

THE Commercial & Financial CHRONICLE;

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

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REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

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The Chronicle.

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THE MONEY MARKET.

At the Stock Exchange we observe some indications of diminishing confidence and incipient depression. From the obscurity and imperfect development of these new symptoms it is as yet impossible to foresee whether they will be fugitive or more permanent in their effects. The reasons assigned for the change connect themselves chiefly with our uncertainty as to the operations of the Treasury. Among other rumors there is one that the government will soon negotiate a small loan of long gold-bearing bonds. This announcement, so far as it is credited, is depressing the bonds in the market, inasmuch as intending purchasers to whom time is of subordinate importance, are inclined to wait in the hope of buying on better terms when the loan is announced.

Another report is that Mr. McCulloch is about to make a serious attempt to reduce the volume of the government paper money. And it is said to have been semi-officially announced that the greenback circulation will be contracted, and that "if any more compound interest notes are withdrawn their place will not be supplied with new ones." In the present feverish condition of the money market these and similar reports produce a deeper impression than is perhaps justly due to them.

There cannot, however, be a doubt that while our financial system is so much deranged, and our currency so unstable and depreciated, the man who is burdened with debt is in imminent danger. Probably the oscillations in the value of merchandise, gold, and all kinds of securities will, during the remainder of this year, be violent and sudden; and as the heavily burdened barque suffers most severely in foul weather, there are two maxims which may with advantage be adopted by our business men. The first is to make arrangements so as to "get out of debt," and as far as possible "to keep out;" and the second is to "stick to legitimate business," and avoid the specious, seductive, perilous paths of speculation.

THE TAX ON SALES OF STOCKS.

In the United States District Court, held at Cooperstown on Wednesday, the motion for an injunction to prevent the collection of the internal revenue duty on brokers' sales of their own stocks, was denied. Until the decision of the question by the Supreme Court, the tax must, therefore, be paid; the ground of the decision being that the parties aggrieved have a remedy at law, inasmuch as the tax can be paid under protest, and they can recover the amount from the government should the decision of the Court on appeal be in their favor.

The decision, however sound in law, has caused some disappointment; and the prevailing opinion is that it may have an injurious influence on the prices of the seven-thirties and the other sensitive government stocks, by limiting the volume of business, and impeding the process of distributing them among the people throughout the country.

The course of this controversy illustrates the importance of the fundamental principle of taxation "that the laws imposing internal revenue duties should be so clear and definite that every person may know exactly, and without difficulty, how much tax he has to pay."

From its frequent violation of this rule our tax law has required to be supplemented by numerous comments, defini-

tions and explanations from the Department. One of the natural consequences of this state of things is that these gentlemen in certain difficult cases, have had, not only to interpret but authoritatively to fix the laws.

An awkward and perplexing conflict of opinion has also sprung up in the case before us. The Internal Revenue Department interpret the law as authorizing them to collect from brokers a tax of one twentieth per cent on all sales of stocks whether belonging to themselves or to other parties. On the 7th July, Judge Nelson, in the United States Circuit Court for the Southern District of New York, decided substantially that the tax in question is legal so far as it applies to sales made by brokers for their customers, but illegal so far as it applies to sales made for themselves of their own stocks. Notwithstanding this decision, and before any higher court had time to overrule it, the Assessors and Collectors received instructions to enforce the payment of the tax. The result was that the brokers were driven into the law courts to ask for an injunction, in preference to submitting to what they chose to regard as vexatious injustice and oppressive exaction. The reason assigned by the Internal Revenue Department for their course was that before the decision of the Supreme Court can be had the sum demanded from the brokers would be so large that many of them might be tempted to become defaulters. Hence the government would lose a considerable part of its revenue.

But if, on the other hand, the decision of the Supreme Court should be the other way, the money "can easily be repaid by the government." This, as we have seen, is in substance the view taken by Judge Nelson on Wednesday. The disturbance of business, and the general perplexity incident to the frequent arbitrary uncertainties in our internal revenue law, afford continual proof how far removed that comprehensive enactment is from fiscal perfection; and cannot fail among a people so practical as ourselves to stimulate and urge forward an improvement of the law, until it is made so clear that neither the tax collector nor the tax payer shall be at any loss to apply and obey it.

REDEMPTION OF NATIONAL BANK NOTES.

On Tuesday next a third meeting will be held by the bank officers of this city, at the Clearing House, relative to the redemption of the notes of the National Banks. The minutes of the previous meetings have not been published, and we have no official positive information as to what was there done; but we shall rejoice, in common with all the friends of a sound currency, if it be true, as we are informed, that some effective plan of redemption is likely to be very soon put in vigorous, general operation.

One of the reasons for preferring bank currency to government paper money has been usually said to be that the latter can be kept afloat to an amount beyond the wants of business. Hence it both inflates prices and becomes depreciated, unstable and mischievous. Bank notes issued under a sound system, on the other hand, cannot be long kept out so as to be redundant. In a constant stream they flow back to the issuer for payment, and the perpetual return movement keeps the current of the circulation normal and healthy.

After the experience and repeated failures of the past, it is idle to suppose that the requisite uniformity and stability can be imparted to bank notes by legislation, or by any other method than the old and well tried one of prompt redemption. Our bank notes cannot be kept at par except they are redeemed in New York, or what is virtually the same thing, in one of the three great cities. For if they are kept at par here, they are at par everywhere from the Atlantic to the Pacific, and from the Gulf to the Northern Lakes. But unfortunately, the National banking law, though aiming to

make the currency uniform in value, fails to compel redemption at the monetary centres, but allows a dozen other places of redemption in various parts of the country.

The time seems to have now arrived when the evils hence resulting, and the greater evils that are threatening, must find a remedy. Efficient redemption can no longer be dispensed with. The notes of the National Banks have reached an aggregate of 180 millions of dollars. The printing presses are busy, and 120 millions more will be issued in a very short time, the full amount authorized by Congress for the whole of the United States. Until recently the derangement of our financial system by this rapid outpouring of irredeemable notes has been to some extent veiled and kept in check by various causes, and especially by the heavy disbursements of the government. Now the war is over, however, and the payments to the army, to contractors, and to other creditors of the Treasury are rapidly diminishing; but the tide of paper money is swelling more and more. Fully two or three millions a week are added by the National Banks alone. Meanwhile prices are going up. The necessities and comforts of life are lifted farther and farther above the reach of persons of fixed incomes and narrow means. On the one side a host of speculators are watching with greedy eagerness the promising signs of inflation, and on the other side mistaken patriots are calling on the Secretary of the Treasury to interpose, and by some perilous financial strategy to avert the threatening storm.

Another suggestive symptom is the accumulation of the new currency in the city banks. By law they are compelled to accept these notes in payment of debts due to them, and each bank for obvious reasons has shrunk from disobliging customers in adopting the invidious policy of discriminating against the country banks, and refusing to accept their notes on deposit. They thus receive currency which they cannot use at the clearing-house, or pay over their counters, unless the public choose to receive it. Their bank vaults are thus gorged with national bank notes, and the inflowing current as it increases is becoming less manageable. As a temporary palliative for this plethora some of the banks have been compelled to sell these notes at a discount, while others have got rid of them by making loans below the market rates. The facilities for speculation offered by such a state of things, and the disasters it must cause, except it be remedied, are only too obvious.

To devise a method of redemption at once practical, impartial and efficient, a Committee of the Associated Banks of the three cities was appointed last spring, who, on the 25th of July presented their report proposing to establish an Assorting House by which they believed the difficulty could be met, and the prompt redemption of notes issued in remote places could be as effectively accomplished as of those issued in New York, Boston, or Philadelphia. No discrimination against any particular banks, was to be allowed. The country banks were to be dealt with as impartially as those of the cities, and the circulation of the weaker institutions, so long as they remained solvent, was to receive the same respect and protection as that of the largest and strongest. The method came up for consideration at an adjourned meeting on the 12th inst., and the discussion, as we have said, will be resumed next week, when it is proposed that the representatives of a number of the city national banks, which have not yet joined the Clearing House, may be invited to assist in the deliberations.

We shall not venture to offer any remarks in this place as to the details, effectiveness, or practicability of the Assorting House scheme. For the present we need only say that it has been devised by some of the ablest bank officers in this country; that in the opinion of the bank committees of New

York, Boston, and Philadelphia, it will effect the object proposed; and that the Secretary of the Treasury, and the Comptroller of the Currency regard it with favor, as do also numerous other financial authorities of eminence.

This plan meets, however, in some quarters, with considerable opposition, partly because it is imperfectly understood, and partly from other causes. From the expense and loss of profit threatened to them by redemption, a few of the interior National banks have conceived a not unnatural dislike to it. If these institutions, however, will rise above the sordid views of private advantage; if they recognize their own real permanent interest; if they honestly wish that the experiment of National banks should succeed, and the new system, of which they form a part should be permanent, they will change their views, and promote rather than hinder the most prompt redemption of all notes wherever issued. Every National bank is, of course, bound to take care of its own notes, to protect them from depreciation, to make ample arrangements for their payment on demand. But the banks are so numerous, and many of them so far off, that the channels of return are dammed up. Hence, there are institutions that have had their circulation out for a year or more without a solitary note being returned for payment. This difficulty of redemption, this want of correspondence between the currents of efflux and reflux, this opening of the floodgates for the issuing of paper money and closing of the channels for returning it, constitute a fatal, intolerable evil which the banks cannot perpetuate if they would.

