at the ports is very defective and unsatisfactory. The government monopolizes the telegraph, and the mails from all parts arrive irregularly and at long intervals. The latest authentic intelligence from New Orleans speaks of increased receipts, and middlings quoted at 36a37c. No large quantities of cotton are reported to be passing Cairo. From Mobile, we cannot learn that any cotton is arriving there. A cargo of Government Cotton has arrived thence at this market. At Savannah and Wilmington small quantities are coming forward. At Charleston preparations are being made to bring to market, the cotton in the interior. It would be a high estimate to put the receipts of cotton at the Southern ports for June at 75,000 bales, a quantity that would not leave over 25,000 bales for export.

New Orleans advices to the 16th report as follows:

Arrived since 8th instant of Louisiana and Mississippi, 11,125 bales Lake 82 bales, Montgomery 154, Mobile 354, Texas 104, together 11,819. Cleared since the 8th instant for Liverpool 782, New York 1,357, Boston 579, together 2,718 bales. Stock in warehouses and on shipboard not cleared on the 15th instant, 17,259 bales.

At the date of our last report, the market closed dull and drooping at 27 to 36c for Ordinary, 32 to 34 for Good Ordinary, 35 to 37 for Low Middling, and 40 for Middling, since which, under the influence of heavy receipts from the Red River and discouraging accounts from New York, prices have further declined fully 6c per pound, as will be seen from the following details. On Friday, the first day of the commercial week, the previous depression was increased by the extent of the receipts, and 300 bales changed hands at prices indicating a decline of 1 to 2c per lb. There was no improvement on Saturday, but, holders meeting the demand freely, buyers again came forward and took about 400 bales, mostly on the basis of 35½c for Low Middling. On Monday, there having been some accumulation of stock from the increasing receipts, prices ruled still more in favor of buyers, but the business was of quite limited extent hardly reaching 200 bales, Low Middling selling at the reduced rates of 32 to 34c, showing a further falling off of about 2c per lb. On Tuesday prices exhibited a further decline of 3 to 4c, but the supply being copious and the demand fair at the reduction, the business summed up fully 1,000, Good Ordinary ruling at 26 to 27½c, Low Middling at 29 to 30, and Middling at 32 to 34. There was no material change on Wednesday, when 800 bales changed hands at more irregular prices, the general tendency to a further decline being increased by a material advance in Freights, but checked by a decrease in the quantity pressing on the market. Yesterday the market again opened with an apparent tendency in favor of buyers, but, as the demand became more active, holders evinced renewed stringency in their pretensions, and the sales, which comprised fully 800 bales, were at prices indicating a slight recovery from the previous decline.

This makes a total for the week of 3,500 bales against 1,400 last week and 2,100 the week before.

We now reduce our quotations—Ordinary, 20 to 23c; Good Ordinary, 25 to 28c; Low Middling, 29 to 31c; Middling, 33 to 34c; Strict Middling, 35 to 36c.

STATEMENT OF COTTON.

Stock on hand, September 1, 1864.....	bales.	4,575
Arrived past week.....		11,819
Arrived previously.....		67,192—79,011
		<hr/>
Exported past week.....		2,718
Exported previously.....		63,609—66,327
		<hr/>
Stock on hand and on shipboard.....	bales.	17,259

The very latest from New Orleans is to the 24th. The New Orleans *Delta*, of that date reports:

The daily receipts of our products, from Saturday last to the close of business yesterday, were, according to our marine list, as follows:

	Bla. Cot in Cot'n.	Seed.
June 17.....	53	..
June 18.....	..	..
June 19.....	..	..
June 20.....	1,576	..
June 21.....	103	..
June 22.....	134	..
June 23.....	785	4
June 24.....	3,376	..
	<hr/>	<hr/>
	6,527	4

This brings the total receipts, from the 1st of January last to date to 67,805.

The following circular was issued at the close of business yesterday, for transmission by the mails this morning:

COTTON MARKET REPORT.

NEW ORLEANS, June 24.

Ordinary.....	25	a	27
Good Ordinary.....	30	a	31
Low Middling.....	33	a	34
Middling.....	36	a	..

Heavy orders being on the market, the week's sales reached near 7,000 bales at prices showing an improvement. No freight room and anticipated receipts have restricted the demand to-day; but with little offering, prices are well sustained.

Advices from Liverpool to the 16th June, report: "The market opened quietly, being affected by the decline reported in New York, but the large demand for the Continent, and an active and improving business in Manchester, soon renewed the confidence of holders, and, with an active demand, prices rapidly advanced 1/4d. to 1d. per pound.; and, although to-day there is less doing, prices are maintained at the highest point of the week, and in some cases exceeds for the better grades of *East Indian*."

QUOTATIONS.

Cotton.	Uplands.	Texas.	Orleans.	Sea Islands.
Ordinary.....	15 1/2	15 1/2	15 1/2	16
Good ordinary....	16	16 1/2	16 1/2	16 1/2
Low Middling....	17 1/2	—	17 1/2	—
Middling.....	16 1/2	—	17 1/2	—
Good Middling....	18	—	18 1/2	—
Middling Fair....	18 1/2	—	18 1/2	—
Fair.....	18 1/2	—	19	—

SALES.

	Trade.	Export.	Speculation.	Total this week.	Total this Year.	Same time 1864.
American...	4100	2420	3650	10170	139530	134910
East Indian...	21860	19050	7910	48820	628390	578750
Brazilian....	5400	4400	2580	12280	154020	96980
Egyptian ...	8510	1110	4510	14130	220940	171420
Other Sorts.	9390	3990	6470	19850	209420	197860
Total....	49160	30970	25120	105250	1347800	1251110

IMPORTS.

	This Week.	This Year.	1864.
American.....	1944	126868	105592
East Indian.....	6058	305761	418081
Brazilian.....	2605	152252	111552
Egyptian.....	7681	217871	211058
Other Sorts.....	7673	144083	201548
Total.....	25961	946835	1047771

STOCKS.

	This Day.	1864.
American.....	36360	20460
East Indian.....	134930	130650
Brazilian.....	49580	23400
Egyptian.....	68430	72210
Other Sorts.....	64520	78270
Total.....	353820	330000

COTTON AT SEA.

	This Year.	1864.
East Indian.....	Bales. 439000	Bales. 370000
Brazilian.....	Piculs. 66000	Piculs. 150000
Egyptian.....		

BREADSTUFFS.

Under the combined influence of increased receipts, a decline in gold and sterling exchange, and advanced rates of freight to British ports, there has been a very heavy decline in flour, wheat and corn the past week, while oats and coarser stuffs, being in a measure independent of those influences, have remained comparatively steady. Crop accounts continue very favorable, and the weather throughout the country is generally good for the maturing wheat crops, the gathering of which is now about to commence.

The western markets have declined in sympathy with New York. The attempt to support prices, through a general holding back of supplies, seems to be generally abandoned.

The following are closing quotations in this market:

Flour, Superfine State and Western.....per bbl.	\$5 00	a	\$5 35
do Extra State.....	5 70	a	6 00
do Shipping Roundhoop Ohio.....	6 25	a	6 50
do Extra Western, common to good.....	6 00	a	7 85
do Double Extra Western and St. Louis.....	8 00	a	11 00
do Southern, supers.....	6 50	a	7 40
do Southern, fancy and extra.....	7 50	a	11 50
do Canada, common to choice extra.....	5 90	a	8 25
do Rye Flour, fine and superfine.....	5 00	a	5 50
do Corn meal, Jersey and Brandywine.....	4 65	a	5 15

Wheat, Chicago Spring.....	1 25	a	1 30
do Milwaukee Club.....	1 27	a	1 30
do Red Winter.....	1 35	a	1 40
do Amber Michigan, &c.....	1 45	a	1 50
Corn; Western Mixed.....	70	a	78
do Western White.....	80	a	85
do Western Yellow.....	80	a	88
do Southern Yellow.....	80	a	..
do Southern White.....	Nominal.		
Rye, Western.....	85	a	..
do North River.....	90	a	..
Oats, Western.....	78	a	75
do State.....	68	a	70
do Canada.....	60	a	..
Barley.....	1 00	a	1 30
Barley Malt.....	1 40	a	1 60
White Beans.....	1 00	a	1 50

The receipts and exports of breadstuffs at this market have been as follows:

	RECEIPTS.	Since Jan. 1.	Same time 1864.
Flour, bbls.....	1,879,545	1,872,720	
Corn Meal, bbls.....	185,925	175,920	
Wheat, bush.....	910,210	5,020,970	
Corn, bush.....	2,110,765	1,723,740	
Rye, bush.....	50,180	68,495	
Barley, &c., bush.....	453,185	679,030	
Oats, bush.....	2,256,950	3,220,600	

	EXPORTS.	Since Jan. 1.	Same time 1864.
Flour, bbls.....	681,153	1,096,077	
Cor. Meal, bbls.....	78,344	66,607	
Wheat, bush.....	439,879	6,807,183	
Corn, bush.....	348,529	145,610	

The following will show the weekly receipts of Flour and Grain at the places indicated for the week ending June 24:

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Chicago....	38,692	305,741	731,330	581,201	2,510	14,792
Milwaukee..	6,758	279,811	919	30,958	677	1,150
Toledo....	33,498	208,090	14,371	11,379	..	..
Detroit....	20,392	79,729	5,304	13,114	20	392
Cleveland..	1,703	44,074	6,925	18,317	..	..
Totals....	101,043	917,445	758,849	654,969	3,207	16,334
Prev. week.	103,535	1,009,464	619,914	383,936	7,655	14,443

The following will show the shipments of flour and grain from the ports of Chicago and Milwaukee and Toledo, for the week ending June 24, and destination:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Oats, bu.	Barley, bu.	Rye, bu.
To Buffalo....	26,249	243,144	572,525	426,225	17,550	13,000
To Oswego....	..	180,745	29,825	..	..	..
To Pt. Colb'e..	..	47,860	17,760	..	..	..
To Ogden'b'h..	8,532	7,000	21,660	..	..	..
To Dunkirk...	19,740	1,800	375	..	..	..
To St. Clair...	..	..	200	..	..	..
To Coll'gw'd..	..	9,606	..	..	..	..
To Goderich..	1,162	3,025	500	300	..	..
To Sarnia....	17,957	20,000	8,000	..	..	..
To Whitby....	..	..	3,200	..	..	..
To Kingston..	..	81,615	6,000	..	..	..
To Montreal..	1,047	15,000	11,475	..	..	..
To Oth. Pts..	407	18,560	17,375	500	..	..
By railroad..	11,824	10,510	5,976	19,594	50	392
Totals.....	86,918	638,919	694,861	446,619	17,600	18,392
Prev. week.	81,711	595,727	771,982	360,053	2,000	17,352

The following tables show the receipts and shipments of flour and grain at Chicago from January 1 to June 24, for four years:

RECEIPTS OF FLOUR AND GRAIN AT CHICAGO FOR FOUR SEASONS.

	1865.	1864.	1863.	1862.
Flour.....	388,608	576,561	654,787	717,889
Wheat.....	3,012,212	4,652,152	3,374,116	4,693,134
Corn.....	6,129,678	7,160,822	14,527,220	10,142,475
Oats.....	4,136,736	2,800,172	2,651,800	986,318
Rye.....	205,807	255,576	340,768	449,618
Barley.....	265,255	148,510	148,018	423,594

SHIPMENTS OF FLOUR AND GRAIN FOR FOUR SEASONS.

	1865.	1864.	1863.	1862.
Flour.....	303,833	548,971	696,505	567,165
Wheat.....	2,156,025	4,208,971	2,620,394	4,216,795
Corn.....	6,103,005	4,579,146	13,147,095	7,965,527
Oats.....	3,511,844	4,077,062	2,480,767	740,466
Rye.....	146,558	133,036	267,540	317,547
Barley.....	99,646	73,030	38,876	144,614

The latest advices from Europe are to the 17th June. There are rumors that the crops in Germany promise badly. The British crop promises well. Considerable orders have come out for Flour, Wheat and Corn. The following are the latest Liverpool quotations:

		s. d.	a.	s. d.
Flour.	Extra State	21	0	a 22 6
do	Philadelphia and Baltimore...	21	6	a 22 6
do	Ohio	22	6	a 24 0
do	Canadian	21	6	a 24 6
do	Sour and Heated	18	0	a 20 0
Wheat.	Chicago and Milwaukee.....(per 100 lb.)	8	0	a 8 4
do	Amber Iowa.....	8	6	a 8 8
do	Red and Amber Winter.....	8	4	a 8 10
do	White—Western.....	8	6	a 9 0
do	do Southern.....	9	0	a 9 6
Indian Corn.	(Yellow.....(per 480 lb.)	28	6	a 0 0
do	Mixed	23	6	a 0 0

THE DRY GOODS TRADE.

FRIDAY, June 30.

The spring and summer season is drawing to a close with the wholesale houses. The auction sales have, for the present, ceased to have any significance. The catalogues embrace goods suited to the wants of the local and near-by dealers, who are about the only buyers at the moment, and it is probable that very little will be done for a month to come. The season, on the whole, has been a prosperous one. The country was quite bare of goods, and attracted by the relative cheapness, (as compared with a year ago,) people have bought freely. Very little has been done with that part of the South which has been more recently reclaimed to the federal dominion; but with New Orleans a better business has been done than during the war.

Confidence as respects the coming fall season is strong. But grave doubts cling to the prospect. The past week has shown how a very moderate revival of exports will effect the gold market. Shipments of bullion have nearly ceased; the premium has declined; this has in turn carried down the price of breadstuffs and provisions, so that the export demand, instead of having the effect to steady prices, (as would be the case were our currency in a normal condition,) produces the contrary result; the greater the export, the lower the premium on gold, and the lower prices of the great staples will decline. This simple statement of the case will show how unfortunate is the position in which is placed the trade in the great staples of the West. If any considerable quantity of cotton should be procured for export it would only add to the difficulties of the Western farmers. They will be strongly tempted to withhold their crops from market, in hopes of obtaining higher prices. This has, undoubtedly, been already done to a considerable extent; but it has failed of its object; prices of breadstuffs are mainly down to an export basis; and the attempt to retard supplies threatens to have its usual termination—to precipitate the decline it was designed to prevent, and cause a temporary fall in prices that will be exceedingly discouraging, and in many cases ruinous.

How far disproportionately low prices for breadstuffs and provisions are likely to effect the demand for goods, the intelligent merchant will judge with accuracy. Probably experience will show that the influence of the great struggle through which we have passed, will be found to be on the side of substantial fabrics, whether of high or low cost. Tawdry and flashy imitations are, from the very nature of the case, not likely to hold the large space they have heretofore done in a stock of goods. The feeble efforts of the "Biddies" to rival the fashionable appearance of their mistresses, as seen in the past two years, will best illustrate this point.

Domestic cotton goods while presenting an aspect of firmness, are still unsettled. Leading styles fluctuate almost daily. There is the greatest timidity among manufacturers and commission houses. This is owing to the margin for decline, which, under very favorable circumstances to the increase of production, may take place. The consumption of cotton by the mills in the Northern States is now about one thousand bales daily—perhaps a few more—a quantity not likely to result, even at present prices, in an overstock of goods. And yet manufacturers carefully guard against any accumulation of goods. We have to notice this week an improvement in a few goods; but it is due wholly to the fact that at the moment the supply on the market is reduced almost to barrenness; very slight arrivals might put down prices.