Again it is supposed by some persons that the National bank notes are government paper. This is not altogether the case. The banks and not the government get the profit of the issue. The notes are the obligations of the corporations issuing them, and bring nothing into the public Treasury beyond a very small tax. Although, however, government does not share the profit, it does share the risk. If a bank become insolvent the notes are to be paid off by the public Treasury, where Federal bonds are deposited as security to a sufficient amount. In other words, before the notes of broken National banks can be paid off, our government must raise a loan for the purpose, by selling the requisite amount of bonds in the open market. National bank notes are not government paper therefore, but in case of insolvency, and only then, the notes will be paid by the public Treasury. Thus the billholders will be protected against final total loss, and the discount at which a broken National bank note will sell in Wall street, will depend on the extent of the delay in obtaining final payment.

Had an unredeemed currency been tolerable to the people of the United States the National Bank currency would never have been called into existence. Greenbacks would have answered the purpose well. The profits of issuing irredeemable paper are immense. But for wise reasons the Treasury was by act of Congress deprived of those profits. Notwithstanding our want of money; in the midst of a costly war; when every energy was taxed to the utmost, we renounced this privilege. We created the new banks for the special purpose of issuing notes that should be redeemed. A more valuable franchise, in no country, was ever bestowed by a single act on private corporations. This franchise was given that we might establish a sound uniform currency. And the people will not give up their right to apply the safeguard of rigid redemption. While the privileges are enjoyed the duties they impose must be exacted.

NEW SEWERAGE SYSTEM OF NEW YORK CITY.

For many years past the defective drainage of the city of New York has been the subject of criticism, and predictions were common that it would eventually destroy the com-

merce of the port. The death-rate was carefully reviewed and compared to ascertain whether the fearful work of mortality had not already begun. If the population of this metropolis is actually below eight hundred thousand, as Secretary Depew's enumerators have made the count, and the annual mortality exceeds twenty-five thousand, there is indeed just cause for alarm.

General Viele, in a report made by him in 1858 to a committee of the Senate of the State, declared his judgment that one of the chief causes of extraordinary mortality in New York "is to be found in the defective drainage of certain districts of the city; and furthermore that this is an evil which is increasing as the city extends itself toward the northern part of the island; and that the main elements by which this evil is increased are the so-called city improvements, or grading of streets and avenues, which are now being carried forward."

The remarks of Doctor Pickford, of England, in his celebrated work on "Hygiene," admirably illustrate this subject:

"In all large cities and towns there are plague-spots where fever of the intermittent, remittent, or continued form, always prevails with more or less intensity. There are certain squares and streets, nay, particular houses, the inmates of which, family after family, for a long series of years, have been the victims of typhus fever, though the districts in which they are situated are airy, and the soil dry. Open and imperfect sewers, faulty, superficial, choked-up and overflowing drains, imperfect traps of cess-pools and water closets, a filthy condition of the earth's surface, together with intramural burying grounds, slaughter houses and slaughter-cellars, and the conversion of tidal rivers into cloacæ maximæ, are the fruitful sources of fevers, diarrhœa, and dysentery, in all congregations, and on any one spot, of great multitudes of human beings. There is probably no subject so complex, so incalculably difficult to grapple with, especially if it be time to apply a remedy, as the drainage and sewerage of large overgrown cities. Yet we must perceive that unless this be efficiently done, an absolute limit is set by the hand of man himself to dynasties, to peoples, and to nations.

"The earth which we tread under our feet emits at certain periods of the year the poisonous emanations which generate typhus, diarrhœa, dysentery, and cholera; whilst the waters of our tidal rivers, converted into open, common sewers, teem with pestiferous exhalations charged with the germ of disease or the messenger of death. If, under these favoring conditions, a pestilential epidemic invade our shores, it finds us an unprepared and easy prey."

A survey of the map of Manhattan island as it existed before settlement, will aid in a proper apprehension of the causes of the present unwholesome condition of many districts and localities. It is situated between the estuary at the mouth of the Hudson, and the narrow strait known as East River. Its length is about eleven miles, and its area about 34 square miles. Its original surface was diversified by hills, deep valleys, with numerous streams of water, besides several ponds and swamps. Greenwich street and 10th Avenue on the western side, and Water street, Lewis, and First Avenue on the east, constituted its water margin. A large pond known as the Collect, existed between Duane street and Canal, extending eastward to Baxter and westward to Elm. Its outlet was through a brook to the East River; but streamlets also issued from it to the Hudson, passing through the Lispenard Meadows, a large extent of marsh.

The "Beekman Swamp" existed in the Second Ward, occupying an area of about 100,000 square feet. There were also several small ponds in the northern part of the Eighteenth Ward, and streams of water proceeding from the vicinity of the present site of the Fifth Avenue Hotel, and uniting in one flowed to the East River. There was another little pond at the north-eastern corner of Thirty-fifth street and Seventh Avenue; another just west of that avenue, between Thirty-seventh and Thirty-eighth street; and still another in the same range, in Forty-second street.

The general surface of the island is described by General Viele as composed of abrupt ledges of rocks, deep and narrow valleys, sudden upheavals and contortions of the geographical formations, with a surface varying in elevation from five to one hundred and fifty feet above high-water

mark. Winding along this varied surface in every direction were the original drainage streams, one of them of such an extent that it was used for mill purposes. No attention was paid to this original topography of the island in the arrangements of streets and avenues. Deep excavations and high embankments were made in such a manner that the latter crossed the old valleys of drainage and thus form so many receptacles for the collection of water, which are converted in summer into stagnant pools, breeding pestilence and disease. There are the "sunken lots"; and when they are complained of as nuisances, or it is desired to improve them, "good and wholesome earth" is filled in to absorb the water, and soon becoming saturated, forms a sort of sponge through which the water extends, and continues to be a permanent source of humid and noxious exhalations. But a swamp, pond or sunken lot filled with earth is only disguised; it is neither drained or removed. All such localities are easily traceable in this city by the peculiar and frequent diseases always there prevailing.

The plan of sewerage was adapted only to the requirements of a village; and though hardly sufficient at the outset has never been enlarged or improved to any considerable extent. Every subsequent addition made the matter worse, till at the present time the state of things is actually frightful; there are many houses with no sewer at all, privies overflowing into the yard, vacant lots converted into cess-pools, streets ankle-deep with feculent matter, for which no outlet was ever contemplated.

Another reason of the general defectiveness, is that the sewers have been constructed at different times by different persons. One district has been drained by a contractor utterly ignorant of the condition of the sewerage in the adjoining district; and so the sewer from one block has been let into the sewer of another, without a thought as to its capacity to perform this double function. It seems often to have been the sole object to get the waste matter out of sight somewhere, and be through with the contract. Among the evils accruing from this method of doing work, are such as the letting of water into conduits entirely too small, the construction of sewers on an actual level, or even upon an ascending plane. In one place not far from "Mackerelville" a sewer fourteen feet deep empties into another twelve feet in depth; and six houses that are said to be drained by it are so situated that if an obstruction should occur at one of them, the other five would have no drainage.

There is no proper provision for the cleansing of the sewers. In the winter this may be tolerable; but in the dry season, a foul and pestilential atmosphere is generated which escapes at the outlets and various openings, and is then carried by the breeze to every part of the city. To this cause, rather than to the foul streets and gutters, though they are fetid and disgraceful, we are indebted for that noisome odor which, of a summer evening, permeates the streets and dwellings of New York. The subtle and noisome odor from the fat and bone-boiling establishments on Abattoir Place, which neither a Morton, a Delavan, nor a Boole, has succeeded in removing, disseminates every year a rich crop of marasmus, debility, and other impairments of vitality. But it bears no comparison in its deadly character, with the intolerable effluvia of the sewers.

The same lack of system which prevails in the construction of the sewers is also to be found in their outlets. Many times these are above highwater mark, and leave their contents still lying on land. Other outlets are so low that in high tide the water fills the sewer and forces back its contents. The cellars overflow, and the foul gases are expelled into the air to stop the nostrils of those inhaling it, and to disseminate pestilence. The "made land" particularly is subject to these inflections, and is virtually undrained.

Winter after winter, this subject of sewerage was brought before the committee of the Legislature of New York. Health bills, vesting sanitary power in the hands of Commissioners were annually introduced, matured, and then defeated. The Legislature of 1865, with more sagacity and good fortune than its predecessors, adopted another means to reform the drainage of the city of New York. Instead of erecting a new department, it passed an act devolving the whole subject upon the Croton Aqueduct Board. The act provides that the Board shall divide the city into sewerage districts, and prepare maps or plans for the location, course, size and grade of each sewer or drain proposed for each district, and the proposed alterations in existing sewers to conform them to the new system. Copies of these plans are required to be filed in the office of the Common Council, the Comptroller of the City, and the City Inspector. The Board are thus required to prepare specifications of the proposed work, and make contracts for its performance in the manner that other contracts are made. The expenses are to be assessed upon the property benefited, and collected as the law prescribes.

A Sewerage Bureau has been established accordingly; a survey made of the city, the districts formed, and contracts let as directed. The mode of construction has been changed. In place of brick drains, vitrified pipes will be employed; the outlets generally being of iron. The present position of numerous small sewers discharging into the water in the lower part of the city will be changed; and intercepting sewers constructed in West, South and other streets, which form the river lines, constructing a main outlet sewer to the exterior pier line and turning into this outlet the whole sewage of a district, that may be half a square mile to three square miles in extent. The sewage, carried to places that are touched by the tidal currents, will be washed away, instead of remaining as it now does in the bulkheads—a putrid, disgusting mass, often exposed at low water. When the whole are completed, they will be in harmonious operation and self-cleansing. The drainage will be more perfect; the city will enjoy immunity from suffocating mephitic vapor, and improve in health.

Five years, it is promised, will be ample for this undertaking of the Croton Board; and the Commissioners are sanguine that the expense will be less than two-fifths of its cost under the present method of construction. The accomplishment of this work will be worthy of an Agrippa or a Tarquin; and will constitute an important era in the history and prosperity of the port of New York.

REVIVAL OF TRADE AND THE PRODUCTIONS OF THE WEST.

THE merchants of St. Louis, several weeks since, as though in emulation of the example of their brethren of the lake-port towns, proposed a third Commercial Convention in their city. It has not yet been held; but the capitalists of Iowa and Missouri have had consultations and are taking means to reopen communication, and establish new avenues of commerce between the two States, with direct reference to a future and extensive trade with the ports on the Mississippi River. Of their eventual success we have no fear; and it should be the endeavor of all having the prosperity of our common country at heart, to give them countenance.

In response to this movement the marts of New Orleans already exhibit signs of revival. Every description of Southern, Western and Northern produce is coming forward with remunerating returns; the old merchants are resuming business, and capital is invested there for the establishment of new business relations. The *New Orleans Times* says:

"Dealers in Western products are now doing more business than any time during the season, or since 1860. Stores and warehouses on

Poydras street, from the Levee to Circus street, or below the market' are, with only an exception, under rent and occupation. The building forming the corner of Magazine and Poydras streets, erected on the ruins of the burnt property of March last is nearly completed. Rents on Poydras street have been enhanced materially over last year, but are not yet up to the figures of 1860. There has been a marked advance of real estate on this street. In 1861, stores which were sold at \$38,000 or thereabouts, were resold in 1864 at \$50,000, and cannot now be purchased at \$65,000. The new building forming the corner of Poydras and Magazine divided into two tenements and only three storied, is leased for \$7,000 per annum.

"In the newly-opened vista to the future prosperity of our city, we have to notice the formation of a new line of steamships between this port and Rio de Janeiro, which, early in the approaching business season, will connect us with the so long contemplated intimate business relations with Brazil, furnishing to that highly favored section such products of our soil and industry as it has hitherto received from other and more distant markets—such as flour, which our people can send them of superior quality to the "Haxall," and at a cheaper price and rate of freight, under the new auspices, and receiving in exchange her coffee and other products, for a supply of which our own people and those of the entire Valley of the Mississippi have hitherto been in a great measure dependent upon Baltimore and other markets.

"We learn also that the communication with Texas by steamships will shortly be resumed. The trade with the adjacent islands, hitherto so profitable, is now in process of resumption."

The same impulse is felt at the Eastern seaports. The war had turned the currents of trade from their ordinary channels. Active hostilities not having closed, in the spring of 1865, the period for spring trade had passed, without indications of revival. The summer months did not, however, display any considerable activity. It is now autumn, and we are fast experiencing the effects of the change from a state of war to that of peace. Our merchants are confident that trade will resume the old avenues, and are engaged in active preparations for that event. Importing has received a fresh impetus; the custom house is collecting duties in larger amounts than ever before; and the quantity of goods in bond is unusually small. Business connections have been again established with New Orleans, Mobile, Savannah, New-Berne and Norfolk; cotton is coming to this port in unexpected quantities, and the return trade is more than usually large.

Boston is also awake to the matter of direct trade with the South. The Boston *Herald* speaks of the subject as follows:

"At the termination of the war, New York was ready to establish lines of steamers with every Southern port, and these lines are already paying large profits on the investment of capital, besides doing the more important work of attracting trade to that commercial centre. Meanwhile what is done for the interests of Boston? This city is the centre and the natural metropolis of nearly all the manufactures of cotton in the country. The cotton now coming forward so rapidly from New Orleans, Mobile, Savannah, Galveston and Charleston, is either brought to New England or carried to Europe. We want the Southern staples, and the South wants, in return, the goods we manufacture—not only cotton and woolen fabrics, but manufactures of leather, straw, rubber, wood, iron, glass, etc. New England is a hive of industry, and it must have raw material first, and then a market. Our business men should multiply our present means of communication with Southern ports, which will fairly compete in cheapness and promptness with those provided by our rival city.

It is apparent that the European market cannot be relied upon for our flour and cereal products. The countries on the Black Sea and the Baltic, as a general rule, will furnish to Great Britain whatever she wants in that line, leaving America an opportunity only in years of short harvests.

In 1863 we contributed 35 per cent of the wheat, and 57 per cent of the flour received by that country; and in 1864, we shipped 28 per cent of the wheat, and 40 per cent of the flour; whereas, this year our export of wheat has dwindled down to 3, and of flour to 7 per cent. Russia in the same period has increased her supply of wheat to the British market from 14 to 36 per cent, and France her supply of flour from 27 to 79 per cent. The average importation of wheat is about eleven million hundred weight, and of flour two and a half millions. Although the crop in England and France this year is short, Russia is still increasing her supply; and it will henceforth be impossible for our forwarders to calculate upon the British demand for American cereals.

Instead, therefore, of expecting Canada with her immense

indebtedness to enlarge her canals, and to suffer western cargoes to use them substantially free of tolls, or looking to other schemes of cheap transportation to enable our forwarders to undersell European Corn merchants in the British market, true commercial sagacity will dictate that we shall find other outlets for our surplus products, and also to change our production so as to furnish the British and other markets with those articles which are actually required.

For example, every steamer from Europe brings intelligence of the great mortality among cattle by the destructive rinderpest. It will take years, after the scourge shall have ceased, to rear animals to make good the losses. Yet, of late, the consumption of beef in England has largely increased. We, too, have experienced a large reduction in the number of our cattle, owing to the demand created by the war. But we have the means to make good the deficiency at an early day, which Great Britain and Europe have not. Instead, therefore, of incurring the annual risk of glutting their markets with grain which can be produced at nearer points, good sense as well as good husbandry would dictate that our western agriculturists and forwarders should undertake to supply them with beef.

The English market will also be open perennially for American butter and cheese. The receipts of the leading articles of produce at the port of New York for the first eight months of each of the years 1863, 1864, and 1865, show a great falling off in the receipts of Western breadstuffs; whereas butter and cheese have largely increased, the former footing up 195,100 packages in excess of the same period of 1863, and 88,000 packages over 1864.

The causes of the increase of demand for butter are worthy of attention. Ireland is the dependence of Great Britain for this staple. The increased price of meats has led the landholders of this island to turn their attention from the manufacture of butter to the production of beef, and thus compelled a resort to other countries. Hence the demand, and prices have been largely enhanced with us, and the enlargement bids fair to be permanent. The *Irish Farmers' Gazette* thus sets forth the falling off in Ireland:

"The number of cattle increased up to 1859, at which time there were 3,815,598 head in Ireland; the number then decreased until last year, when the total showed an increase, owing to a large number of calves having been reared from the demand which existed for young beasts, both for stocking Irish pastures and for exportation to Great Britain. Still, as compared with 1859, the total last year was 558,289 head short in point of number.

"Cattle rearing and dairy farming being leading characteristics of Irish agriculture, it would naturally be supposed that every effort would be made to keep up the number of milch cows. This supposition has not been realized, however, for we find that while there were 1,690,389 cows in Ireland in 1859, the numbers have so diminished that last year the total returned by the registrar-general under that head amount only to 1,346,217, being 344,172 cows less than in 1859. If we calculate that each cow would produce 200 pounds weight of butter in the year, it follows that the supply last year of this very essential article in the general dietary of the population was 68,834,400 pounds short of what it was in 1859—a very serious decrease, so far as consumers are concerned, and very serious also as regards the farmers of Ireland, for it may be taken as representing a diminution of their receipts not much short of £3,441,720 (\$17,408,600) for last year alone."

Our Western agriculturists and forwarders are aware that the cost of placing beef cattle, butter and cheese in the English market is a little greater than that of transporting grain; while the surer market must obviate all the objections to the change of their supplies.

But every consideration of policy and interest demands the development of a home market. We therefore have abundant cause for gratification at the efforts of the merchants of St. Louis, Boston, and New York, to open anew and extend further their commerce with the Southern States. We hail also with undissembled pleasure the endeavors to restore industry in the South, to place the cultivation of cotton on a permanent basis, to develop new sources of labor, and to colonize those states with Northern men and emigrants from Germany and Northern Europe.

The Chicago Tribune presents the following resume :

"Exclusive of cotton, rice, cane, sugar and molasses, which are not Western products, the United States exported in the year ending June 30, 1860, to all foreign countries, \$61,891,042. Exclusive of the same products, the Western States produced 40 per cent of the whole agricultural product of the Union. Assuming that the West exports in the same ratio that it produces, and we have a foreign market for \$24,800,000 of the value of all agricultural articles produced in the Western States. As the total agricultural production of the Western States is about 1,159 millions, of which say 259 millions may be deducted for the value of farming implements, animals held for use, improvement, wear and tear, etc., there remain 900 millions for consumption in the producing States, and for market in other States and foreign countries. It therefore appears that the proportion of the market furnished by the United States for our produce, compared with that furnished by all foreign countries, is as \$37.50 to \$1.00."