The trade is now, as it were, between two seasons; this circumstance has some influence upon prints and printing cloths, causing some irregularity. The probable supply of cotton to be obtained from the Southern States is earnestly, not to say anxiously, discussed. The prevailing impression is, that through the disorganization of labor, and the unsettled status of landed property, there is little hope that the former growth of cotton will be reached for some years to come. Yet there is some uneasiness lest the large

quantity of cotton known to be on the Southern plantations shall, under the stimulus of high but declining prices, be precipitated upon the market faster than it can well receive it, cause a panic and decline in price much below what the general aspect of the market would warrant. This danger will have to be guarded against—perhaps to point it out will be sufficient to ward it off.

STANDARD BROWN SHEETINGS have advanced materially, and close very firm at 31 a 32½c. for full weights—lighter goods in proportion. The stock was very much reduced early in the week, and it was with the greatest difficulty that a small order could be filled. The arrivals, however, are closed quickly by the commission houses, who, as we have said, are very averse to any accumulation. They do not mind a reduction of one or two cents per yard to avoid it.

BLEACHED GOODS are without improvement as to price, but have been more active. Several marks have been closed out at full prices, and the prices of standard goods are well supported. They are generally gold —.

PRINTS are in light supply, but there is some irregularity as to prices. The best makes on good styles, on dark ground, bring 27 a 27½c., among which are Cochecho, Merrimac, and Spragues. Some first class goods on light grounds have been closed out for the season at 25c.

PRINTING CLOTHS are firm; 64x64 for immediate delivery are worth 19c. For August delivery prices are firm at 17c.

DELAINES are closed out from first hands—are jobbing at 23c.; challies, 25c. There is the greatest aversion to carrying these goods over.

TICKS are in very light supply, and firm; Amoskeag, A 57½; Hamilton, regular, 60c.

DENIMS.—Commission houses keep these goods in light stock, and although the demand is small, prices are supported. Amoskeag, 65c.; York, 60c.; Union, 50c.

CORSET JEANS are firm—the better grades 31½ a 32c.

DRILLS.—Regular China drills are scarce and firm at 30c.

WOOLEN GOODS are firm, especially for fine heavy fabrics, of which the production has been hardly equal to the demand. Good styles of Union goods are also wanted at full prices, and the prime makes of satinets bring more money. The whole of the old regular trade shows great confidence; apprehensions that prices would be broken down through a decline in the raw material and prices of labor, are not now generally entertained. Army flannels and packages are of course very quiet. Carpets are dull, and scarcely so firm.

FOREIGN GOODS are in very light stock, either in bond or in the hands of jobbers, and trade, except for a local demand, is very quiet. All indications, however, point to a large importation for the coming season, and a brisk trade. The goods ordered, to judge from views entertained by importers, are of a higher cost than before the war.

The importation of dry goods at this port, for the past week, and the corresponding week of 1864, have been as follows:

ENTERED FOR CONSUMPTION.			
	1864.	1865.	
Manufactures of Wool.....	27,390	291,123	
do Cotton.....	24,714	185,481	
do Silk.....	191,281	288,445	
do Flax.....	11,899	217,217	
do Miscellaneous.....	8,022	28,725	
Total Entered for Consumption.....	2,85806	960,971	
WITHDRAWN FROM WAREHOUSE.			
Manufactures of Wool.....	14,835	128,092	
do Cotton.....	7,780	26,279	
do Silk.....	47,445	74,884	
do Flax.....	27,898	82,885	
do Miscellaneous.....	2,343	3,029	
Total Withdrawals.....	98,800	314,619	
Add Entered for Consumption.....	258,806	960,971	
Total Marketed.....	257,106	1,275,580	
ENTERED FOR CONSUMPTION.			
Manufactures of Wool.....	202,822	303,075	
do Cotton.....	86,051	17,152	
do Silk.....	48,466	83,318	
do Flax.....	7,864	26,360	
do Miscellaneous.....	67,405	5,118	
Total Warehoused.....	362,108	435,018	
Add Entered for Consumption.....	258,806	960,971	
Total Entered at Port.....	620,414	1,395,989	

PRICES CURRENT.

WHOLESALE.

All goods deposited in public stores or bonded warehouses must be withdrawn therefrom, or the duties thereon paid within one year from the date of the original importation, but may be withdrawn by the owner for exportation to Foreign Countries, or may be transhipped to any port of the Pacific, or Western Coast of the United States, at any time before the expiration of three years from the date of the original importation, such goods on arrival at a Pacific or Western port, to be subject to the same rules and regulations as if originally imported there; any goods remaining in public store or bonded warehouse beyond three years shall be regarded as abandoned to the Government, and sold under such regulations as the Secretary of the Treasury may prescribe.

In addition to the duties noted below, a discriminating duty of 10 per cent. ad val. is levied on all imports under flags that have no reciprocal treaties with the United States.

On all goods, wares, and merchandise, of the growth or produce of Countries East of the Cape of Good Hope, when imported from places this side of the Cape of Good Hope, a duty of 10 per cent. ad val. is levied in addition to the duties imposed on any such articles when imported directly from the place or places of their growth or production; Raw Cotton and Raw Silk excepted.

The ton in all cases to be 2,240 lb.

Ashes—Duty: 15 per cent ad val. Produce of the British North American Provinces, free. Receipts less liberal. Market firm.

Pot, 1st sort..... per 100 lb @ 7 50
Pearl, 1st sort..... 7 50 @ 8 00

Anchor—Duty: 2 1/2 cents per lb.

Of 209 lb and upward..... per lb 13 @ 13

Barilla—Duty free.

Teneriffe..... per ton .. @ ..

Beeswax—Duty, 20 per cent ad val. Small sales.

Yellow, Western and South..... per lb 43 @ 50

Bones—Duty, on invoice 10 per cent.

Rio Grande shin..... per ton 35 .. @ ..

Bread—Duty, 30 per cent ad val.

Pilot..... per lb .. @ 5 1/4

Navy..... .. @ 4 1/4

Crackers..... 9 @ 14

Breadstuffs—See special report.

Bristles—Duty, 15 cents; hogs hair, 1 per lb.

American, gray and white..... per lb 50 @ 1 62 1/2

Candles—Duty, tallow, 2 1/2; spermaceti and wax, 8; stearine and adamantine, 5 cents per lb.

Very moderate jobbing trade.

Sperm, plain..... per lb 35 @ ..

Sperm, patent..... 45 @ 50

Stearic..... 80 @ 81

Adamantine (boxes) (light weights) 21 @ 24

Cement—Rosendale..... per bbl .. 1 60

Chains—Duty, 2 1/2 cents per lb.

One inch and upward..... per lb .. @ 9 1/4

Coal—Duty, bituminous, \$1 25 per ton of 28 bushels, 80 lb to the bushel; other than bituminous, 40 cents per 28 bushels of 80 lb per bushel.

The auction sales Wednesday showed a slight improvement in anthracite.

Liverpool Orrel..... per ton of 2,240 lb .. @ ..

Liverpool House Cannel..... .. @ ..

Nova Scotia..... .. @ 8 50

Anthracite, by dealers per ton of 2000 lb 8 50 @ 10 00

Cocoa—Duty, 3 cents per lb.

Very quiet.

Caracas..... (in bond)..... per lb .. @ ..

Maracaibo..... do..... .. @ ..

Guayaquil..... do..... 55 @ 60

Para..... do..... 20 @ ..

St. Domingo..... do..... .. @ ..

Coffee—Duty: When imported direct in American or equalized vessels from the place of its growth or production; also, the growth of countries this side the Cape of Good Hope when imported indirectly in American or equalized vessels, 5 cents per lb; all other 10 per cent ad valorem in addition.

There has been a fair business in Rio, sellers yielding a fraction.

Java..... per lb .. 38 @ 34 1/4

Rio, prime..... gold, .. @ 22 1/4

do good..... cash, .. @ 22

do fair..... duty .. @ 20 1/4

do ordinary..... paid .. @ 18 1/4

do fair to good cargoes..... .. @ 19

do fair to good cargoes, (gold, in bond)..... .. @ 14

Laguayra..... .. @ 31 1/4

Maracaibo..... .. @ 29

Jamaica..... .. @ 28 1/4

St. Domingo..... gold .. @ 18

do (in bond)..... gold .. @ 12 1/4

Copper—Duty, pig, bar, and ingot, 2 1/2; old copper, 2 cents per lb; manufactured, 30 per cent ad val; sheathing copper and yellow metal, in sheets 42 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 1/2 cents per lb. All cash.

Very dull, but none inquiring for ingot at the close.

Sheathing, new..... per lb .. @ 45

Sheathing, &c., old..... .. @ ..

Sheathing, yellow..... .. @ 35
Pig, Chile..... .. @ ..
Boltz..... .. @ 45
Braziers..... .. @ 45
American ingot..... 28 1/4 @ 29 1/4

Cordage—Duty, tarred, 8; untarred Manila, 2 1/2; other untarred, 3 1/2 cents per lb.

Market more active.

Manila..... per lb 21 @ 22

Tarred Russia..... .. @ ..

Tarred American..... .. @ 19

Bolt Rope, Russia..... .. @ 27

Corks—Duty, 50 per cent ad val.

1st regular, quarts..... per gross 48 @ 50

1st regular, pints..... 39 @ 40

Mineral..... 50 @ 52

Phial..... 10 @ 50

Cotton—See special report.

Drugs and Dyes—Duty, Alcohol, 40 cents per gallon; Aloes, 6 cents per lb; Alum, 60 cents per 100 lb; Argols, 6 cents per lb; Arsenic and Assafetida, 20; Antimony, Crude and Regulus, 10; Arrowroot, 80 per cent ad val; Balsam Capivi, 20; Balsam Tolu, 30; Balsam Peru, 50 cents per lb; Callisaya Bark, 30 per cent ad val; Bi Carb. Soda, 1 1/4; Bi Chromate Potash, 3 cents per lb; Bleaching Powder, 80 cents per 100 lb; Refined Borax, 10 cents per lb; Crude Brimstone, \$6; Roll Brimstone, \$10 per ton; Flor Sulphur, \$20 per ton, and 15 per cent ad val; Crude Camphor, 30; Refined Camphor, 40 cents per lb; Carb. Ammonia, 20 per cent ad val; Cardamoms and Cantharides, 50 cents per lb; Castor Oil, \$1 per gallon; Chlorate Potash, 6; Caustic Soda, 1 1/4; Citric Acid, 10; Copperas, 1/2; Cream Tartar, 10; Cubebs, 10 cents per lb; Cutch, 10; Chamomile Flowers, 20 per cent ad val; Epsom Salts, 1 cent per lb; Extract Logwood, Flowers Benzols and Gamboge, 10 per cent; Ginseng, 20; Gum Arabic, 20 per cent ad val; Gum Benzoin, Gum Kowrie, and Gum Damar, 10 cents per lb; Gum Myrrh, Gum Senegal, Gum Geeda and Gum Tragacanth, 20 per cent ad val; Hyd. Potash and Resublimed Iodine, 75; Ipecac and Jalap, 50; Lic. Pasta, 10; Manna, 25; Oil Anis, Oil Lemon, and Oil Orange, 50 cents; Oil Cassia and Oil Bergamot, \$1 per lb; Oil Peppermint, 50 per cent ad val; Opium, \$2 50; Oxalic Acid, 4 cents per lb; Phosphorus, 20 per cent ad val; Pruss. Potash, Yellow, 5; Red do, 10; Rhubarb, 50 cents per lb; Quicksilver, 15 per cent ad val; Sal Aratus, 1 1/2 cents per lb; Sal Soda, 1/2 cent per lb; Sarsaparilla and Senna, 20 per cent ad val; Shell Lac, 10; Soda Ash, 1/4; Sugar Lead, 20 cents per lb; Sulph. Quinine, 45 per cent ad val; Sulph. Morphine, \$2 50 per oz; Tartaric Acid, 20; Verdigris, 6 cents per lb; Sal Ammoniac, 20; Blue Vitriol, 25 per cent ad val; Etherial Preparations and Extracts, \$1 per lb; all others quoted below, FREE. Most of the articles under this head are now sold for cash. (All nominal.)

There is only a more retail demand.

Aloes, Cape..... .. @ 85

Aloes, Socotrine..... per lb 85 @ ..

Alum..... .. @ 4 1/4

Annato, fair to prime..... 50 @ 70

Antimony, Regulus of..... 14 1/4 @ 15

Argola, Crude, Oporto..... 35 @ 40

Argola, Refined..... (gold) 29 @ 29 1/4

Arsenic, Powdered..... 4 @ ..

Assafetida..... 25 @ 40

Balsam Capivi..... (gold) 41 @ ..

Balsam Tolu..... .. @ 70

Balsam Peru..... .. @ 2 60

Bark, Callisaya..... .. @ 1 75

Berries, Parisian..... .. @ 55

Bi Carb. Soda, Newcastle..... 6 1/2 @ 7

Bi Chromate Potash..... 22 @ ..

Bleaching Powder..... 3 @ 3 1/4

Borax, Refined..... 30 @ 31

Brimstone, Crude..... per ton 62 50 @ 65 00

Brimstone, Am. Roll..... per lb 5 @ ..

Brimstone, Elor Sulphur..... 6 1/4 @ 6 1/2

Camphor, Crude, (in bond)..... .. @ 35

Camphor, Refined..... 95 @ 1 00

Cantharides..... .. @ 1 70

Carbonate Ammonia, in bulk..... 18 @ 19

Cardamoms, Malabar..... 3 15 @ 3 40

Castor Oil (cases)..... per gallon 3 40 @ ..

Chamomile Flowers..... per lb 30 @ 50

Chlorate Potash..... 58 @ 60

Caustic Soda..... (gold) 5 @ 5 1/4

Citric Acid..... do 60 @ 62

Cochineal, Honduras..... do 85 @ 88

Cochineal, Mexican..... do 75 @ 77 1/2

Copperas, American..... 1 1/4 @ 2

Cream Tartar, prime..... (gold) 33 1/4 @ 34

Cubebs, East India..... 45 @ ..

Cutch..... 12 1/4 @ 13 1/4

Epsom Salts..... .. @ 3 1/4

Extract Logwood..... .. @ 14

Flowers, Benzoin..... per oz. 60 @ 80

Gambier..... per lb 7 1/2 @ 8

Gamboge..... 95 @ 1 00

Ginseng, Southern and Western..... 80 @ 90

Gum Arabic, Picked..... 65 @ 85

Gum Arabic, Sorts..... 34 @ 86

Gum Benzoin..... 1 00 @ ..

Gum Kowrie, good to prime rough..... 28 @ 30

Gum Geddah..... 19 @ 20

Gum Damar..... 36 @ ..

Gum Myrrh, East India..... .. @ 40

Gum Myrrh, Turkey..... 70 @ ..