This shows conclusively what we have endeavored to demonstrate, that the American, and especially the Western producer, must look to his own country for his customers. The South must speedily triple its inhabitants, and with them increase manifold the quantity of its products. Nor must the population rest content with producing raw material for a Northern and European market. They must and will add manufacturing to their avocations. In 1860 the annual product of Southern manufactories amounted to \$283,188,000. There is every reason for a tenfold increase. The demand is sure to be enhanced. The four millions of colored population will become large consumers of manufactured goods. That class of white inhabitants that heretofore produced little and consumed in like degree, will now be added to the category. The new comers from Europe will swell the number. It is preposterous to suppose that they will be content to produce cotton and tobacco for the other parts of the world, and depend on distant countries, when they have all the facilities, the raw material, water-power, coal, and labor, to produce their manufactured goods at home. They will do no such thing. This new organization of industry in those States will modify the character of employments in those parts of the country, and will, at the same time, make the South the outlet for the agricultural products of the West.

By thus changing the character of the exports over the Atlantic, and making the inhabitants of the Southern States the principal customers of the West, and the people of the Western States in return the purchasers of Southern staples, and particularly manufactures, the great complaint made by Western forwarders, want of access to market, will be obviated; and at the same time the convenience and prosperity of both districts of our country permanently assured, because interest, commerce, institutions, and a common nationality, will prove to be a "threefold cord not easily broken."

ANALYSES OF RAILROAD REPORTS. NO 2.

CHICAGO AND ROCK ISLAND RAILROAD.

This railroad crosses the State of Illinois in a general east and west direction, the

	Miles.
Main line, extending from Chicago to Rock Island.....	181.8
And the Peoria & Bureau Valley R. R. (leased), or as now called the Peoria Branch, from Bureau Junction to Peoria..	46.6
Total length of railroad operated by company.....	228.4

Leaving Chicago in a southwest direction the road passes through Cook & Will counties to Joliet, and thence continues nearly west through Grundy, La Salle, Bureau, Henry and Rock Island counties to the Mississippi, which it crosses by a railroad bridge and connects with the Mississippi and Missouri Railroad, the main line of which is now completed to Des Moines City, 170 miles, and the branch from Wilton via Muscatine to Washington, 52 miles. The Peoria Branch has its course through Bureau, Putnam, Marshall and Peoria counties; and at Peoria connects with the Illinois River Railroad. The Toledo, Peoria and Warsaw Railroad also connects with the line at Peoria, and is continued to Burlington by the Peoria division of the Chicago, Burlington

and Quincy Railroad. The main line in its course between Chicago and Rock Island is intersected by the Chicago and Alton Railroad at Joliet, the Illinois Central Railroad at La Salle, and the Chicago, Burlington and Quincy Railroad at Tiskilwa, respectively 40, 99 and 122 miles from Chicago.

The country through which the line passes is one of the best populated, richest and most developed portions of the State, and is distinguished alike for its agricultural and mineral resources, coal of the finest quality being found along the whole line. The progress of this section of country, embracing twelve of the best counties in Illinois, in population, improvements, live stock, crops, &c., between 1850 and 1860, is shown in the following table :

	1850.	1860.	Increase.
Population.....	139,307	383,058	175.9 p. c.
Improved Lands.....	743,880	2,161,083	190.5 "
Value of Farms, &c.....	15,254,757	10,756,670	363.8 "
Horses, &c.....	29,872	82,463	176.1 "
Neat Cattle.....	118,225	238,773	101.9 "
Sheep.....	103,441	41,274	Decrease.
Swine.....	125,064	149,488	35.5 p. c.
Wheat.....	1,751,723	3,949,365	125.1 "
Indian Corn.....	5,200,671	14,558,234	179.9 "
Oats and Rye.....	1,575,425	4,244,344	160.9 "
Hay.....	170,391	491,311	189.3 "

The above, however, represents the counties only through which the road passes. To these ought to be added, in order to include all the territory in Illinois tributary to the road, at least twice the numbers, quantities, and values, as here shown; and even then the resources of the road would not be wholly told, as it drains a strip of territory in Iowa of equal extent, if not yet so densely populated or so fully developed. The territory in both States produces also large quantities of wool, butter, cheese, tobacco, &c., and several important manufactures, by the movement of which the railroad is largely benefitted. A new census of both States was taken during the past summer, but as yet the results are only partially published. As far as these go they exhibit a continuance of increase in population, development and production, equalling if not surpassing the rate shown to have taken place between 1850 and 1860. This increase has thrown a large trade on the railroads and demanded constant additions to their means of transportation.

The mileage of engines with trains for the past five years, ending March 31, 1865, is shown in the following summary :

	1860-1 Year.	1861-2 9 Mos.	1862-3 Year.	1863-4 Year.	1864-5 Year.
Miles run by engines with					
Passenger Trains....	849,535	264,665	354,267	348,813	847,552
Freight Trains.....	437,269	434,609	579,115	724,008	784,556
Wood & Gravel Trains	92,858	66,335	97,502	99,004	62,014
Total.....	879,657	765,919	1,030,884	1,162,850	1,214,656

The number of passengers and tons of freight carried, and the aggregate mileage thereof for the same years was as follows :

	1861	1862	1863	1864	1865
Passengers carried.....	199,718	148,829	253,244	324,244	463,866
" one mile.....	11,297,283	8,829,401	14,206,292	20,401,500	29,888,967
Tons (2,000 lbs.) carried...	301,669	285,144	379,879	441,510	472,557
" car'd one mile.....	.....	.....	38,553,462	56,539,150	63,413,831

The business of the Chicago and Rock Island Railroad with Iowa is shown by the number of cars and their tonnage crossing the Mississippi Bridge in each year as follows :

Years Ending.	Loaded cars			Tonnage (2,000 lbs.)		
	East.	West.	Total.	East.	West.	Total.
1861, June 30.....	7,277	6,925	14,202	62,752	46,360	109,113
1862, March 31 (9 months)	8,460	4,794	13,254	67,019	32,427	99,446
1863, ".....	8,306	5,866	14,172	71,542	39,089	110,531
1864, ".....	10,116	7,998	18,114	89,914	56,741	146,655
1865, ".....	9,913	10,109	20,022	81,157	68,544	150,001

The following statement shows the earnings and disbursements for the same years :

	1860-1	1861-2	1862-3	1863-4	1864-5
Earnings—Passengers...	\$328,112	\$254,071	\$433,297	\$643,775	\$1,021,780
" Freight.....	784,023	737,144	1,034,850	1,448,965	2,222,309
" Mails, &c.....	41,883	43,459	60,994	57,135	115,809
Total earnings.....	\$1,164,018	\$1,054,704	\$1,529,141	\$2,149,875	\$3,359,931
Operating expenses	708,054	531,337	800,987	1,040,461	1,467,682
Profits.....	\$455,964	\$523,317	\$728,154	\$1,109,413	\$1,891,709

From which were paid on account of P. & B. V. R. R. Lease.....	125,000	125,000	125,000	125,000	125,000
U. S. tax on passenger earnings.....			5,353	16,415	64,770
Illinois taxes on re'les te Legal expenses.....	32,615	11,409	35,001	38,978	54,318
Extraordinary repairs.....	53,868	35,875	45,791	67,754	68,190
Interest on bonds C. & R. I. R. R.....	97,790	97,790	100,135	102,690	102,532
Interest on bridge bonds.....				22,934	40,000
Dividends on stock.....		163,090	338,239	343,438	375,041
Loss on Illinois currency.....	26,557				
	\$335,824	\$440,451	\$653,428	\$721,271	\$835,459
Balance to credit of income	\$120,140	\$82,866	\$74,726	\$332,142	\$1,055,250

The general results of operations for each fiscal year since the completion of the road, in July, 1864, are shown in the following statement:

Fiscal Year	Gross Earnings	Operat'g and Repairs	Profits of Busin's	Charges against profits			Balance to Credit
				Lease, Taxes & other	Int'st on Bonds	Divid's on Stock	
1854-55.....	\$1,242,996	*\$606,414	\$636,492	\$.....	\$137,970	\$313,671	\$174,951
1855-56.....	1,416,304	* 653,497	762,807	125,000	137,970	390,165	109,672
1856-57.....	1,886,196	*1,036,157	850,039	125,000	137,970	{ c447,610 } { s503,600 }	139,459
1857-58.....	1,407,846	* 773,817	629,029	125,000	99,715	.....	404,314
1858-59.....	889,300	537,668	351,632	161,157	97,790	.....	92,685
1859-60.....	1,093,934	622,661	471,273	161,705	97,790	167,597	44,181
1860-61.....	1,164,018	708,054	455,964	237,034	97,790	.....	120,140
(9 months).....	1,054,704	531,387	523,317	174,571	97,790	168,090	82,866
1862-63.....	1,529,141	890,987	728,154	215,054	100,135	338,239	74,726
1863-64.....	2,143,875	1,040,461	1,103,413	275,143	102,690	343,438	332,142
1864-65.....	3,350,391	1,467,632	1,891,709	357,886	102,532	375,041	1,056,250
Dividend (5 per cent) paid in April, 1865.....						315,789	740,561