Gum Senegal..... .. @ 55

Gum Tragacanth, Sorts..... 40 @ 45

Gum Tragacanth, white flakey..... 85 @ 1 00

Hyd. Potash, French and English..... (gold) 3 20 @ 3 35

Iodine, Resublimed..... 5 50 @ ..

Ipecacuanha, Brazil..... .. @ 5 50

Jalap..... 3 00 @ 3 50

Lac Dye, good and fine..... 40 @ 70

Licorice Paste, Calabria..... 45 @ 48

Licorice Paste, Sicily..... 23 @ 24

Licorice Paste, Spanish Solid..... 33 @ 38

Licorice Paste, Greek..... 30 @ ..

Madder, Dutch..... (gold) 8 1/4 @ 8 1/4

Madder, French, E. X. F. F. do..... 9 @ ..

Manna, large flake..... 1 00 @ 1 25

Manna, small flake..... .. @ ..

Manna, Sorts..... .. @ ..

Nutgalls, Blue Aleppo..... 80 @ 90

Oil Anis..... 2 75 @ ..

Oil Cassia..... 5 00 @ ..
Oil Bergamot..... 8 25 @ 8 50
Oil Lemon..... 4 75 @ 5 00
Oil Peppermint, pure, in tin..... 5 25 @ 5 75
Opium, Turkey..... (gold) 5 87 1/4 @ ..
Oxalic Acid..... .. @ 65

Phosphorus..... 1 00 @ ..

Prussiate Potash..... 39 @ 41

Quicksilver..... (gold) 53 @ ..

Rhubarb, China..... 3 00 @ ..

Sal Aratus..... .. @ 20

Sal Ammoniac, Refined..... 14 @ ..

Sal Soda, Newcastle..... 24 @ ..

Sarsaparilla, Hond..... 40 @ ..

Sarsaparilla, Mex..... 25 @ ..

Seneka Root..... 60 @ ..

Senna, Alexandria..... 24 @ ..

Senna, East India..... 18 @ 22

Shell Lac..... 60 @ 65

Soda Ash (80 per cent)..... (gold) 24 @ ..

Sugar Lead, White..... 40 @ ..

Sugar Lead, Brown..... .. @ 40

Sulphate Quinine..... per oz. 2 20 @ 2 25

Sulphate Morphine..... 8 10 @ ..

Tartaric Acid..... (gold)..... per lb 58 @ 60

Verdigris, dry and extra dry (gold) 30 @ ..

Vitriol, Blue..... 14 @ ..

Duck—Duty, 30 per cent ad val.

Ravens, Light..... per pce 16 00 @ ..

Ravens, Heavy..... 22 00 @ ..

Scotch, Goureck, No. 1..... 26 00 @ ..

Cotton, Phenix, No. 1..... per yard 0 95 @ ..

Dye woods—Duty free.

Most kinds scarce, demand moderate.

Camwood..... (gold)..... per ton .. @ ..

Fustic, Cuba..... 45 00 @ 48 00

Fustic, Tampico..... 24 @ ..

Fustic, Tabasco..... .. @ ..

Fustic, Savanilla..... (gold) .. @ 22 00

Fustic, Maracaibo..... do .. @ ..

Logwood, Laguna..... .. @ ..

Logwood, Campeachy..... (gold) .. @ ..

Logwood, Hond..... 35 00 @ 40 00

Logwood, Tabasco..... (gold) 24 00 @ 25 00

Logwood, St. Domingo..... 25 00 @ ..

Logwood, Jamaica..... .. @ ..

Lima Wood..... (gold) 60 00 @ 60 00

Barwood..... (gold) 30 00 @ ..

Sapan Wood, Manila..... .. @ 55 00

Feathers—Duty: 30 per cent ad val.

Prime Western..... per lb .. 65 @ 0 67 1/2

do Tennessee..... 5 80 @ 5 00

Fire Crackers—Duty: \$1 per box of 40 packs.

Canton, 40 packs, No. 1, (cash) .. @ 6 00

Fish—Duty, Mackerel, \$2; Herrings, \$1; Salmon, \$3; other pickled, \$1 50 per bbl.; on other Fish, Pickled, Smoked, or Dried, in smaller pkgs. than barrels, 50 cents per 100 lb. Produce of the British North American Colonies, FREE.

Quiet. Unchanged.

Dry Cod..... per cwt. 6 75 @ 7 00

Dry Scale..... 6 25 @ 6 75

Pickled Cod..... per bbl. .. @ 7 00

Mackerel, No. 1, Mass. Shore..... .. @ ..

Mackerel, No. 1, Bay..... 13 50 @ 14 00

Mackerel, No. 2, Mass. Shore..... 16 00 @ 16 50

Mackerel, No. 2, Bay..... 12 50 @ 13 00

Mackerel, No. 2, Halifax..... 10 25 @ 11 50

Mackerel, No. 3, Halifax..... 10 25 @ 10 75

Mackerel, No. 3, Small..... .. @ ..

Salmon, Fickled, No. 1..... 33 00 @ 35 00

Salmon, Pickled..... per ton .. @ ..

Shad, Connecticut, No. 1..... per hf. bbl. .. @ 16 00

Herring, Sealed..... per box 35 @ ..

Herring, No. 1..... 25 @ 30

Herring..... per bbl. 5 00 @ 6 50

Flax—Duty: \$15 per ton. per lb 11 1/4 @ 17

Fruit—Duty: Raisins, Currants, Figs, Plums and Prunes, 5; Shelled Almonds, 10; Almonds, 6; other nuts, 2; Dates, 2; Pea Nuts, 1; Shelled do, 1 1/4; Filberts and Walnuts, 3 cents per lb; Sardines, 50; Preserved Ginger, 50; Green Fruits, 25 per cent ad val.

Raisins, Seedless..... per hf. cask .. @ ..

do Laver (new)..... per box .. @ 6 20

do Bunch (new)..... 5 40 @ 5 50

Currants (new)..... per lb 12 1/4 @ 13

Citron, Leghorn..... 24 @ 25

Turkish Prunes..... 18 @ 19

Dates..... 18 @ 20

Almonds, Languedoc..... 26 @ 26 1/4

Table listing various animal skins and their prices, including Opossum, Raccoon, Skunk, and Deer skins.

Glass—Duty, Cylinder or Window Polished Plate not over 10x15 inches, 2 1/2 cents per square foot; larger and not over 16x24 inches, 4 cents per square foot; larger and not over 24x39 inches 6 cents per square foot; above that, and not exceeding 24x60 inches, 20 cents per square foot; all above that, 40 cents per square foot; on unpolished Cylinder, Crown, and Common Window, not exceeding 10x15 inches square, 1 1/2; over that, and not over 16x24, 2; over that, and not over 24x30, 2 1/2; all over that, 3 cents per sq. ft.

Table listing various sizes of glass windows and their prices, such as 6x8 to 8x10, 8x11 to 10x15, etc.

(The above is subject to a discount of 40 per cent.)

Table listing various sizes of French windows and their prices, such as 6x8 to 8x10, 8x11 to 10x15, etc.

(Subject to a discount of 35 @ 40 per cent.)

Gunny Bags—Duty, valued at 10 cents or less, per square yard, 3; over 10, 4 cents per sq. ft.

Calcutta, light and heavy per pce 26 @ 27

Gunny Cloth—Duty, valued at 10 cents or less per square yard, 3; over 10, 4 cents per sq. ft.

Calcutta, standard per yard @ 21 1/2

Gunpowder—Duty, valued at 20 cents or less per lb, 6 cents per lb, and 20 per cent ad val; over 20 cents per lb, 10 cents per lb and 20 per cent ad val.

Blasting (A) per keg of 25 lb @ 6 50

Shipping and Mining @ 6 50

Rifle 8 50 @ 48

Sporting, in 1 lb canisters per lb @ 1 15

Hair—Duty FREE.

Rio Grande, mixed (cash) per lb 30 @ 31

Buenos Ayres, mixed 27 @ 28

Hog, Western, unwashed 10 @ 12

Hay—North River, Shipping per 100 lb 0 95 @ 1 00

Hemp—Duty, Russian, \$40; Manila, \$25; Jute, \$15; Italian, \$40; Sunn and Sisal, \$15 per ton; and Tampico, 1 cent per lb.

Sales, Manila 10c. gold.

American, Dressed per ton 260 00 @ 270 00

do Undressed 155 00 @ 165 00

Russia, Clean @ 180 00 @ 190 00

Jute 180 00 @ 190 00

Table listing various types of honey and their prices, including California, Dry Salted, Green Salted, etc.

Honey—Duty, 20 cents per gallon.

Cuba (duty paid) per gallon @ 10

Hops—Duty: 5 cents per lb. Dull and unsettled.

Crop of 1864 per lb 10 @ 35

do of 1863 5 @ 20

Horns—Duty, 10 per cent ad val. Produce of the British North American Provinces FREE.

Ox, Rio Grande per C 13 00 @ 18 00

Ox, American, selected 13 00 @ 15 00

India Rubber—Duty, 10 per cent ad val.

Para, Fine per lb @ 70

Para, Medium @ 70

Para, Coarse @ 70

East India @ 47 @ 48

Carthagen, etc. @ 47 @ 48

Guayaquil @ 47 @ 48

Indigo—Duty FREE.

Bengal per lb 1 65 @ 2 40

Oude 1 30 @ 1 60

Kurpan 1 10 @ 1 70

Madras 75 @ 1 40

Manila 90 @ 1 40

Guatemala 1 80 @ 1 70

Caracas (gold) 85 @ 90

Iron—Duty, Bars, 1 to 1 1/2 cents per lb; Railroad, 70 cents per 100 lb; Boiler and Plate, 1 1/2 cents per lb; Sheet, Band, Hoop, and Scroll, 1 1/2 to 1 3/4 cents per lb; Pig, \$9 per ton; Polished Sheet, 3 cents per lb.

Market very quiet.

Pig, Scotch, Best, No 1 (cash) per ton 40 00 @ 45 00

Pig, American, No. 1 35 00 @ 36 00

Bar, Swedes, assorted sizes (in gold) @ 92 50

Bar Swedes, assorted sizes (STORE PRICES) 160 00 @ 170 00

Bar, English and American, Refined 105 00 @ 110 00

do do do Common 95 00 @ 100 00

Scroll, English 140 00 @ 200 00

Ovals and Half Round, English 130 00 @ 140 00

Band, English 135 00 @ 145 00

Table listing various types of wood and their prices, including White oak, pipe, light, do pipe, culls, do hhd., extra, etc.

Red oak, hhd., heavy @ 70 00

do hhd., light @ 70 00

do bbl., extra @ 125 00

do bbl., heavy @ 90 00

do bbl., light @ 55 00

do bbl., culls @ 40 00

do hhd., light @ 40 00

do hhd., heavy @ 70 00

do hhd., light @ 70 00

do hhd., heavy @ 70 00

do hhd., light @ 70 00

do hhd., heavy @ 70 00

do hhd., light @ 70 00

do hhd., heavy @ 70 00

do hhd., light @ 70 00

do hhd., heavy @ 70 00

do hhd., light @ 70 00

do hhd., heavy @ 70 00

do hhd., light @ 70 00

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do hhd., light @ 70 00

do hhd., heavy @ 70 00

do hhd., light @ 70 00

do hhd., heavy @ 70 00

do hhd., light @ 70 00

do hhd., heavy @ 70 00

ment is the sale of several hundred brls. Refined in bond, buyers option for the fall months at 85 a 86c.

Table with 3 columns: Item, Price, and Unit. Includes Crude, Refined, Naptha, Residuum.

Plaster Paris—Duty: lump, free; calcined, 20 cent ad val.

Table with 3 columns: Item, Price, and Unit. Includes Blue Nova Scotia, White Nova Scotia, Calcined, eastern, Calcined, city mills.

Provisions—Duty: cheese and butter, 4 cents; beef and pork, 1 cent; hams, bacon, and lard, 2 cents.

The speculation in Pork has partially broken down, and the market closes very weak at 24 a 24.25 for new mess.

Table with 3 columns: Item, Price, and Unit. Includes Beef, Pork, Lard, Hams, Shoulders, Beef hams, Butter, Cheese.

Rice—Duty: cleaned 2 1/2 cents per lb.; paddy 10 cents, and uncleaned 2 cents per lb.

Table with 3 columns: Item, Price, and Unit. Includes Carolina, East India, Patna, cargo styles.

Salt—Duty: sack, 24 cents per 100 lb; bulk, 18 cents per 100 lb.

Table with 3 columns: Item, Price, and Unit. Includes Turks Islands, Cadiz, Liverpool, do fine, do fine, do fine.

Saltpetre—Duty: crude, 2 1/2 cents; refined and partially refined, 3 cents; nitrate soda, 1 cent per lb.

Table with 3 columns: Item, Price, and Unit. Includes Refined, pure, Crude, Nitrate soda.

Seeds—Duty: linseed, 16 cents; hemp, 1 cent per lb; canary, \$1 per bushel of 60 lb; and grass seeds, 30 cent ad val.

Table with 3 columns: Item, Price, and Unit. Includes Clover, Timothy, Canary, Linseed, do American, do Calcutta, do Calcutta, do Bombay.

Shot—Duty: 2 1/2 cents per lb.

Table with 3 columns: Item, Price, and Unit. Includes Drop, Buck.

Silk—Duty: free. All thrown silk, 35 cent.

Table with 3 columns: Item, Price, and Unit. Includes Tealeas, Taysaams, Canton, Japan, China.

S soap—Duty: 1 cent per lb, and 25 cent ad val.

Table with 3 columns: Item, Price, and Unit. Includes Castile.

Spelter—Duty: in pigs, bars, and plates, \$1.50 per 100 lb.

Table with 3 columns: Item, Price, and Unit. Includes Plates, foreign, do domestic.

Spices—Duty: mace, 40 cents; nutmegs, 50; cassia and cloves, 20; pepper and pimento, 15; and ginger root, 5 cents per lb. (All cash.)

Table with 3 columns: Item, Price, and Unit. Includes Cassia, Ginger, Mace, Nutmegs, Pepper, Pimento, Cloves.

Spirits—Duty: Brandy, first proof, \$3 per gallon, other liquors, \$2.50.

Table with 3 columns: Item, Price, and Unit. Includes Brandy, Cognac, Rum, St. Croix, Gin, Whisky.

Domestic Liquors—Cash.

Table with 3 columns: Item, Price, and Unit. Includes Alcohol, Brandy, Rum, Whisky.

Steel—Duty: bars and ingots, valued at 7 cents per lb or under, 2 1/2 cents; over 7 cents and not above 11, 3 cents per lb; over 11 cents, 3 1/2 cents per lb and 10 cent ad val. (Store prices.)

Table with 3 columns: Item, Price, and Unit. Includes English, German, American, Milan.

Sugar—Duty: on raw or brown sugar, not above No. 12 Dutch standard, 8; on white or clayed, above No. 12 and not above No. 15 Dutch standard, not refined, 8 1/2; above 15 and not over 20, 4; on refined, 5; and on Molado, 2 1/2 cents per lb.

There has been a very large business, equal to 10,000 hhd.

Table with 3 columns: Item, Price, and Unit. Includes New Orleans, St. Croix, Porto Rico, Cuba, Muscovado, White, Manila, Melado, Stuarts' loaf.

Sumac—Duty: 10 cent ad val.

Table with 3 columns: Item, Price, and Unit. Includes Sicily.

Tallow—Duty: 1 cent per lb. Product of the British North American Provinces, free.

Table with 3 columns: Item, Price, and Unit. Includes American, prime, country and city.

Teas—Duty: 25 cents per lb.

Table with 3 columns: Item, Price, and Unit. Includes Hyson, Young Hyson, Gunpowder, Japan, Oolong, Souchong.

Tin—Duty: pig, bars, and block, 15 cent ad val. Plate and sheets and terne plates, 2 1/2 cents per lb.

Table with 3 columns: Item, Price, and Unit. Includes Banca, Straits, English, Plates, Terne, do charcoal.

Tobacco—Duty: leaf 38 cents per lb; and manufactured, 50 cents per lb.

Table with 3 columns: Item, Price, and Unit. Includes Kentucky, Lugs and low leaf, Medium to good, Fine to select.

Table with 3 columns: Item, Price, and Unit. Includes Connecticut and N. York, Pennsylvania and Ohio, do do running loils.

Table with 3 columns: Item, Price, and Unit. Includes Havana, Yara, Cuba, Ambelema, Giron, and Carmen.

Table with 3 columns: Item, Price, and Unit. Includes 5's and 7's, 10's and 12's, Half pounds, 32's, Negrohead twist.

Table with 3 columns: Item, Price, and Unit. Includes Pounds, Navy pounds, do.

Whalebone—Duty: foreign fishery, 3 cent ad val.

Table with 3 columns: Item, Price, and Unit. Includes South Sea, Northwest coast, Ochotsk, Arctic.

Wine—Duty: value set over 50 cents per gallon 20 cents per gallon and 25 cent ad valorem; over 50 and not over 100, 50 cents per gallon and 25 cent ad valorem; over \$1 per gallon, \$1 per gallon and 25 cent ad val.

Table with 3 columns: Item, Price, and Unit. Includes Madeira, Sherry, Port, Burgundy port, Lisbon, Sicily, Red, Spanish and Sicily, Marseilles, Malaga, Claret, do low grades.

Wire—Duty: No. 0 to 18, uncovered, \$2 to \$3.50 per 100 lb, and 15 cent ad val.

Table with 3 columns: Item, Price, and Unit. Includes No. 0 to 18, No. 19 to 36, Telegraph.

Wool—Duty: costing 12 cents or less per lb, 8 cents per lb; over 12 and not more than 24, 6 cents; over 24 and not over 32, 10, and 10 cent ad valorem; over 32, 12 cents per lb, and 10 cent ad valorem; on the skin, 20 cent ad val. Produce of the British North American Provinces, free.

The market is quiet firm at the reduced figures, and has shown more activity for consumption. Speculation, however, is quite inactive.

Table with 3 columns: Item, Price, and Unit. Includes American, Saxony, do full blood, do 1/4 and 3/4 Merino, Extra, Superfine, California, Peruvian, Chilian, Valparaiso, S. American, Cape Good Hope, East India, African, Mexican, Smyrna, Syrian.

Zinc—Duty: pig or block, \$1.50 per 100 lb; sheet, 2 1/2 cents per lb.

Table with 3 columns: Item, Price, and Unit. Includes Sheet.

Freights—To LIVERPOOL:

Table with 3 columns: Item, Price, and Unit. Includes Cotton, Flour, Petroleum, Heavy goods, Oil, Corn, Wheat, Beef, Pork.

To LONDON:

Table with 3 columns: Item, Price, and Unit. Includes Heavy goods, Oil, Flour, Petroleum, Beef, Pork, Wheat, Corn, Bulk and bags.

To GLASGOW:

Table with 3 columns: Item, Price, and Unit. Includes Flour, Wheat, Corn, Bulk and bags, Petroleum, Heavy goods, Oil, Beef, Pork.

To HAVRE:

Table with 3 columns: Item, Price, and Unit. Includes Cotton, Hops, Beef and pork, Measurement goods, Wheat, Flour, Petroleum, Lard, Ashes, To Melbourne, To Sydney, To San Francisco, Measurement goods, Heavy goods, Coal.

There have been large shipments of Flour, Wheat, and Corn to Great Britain, both direct, and to Penarth Roads, for orders, and rates close firm at quotations, with an upward tendency. The shipments of Cotton and Provisions are less active.

The Railway Monitor.

EPITOME OF RAILWAY NEWS.

The line of travel is now open from Weldon to Petersburg. Travelers can go from Raleigh to Petersburg in twenty-four hours, and from Raleigh to Baltimore in forty-eight hours, by the way of Petersburg and Fortress Monroe.

The Virginia Central Railroad bridges, over Ravenna, Moor's Creek, and Mechanic's River, are progressing, and hopes are entertained that the whole road will be in operation in four weeks.

The Orange and Alexandria Railroad is being repaired from Charlottesville to Lynchburg. Cars are now running from the latter place to Dye River, thirty miles.

The Cincinnati and Indianapolis Junction Railroad has just been completed and its formal opening celebrated. It extends from Connersville to Cambridge City, and traverses some of the finest agricultural counties of Ohio and Indiana.

A new railway, the "Alexander," is about to be constructed in Russia, which will bring the fertile corn districts, on the borders of the Black Sea, into communication with all parts of Europe. By this line Berlin will be brought within forty-eight hours of Odessa, and an Englishman may travel from London to the Black Sea in eighty-four hours.

A new railroad project started in Salisbury is to link Millerton Station, on the Harlem road, with the Housatic at Sheffield, Mass., a distance of fifteen miles. This it is said, would give an unbroken air-line route from a point near the southern boundary of Vermont to New York, and shorten the distance to New York from Berkshire County, Mass., by thirty miles; and, moreover, Salisbury could then move the twenty thousand tons of iron ore (which is now conveyed by horse power), by rail.

Another project is said to be on foot to build a railroad from Holly to Morroe, Michigan, forty miles—thus connecting Saginaw and Toledo and Cincinnati.

There appears to be but little doubt that the contemplated air-line railroad from Indianapolis to Chicago will be commenced before the close of the present season.

RAILROAD AND MINING SHARE MARKETS, NEW YORK.

SATURDAY, JUNE 24.

The stock market has fluctuated considerably during the week, but prices have advanced under the influence of a strong bull movement. Many of the stocks are engineered by cliques, and their efforts to advance prices are favored by the extraordinary ease in the money market, and an increased demand from outside operators. The clique in Rock Island is working its price upward. The Michigan Southern party does not progress, and Fort Wayne is heavy to move. Atlantic Mail was sold at 150½ ex. dividend, and at the close was held at 152. Cary Improvement is firm at 26. Mariposa is hard to move, notwithstanding the flourishing statements made by its manipulators. Cumberland Coal is dull. New York Central and Erie are both strong, and closed with a tendency to advance.

MONDAY, JUNE 26.

The stock market was firm and advanced at the first regular board. Cleveland and Pittsburg, Reading, Rock Island, and Erie were the most active stocks on the list. Sales of Atlantic Mail were made at 150½, and at the close it was held firmly at 152. Quicksilver was firm at 52. Cary Improvement declined ½ per cent, selling at 25½, and at the close 25¼ to 26 was bid. Fort Wayne is firm, and it is stated that a clique intends to advance the price. Hudson River is steady. The market closed quiet but firm.

TUESDAY, JUNE 27.

The stock market was active and buoyant at the morning board, and a heavy business was transacted. There was a general advance throughout the whole list, ranging from one half to three and a half per cent. There was a slight reaction after the first board, owing to sales by parties to realize profits; but the market readily took all that was offered, and at the close was strong. Stocks are difficult to borrow. Sales of Quicksilver were made at 52½ to 53½; Cary Improvement at 25½; Mariposa at 14 to 13½, and Atlantic Mail at 151. Illinois Central advanced from 126 to 129 at the morning board, and at the second board reacted to 127. Cleveland and Pittsburg is active and strong; also Michigan Southern and Rock Island. Erie was weak during the latter part of the day. The bulls have the market completely under their control, and the number of outside buyers is decidedly increased.

After the payment of the July dividends an active speculative market is expected, which may continue through August.

WEDNESDAY, JUNE 28.

The stock market was strong at the morning board, but afterwards gradually fell off, and prices were irregular at the close. Atlantic Mail was sold at 152 to 153, and at the close was held firmly at 153. Michigan Southern was weak at the close, under rumors of complications in the company's affairs. The market closed unsettled, and with few stocks offering.

THURSDAY, JUNE 29.

The stock market continues dull, and prices remain about the same. The occurrence of two holidays next week in succession makes speculators reluctant to operate in transactions which must extend till Wednesday or further.

CITY PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil," and leaders [...] "not ascertained."

Companies.	Cost of road & equipment.	Share capital paid in.	Earnings.		Dividends on paid capital.	Par value.	Market price.
			Gross.	Net.			
MASSACHUSETTS.							
Boston and Chelsea	110,000	110,000	8,800	7,409	—	—	30
Broadway, Boston	256,257	250,000	129,615	15,895	—	—	55
Cambridge	734,671	727,800	(Union Co)	—	9	—	94
Dedham and West Roxbury	41,000	—	—	—	—	—	—
Dorchester and Roxbury	18,742	12,000	(Metro)	—	6	—	46
Lowell (Horse)	43,894	40,129	11,062	766	—	—	—
Lynn and Boston	254,611	200,000	129,927	12,197	8	—	90
Malden and Melrose	60,246	200,000	20,807	—	—	—	25½
Medford and Charlestown	35,000	23,000	(Middl)	—	—	—	50
Metropolitan (Boston)	1,420,141	176,075	580,043	49,981	6	—	46
Middlesex (Boston)	488,945	400,000	170,235	—	3	—	51½
Quincy	135,243	71,600	28,510	1,369	—	—	—
Salem and South Danvers	173,980	150,000	37,017	—	—	—	—
Somerville	50,000	50,000	(Middl)	—	5	—	32½
Stoneham Street (Boston)	35,300	32,900	7,454	—	—	—	—
Suburban	95,500	5,000	(Middl)	—	—	—	—
Suffolk (Boston)	(Sold to)	34,198	1,261	—	—	—	—
Union (Transportation)	241,441	160,000	278,428	—	—	—	—
West Cambridge	13,600	13,600	(Lea)	—	6	—	47½
Winnisimmet	62,154	60,000	21,389	—	—	—	—
Worcester	86,657	75,800	25,453	—	—	—	—
CONNECTICUT.							
Fairhaven and Westville	100,000	100,000	—	—	8	—	—
Hartford and Weathersfield	300,000	300,000	—	—	—	—	—
NEW YORK.							
Broadway (Brooklyn)	216,918	200,000	55,780	15,491	6	100	110
Brooklyn, Bath, & Coney Island	106,125	61,625	—	—	—	100	69
Brooklyn, Central and Jamaica	804,870	492,150	146,218	7,216	—	—	48
Brooklyn City	1,331,357	1,000,000	542,641	132,836	9	100	130
Brooklyn City and Newtown	284,765	346,000	61,453	7,881	3	—	58
Brooklyn City and Ridgewood	51,328	53,500	—	—	—	—	—
Buffalo Street	—	—	—	—	—	—	—
Central City (Syracuse)	—	—	—	—	—	—	—
Central Pk, N. & E. Riv. (N. Y.)	994,655	446,073	19,794	7,008	—	—	—
Coney Island and Brooklyn	543,687	494,800	63,286	—	—	100	69
East and North River (N. Y.)	650	650	—	—	—	—	—
Eighth Avenue (N. Y.)	978,534	800,000	388,598	124,445	12	100	—
42d street & Grand street Ferry	726,361	600,000	—	—	—	—	—
Fourteenth Street (N. Y.)	—	—	—	—	—	—	—
Grand street & Newtown (W'g)	—	—	—	—	8	—	—
Harlem Br., Morisania & Ford'm	—	—	—	—	—	—	—
Main and Ohio Street (Buffalo)	—	—	—	—	—	—	—
Niagara street (Buffalo)	—	—	—	—	—	—	—
Ninth Avenue (N. Y.)	447,598	795,360	97,241	23,479	—	100	—
N. Riv. & Wall St Ferry (N. Y.)	—	—	—	—	—	—	—
Port Morris and Westchester	1,200	1,200	—	—	—	—	—
Rochester City and Brighton	—	81,500	7,636	3,977	—	—	—
Second Avenue (N. Y.)	1,135,848	650,000	280,354	51,127	—	100	60
Sixth Avenue (N. Y.)	1,161,893	750,000	412,600	99,227	10	100	115
Tenth Avenue and 32d St. (N. Y.)	—	—	—	—	—	—	—
Third Avenue (N. Y.)	1,819,308	1,170,000	682,131	233,079	12	100	240
Troy and Lansingburg	—	—	—	—	—	—	—
Utica City	2,160	7,080	1,693	310	—	—	—
V. Brunt St. & Erie Bas. (B'kl'n)	62,000	500,000	4,582	752	—	—	—
NEW JERSEY.							
Hoboken and Hudson City	32,000	30,000	—	—	—	—	—
Hoboken and Weehawken	134,400	70,000	17,228	9,986	3	—	—
Jersey City and Bergen Point	—	—	—	—	—	—	—
Orange and Newark	411,000	211,000	71,050	19,183	—	50	—
West Hoboken and Hoboken	100,000	40,000	—	—	—	—	—
PENNSYLVANIA.							
Chestnut and Walnut (Phila.)	235,421	100,000	128,761	50,439	40	10	49½
Citizens' (Pittsburg)	185,913	100,000	100,351	20,036	8	—	—
Delaware County	30,729	23,780	6,876	1,473	—	—	—
Fairmount and Arch St. (Phila.)	194,618	200,000	77,533	5,901	7½	—	20
Frankford and Southw'k (Phila.)	759,261	490,530	251,897	81,029	8	50	46
Germantown	377,824	112,245	176,540	41,524	—	—	55
Girard College (Phila.)	81,612	160,000	102,862	24,708	12½	—	25
Green and Coates St. (Phila.)	232,954	150,000	166,776	51,494	20	—	30
Hestonv., Mantua & Fairmount	100,000	60,000	59,473	3,929	—	—	18
Lombard and South St. (Phila.)	127,217	90,000	54,041	6,320	—	—	16
North Philadelphia	—	—	—	—	—	—	—
Oakland (Pittsburg & E. L.)	29,500	29,500	37,005	1,491	—	—	—
Philadelphia & Darby	86,447	100,000	32,449	6,297	2	—	—
Pittsb'g. Alleghany and Manch'r	93,921	75,000	67,930	6,096	—	—	—
Pittsburg and Birmingham	65,355	48,000	58,060	15,984	4	—	—
Race and Vine (Fairmount)	305,000	180,000	95,336	1,418	—	—	12½
Richmond & Schuylkill (Phila.)	130,000	100,000	—	—	—	—	6
Ridge Avenue and Manyunk	179,635	120,000	39,394	8,113	—	—	13
Second and Third St. (Phila.)	478,202	203,757	355,774	98,863	27½	20	77
17th and 19th St. (Phila.)	114,368	120,000	41,269	9,418	5	—	16
Spruce and Pine (Phil. & Gr's F)	175,610	159,312	79,670	21,297	6	—	22
10th and 11th Sts. (Citizens)	176,049	192,750	162,367	51,179	20	20	46
13th and 15th Sts. (Phila.)	102,000	100,000	116,912	24,331	25	—	23
West Philadelphia	337,879	249,100	220,672	16,233	7½	—	62
MARYLAND.							
Baltimore City	700,000	670,000	239,059	21,058	—	—	—

RAILROAD EARNINGS—MONTHLY.