The financial condition of the Company, as shown in General Account, at the close of the fiscal years 1860-61 to 1864-65 was as follows:

	1860-61	1861-62	1862-3	1863-64	1864-65
Capital stock.....	\$5,693,000	\$5,693,000	\$5,693,000	\$6,000,000	\$6,000,000
Mortgage bonds.....	1,397,000	1,397,000	1,397,000	6,397,000	6,397,000
Income bonds.....			70,000	70,000	53,500
Sundries.....	151	4,796	12,078		
Bal. of income.....	421,703	540,444	660,961	977,832	2,034,082
Total.....	\$7,421,854	\$7,545,220	\$7,743,039	\$8,444,832	\$9,484,582
Road & Equipm't	\$6,987,710	\$7,023,936	\$7,069,727	\$7,429,433	\$7,804,923
Fuel and Materi'ls	89,957	60,154	62,263	156,976	207,260
Company's stock	101,500	101,500	101,500		
Miss. & Mo. R. R. Company.....				116,250	500,000
Miss. Bridge Co.....		20,000	20,000		
Assets and dues.....	2,230		279,714	116,273	245,739
Cash.....	289,867	187,090	209,830	625,700	726,660
Total.....	\$7,421,854	\$7,545,220	\$7,743,039	\$8,444,832	\$9,484,582

The following exhibits the changes in the General Account for the eleven years ending March 31, 1865:

Close of Year	Stock Shares	Company's Bonds	Other Liabilities	Bal of Income	Balance Total	Cost of r'd & equip't
Jan. 1, 1855..	\$3,141,500	\$1,971,000	\$156,136	.....	\$5,268,656	\$5,003,521
Jan. 30, 1856..	4,029,000	1,971,000	114,035	\$497,280	6,611,365	6,048,225
" 1857..	5,248,000	1,452,000	149,185	133,139	6,982,318	6,628,273
" 1858..	5,693,000	1,397,000	5,650	537,453	7,543,104	6,776,119
" 1859..	5,693,000	1,397,000	5,350	630,133	7,635,788	6,776,119
" 1860..	5,693,000	1,397,000	4,731	432,318	7,437,049	6,913,554
" 1861..	5,693,000	1,397,000	151	421,703	7,421,854	6,937,710
" 1862..	5,693,000	1,397,000	4,796	540,444	7,545,220	7,023,936
" 1863..	5,693,000	1,467,000	12,078	660,961	7,743,039	7,023,936
" 1864..	6,000,000	1,467,000	.....	977,832	8,444,832	7,429,633
" 1865..	6,000,000	1,450,500	.....	2,034,082	9,484,582	7,804,923

From the series of tables given above, the following statement, showing the proportional, or cost per mile of road, is constructed:

Total Years	Cost of R'ds, &c.	Operations (228 Am) Earn's.	Expen's. Prof's	Expen's to Earn's.	Div's on st'k.	Surpl's to st'k
				p. c.	p. c.	p. c.
1854-55.....	\$27,522	\$5,412	\$2,645	\$2,797	48.60	9 cash 5.57
1855-56.....	33,268	6,201	2,861	3,340	46.14	10 " 2.72
1856-57.....	36,459	8,258	4,537	3,721	54.94	{ 10 " } { 12% sto'k } 2.66
1857-58.....	37,372	6,184	3,410	2,754	55.32	Nil 7.21
1858-59.....	37,372	3,893	2,354	1,539	60.47	" 1.65
1859-60.....	38,023	4,789	2,726	2,063	56.97	3 cash 0.79
1860-61.....	38,436	5,096	3,100	1,996	60.83	Nil 2.14
(9 months).....	38,636	4,617	2,326	2,291	50.38	3 cash 1.48
1862-63.....	38,636	6,695	3,705	2,990	52.38	6 " 1.33
1-63-64.....	40,867	9,386	4,556	4,830	48.53	6 " 6.37
1864-65.....	42,332	14,669	6,426	8,243	43.81	6 " } 5 " } 12.34
Dividend.....						

The Chicago and Rock Island Railroad Company was chartered under the title of the Rock Island and La Salle Railroad Company, February 27, 1847, with authority to construct a railroad from Rock Island City, on the Mississippi, to La Salle, at the southern end of the Illinois and Michigan Canal. In 1851 (Feb. 7,) the Legislature authorized the extension of the road from La Salle to Chicago, and changed the legal title of the company to its present designation, under which a new organization was formed Feb. 8, 1852.

All the surveys of the route had been completed in 1850 and 1851, and in September (6th) of the latter year a contract was concluded for the construction and equipment of

* Including taxes on real estate, etc.

the whole line for \$3,987,688, payable \$2,000,000 in 7 per cent first mortgage bonds, \$500,000 in cash, and the remainder in 10 per cent certificates, convertible into stock on the completion of the road. The contractors also bound themselves to operate the road as completed, and to receive as full compensation for their services the earnings, out of which however they stipulated to pay the interest on the bonds issued in their favor.

Construction was commenced at once, the first spade having been driven on the 1st Oct. 1851, and the road opened by sections as follows: from Chicago to a junction with the Northern Indiana Railroad, 6 miles, in December, 1851; to Joliet, 40 miles, in October, 1852; to Ottawa, 84 miles, in February; to La Salle, 99 miles, in March, and to Geneseo, 158 miles, in November, 1853, and to Rock Island, 181.8 miles, on the 22d February, 1854. The whole line was completed and accepted by the company July 10, 1854, about 18 months earlier than their contract required.

In 1854 a contract of perpetual lease was made with the Peoria and Bureau Valley Railroad Company, under which the Chicago and Rock Island Company obligated themselves to pay \$125,000 a year for the use of their road. Possession was taken in July, 1855, and the line has since been run in connection with the main line.

The Rock Island Bridge was completed and opened for traffic, April 1, 1856. This bridge which connects the Illinois and Iowa shores was constructed by a separate company representing conjointly the Chicago and Rock Island and the Mississippi and Missouri Railroad Companies which furnished the capital and guaranteed the bonds issued therefor.

The Chicago and Rock Island Company has also agreements with the Mississippi and Missouri and the Illinois River Railroad Companies, under which these two roads are operated under its immediate direction, but at the expense of the respective companies.

The Chicago and Rock Island Company commenced its career under very favorable auspices, and at first paid large dividends. The financial storm of 1857, however, materially injured its revenue, and this having been followed by years of short crops, its earnings which in the fiscal year 1856-57 had been \$1,886,196 had declined in 1858-59 to \$889,300. In 1859-60 it commenced recuperation, and during the war received an impulse which resulted in replacing it in an unquestionable financial position.

OUR TRADE WITH PORTUGAL.

The remarkable falling off of our trade with Portugal as evidenced by the returns of late years from the Treasury Department, is a subject deserving of something more than a passing notice.

VALUE OF IMPORTS FROM PORTUGAL (PORTUGAL PROPER, NOT INCLUDING HER COLONIES.)			
Year.	Amount.	Year.	Amount.
1828	\$112,359	1860	\$146,813
1850	339,763	1863	176,267

VALUE OF EXPORTS TO PORTUGAL.			
1848..	\$487,194	1850..	\$178,214
1860..	\$272,989	1865..	\$190,000

AMOUNT OF TONNAGE ARRIVED FROM PORTUGAL.							
Year.	Tons.	Year.	Tons.	Year.	Tons.	Year.	Tons.
1821....	20,693	1841....	15,585	1860....	3,854	1863....	20,142
1826....	21,387	1846....	7,165	1861....	7,417	1864....	18,000
1831....	6,494	1851....	6,136	1862....	11,785	1865....	12,000
1836....	10,254	1856....	18,313				

From the above tables it will be seen that our trade with Portugal to-day is greatly less than it was in 1848-50, both in imports and exports; indeed it amounts to but little more in value than it did thirty-seven years ago; while the tonnage is actually not more than one-half of what it was in 1821.

The following table exhibits the respective and com-

bined populations of the two countries at various periods, it being borne in mind that we have excluded the Portuguese colonies altogether from our comparisons:

POPULATION OF THE UNITED STATES AND THAT OF PORTUGAL AT DIFFERENT PERIODS COMPARED.

Year.	No. of Inhabitants.		Combined Population.
	United States.	Portugal.	
1790	8,929,827	3,250,000	7,179,827
1820	9,638,191	3,500,000	13,138,191
1850	23,191,876	3,814,771	27,006,647
1857	29,000,000	3,568,895	32,568,895
1868	*24,400,000	3,693,362	28,093,362
1865	35,000,000	3,900,000	38,900,000

This table exhibits the interesting fact that while the population of Portugal has remained nearly stationary for a period of seventy-five years past, that of the United States has advanced in the same period from four millions in 1790 to thirty-five millions in 1865, while the combined population of the two countries has advanced from seven millions in 1790, to thirty-eight millions in 1865.