Year.	ATLANTIC AND GREAT WESTERN.												Total.
	Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	
1864	207,298	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,810	357,556	3,709,970
1865	354,755	384,147	448,815	406,680	460,422	.....	.....	.....	.....	.....	.....	.....	.....
CHICAGO AND ALTON.													
1860	55,734	55,123	74,690	63,095	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	261,903	232,583	288,159	263,149	312,316	.....	.....	.....	.....	.....	.....	.....	.....
CHICAGO AND ROCK ISLAND.													
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	186,172	227,260	.....	.....	.....	.....	.....	.....	.....	.....
CHICAGO AND NORTHWESTERN.													
1863	232,208	202,321	221,709	240,051	280,209	359,888	275,506	299,607	473,186	551,122	435,945	404,183	3,975,935
1864	273,876	317,839	390,355	317,461	466,830	521,059	482,054	519,306	655,364	708,714	705,496	545,943	5,858,297
1865	535,675	481,165	506,290	467,710	568,904	.....	.....	.....	.....	.....	.....	.....	.....
CLEVELAND AND TOLEDO.													
1859	59,856	56,779	75,709	62,294	55,652	52,778	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,896	1,167,544
1863	145,916	146,839	165,780	121,273	103,407	99,569	90,882	95,134	130,551	150,397	143,836	155,920	1,579,509
1864	154,058	176,105	203,329	158,077	125,000	100,000	113,515	154,245	182,110	183,649	184,614	208,291	1,942,993
1865	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
ERIE.													
1859	304,708	319,593	372,296	380,343	340,953	33,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	587,242	600,104	512,448	412,723	5,335,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,183
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	848,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429,643
1865	908,341	886,039	1,240,626	1,472,120	1,339,279	.....	.....	.....	.....	.....	.....	.....	.....
HUDSON RIVER.													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,033	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,440
1864	501,231	472,240	356,626	278,540	281,759	253,049	273,726	306,595	361,600	340,900	340,738	507,552	4,274,556
1865	525,936	418,711	424,870	311,540	351,759	.....	.....	.....	.....	.....	.....	.....	.....
ILLINOIS CENTRAL.													
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	334,929	511,305	478,576	496,433	477,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	647,141	603,402	6,329,447
1865	546,410	522,555	592,276	491,297	454,604	.....	.....	.....	.....	.....	.....	.....	.....
MARIETTA AND CINCINNATI.													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	56,540	77,874	90,855	73,215	86,964	75,055	89,533	94,375	96,062	90,576	97,047	92,772	1,017,868
1865	98,112	86,626	93,503	82,186	73,842	.....	.....	.....	.....	.....	.....	.....	.....
MILWAUKIE AND PRAIRIE DU CHIEN.													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	105,055	138,342	112,913	1,247,258	
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,183	74,283	70,740	106,689	146,934	.....	.....	.....	.....	.....	.....	.....	.....
MICHIGAN SOUTHERN AND NORTHERN INDIANA.													
1859	104,345	106,828	143,626	145,258	138,084	123,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	136,821	233,851	273,722	203,492	134,972	2,068,892
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,169,077
1862	163,152	153,728	157,500	192,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,541
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,361	413,322	366,245	352,194	.....	.....	.....	.....	.....	.....	.....	.....
MICHIGAN CENTRAL.													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,305,142
1861	142,334	119,764	151,617	172,614	149,550	123,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	408,566	405,510	376,470	3,969,010
1865	306,324	279,137	344,228	337,240	401,456	.....	.....	.....		

THE CHRONICLE'S RAILROAD-SHARE LIST,
CONTAINING THURSDAY'S MARKET PRICE IN NEW YORK.

Share Capital paid in.	Last divid'd.	Companies.	Market Price.	Share Capital paid in.	Last divid'd.	Companies.	Market Price.	Share Capital paid in.	Last divid'd.	Companies.	Market Price.
	P. c.	ALABAMA.			P. c.	MAINE.			P. c.	PENNSYLVANIA.	
\$877,953		Alabama and Florida		\$151,833		Androscoggin	58	\$1,362,218		Atlantic and Great Western	
335,010		Alabama and Mississippi		2,494,900		Atlantic and St. Lawrence		1,983,900		Beaver Meadow	
1,067,006		Ala. and Tennessee Rivers		1,287,779		Kennebec and Portland		3,500,000		Catawissa	
		Mobile and Girard		1,050,860		Maine Central		956,900		Cumberland Valley	131
		Mobile and Ohio		1,500,000		Portland, Saco and Portsmouth	96	5,698,250	5	Del., Lackawanna and West'n	150
1,419,769		Montgomery and West Point		169,200		Somerset and Kennebec		604,190		East Pennsylvania	
		ARKANSAS.				MARYLAND.		1,000,000		Elmira and Williamsport	30
351,524		Memphis and Little Rock		13,118,902	4	Baltimore and Ohio	111	600,000		Erie and Northeast	
		CALIFORNIA.		1,650,000	5	Washington Branch	127	1,182,550		Harrisburg and Lancaster	56
793,850		Sacramento Valley		2,260,000		Northern Central	45	1,809,565		Hempfield	
		CONNECTICUT.				MASSACHUSETTS.		622,345		Huntingdon and Broad Top	20 1/2
307,010		Danbury and Norwalk		1,830,000		Boston and Lowell	100	710,000		Lackawanna and Bloomsburg	
1,936,740		Hartford, Provid. and Fishkill	217	4,076,974		Boston and Maine	110	2,297,250		Lehigh Valley	59
2,350,000	3	Hartford and New Haven		3,160,000		Boston and Providence	120	2,646,100		Little Schuylkill	30
2,000,000		Housatonic		4,500,000		Boston and Worcester	120	4,132,985		Mine Hill and Schuylk. Haven	56
1,031,800		Naugatuck		681,666		Cape Cod Branch	60 1/2	3,147,750		North Pennsylvania	24 1/2
738,538		N. Haven, N. London and Ston.	113	1,591,100		Connecticut River	100	13,430,250		Pennsylvania	56
1,010,000		New Haven and Northampton		3,000,000		Eastern	87	1,267,200		Phila., Germant'n & Norrist'n	54 1/2
602,152		New London Northern	85	3,540,000	4	Fitchburg	103 1/2	5,010,944		Phila. and (Sunbury) Erie	21
3,000,000		New York and New Haven	120	200,000		Lowell and Lawrence		13,211,228		Philadelphia and Reading	95 1/2
2,122,600		Norwich and Worcester	95	600,000		Nashua and Lowell	115 1/2	999,200		Philadelphia and Trenton	145
		DELAWARE.		500,000		New Bedford and Taunton	105	7,460,000	5	Phila., Wilmington, and Balt.	59 1/2
406,132		Delaware		357,155		N. York and Boston Air Line	10 1/2	1,767,373		Pittsburg and Connellsville	9 1/2
744,520		Newcastle and Frenchtown		3,015,100	4	Old Colony and Fall River	102	6,164,532	2 1/2	Pittsb'g, Ft. Wayne & Chicago	96
		FLORIDA.		1,650,000		Providence and Worcester	140	500,000		Shamokin Valley & Pottsville	40
191,485		Florida		243,305		Salem and Lowell		367,300		Tioga	43
		Florida and Alabama		250,000		Taunton Branch	110			RHODE ISLAND.	
		Flo. Atlantic and Gulf Central		923,942		Troy and Greenfield		1,508,000		N. Y., Providence, and Boston	115
		Pensacola and Georgia		2,214,225		Vermont and Massachusetts	128	437,917		Providence, Warren & Bristol	31 1/2
		GEORGIA.		5,150,000	5	Western (incl. Alb. & W.S. etc.)	89	706,365		SOUTH CAROLINA.	
1,250,000		Atlanta and West Point	125	1,141,000		Worcester and Nashua		1,201,000		Charleston and Savannah	
		Atlantic and Gulf—M. Trunk				NEW HAMPSHIRE.		1,429,008		Charlotte and South Carolina	
733,700		Augusta and Savannah		1,800,000		Boston, Concord and Montreal	62 1/2	985,743		Greenville and Columbia	
151,887		Brunswick and Florida		2,085,925		Cheshire	44			North-Eastern	
4,366,800		Central of Georgia (and Bank)	100	1,500,000		Concord (par \$50)	57 1/2			South Carolina	
4,156,000		Georgia (and Bank)	72	1,000,000		Manchester and Lawrence	103 1/2			TENNESSEE.	
1,500,000		Macon and Western		595,588		Merrimac and Conn. Rivers		505,214		Central Southern (Tenn.)	
669,950		Muscogee		3,068,400		Northern New Hampshire	78	1,289,673		East Tennessee and Georgia	
1,275,901		Savannah, Albany and Gulf		500,000		Sullivan		536,654		East Tennessee and Virginia	
2,921,900		South Western				NEW JERSEY.		3,809,949		Memphis and Charleston	
built and		Western and Atlantic		997,862		Belvidere Delaware		570,000		Memphis and Ohio	
		ILLINOIS.		5,009,200	5	Camden and Amboy	129	298,721		Memphis, Clarkev. & Louisv.	
4,205,939	5	Chicago and Alton	93	1,000,553		Camden and Atlantic	6	798,285		Mississippi and Tennessee	
5,738,640	6	Chic., Burlington and Quincy	108	3,630,000	3 1/2	Central of New Jersey	175	317,447		Mississippi Central and Tenn.	
3,731,316		Chicago and Northwestern	25	1,157,800		Morris and Essex	116	144,894		McMinnville and Manchester	
5,603,000	5	Chicago and Rock Island	100	4,897,800	5	New Jersey	150	2,056,544		Nashville and Chattanooga	
6,028,400		Galena and Chicago Union		156,850		Northern New Jersey				Nashville and Northwestern	
1,648,561		Great Western	65 1/2	1,203,553		Raritan and Delaware Bay	65	595,922		Tennessee and Alabama	
19,015,970	5	Illinois Central	128	1,307,759		Warren	103	216,962		Wichester and Alabama	
1,780,295		Ohio and Mississippi		581,893		West Jersey				TEXAS (all aided by State).	
3,900,000		St. Louis, Alton & Terre Haute	33			NEW YORK.				Buffalo, Bayou, Braz. & Col'r'do	
		INDIANA.		687,872		Atlantic and Great Western				Galvest., Houst. & Henderson	
1,106,679		Cincinnati and Chicago		850,000	3 1/2	Buffalo, New York and Erie	108 1/2	275,000		Houston and Brazoria	
986,061		Evansville and Crawfordsville		1,977,950	5	Buffalo and State Line	200	455,000		Houston and Texas Central	
611,050		Indiana Central	72	20,105,200	4	Erie	76 1/2			San Antonio & Mexican Gulf	
1,689,900		Indianapolis and Cincinnati		3,758,466		Hudson River	109 1/2			VERMONT.	
635,971		Ind., Pittsburg and Cleveland	100	1,552,716		Long Island	40	1,280,400		Connect. & Passaic Rivers	
1,045,907		Jeffersonville		24,209,000	3	New York Central	93	2,233,376		Rutland and Burlington	
772,812	8	Indianapolis and Madison	100	5,717,100		New York and Harlem		1,097,000		Rutland and Washington	1
2,800,000		Louisv., N. Albany & Chicago	36 1/2	4,571,900		Northern (Ogdensburg)		5,000,000		Vermont Central	
1,517,450	10	Terre Haute and Richmond	159 1/2	396,340		Oswego and Syracuse		1,378,500		Vermont and Canada	100
		IOWA.		610,000		Rensselaer and Saratoga		516,164		Vermont Valley	
752,733		Burlington and Missouri		1,499,100		Rome, Watertown & Ogdensb'g	1 06	332,000		Western Vermont	
516,072		Chicago, Iowa and Nebraska		300,000		Saratoga and Schenectady				VIRGINIA.	
2,998,253		Dubuque and Sioux City		500,000		Saratoga and Whitehall		1,403,018		Alex., Loudoun & Hampshire	
921,449		Keok., Ft. Des Moines & Minn.		63,102		Staten Island		2,969,861		Manassas Gap	
2,700,000		Mississippi and Missouri	35	1,200,130		Syracuse, Binghamton & N. Y.		1,500,124		Norfolk and Petersburg	
		KENTUCKY.		606,911		Troy and Boston		468,605		Northwestern Virginia	10
1,582,169		Covington and Lexington				NORTH CAROLINA.		2,063,655		Orange and Alexandria	
514,573		Lexington and Frankfort	80	1,545,225		Atlantic and North Carolina		1,365,300		Petersburg and Lynchburg	
1,104,587		Louisville and Frankfort	66	4,000,000		North Carolina		883,200		Petersburg and Roanoke	
5,892,199		Louisville and Nashville		973,300		Raleigh and Gaston		1,981,197		Richmond and Danville	57
		LOUISIANA.		1,130,470		Wilmington and Manchester		1,041,880		Richm., Frederick & Potomac	77
3,242,318		N. O. Opelousas and Gr. West'n		1,340,213		Wilmington and Weldon		835,750		Richmond and Petersburg	60
		N. O. Jackson & Gr. Northern		290,212		Western North Carolina		657,812		Richmond and York River	
1,283,05		Vicksburgh, Sreveport & Texas				OHIO.		844,200		Seaboard and Roanoke	
		MICHIGAN.		866,939		Atlantic and Great Western		3,162,754		Virginia Central	70
		Chic., Detroit & Can. G. T. Junc.		1,859,813		Bellefontaine and Indiana		3,452,813		Virginia and Tennessee	
2,950,000		Detroit and Milwaukee		1,628,356		Central Ohio	14			WISCONSIN.	
6,057,436	6	Michigan Central	104	2,155,800	5	Cinc., Hamilton and Dayton	123	800,000		Kenosha and Rockford	
9,016,200	3 1/2	Mich., S'th'n & N'th'n Indiana	61 1/2	2,441,176		Cinc., Wilmington and Zanesv.		4,940,000		Milwaukee and Minnesota	
		MINNESOTA.		5,000,000	7	Cleveland, Columbus and Cinc.	130	4,826,800		Milw'kee and Prairie du Chien	37
		Minnesota and Pacific		1,086,065		Cleveland and Mahoning	45	2,705,720		Racine and Mississippi	
		Southern Minnesota		3,300,000	5	Clev., Painesville & Ashtabula				CANADA.	
		Minneapolis and Cedar Valley		3,822,712	5	Cleveland and Pittsburg	67 1/2			Buffalo and Lake Huron (1/2 y.)	
		Minnesota Transit		3,526,800	4	Cleveland and Toledo	103	11,750,000		Montreal and Champlain	15
		MISSISSIPPI.		369,673		Clev., Zanesville and Cincin.		1,631,130		Grand Trunk	
2,000,961		Mississippi Central		750,000		Columbus and Indianapolis	99	15,123,430		Great Western	
798,285		Mississippi and Tennessee		1,490,800		Columbus and Xenia		16,802,745		Northern (O. S. & H.)	
1,000,000		Southern Mississippi		2,452,217		Dayton and Michigan	15			NEW BRUNSWICK.	
		MISSOURI.		2,981,267		Little Miami	110			European and North American	
7,153,836		Hannibal and St. Joseph		10,379,554		Marietta & Cincinnati, reorg.		4,658,706		New Brunswick and Canada	
2,459,207		North Missouri	30	6,246,950		Ohio and Mississippi		1,380,000		NOVA SCOTIA.	
500,000		Platte County		1,906,736		Pittsburg, Columbus and Cin.				Nova Scotia	
3,486,916		Pacific		2,697,090		Sandusky, Dayton and Cinc.	32	4,273,281		NEW GRANADA.	
71,513		South Western Branch		848,770		Sandusky, Mansfield & Newark				Panama	250
1,971,127		St. Louis and Iron Mountain		3,314,775	3 1/2	Toledo and Wabash		5,000,000	5		

PREFERRED AND GUARANTEED RAILROAD STOCKS.