Find nothing, in either the population or production of the two countries to explain the extraordinary falling off in their commerce with one another, which we have noticed, and we come to the conclusion that it is due to in a great degree to legislation. The total value of the annual agricultural products of Portugal since 1852 (before that year they were much less), average about \$40,000,000, to which the following proportions are assigned: grain, \$10,000,000; wines, \$12,000,000; wool, \$7,000,000; cork, and other products, \$11,000,000. Of this amount by far the greater portion of her total exports, which in 1854 amounted to \$15,737,500, (imports for the same year \$20,223,000) was in wines. The remainder having been aguardente (brandy), wool, oil, argol, salt, flax, hemp, dried fruits, salted sardines, cattle, cork-wood (cork), and sumach.

Over two-thirds of these exports were to Great Britain alone.

In return for them Portugal imports prints, calicoes, fustians, coarse woollens, cutlery, and manufactured goods; generally of ordinary quality.

The reasons why Great Britain almost monopolises this lucrative trade are: First—the market rate of interest prevailing in England is lower than it is elsewhere, thus enabling her merchants to trade at a smaller proportional profit than the merchants of almost any other country. This low rate of interest is due to her exuberance of wealth, which is constantly pressing the market for employment; and to the freedom and security which her laws afford to all business transactions. Second—the restrictions formerly placed by the Portuguese government upon the export of wines, the growth of Portugal. The red "port-wine" of the Alto-Duro, the principal wine exported from Portugal, costs in Portugal (the choicest quality) from 5 to 10 cents per pint, while the green wine of the Minho costs less than 2 cents per pint. Upon this an export duty per pipe (of 138 gallons or 1,104 pints) of 12 mil-reis, was imposed on all wines sent to Europe. Superadded to this was an additional exaction of 7 per cent, another addition of 5 per cent, another of 3 per cent to pay the salaries of the custom-house clerks, and a still further addition of 10 per cent, which was required to cover the loss on the Portuguese government paper; so that the 12 mil-reis thus swelled into the sum of 15 mil, 190 reis, or \$15.19 instead of \$12. Of this, one-half was a bonus to a monopoly called The Royal Wine Company. In addition to this amount there was a *bilhette* (permit), and several other exactions; then pratique on entering port, fees to all sorts of officials, and heavy exactions from the lazaretto; so that in the end every pipe of wine leaving the country paid no less than \$26.67, which was equal

* Estimated proportion of the population receiving imports for consumption as per Report of Sec. of Treasury for 1864, p. 244.

to 2½ cents on each pint, or almost as much again as the original average cost of the article.

These exactions by increasing the cost of the wine, discouraged its consumption, and thus materially diminished its production. Nevertheless, there was always a certain number of people in England who drank port wine, and the Portuguese Government, satisfied to supply this trade without caring to increase it, did every thing in their power, as they thought, to keep the trade to themselves, little imagining that they would possess it in any event, and would have possessed a good deal more of it if they had let matters alone. So they kept the law which had been enacted during the last century in force, forbidding any port wines to be exported in their pure state, and directing a certain quantity of spirits and drugs to be thrown into them in order to give them what was considered to be the English smack. The result of all this was, that the product of the country was stunted; the British consumer never tasted a drop of pure wine; the cost of pure wine worth three cents a bottle in Portugal came to be worth, (with the addition of the English importation duties and shipping expenses, &c.,) a dollar a bottle in England; and Portugal, like the host of a small inn who, because he had spoilt the appearance of his house to suit the supposed eccentric tastes of one guest, never received any other guests, was afraid every moment of losing the one to which his own folly had limited himself.

But much of this was changed in 1850, about the period when our trade with Portugal fell off. In the previous year an able Parliamentary commission in England, determined to freely enquire into the causes of the then stationary state of Great Britain's trade with Portugal, investigated the subject, and came to the conclusion that England and Portugal did not understand one another properly. Merchants were examined, the statistics of the wine trade looked into, the custom house exactions in both countries explored, and explanations entered into which resulted in a moderation of the tariffs of both countries, so that the consumption of port wine has not only become largely increased in England, because the wine is cheaper and better than formerly, but Portugal is now actually producing an increased quantity every year of it to meet the demand.

It is time we emulated England's example and endeavored to secure for the United States some portion of this lucrative trade, by remodelling the commercial legislation appertaining to it at present. All that is needed is a fair understanding between the countries, and, as will be seen from the following table, Portugal can produce many commodities at a sufficiently low price to greatly benefit this country, if they were free to be imported in exchange for the importation of some of our own productions into Portugal:

PRICES OF DOMESTIC PRODUCE IN PORTUGAL.

Port wine, per pint.....	2	Sardines, per dozen.....	3
Port wine, choicest, p pint	10	Raisins, per lb.....	6½
Champagne estramadura .	18	Almonds, per 32-lbs.....	\$1 22
Lemons, per thousand ...	\$1 00	Almonds, shelled, p 32 lbs	3 00
Oranges, per thousand ...	1 00		

STOCK FLUCTUATIONS.

WE give this week, the first part of an extended table showing the fluctuations of the most active stocks at the Brokers' Board, through a period covering the war, commencing with 1860, and ending with August 1865. At another time we may remark on the varying figures presented, and the causes which have operated in the rise and fall. In the meanwhile we oblige the reader to tax his own memory, as his eye passes over the successive columns, to recall the more prominent events that have influenced the markets. With such mental retrospection he may read them intelligently, and afford himself both instruction and amusement. In fact, there is a series of great lessons in this multitude of figures, which the enquiring mind will resolve to its own reward. Next week we shall give the remainder of the Railroad Stock Fluctuations.

RAILROAD STOCK FLUCTUATIONS, 1860-1865.

STATEMENT SHOWING THE LOWEST AND HIGHEST SALES OF RAILROAD STOCKS AT THE NEW YORK STOCK EXCHANGE FOR EACH MONTH, AND FOR THE YEARS 1860-1865, BOTH INCLUSIVE.

New York Central Railroad.

Table with 13 columns (January to December) and 6 rows (1860-1865) showing stock price fluctuations for the New York Central Railroad.

Erie (Late New York and Erie) Railway.

Table with 13 columns (January to December) and 6 rows (1860-1865) showing stock price fluctuations for the Erie (Late New York and Erie) Railway.

PREFERRED STOCK.

Table with 13 columns (January to December) and 4 rows (1862-1865) showing preferred stock price fluctuations.

Hudson River Railroad.

Table with 13 columns (January to December) and 6 rows (1860-1865) showing stock price fluctuations for the Hudson River Railroad.

New York and Harlem Railroad.

Table with 13 columns (January to December) and 6 rows (1860-1865) showing stock price fluctuations for the New York and Harlem Railroad.

PREFERRED STOCK.

Table with 13 columns (January to December) and 6 rows (1860-1865) showing preferred stock price fluctuations for the New York and Harlem Railroad.

Philadelphia and Reading Railroad.

Table with 13 columns (January to December) and 6 rows (1860-1865) showing stock price fluctuations for the Philadelphia and Reading Railroad.

Michigan Central Railroad.

Table with 13 columns (January to December) and 6 rows (1860-1865) showing stock price fluctuations for the Michigan Central Railroad.

Michigan Southern and Northern Indiana Railroad.

Table with 13 columns (January to December) and 6 rows (1860-1865) showing stock price fluctuations for the Michigan Southern and Northern Indiana Railroad.

GUARANTEED TEN PER CENT STOCK.

Table with 13 columns (January to December) and 6 rows (1860-1865) showing guaranteed ten per cent stock price fluctuations.

Panama Railroad.

Table with 13 columns (January to December) and 6 rows (1860-1865) showing stock price fluctuations for the Panama Railroad.

Illinois Central Railroad.

Table with 13 columns (January to December) and 6 rows (1860-1865) showing stock price fluctuations for the Illinois Central Railroad.

Cleveland and Pittsburg Railroad.

Table with 13 columns (January to December) and 6 rows (1860-1865) showing stock price fluctuations for the Cleveland and Pittsburg Railroad.

Cleveland, Columbus and Cincinnati Railroad.

Table with 13 columns (January to December) and 6 rows (1860-1865) showing stock price fluctuations for the Cleveland, Columbus and Cincinnati Railroad.

Galena and Chicago Union Railroad.

Table with 13 columns (January to December) and 6 rows (1860-1865) showing stock price fluctuations for the Galena and Chicago Union Railroad.

Cleveland and Toledo Railroad.

Table with 13 columns (January to December) and 6 rows (1860-1865) showing stock price fluctuations for the Cleveland and Toledo Railroad.

Foreign News.

GREAT BRITAIN.

LONDON AND LIVERPOOL DATES TO SEPTEMBER 1.

THE business at the London Stock Exchange has been very limited during the week. Quotations have been in many cases only nominal. The limited applications for discounts show the general dullness of trade. The private rate for bills is only about one quarter below the bank rate. It is not expected that there will be any improvement in speculative operations until the somewhat doubtful results of the harvest shall be more clearly manifested. The railway dividends payable during the first week in September caused a temporary decrease in the amount of available capital.

The iron and engineering works of Mr. William Barningham, at Darlington and Pendleton, have been purchased by a joint-stock company, formed by Messrs. Broome, Child, Murray & Co., of Manchester, to be called Barningham & Company, Limited. The capital is £750,000, in £20 shares.

Confederate Cotton Bonds are firm at from $7\frac{1}{2}$ to $8\frac{1}{2}$ and 9. They appear to have been over sold, and an enquiry has been heard for them. There appears to be a belief that these bonds will ultimately be recognized, either by the action of the federal government or by some of the Southern States.