Railroads.	Am't of shares out-standing.	Divid'ds		Market price.	Railroads.	Am't of shares out-standing.	Divid'ds		Market price.	Railroads.	Am't of shares out-standing.	Divid'ds		Market price.
		Rate.	Paid.				Rate.	Paid.				Rate.	Paid.	
Atlantic & St. Law. (guar.)	2,494,900	6	6		Erie (preferred)	8,535,700	7	7	81 1/2	Peoria & Bureau Val. (guar.)	1,200,000		6	
Balt. and Ohio, (pref.)	3,000,000				Hannibal and St. Jo. (pref.)	5,253,856	7	7	50	Philadelphia & Read. (pref.)	1,551,800	7	7	
Boston, Con'd & Mont. (pref.)	1,354,000	6		70 1/2	Harrisburg and Lan'r (guar.)	1,182,100	7	7		Philadelphia & Trenton (guar.)	1,000,000		10	
Buffalo, N. Y. & Erie (pref.)	850,000	7			Housatonic (preferred)	1,180,000	8	8	104	Pitts. Ft W'ne & Chic. (pref.)	2,000,000	7	7	82
Cheshire (preferred)	2,017,825	7		45	Marietta and Cinn. (1st pref.)	5,105,384	7	3	40					

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

Copper Stocks.				Copper Stocks.				Iron, Coal, etc., Stocks.				Gold, Silver, etc., Stocks.			
Companies.	Number of shares.	Par value of shares.	Market price p sh.	Companies.	Number of shares.	Par value of shares.	Market price p sh.	Companies.	Number of shares.	Par value of shares.	Market price p sh.	Companies.	Number of shares.	Par value of shares.	Market price p sh.
Copper:				Copper:				Iron:				Gold, Silver, and			
Action	200,000	5	18c	Jefferson	L. S.	20,000		Copake	N. Y.	50,000	50	Quicksilver:			
Acton Falls	50,000	5	5c	Keweenaw	do	20,000	4	East River	do	6,000	50	Etna (G.)	Col.	50,000	10
Adventure	20,000			Kickapoo	do	20,000		George's C'k C & I Md	do	10,000	100	Acadia (G.)	N. S.	100,000	3
Albany and Boston	do	20		King Phillip	do	20,000		Harewood	do	20,000	5	Albion (G.)	do	100,000	3
Algomah	do	20		Knowlton	do	20,000	6	Kahtadin	Me.	3,000	100	Alpine (G.)	Col.	150,000	10
Alliance	200,000	2 1/2		Lafayette	Ca.	200,000	1 1/2	Lake Superior	L. S.	20,000	25	Alps (G.)	do	100,000	5
Allouez	L. S.	20,000	3	Lake	do	200,000	1 1/4	Massachusetts	do	25,000	1	American	do	200,000	2
American	Ca.	200,000	2 1/2	Lawrence	L. S.	20,000	14c	Mount Pleasant	Pa.	10,000	50	Am. & Mex. (S.)	N. M.		
Amygdaloid	L. S.	20,000	25	Lennoxville	Ca.	100,000	5	Teal Lake	L. S.			Am. Pioneer	A. T.		
Annapolis	Md.	50,000	10	Logan	do	100,000	3	Tyson	do	50,000	10	Arizona (silver)	do		
Arazona	Ariz. T.	10,000	100	Lyster	do	200,000	2	Lead and Zinc:				Atlantic (G.)	N. S.	100,000	2
Ascot	Ca.	20,000	20	Madison	L. S.	20,000	3	Amenia	N. Y.		5	At. & Pac. (G. & S.)	Nev	50,000	10
Astor	L. S.	20,000	6 1/2	Malden	do	20,000		Bucks Counts	Pa.			Bay State (G.)	Col.	200,000	5
Atlas	do	20,000	4 1/2	Mandan	do	20,000	45c	Canada	Ca.	100,000	5	Beacon (G.)	N. S.	200,000	2
Aztec	do	20,000	4	Manhattan	do	20,000	2 1/2	Clute	do	100,000		Benton (G.)	Col.	100,000	5
Balt. and N. C.	N. C.	20,000	5	Marquette	do	20,000	3 1/2	Crystal Lake	do			Black Hawk (G.)	do	50,000	100
Bare Hills	do		215c	Maryland	Md.		5	Erie	do		21	Boston (G.)	do	10,000	50
Bay State	L. S.	20,000	11 1/2	Mass.	L. S.	20,000		Gay's River	do	100,000	2	Brigge (G.)	do	10,000	100
Beaver	do	20,000		Massachusetts	do	20,000		Hampton	do	100,000	5	Bullion (G.)	do	200,000	25
Bedford	Ca.	125,000	5	Mendota	do	20,000		Keystone	Pa.	80,000	1 1/2	Burroughs (G.)	do	100,000	10
Black River	do	200,000	2 1/2	Merrimac	do	20,000	4	Lancaster	do	20,000		Canadian (G.)	Ca.	200,000	2
Bohemian	L. S.	20,000	10 1/2	Meteor	do	20,000		Macomb	N. Y.	12,000	5	Central (G.)	Col.	50,000	20
Bolton	Ca.	200,000	5	Mesnard	do	20,000	2 1/2	Mineral Point	do	100,000	5	Chaudiere (G.)	Ca.	100,000	5
Boston	L. S.	20,000	1 1/2	Michigan	do	20,000		Mount Hope	N. Y.	100,000	5	Chebucto	N. S.	100,000	5
B. and Corinth	Vt.	20,000	10	Middlesex	do	20,000		National	do		1	Colonial (G.)	Ca.	100,000	2 1/2
Brooklyn	L. S.	20,000		Mineral Hill	do		1 1/2	New Jersey	N. J.	20,000	100	Colorado (G.)	Col.	50,000	10
Brome	Ca.	100,000	5	Minnesota	L. S.	20,000	16	N. Y. & Boston	N. Y.	100,000	5	Consol. Greg'y (G.)	do	50,000	100
Cabot	L. S.	20,000		Missisquoi	Ca.	150,000	2 1/2	Oswegatchie	Ca.	100,000	5	Copalinse (G.)	do	200,000	20
Caledonia	do	20,000	6	Montezuma	N. Mex.	300,000	5	Placentia Bay	N. F.			Corisannie (G.)	do	100,000	10
Cambridge	do	20,000	20c	Morrison	L. S.	20,000		Ramsay	Ca.	20,000	25	Corydon (G.)	do	100,000	25
Canada	Vt.	100,000	4	Nashua	do	20,000		Rossie	do	100,000	5	Day & Bushnell (G.)	C.	300,000	10
Carp Lake	L. S.	20,000	1 1/2	National	do	20,000	20	Shawangunk	N. Y.	100,000	5	Denver (G.)	Ca.	50,000	20
Cascade	do	20,000		Native	do	20,000	62 1/2c	Sussex	N. J.		40c	Dorset (G.)	do	170,000	5
Central	do	20,000	43 1/2	Naumkeag	do	20,000	3	Union	do	100,000	5	El Dorado (G.)	Nev.	100,000	5
Champlain	Ca.	200,000	2 1/2	Nelson	Ca.	200,000	1	Walkkill	N. Y.		25c	Empire (S.)	do		
Chatham	do	200,000	2	Nequaket	L. S.	20,000		Coal and Anthracite:				Empress (S.)	do		
Chaudiere	do	100,000	1	Nevada (silver)	do	20,000		American	Pa.	37,500	25	Eureka (G.)	Cal.		
Chester	do	200,000	1 1/2	New England	do	20,000	75c	Ashburton	do	50,000	50	Excelsior (G.)	Col.	30,000	10
Cheticamp	do	30,000	5	Newton	Ca.	200,000	1	Atlantic & G. C.	Md.		13 1/2	Frankfort (G.)	do	100,000	2
Chippewa	L. S.	20,000	1 1/2	New York	L. S.	20,000	8c	Baltimore	do		100	Garrison's (G.)	Col.	100,000	5
Cleveland	Ca.	100,000	5	N. Y. and Passaic	N. J.	100,000	5	Bear Valley	do	40,000	12 1/2	Gilbert River (G.)	Ca.	100,000	5
Cliff	L. S.	20,000		North Cliff	L. S.	20,000	5	Beaver Meadow	Pa.	100,000	50	Gilpin (G.)	Col.	100,000	5
Clifton	do	20,000	1	North Silver Lake	do	20,000		Belmont	do	10,000	50	Gold	do	100,000	5
Collin	do	20,000		North State	do	20,000	25c	Big Mountain	do		5	Gold Field	do	50,000	10
Columbian	do	20,000	9	North Sutton	Ca.	100,000	5	Blackhall	N. S.	8,000	25	Gold Hill	do	50,000	10
Consolidated	do	20,000	5c	North Western	L. S.	20,000	33	Boston & Pictou	do	100,000	5	Gold River	do	100,000	3
Copper Falls	do	20,000	18	Norwich	do	20,000	4	Bridgeport	Pa.	30,000	10	Gunnell (G.)	Col.	300,000	10
Copper Harbor	do	20,000		Ogima	do	20,000	5 1/2	Broad Mountain	do	30,000	10	Halifax (G.)	N. S.	200,000	2
Copper Hill	do	200,000	1	Ontonagon	do	20,000	2	Butler	do		10	Harmon (G. & S.)	Nev.		
Copperas Hill	do	50,000	10	Ottawa	Ca.	200,000	1	Cape Briton	N. S.	200,000	2 1/2	Holman (G.)	Col.	150,000	2
Cornwall	Vt.	100,000	2	Pacific	L. S.	20,000		Carbondale	Pa.		3	Hope (G.)	do	80,000	25
Dacotah	L. S.	20,000	5	Pennsylvania	do	20,000	25	Central	do		47	Isaac's Harbor (G.)	N. S.	100,000	5
Dana	do	20,000	1 1/2	Petherick	do	20,000	10	Clinton	do			Isabella (G.)	Col.		
Deep River	N. C.		5	Pewabic	do	20,000	35	Coal Brook	do	4,000	50	Kennebec (G.)	Ca.	100,000	5
Delaware	L. S.	20,000	15	Phila. and Boston	do	20,000	2	Continental	do	10,000	50	Kent (G.)	N. S.	200,000	1
Derby	do	20,000	1 1/2	Phoenix	do	20,000	11	Cumberland (pref.)	Md.	50,000	100	Lake (G.)	Col.		
Devon	do	20,000	4 1/2	Pittsburg & Bost	do	20,000	60	Daniel Webster	do	5,000	100	Lake Major	N. S.	12,000	50
Dorchester	do	20,000	7	Pontiac	do	20,000	1 1/2	East Mahanoy	Pa.			Libertad (G. & S.)	Mex.		
Douglas	do	20,000		Prince of Wales	Ca.	200,000		Everhart	do	20,000	25	Manhattan (G.)	Col.	100,000	10
Dover	Ca.	200,000	3 1/2	Providence	L. S.	20,000		Franklin	Pa.	5,000	100	Mariposa (G.)	Ca.	100,000	100
Dudley	L. S.	20,000	3	Quincy	do	20,000	56	Fulton	do	60,000	5	Massachusetts (G.)	Ca.	500,000	5
Dunham	Ca.	200,000	2	Reid Hill	Ca.	200,000	1	Gilbertson	do	5,000	100	Mex. Pac. (G. & S.)	Mex.	100,000	100
Durham	do	200,000	5	Reliance	L. S.	20,000	7 1/2	George's Creek	Pa.	10,000	102 1/2	Montagne (G.)	N. S.	50,000	10
Eagle River	L. S.	20,000	3	Richford	do	60,000	5	Grand Tunnel	do	4,000	100	Montana (G.)	Col.	100,000	5
El Dorado (silver)	do	20,000		Ridge	L. S.	20,000		Green Mountain	Pa.		3	Montezuma (G. & S.)	N. S.	100,000	5
Escot	Ca.	25,000	20	Rockland	do	20,000	3	Hampton & Balt.	Md.		91	Mt. Alpine (G.)	Col.	250,000	5
Essex	200,000	20c		Roscoe	Ca.	200,000	1	Hazleton	Pa.	32,300	50	Mt. Vista (G. & S.)	Nev.	50,000	10
Etna	L. S.	20,000	12 1/2	Rudisell	do		75c	Henry Clay	do	3,000	100	New England (G.)	Col.	50,000	5
Eureka	do	20,000		St. Clair	L. S.	20,000	4	International	N. S.	20,000	50	New Gregory (G.)	do	50,000	10
Everett	do	20,000		St. Flavien	Ca.	100,000	5	Lawrence	Pa.	2,000	100	New York (S.)	do	100,000	10
Evergreen Bluff	do	20,000	12	St. Francis	do	100,000	5	Locust Mountain	do		40	N. Y. & N. S. (G.)	N. S.	100,000	5
Flint Steel	do	20,000	13	St. Mary's (L. & M)	L. S.	20,000	1 1/2	Lorberry	do	4,000	100	Nova Scotia (S.)	do	100,000	2
Forest City	do	20,000	1	Salem	do	20,000		Macan	do	2,000	100	Oldham (G.)	do	100,000	2
Forest Shepherd	do	20,000		Sharon Consol.	do	20,000	3	Mahanoy	do	1,000	20	Otate (S.)	Mex.		
Franklin	do	20,000	32	Sheldon	do	20,000	16	Metropolitan	do		100	Palma (S.)	do		
French Creek	Pa.	100,000	5	Silver Creek	do	20,000		Middle Coal Fields	do		10 1/2	Peck (G.)	N. S.	100,000	5
Gardner City	L. S.	20,000		Silver Hill	do	20,000	30c	Milford	do	2,500	50	Peninsular (S.)	L. Cal.		
Gardner Hill	do	20,000	85c	Silver Lake	do	20,000		Mill Creek	Pa.			Picacho (S.)	A. T.	50,000	50
Girard	do	20,000	6	Silver Valley	do	20,000	10c	Mulgrave	do	2,000		Pontiac (G.)	Col.	50,000	20
Glade	do	20,000		Southampton	Ca.	100,000	5	Narragansett	R. I.	8,000	10	Prince Albert (G.)	Ca.	100,000	2
Glencoe	Ca.	200,000													

The Insurance Journal.

ACCIDENTAL INSURANCE.—CONVENTION OF COMPANIES.

A convention of the Insurance Companies doing business in the Accidental branch, was held at Cincinnati on the 15th of June, to take into consideration a variety of topics interesting to themselves. We trust that they were enabled to establish a general system of rates for this department of the business, and rates which will approximate more closely to the actual risk assumed, than any which have hitherto appeared. The accidental business requires a thorough overhauling. The risks of accidents in this country are but imperfectly known. Unless the various companies now in the business do something towards making the rates fair to the assured, we shall discuss this subject of accidental risks more at length.

From the proof-sheet of Superintendent Barnes' report we make the following interesting extracts concerning the first English statute relating to Marine Insurance:

The first English statute relating to Marine insurance was passed 1601. Special Commissioners were appointed to meet weekly "in the office of the Assurances," to hear and decide summarily all Marine insurance litigation. The act was entitled "An act concerning all matters of Assurances amongst Merchants," the preamble to which is worthy reciting as an epitome of the knowledge on this subject in England at this early day:

"Whereas it ever hath bene the policie of this relme by all good means to comforte and encourage the merchante, theribi to advance and increase the generall wealth of the relme, her majestie's customes and the strength of shippinge, which consideracion is now the more requisite because trade and traffique is not at this presente soe open as at other tymes it hath bene. And whereas it hath bene tyme out of mynde an usage amongste merchantes, both of this relme and of forraigne nacyons, when they make any greate adventure (more especially into remote parts) to give some consideracion of money to other persons (which commonlie are in no small number) to have from them assurance made for their goodes, merchandizes, ships and things adventured, or some parts thereof, at such rates and in such sorte as the parties assurers and the parties assured can agree, whiche course of dealing is commonlio termed a policie of assurance; by means of which policies, if it commeth to passe upon the loss or perishinge of any shippes, there followethe not the undoinge of any man, but the loss lightethe rather easilie upon many than heavilie upon fewe, and rather upon them that adventure not than upon those that doe adventure; wherebi all merchantes especiallye the younger sorte, are allured to venture more willinglie and freele." (43 Eliz. Cap. 12.)

INSURANCE STOCKS.

Fire Insurance Companies.	Capital.	Par Val.	Last Semi-annual Dividend.	Off.	Last Sales.
Adriatic	\$300,000	\$25	January	5	85
Etna	200,000	50	" 3 1/2 & 30 Sc'p	93 1/2	96
American	200,000	50	May	5	...
Arctic	500,000	50	May	5	86
Astor	150,000	25	May	5	90
Atlantic	300,000	50	March	5	111
American Exchange	200,000	100	May	5	90
Baltic	200,000	...	New	...	100
Beekman	200,000	25	February	5	92
Bowery	300,000	25	December	10	160 160
Brevoort	150,000	50	...	...	70
Broadway	200,000	25	February	6	...
Brooklyn, L. I.	153,000	17	January	10	...
Central Park	150,000	100	...	76	80
Citizens'	300,000	20	January	10	219
City	210,000	70	February	\$3 50	119 1/2
Clinton	250,000	100	January	5	105
Columbia	500,000	50	...	95	...
Commercial	200,000	50	January	5	120 131
Commonwealth	250,000	100	April	5	80 90
Continental	500,000	100	January	7	171 1/2
Corn Exchange	400,000	50	...	...	...
Commerce	200,000	50	January	5	...
Croton	200,000	100	...	101	...
Eagle	300,000	40	April	7 1/2	175
Empire City	200,000	100	January	7	127
Excelsior	200,000	50	January	5	102
Exchange	150,000	30	...	61	...
Firemen's	204,000	17	...	117	...
Firemen's Fund	150,000	10	...	70	90 1/2
Firemen's Trust	150,000	10	...	90	...
Fulton	200,000	25	January	5	112 1/2
Gebhard	200,000	100	February	5	80 100
Globe	200,000	50	April	5	112
Goodhue	200,000	100	January	4	90
Greenwich	200,000	25	...	156 1/2	...
Grocers'	200,000	50	April	5	92 1/2
Gallatin	150,000	50	May	6	90
Germania	500,000	50	May	5	114
Guardian	200,000	...	...	...	...
Hamilton	150,000	15	...	...	100
Hanover	400,000	50	January	6	...
Harmony	300,000	50	January	5	124
Hoffman	200,000	50	New	...	100

Fire Insurance Companies.	Capital.	Par Val.	Last Semi-annual Dividend.	Off.	Last Sales.
Home	2,000,000	100	January	8	143
Hope	200,000	50	January	5	100
Howard	300,000	50	January	10	176
Humboldt	200,000	100	January	5	...
Indemnity	150,000	100	February	5	...
International	1,000,000	100	New	...	...
Importers' & Traders'	200,000	50	...	...	...
Irving	200,000	25	May	8	100
Jefferson	200,000	30	March	3	156
Jersey City	150,000	50	January	10	...
Knickerbocker	280,000	40	January	5	104
Kings County	150,000	20	...	...	...
Lafayette	150,000	50	...	...	...
Lamar	300,000	100	January	5	113
Lenox	150,000	25	January	5	107
Long Island	200,000	50	January	8	161
Lorillard	500,000	25	February	4	98 1/2
Manhattan	500,000	100	January	10	136
Market	200,000	50	January	3 1/2	...
Mechanics' & Traders'	200,000	25	January	6	130
Mechanics'	150,000	50	...	...	...
Mercantile	200,000	50	...	...	105
Merchants'	200,000	50	January	10	200 200
Metropolitan	300,000	100	January 10 & 50 Scp.	...	125
Montauk	150,000	50	...	...	...
Morris (paid in \$200,000)	500,000	...	New	...	100 105
Nassau, L. I.	150,000	50	January	7	165
National	200,000	37 1/2	January	8	140
New Amsterdam	200,000	26	...	...	95
New World	200,000	50	...	...	80
New York Equitable	210,000	35	...	...	150
New York Fire & Mar.	200,000	100	February	6	125
Niagara	1,000,000	50	January	6	110
North American	500,000	50	April	4	100
North River	350,000	25	October 10	3	100
Nor'-West'n (Oswego)	150,000	...	...	...	...
Pacific	200,000	25	January	6	125
Park	200,000	100	January	5	90
Peter Cooper	150,000	20	January	5	101
Phoenix	500,000	50	March	10	...
People's	150,000	50	...	...	...
Relief	200,000	50	January	7	130
Republic	300,000	100	January	3 1/2	101
Resolute	200,000	100	January	3 1/2	...
Rutgers	200,000	25	...	...	98
Security	1,000,000	50	February	3 1/2	112
St. Mark's	150,000	25	February	5	...
St. Nicholas	150,000	25	...	...	...
Stuyvesant	200,000	25	...	...	88
Sterling	200,000	...	New	...	100
Standard	200,000	50	January	7 1/2	...
Tradesmen's	150,000	25	January	5	120
United States	250,000	25	...	...	125
Washington	400,000	50	Feb. 10 & 60 Scp.	...	...
Williamsburgh City	150,000	50	...	...	...
Yonkers & N. York	500,000	100	January	5	103 1/2

MARINE COMPANIES.

Companies.	Capital.	Last dividend.	Payable.	Offered.	Last Sales.
G. West	\$1,000,000	Jan., 20 csh, 40 scp.	Jan. July	...	...
Columbian	3,500,000	March	{ 6 } { 10 }	{ N. S. } { O. S. }	116
Mercantile	600,000	Jan., 7 csh, 20 scp.	Jan. July	...	120
Metropoli'n	300,000	Jan., 10 and 50 scp.	...	O. S.	130
Washingt'n	200,000	Jan. 3 1/2 Feb. ex. 3	"	...	100

MISCELLANEOUS COMPANIES.

TRUST STOCKS.

Companies.	Capital.	Par. val	Last dividend.	Off.	Last Sales.
Farmers' Loan & Trust Co.	\$1,000,000	\$25	January	4	...
New York L. I. & Trust Co.	1,000,000	100	February	5	198
Union Trust Co.	...	...	...	...	100
United States Trust Co.	1,000,000	100	February	5	...

TELEGRAPH STOCKS.

American Telegraph Co.	...	100	...	10	165 170
U. States Telegraph Co.	3,000,000	100	..4 quarterly	90	100
Western Union	...	100	April 25th	2	70

GAS STOCKS.

Brooklyn Gas Co.	2,000,000	...	...	...	119
Citizens' Gas Co., Brooklyn	1,000,000	20	...	...	117
Harlem Gas Co.	400,000	50	...	...	140
Manhattan Gas Co.	4,000,000	50	...	...	185
Metropolitan Gas Co.	2,500,000	100	...	...	107
New York Gas Co.	1,000,000	50	...	...	...
Williamsburgh	...	...	...	...	127 1/2
J'y City & Hoboken Gas Co	1,000,000	20	...	...	...
Paterson Gas Light Co.	110,000	5	...	...	95

Atlantic Mail Steamship Co	2,000,000	100	...	...	135
Pacific	4,000,000	100	...	...	300

EXPRESS STOCKS.

Adams	3,000,000	100	...	...	...
American	3,000,000	500	...	...	290
National	250,000	100	...	...	...
United States	2,000,000	100	...	...	...
Wells, Fargo & Co.	2,000,000	100	...	...	300

TABLE OF LETTER POSTAGES TO FOREIGN COUNTRIES.

The Asterisk (*) indicates that in cases where it is prefixed, unless the letter be registered, prepayment is optional; in all other cases prepayment is required.

Countries.	Not Exc. 1/2 o. cts.	Not Exc. 1/2 o. cts.
Acapulco.....	10	
Aden, British Mail, via Southampton ...	33	
Alexandria, Prussian closed mail (if prepaid 36c).....	*38	
do by Bremen or Hamburg mail.....	*30	*60
do French mail.....	*30	*60
do open mail, via England, by Am. pkt.....	21	
do open mail, via England, by British pkt.....	5	
Algeria, French mail.....	*15	*30
Araabia, British mail, via Southampton ...	33	
do do Marseilles....	39	45
Argentine Republic, via England....	45	
do via France, in French mail from Bordeaux	30	60
Ascension, via England.....	45	
Aspinwall.....	10	
Australia, British mail via Sth'mpt'n ...	33	
do do Marseilles	39	45
do by private ship from New York or Boston.....	5	
do Fch. mail (Sth Austr'a Co.)	*30	*60
do by Beem. or Hamb'g mail via Marseilles and Suez....	50	102
do by Bremen and Hamb'g mail via Trieste.....	55	
Austria and its States, Prussian closed mail.....	*30	
do do Prussian closed ml. when prp'd ...	28	
do do by Brem. or Hamb'g mail.....	*15	
do do (except prov. in Italy) Fch. mail....	*21	*47
Azores Island, British mail via Por....	29	32
Baden, Prussian closed mail (if prep'd 28cts).....	*30	
do Bremen or Hamburg mail....	*15	
do French mail.....	*21	*42
Bahamas, by direct st'r from N. Y. ...	5	
Batavia, British mail via Southam't'n ...	45	
do do do Marseilles, ...	53	
do French mail.....	30	60
Bavaria, Prussian closed mail.....	*30	
do do when prepaid ...	28	
do by Bremen or Hamb'g mail....	*15	
do French mail.....	*21	*42
Belgium, French mail.....	*21	*42
do closed mail, via England, ...	*27	
do open mail, via London, by American packet.....	21	
do open mail, via London, by British packet.....	5	
Belgrade, open mail, via London, by American packet.....	21	
do open mail, via London, by British packet.....	5	
do by French mail.....	*21	*42
Beyrout, Prussian closed mail, (if prepaid, 38cts).....	*40	
do French mail.....	*30	*60
Bogota, New Granada.....	18	
Bolivia.....	34	
Brazils, via England.....	45	
do France, in Fch mail from Bordeaux.....	*33	*66
Bremen, Prussian closed mail, ...	*30	
do do do when prep'd ...	28	
do Bremen mail.....	*10	
do Hamburg mail.....	*15	
do French mail.....	*21	*42
Brit. A. Am. Prov., except Canada and New Brunsw'k not over 3,000 m. ...	*10	
do do do exceeding 3,000 m. ...	*15	
Brunswick, Prussian mail.....	*30	
do do when prep'd ...	28	
do by Brem. or Hamb'g ml. ...	*15	
do French mail.....	*21	*42
Buenos Ayres, via England.....	45	
do via France by French mail from Bordeaux..	30	60
Canada.....	*10	
Canary Islands, via England.....	33	45
Cape of Good Hope, Brit. mail, via Southampton..	45	
do do Brit. mail via Marseilles,....	53	
Cape de Verde Islands, via England	29	37
do do in Fch. mail, via Bord'x and Lisbon	30	60

Countries.	Not Exc. 1/2 o. cts.	Not Exc. 1/2 o. cts.
C. Am. Pac. Sloop, via Panama ...	10	
Ceylon, open mail, via London, by American packet.....	21	
do open mail, via London, by British packet.....	5	
do French mail.....	30	60
do Brit. mail, via Southampton ...	33	
do do Marseilles.....	39	45
Chili.....	34	
China, Brit. mail via Southampton ...	45	
do do Marseilles.....	53	
do do Br'n or Hmb'g ml. via Trieste.....	55	
do by Br'n or Hmb'g mail, via Marseilles and Suez.....	40	72
do French mail.....	30	60
do by mail to San Fran., thence by private ship.....	3	
Constantinople, Prus. closed mail, (if prepaid, 38c).....	*40	
do French mail.....	*20	*60
do by Br'n or Hmb'g mail....	*32	
do open mail, via London, by Am. packet.....	21	
do open mail, via London, by Brit. packet.....	5	
Corfu—see Ionian Islands		
Corsica, British mail by Am. packet ...	21	
do do Brit. packet ...	5	
do French mail, ...	*15	*30
Costa Rica.....	10	
Cuba.....	10	
Curacoa via England.....	45	
Denmark, Prus. closed mail (if prepaid, 33cts).....	*35	
do by Brem. or Hmb'g mail....	*20	
do French mail.....	*27	*54
East Indies, open mail, via London, by American pack't.....	21	
do open mail, via London, by British packet.....	5	
do Prussian closed mail, via Trieste.....	68	
do (Eng. possessions.) Prus. closed mail, via Trieste... ..	36	
do by Br'n or Hamb'g mail, via Marseilles and Suez....	40	72
do by Br'n or Hamb'g mail, via Trieste.....	64	
do French mail.....	30	60
Ecuador.....	34	
Falkland Islands, via England.....	33	
France.....	*15	*30
Frankfort, French mail.....	*21	*42
do Prussian closed mail.....	*30	
do do do when prepaid.....	*28	
do Bremen or Hamburg mail....	*15	
Gambia, via England.....	33	
Gaudaloupe, via England.....	45	
Guatemala.....	10	
German States, Prus. closed mail (if prepaid, 28c).....	*30	
do French mail.....	*21	*42
do Bremen mail.....	*15	
do (except Luxemburgh) Hamburg mail....	*15	
Gibraltar, French mail.....	21	42
do open mail, via London, by Amn. pkt.....	24	
do open mail by British pkt..	1	
Great Britain and Ireland.....	*25	
Greece, Prussian closed mail, (if prepaid, 40c).....	*42	
do French mail.....	*30	*60
do by Bremen or Hamburg mail.....	*35	
do open mail, via London, by American pkt.....	21	
do open mail, via London, by British pkt.....	5	
Hamburg, by Hamburg' mail, direct from New York.....	*10	
do Bremen mail.....	*15	
do Prussian closed mail....	*30	
do do do when prepaid.....	28	
do French mail.....	*21	*42
Hanover, Prussian closed mail.....	*30	
do do when prepaid ...	28	
do by Bremen or Hamburg mail.....	*15	
do French mail.....	*21	*42
Hayti, via England.....	45	
Holland, French mail.....	*21	*42
do open mail, via London, by American pkt.....	21	