Considerable attention has lately been given to United States securities, and their nature and obligations are freely discussed. The contraction of expenditures consequent upon the disbandment of the army and navy inspires confidence, and the capacity of the government to meet its liabilities is better appreciated. The immense resources of the country, and the great activity and enterprise of the people are exerting a favorable influence, and it is expected that they will soon be more generally enquired for.

Atlantic Telegraph shares are at from 2 to 3 per share.

A prospectus has been issued of the National Horse Insurance Company, with a capital of £50,000, in shares of £5, for the purpose of effecting insurances on horses in the event of death or accident.

Returns of the circulation of the private and joint-stock companies of England and Wales for the month ending July 22nd have been published, and present interesting statistics of value to bankers and financiers. These returns, combined with the circulation of the Scotch and Irish banks for the same period, and the average circulation of the Bank of England, give the following results of the entire note circulation in the United Kingdom, as compared with the previous month:

	June 24, 1865.	July 22, 1865.	Increase.	Decrease.
Bank of England.....	£20,877,112	£21,993,548	£1,116,436	.....
Private banks.....	2,836,772	2,882,098	.....	14,679
Joint-stock banks.....	2,747,088	2,759,162	12,074	.....
Total in England....	26,520,972	27,634,808	1,128,510	14,679
Scotland.....	4,577,708	4,371,787	.....	185,969
Ireland.....	5,762,208	5,718,427	.....	43,781
United Kingdom....	36,840,886	37,724,967	1,128,510	244,429

And as compared with the month ending 23d July, 1864, the above returns show an increase of 294,119% in the circulation of notes in England, and an increase of 788,366% in the circulation of the United Kingdom.

On comparing the above with the fixed issue of the several banks the following is the state of the circulation.

The English private banks are below their fixed issue..	£1,306,998
The English joint-stock banks are below their fixed issue.	467,195
Total below fixed issue in England.....	£1,774,193
The Scotch banks are above their fixed issue.....	1,622,466
The Irish banks are below their fixed issue.....	636,076

The average stock of bullion held by the Bank of England in both departments during the month ending the 19th of July was £15,774,690, being a decrease of £235,231 as compared with the previous month, and an increase of £2,024,357, when compared with the same period last year.

The following are the amounts of specie held by the Scotch and Irish banks during the month ending the 22d of July:

Gold and silver held by the Scotch banks.....	£2,408,292
Gold and silver held by the Irish banks.....	2,073,443
	£6,486,067

Being a decrease of £80,415 as compared with the previous return, and an increase of £258,984 when compared with the corresponding period last year.

At Manchester, the market at the commencement of the week partially recovered from the previous depression. Exporters to the continent manifested a disposition to increase their purchases, at advanced rates. Producers adhered very firmly to increased quotations to which buyers were unwilling to agree, and this disposition on either side lessened transactions. The spinners of long-staple single yarns, in cops, warps, and bundles, have raised their terms $\frac{1}{4}$;

but, finding a difficulty in selling, some have waived the half penny or divided it, and so a moderate amount of business has taken place. Twofolds are again lively, contracts having been entered into for weeks to come, in some instances to the end of October, at an addition of $\frac{1}{4}$ d to 1d per pound to prices, indeed 2d for 100's and 120's. These fine numbers are mainly for Russia; the rest for German and home manufacture.

Some India merchants made offers for inconsiderable lots of shirtings and other goods, but drew back on account of small additions to prices. Only those manufacturers who accepted the lowest quotations could effect sales. The experience of ten weeks seems conclusive that prices cannot be forced up. The fine harvest weather towards the close of the week imparted a buoyancy to the market; but it is evident that prices are at their maximum.

The manufacturers and clothiers of Leeds are generally well employed, and the products of the woolen manufacturers in West Yorkshire are cheering. Wools, woolen yarns and goods keep steady and firm in price. Plain heavy goods and fancy Witneys have a good sale, and there was a fair demand for strong Meltons and good tweeds. Black cloths are only in limited demand. Heavy winter goods are in general request.

At Nottingham trade is languid. The home trade is especially dull, and the shipping houses are less busy. Those engaged in the fancy departments are preparing for the winter trade. Prices, however, remain firm, and silks and blonds tend upwards.

At Huddersfield there is a fair amount of business. Selections from stocks on hand of better class fancy trouserings and coatings have been made somewhat more freely than of late, and piece-dyed black doeskins and other descriptions of plain goods at medium prices have also been selling in considerable quantities. The shipping demand for low goods has again only been quiet, and stocks on hand of these goods are still considerable. During the week there has been a somewhat better trade doing in the warehouses, and houses engaged in the country trade are getting busy with orders for winter goods in overcoatings, &c. Light grey Witneys are again taking the lead for overcoats, to the exclusion of almost every other make. There has been a steady business doing in the local wool trade, at fully former rates for better class wools of all kinds. Peruvian and other long-stapled wools have of late been selling readily. Stocks of goods on hand are not heavy for the season, and employment throughout the district continues satisfactory.

At Sunderland a good business has been done during the week in the shipping of all qualities of pig and merchant iron. The demand for railway bars is good, and great quantities have been sent by all the makers in the district, chiefly foreign.

At Rochdale the manufacturers of flannels generally keep in work, and stocks are not large. Prices are firm, and former quotations are sustained. The market, however, is characterized by quietness.

At Blackburn there is a fair business in yarns, at an advance of about $\frac{1}{4}$ d per pound on last week's quotations.

THE CONTINENT.

PARIS DATES TO SEPTEMBER 2.

The favorable weather for the crops has imparted considerable confidence in the financial and commercial world, and operations are assuming activity. There is an increased demand for money in the Paris market for mercantile purposes, and most departments of industry begin to feel the impulse.

The late treaty of commerce concluded with the French and Spanish Governments promises to be productive of great advantage to French manufactures. One result is that orders have been received in Paris for machinery for the Spanish railways. Other houses are working for Italy and Switzerland. To this cause is attributed the rise of 10% in every description of iron. Large orders have been received from Paris at St. Dizier for iron, and there is every probability of the price being maintained, as the stock in the hands of the manufacturers is small.

The iron trade in France has largely developed during the current year. There entered Paris during the month of July last 2,606,632 kilogrammes of iron, and 1,517,095 kilogrammes of cast metal; making for the first seven months of the year 12,597,354 kilogrammes of iron, and 8,951,495 kilogrammes of cast metal. The entries into Paris during the corresponding period of the year 1864 shows 15,961,141 kilogrammes of iron, and 9,298,154 kilogrammes of cast metal. The falling off this year in the importation of iron into Paris, to the 30th of June, was 27 per cent as compared with the corresponding period of last year, but only 21 per cent at the end of July. The difference in the importation of cast metal into Paris on the 30th of June was $5\frac{1}{2}$ per cent as compared with last year, but only $3\frac{1}{2}$ per cent at the end of July.

At Lyons the silk trade, which has been unusually dull during the month of August, has commenced to improve. Buyers are once more visiting the manufacturing establishments, and as the retailers are supposed to have exhausted their stocks, it is expected that the manufacturers will soon reap the benefits of an increased demand. The silks manufactured at Lyons within the last twelve months are one-half less than those of the preceding year, and still, as there is scarcely any demand for them, the stock on hand is as large as formerly. The silk registered at Lyons for the week ending August 26,

consisted of 450 bales, weighing 28,907 kilogrammes, against 59,361 kilogrammes during the corresponding week of the year 1864.

At Marseilles and the Ardeche the silk trade is quiet. At Aubenas good raw silk is selling at from 85f to 90f the kilogramme.

At Rouen trade is brisk, and cotton goods are bought up as fast as they can be manufactured. The demand is less active for unbleached cotton and muslin, but, as the stock on hand is very light, the manufacturers are scarcely affected, as they can sell nearly all they make.

Although new wine has been drunk in favorable localities, the French vintage proper will not commence until the middle of September. It is expected that the new wine will be both abundant and of superior quality. The best indication of the abundance of the crop is the high price of wine casks, both at Bordeaux and throughout the Bordelais.

The Paris Bourse manifests a favorable disposition, and the indications are that when the financial world returns to the city within a few weeks there will be a rush of speculation. The rise which has taken place has already attracted a number of operators from the watering places, and the Bourse has been generally crowded. There is an advance in nearly all kinds of securities.

The French officials have closely watched the progress of the cattle disease in England, and considerable apprehension is felt in the event of its introduction in the French Agricultural districts. Scientific delegations have been sent to Germany and England to report, and precautionary measures have been already inaugurated.

A fraud on a gigantic scale, put into execution by an Italian named Coscia, and which appears to have partially succeeded, has just been discovered at Barcelona. This man has sold throughout Catalonia a number of titles of a fictitious loan raised by the city of Milan. He also appeared to have intended to extend his operations to the whole of Spain, as the police, in searching Coscia's lodgings, found bonds representing a capital of 18,000,000 fr., to be reimbursed at 26,000,000fr. A considerable number of persons are sufferers by this fraud, and among them many people of distinction.

The total length of railways in France is about 8,000 miles made and somewhat under 5,000 miles for which concessions have been granted. The amount of money actually expended is £260,000,000, and there remains to be expended £104,000,000, which make an average of not much less than £30,000 a mile. Of this the Government will have contributed about 57 millions, and the companies 307 millions.