Countries.	Not Exc. 1/2 o. cts.	Not Exc. 1/2 o. cts.
Holland, open mail, via London, by British pkt.....	5	
Holstein, Prussian closed mail, (if prepaid, 33c).....	*35	
do by Bremen or Hamburg mail.....	*25	
do French mail.....	*27	*54
Honduras.....	35	
Indian Archipelago, French mail....	30	60
do British mail, via Marseilles.....	39	45
Ionian Islands, Prussian closed mail, (if prepaid, 36c).....	*38	
do French mail.....	*30	*60
do British mail, via England.....	35	49
Japan, British mail, via Southampton ...	45	
do do via Marseilles... ..	53	
do French mail.....	30	60
Liberia, British mail.....	33	
Lombardy, Prussian closed mail, (if prepaid, 40c).....	*42	
do by Bremen or Hamburg mail.....	*15	
do French mail.....	*21	*42
Luxumburg, Grand Duchy, Prussian closed mail.....	*30	
do Grand Duchy, Prussian closed mail, when prepaid.....	28	
do Grand Duchy, French mail.....	*21	*42
do Grand Duchy, Bremen mail.....	*15	
do Grand Duchy, Hamburg mail.....	*22	
Madeira, Island of, via England....	29	37
Majorca and Minorca, British mail... ..	33	
do do French mail... ..	21	42
Malta, Island of, open mail, via Lond. by American pkt..	21	
do op. mail, via Brit. pkt ...	5	
do French mail.....	*30	*60
Martinique, via England.....	45	
Mauritius, British mail, via South'pt'n ...	33	
do do via Marseilles	39	45
do French mail.....	30	60
Mexico, (except Yucatan, Matamoros and Pacific coast.....	34	
do to places excepted above....	10	
Mecklenburg, (Strelitz and Schwerin,) Prussian closed mail... ..	*30	
do do when p'paid ...	28	
do (Strelitz and Schwerin,) by Bremen or Hamburg mail.....	*15	
do (Strelitz and Schwerin,) French mail.....	*21	*42
Montevideo, via England.....	45	
do via France, by Fr'n'h mail from Bordeaux.....	30	60
Naples, Kingdom of, Prus. clos'd mail ...	28	
do do French mail....	*21	*42
do do by Bremen and Hamburg mail. ...	22	
Nassau, N. Prov., by direct steamer from N. York....	5	
Netherlands, The, French mail.....	*21	*42
do open mail, via Lon., by Amer. pkt....	21	
do open mail, via Lon., by British pkt....	5	
New Brunswick.....	*10	
Newfoundland.....	10	
New Granada, (except Aspinwall and Panama).....	18	
New South Wales, British mail, via Southampton... ..	33	
do do British mail, via Marseilles	39	45
do do French mail....	*30	*60
do do by mail to San Francisco	3	
New Zealand, British mail, via Southampton.....	33	
do British mail, via Mars'ls	39	45
do French mail.....	*30	*60
Nicaragu, Pacific slope, via Panama ...	10	
do Gulf Coast of.....	34	
Norway, Prus. closed mail, (if p'paid, 42c).....	*46	
do by Bremen or Hamb'g mail, ...	*38	
do French mail.....	*33	*66
Nova Scotia—see Brit. N. American Provs.....		
Oldenburg, Prus. closed mail, (if prepaid, 28c).....	*30	

Countries.	Not Exc. 1/2 o. cts.	Not Exc. 1/2 o. cts.
Oldenburg, by Bremen or Hamburg mail.....	*13	*42
do do French mail.....	*21	*42
Panama.....	10	
Paraguay, British mail, via England.....	45	
Peru.....	22	
Philippine Islands, British mail, via Southampton.....	45	
do do British mail, via Marseilles.....	53	
do do French.....	30	60
Poland, Prussian closed mail (if prepaid, 35c.).....	*37	
do by Bremen or Hamb'g mail.....	*29	
do by French mail.....	*30	*60
Porto Rico, British mail, via Havana.....	34	
Portugal, British mail, via England.....	33	45
do by Bremen or Hamb'g mail.....	30	42
do by French mail, via Behobia.....	21	42
do do via Bord'x & Lis.....	30	60
Prussia, Prussian closed mail.....	*30	
do do do when prep.....	28	
do by Bremen or Hamburg mail.....	*15	
do French mail.....	*21	*42
Rom. or Pap. States Prus. closed mail.....	44	
do do French mail.....	*27	*54
do do Bremen or Hamburg mail.....	*28	
Romagna, Prussian closed mail (if prepaid, 40c.).....	*42	
Russia, Prussian closed mail (if prepaid, 35c.).....	*37	
do by Bremen or Hamb'g mail.....	*29	
do French mail.....	*30	*60
Sandwich Islands, by mail to San Francisco.....	3	
Sardinian States, Prus. cl'd mail (if prepaid, 40c.).....	*42	
do do French mail.....	*21	*42
do do Brem. or Ham. mail.....	*23	
Savoy, District of.....	*15	*30
Saxe-Altenburg, Prussian closed mail.....	*30	
do do when pre.....	28	
do by Bre. or Ham. mail.....	*15	
do French mail.....	*21	*42
Saxe-Coburg-Gotha, Meiningen and Weimar, Pr. cl'd m.....	*30	
do do do when pre.....	28	
do do do Brem. or Hamburg mail.....	*15	
do do do French mail.....	*21	*42
Saxony, King. of, Prus. cl'd m.....	*30	
do do do when pre.....	28	
do do by Brem. or Ham. m.....	*15	
do do French mail.....	*21	*42
Schleswig, by Brem. or Ham. mail.....	*25	
do French mail.....	*27	*54
do Prussian closed mail (if prepaid, 33c.).....	*35	
Sicilies, The Two, Prus. closed mail.....	*47	
do do French mail.....	*21	*42
do do open m'l via Lon. by Amer. packet.....	21	
do do open m'l via Lon. by Brit. packet.....	5	
do do by Bremen or Hamburg mail.....	22	
Singapore, Brit. m'l, via Southampton.....	45	
do do via Marseilles.....	53	
do French mail.....	30	60
Spain, Brit. mail, by Amer. packet.....	21	
do do by British packet.....	5	
do French mail.....	21	42
do by Bremen or Hamburg mail.....	30	42
St. Thomas, by U.S. pkt., to Kingston, Jamaica.....	18	
do via Havana.....	34	
Sweden, Prus. cl'd mail (if prep'd, 36c.).....	*40	
do by Bremen or Hamburg mail.....	*33	
do French mail.....	*33	*66
Smyrna, Prus. cl'd mail (if prep'd, 38c.).....	*40	
do French mail.....	*30	*60
Switzerl'd, Pr. cl'd mail (if prep'd, 33c.).....	*35	
do French mail.....	*21	*42
do by Bremen mail.....	*19	
do by Hamburg mail.....	*19	
Syria, British mail, via Marseilles, by French packet.....	33	45
do French mail.....	30	60
Turkey in Europe, and Turkish Islands in the Mediterranean, except as herein mentioned:		
Prussian closed mail.....	28	
By Bremen or Hamburg mail.....	*32	
Open mail, via Lon., by Am. pkt.....	21	
do do by Brit. pkt.....	5	

Countries.	Not Exc. 1/2 o. cts.	Not Exc. 1/2 o. cts.
Turkey in Europe, cities of, except as herein mentioned:		
By French mail, via Austria.....	21	*42
Turk's Island.....	19	
Tuscany, Pr. cl'd mail (if prepaid, 40c.).....	*42	
do French mail.....	*21	*42
do by Bremen or Hamburg mail.....	*28	
Uruguay, via France, by French mail from Bordeaux.....	30	60
do British mail, via England.....	45	
Van Diemen's Land, British mail, via Southampton.....	33	
do British mail, via Marseilles.....	39	45
do French mail.....	30	60
Venetian States, Prus. closed mail (if prepaid, 28c.).....	*30	
do French mail.....	*27	*54
do by Bremen or Hamburg mail.....	*15	
Venezuela, British mail, via Southampton.....	45	
West Indies, British.....	10	
do not British (except Cuba).....	34	
Wurtemberg, Pr. cl'd mail.....	*30	
do do when pre.....	28	
do by open mail, via Lon., in American packet.....	21	
do by open mail, via Lon., in British packet.....	5	
do French mail.....	*21	*42
do Bremen or Hamb'g mail.....	*15	

AUCTION NOTICES.

EDWARD L. CORLIES, Auctioneer.
By KOBBE & CORLIES.
 Stores Nos. 87 and 89 LEONARD STREET.
WEDNESDAY,
 At 10 o'clock, at the salesrooms,
LARGE AND IMPORTANT SALE
 OF
RIBBONS, SILKS, AND MILLINEY GOODS
 Of recent importation,
 On a credit of four months, for approved indorsed notes, for all sums over \$100.
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A. L. CURTIS, Auctioneer.
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 168 and 170 CHURCH Street, between Leonard and Franklin Streets.
 Our regular sales of FOREIGN and DOMESTIC DRY GOODS will be held on TUESDAYS and FRIDAYS.
BOOTS and SHOES on MODAYS and THURSDAYS.
RIBBONS and MILLINERY GOODS on FRIDAYS. Every week during the season.
MONDAY,
 At 10 1/2 o'clock.
REGULAR SALE OF BOOTS AND SHOES.
WEDNESDAY,
 At 10 o'clock,
 By order of A. Purdie, Esq., who is retiring from business,
 At his store, No. 42 Walker street, up stairs,
HIS ENTIRE STOCK OF MACHINERY,
 Consisting of Ribbon Looms, with Jacquards, Spinning Wheels, Braiding Machines, Fluting Machines, Hand Looms, Warming Mills, Binding and Gimp Machines, Chenille Machines, &c., &c., and all Machines suitable for the manufacture of Ladies' Dress Trimmings.
ALSO,
 SILK on Spools, Cotton and Mohair Cords, Beads, &c., &c.
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HARDWARE TRADE SALES and AUCTION ROOMS,
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 We will give our personal attention to sales of Foreign and Domestic HARDWARE, CUTLERY, GUNS, FANCY GOODS, and general MERCHANDISE.
 Regular sales will be held on each Tuesday and Friday throughout the season.
 Cash Advances made upon consignments without any additional charge.

J. A. CURTIS, Auctioneer.
B Haggerty & Co.
 Salesrooms 9 Broadway and 57 Reade Street.

TRESDAY
 At 10 o'clock, at the salesroom, 279 Broadway.
PACKAGE SALE at four months' credit for approved endorsed notes—300 packages Foreign and Domestic Dry Goods, suitable for the Spring Trade.
LAST SALE OF THE SEASON,
 Including
 40 pieces 6-4 Toile du Nord.
 44 pieces 6-4 Challies.
 50 pieces 4-4 Poplins.
 40 pieces 4-4 Poile de Chevre.
 50 pieces 4-4 superfine new style Lastings.
 135 pieces 4-4 Neapolitans.
 120 pieces 6-4 Neapolitans, ex fine.
 50 pieces 5-4 Gros Grains.
 50 pieces 4-4 Gros Grains, ex fine and new style.
 50 pieces 6-4 Florent a Soie.
 The above are new and fresh goods, per late arrivals.

ALSO,
 — pieces 22 to 34 inch Black Gros de Rhines, Taffetas, and Gros Grains.
ALSO,
 2,000 dozen 3-4 and 5-8 New-Stitched Linen, Cambric Handkerchiefs.
ALSO,
 4-4 White Linens, Napkins, Towels, Drills, &c.
ALSO,
 An invoice of Jaconet and Book Muslins.
ALSO,
 100 pieces English Shirting Flannels.
ALSO,
 200 pieces Cloths, to close invoices, Consisting of
 — pieces 6-4 Belgian Black Cloths.
 — pieces 3-4 Satin Laine.
 — pieces 6-4 Satin Royale.
 — pieces 6-4 Tricot Sedan.
 — pieces 6-4 Tricot Reps.
 — pieces 6-4 Sussia Lustre Beaver.
 — pieces 6-4 Moscowas.
 — pieces 6-4 Sealskins.

ALSO,
 A full line Italian Cloths and Satin de Chines, in all widths and qualities.
ALSO, FOR CASH,
 (for account of whom it may concern),
 2 cases Woolen Shirtings,
 cases Belmoral skirts.
 16 cases Gents' Mauds.
 Catalogues and samples on the morning of sale.

AT PRIVATE SALE.
FOR SALE—Two Pews in St. Mark's Church, Nos. 163 and 164.

D. D. LOCKWOOD, Auctioneer.
By Lockwood Bros. & Underhill
 Stores Nos. 29 Murray and 33 Warren Sts.
 Our REGULAR SALES will be held on TUESDAY and FRIDAY throughout the Season.
CASH ADVANCES MADE ON CONSIGNMENTS, and GOODS HELD for FUTURE SALES IF REQUIRED.

TUESDAY,
 At 10 o'clock, at the Auction Room,
BY CATALOGUE—FOR CASH—A general assortment of Foreign and Domestic DRY GOODS, in lots adapted to the city and country retail trade.
 Catalogues and Samples morning of sale.

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 Stores Nos. 131, 133 and 135 Duane Street,
OUR REGULAR SALES OF STAPLE AND FANCY DRY GOODS will be held on TUESDAY AND FRIDAY, AND OF WOOLENS and TAILORING GOODS each THURSDAY throughout the Season.
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A. JOURNEYAY, Auctioneer.
By A. Journeyay,
 No. 8 PINE Street.
REAL ESTATE, STOCKS, BONDS, &c., at public or private sale. Out-door sales and sales of Furniture at residences attended to, Houses and stores rented.

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THIRD SERIES,
\$230,000,000.

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These notes are issued under date of July 15, 1865, and are payable three years from that date in currency, or are convertible at the option of the holder into

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- Twenty Cents per day on a \$1000 note.
- One dollar per day on a \$5000 note.

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The delivery of the notes of this Third Series of Seven-Thirties will commence on the 1st of June, and will be made promptly and continuously after that date.

The slight change made in the condition of this THIRD SERIES affects only the matter of interest. The payment in gold, if made, will be equivalent to the currency interest of the higher rate.

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