COMMERCIAL AND MISCELLANEOUS NEWS.

The following are the imports at New York for the week ending (for dry goods) September 7, and for the week ending (for general merchandise) Sept. 8 :

FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.

	1863.	1864.	1865.
Dry goods.....	\$1,657,000	\$1,587,596	\$2,145,004
Gen'l merchandise.....	2,169,048	2,313,358	1,984,002
Total for the week.....	\$3,726,048	\$3,901,454	\$4,129,006
Previously rep'ted.....	112,063,084	164,280,789	121,850,443

Since Jan. 1.....\$125,789,130 \$168,182,243 \$125,988,449

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New-York to foreign ports, for the week ending Sept. 12th and since January 1st :

EXPORTS FROM NEW YORK FOR THE WEEK.

	1862.	1863.	1864.	1865.
For the week.....	\$4,057,831	\$3,112,397	\$5,131,988	\$3,033,038
Previously rep'ted.	94,647,781	121,685,327	151,384,064	108,171,320

Since January 1 .. \$98,705,612 124,797,724 156,519,052 111,204,359

In the commercial department will be found the official detailed statements of the imports and exports for the week.

The following will show the exports of specie from the port of New York for the week ending September 9th, 1865 :

Sept. 6—Steamer Persia, Liverpool—	
Gold bars.....	\$167,411
French gold	639
“ 7—Steamer Columbia, Havana—	
Spanish gold	9,848
American silver.....	600
“ 8—Brig Zephyrine, Mayaguez—	
Spanish gold.....	24,000
“ 9—Steamer Hansa, Bremen—	
German silver	3,000
“ 9—Steamer City of Washington, Liverpool—	
American gold.....	76,715
Gold bars.....	137,994

Total for the week..... \$422,202
Previously reported..... \$20,300,922

Total since Jan. 1, 1865..... 20,723,124

Same time in		Same time in	
1864.....	\$32,716,905	1857.....	\$32,451,183
1863.....	29,611,631	1856.....	24,511,408
1862.....	40,312,517	1855.....	23,408,704
1861.....	3,264,658	1854.....	26,152,591
1860.....	36,828,908	1853.....	14,184,141
1859.....	51,956,845	1852.....	18,775,311
1858.....	18,089,237		

The following are the total values of the exports from Boston, Baltimore, and Philadelphia for the weeks ending August 18, August 25, Sept. 1st and 8th :

EXPORTS FROM BOSTON, BALTIMORE, AND PHILADELPHIA.

For week ending—	Boston	Baltimore	Philadelphia	Total
August 18, 1865.....	\$121,695	\$122,895	\$265,825	\$510,415
August 25, “	367,865	53,201	329,055	750,921
Sept. 1, “	266,276	67,466	128,292	462,034
“ 8, “	249,675	188,363	.....	.....

The imports at Boston for the week ending Sept. 1, were \$664,254, and for the corresponding week of 1864, \$395,298. The total since Jan. 1, 1865 was \$16,614,505.

NEW YORK CANALS.—The New York Canal Toll Receipts to August 31st, this year and the past six years have been as follows :

From opening of Navigation August 31st.	Tolls Received.	Loss and Gain.
1865.....	\$1,895,243	.....
1864.....	2,349,327	loss, \$154,084
1863.....	2,672,529	“ 777,286
1862.....	2,819,467	“ 924,224
1861.....	1,919,653	“ 24,410
1860.....	1,563,912	gain, 331,331
1859.....	895,163	“ 1,000,100

The gross receipts of tolls from August 31, 1864, to close of navigation were\$ 1,634,654
Gross receipts from the opening of navigation to Aug. 1, 1865 1,805,243

Making total for fiscal year \$3,529,897
Deduct appropriations for repairs and maintenance..... 1,964,565

Leaving for sinking funds \$1,565,332

BANK REDEMPTION—LETTERS OF SEC. McCULLOCH AND COMPTROLLER CLARK.—We give below copies of the letters from the Secretary of the Treasury and the Comptroller of the Currency on the proposed scheme of redemption. They were addressed to the committee of the New York banks in reply to the following one from the latter, sent to each of these gentlemen for the purpose of obtaining an expression of their views :

NEW YORK, Sept. 7, 1865.

DEAR SIR—The question of the treatment of national bank notes by the New York Clearing House Association is to be presented for consideration at a meeting to be held in a few days. Your simple expression on this subject will have great weight. In fact, our bank officers are reluctant to act until all apprehension of a difference of views between you and themselves is removed. Let me, therefore, ask the favor of you to say in a word—First, whether, in your opinion, it is advisable for the banks to establish and maintain a regular system of redemption of national bank notes, by sealing and returning them to their place of issue as formerly; and second, whether you consider such a system of redemption as calculated to promote the welfare of the community and the stability of the banks themselves.

Your immediate reply will greatly oblige the bank officers, as the meeting referred to takes place Monday or Tuesday.

To this letter the Secretary of the Treasury made the following reply :

TREASURY DEPARTMENT, Sept. 9, 1865.

DEAR SIR—Your favor of the 7th inst. is received. I have merely time to answer categorically your questions, without argument, and without attempting to give reasons.

My opinion is that the national banks ought to redeem their notes at the commercial centers, and that a system that shall compel (when it will not be done voluntarily) a redemption at such points is needed to give uniform value to the notes of the national banks, and that the effect of such a system would be advantageous to the people and to the banking system.

The points at which redemption should be made are those at which the interior banks, in conformity with the current of trade, keep their bank balances. I am, very truly, yours,

H. McCULLOCH.

The Comptroller of the Currency, who was detained from Washington by sickness, sent the following reply from Rochester :

ROCHESTER, Sept. 11, 1865.

DEAR SIR—Your letter of the 7th inst. is received. You ask me to say :

First—Whether in my opinion it is advisable for the banks to establish and maintain a regular system of redemption of national bank notes, by sealing and returning them to their place of issue as formerly.

Second—Whether I consider such a system of redemption as calculated to promote the welfare of the community and stability of the banks themselves.

I can see no objection whatever to your proposed plan of a clearing or assorting house. It will make the notes of all national banks what they cannot otherwise be, of equal value in every part of the country. If they are redeemed at par in New York, Philadelphia, and Boston,

they will be at par in every section of the land. I am confident the measure, if adopted, will meet the approval of the public and of all sound banks, and may be the means of preventing disastrous results to all material interests of the country.

The amount of legal tender notes of descriptions now in circulation is about six hundred and eighty-five (685) millions, and the circulation of the banks, State and National, is about three hundred (300) millions, together with legal tender and bank circulation, in round numbers, one thousand millions. "Seven-thirties" are also used to a considerable extent as currency. The bank circulation of the whole country, North and South, at the breaking out of the rebellion, was not over two hundred (200) millions, and the gold and silver in circulation at that time not over one hundred and fifty (150) millions. The circulation of the country at this time is about three times greater than it was or ever had been before the suspension of specie payments. The enormous expenditures of the government, and the sudden and great increase of the volume of business created by the war, rendered an increase of circulating medium an absolute necessity. The war is now over, and but a comparatively small amount of currency will be required by the disbursing officers of the government, and the business created by the war has already nearly ceased. The great increase of the volume of currency must, consequently, show itself, either by its concentrating at the business centre of the country to an extent that will make it a necessity to have some mode of redemption provided, otherwise a new impulse will be given to inflation and increase of prices until employment is found for the whole volume of currency. In this way it would be absorbed even if it was twice as much as now issued.

With an inflated currency we cannot compete with other nations in manufacturing and producing unless the rate of foreign exchange is enormously high. The high rate of exchange would be our only protection from being flooded with foreign manufactures at a cost much less than they could be produced for here. No tariff can be an adequate protection if accompanied with an inflated currency.

This is clearly proved by the fact that we imported as freely when foreign exchange was up to three hundred as when it was down to its nominal rate.

The advance in exchange is, in effect, the same as an increase of tariff to the same amount. Foreign exchange must advance from its present rate, or a larger portion of our manufacturing establishments must stop, and our exports be comparatively light, unless some measure is adopted tending to the gradual reduction of the volume of currency and consequent reduction of the cost of producing and manufacturing in this country.

We are now upon the very eve of a commercial expansion that, I fear, will be unexampled in its duration and injurious effects, if not held in check by the action of the government and the conservative banks of the country.

National banks have now been organized with capital sufficient to absorb the entire amount of three hundred millions authorized by the National Currency act. Up to this time there has been no redemption of the national currency. Banks have received and paid it out, and have had no further concern about it; consequently all have found it profitable, as they receive the interest on the government bonds pledged for its security, and lend the notes upon interest. Nearly all, therefore, are anxious to increase their circulation, and, I greatly fear, will be able, with the assistance of applicants for new banks, to bring such influence to bear as to induce Congress to authorize a large increase of the national bank currency.

This may be prevented if immediate action is taken to provide for the redemption and return to the place of issue the notes of existing banks. If this is done, the banks now in existence will find that they have as much circulation as it is for their interest to have, and, consequently, will be likely to oppose rather than favor an increase, as they would if permitted to go on and issue without any expectation of redeeming.

If Congress should authorize a large increase of national bank currency, the whole matter would be placed entirely beyond the control of the conservative influence of the country.

The question is simply whether you now inaugurate a system of redemption and settlements, or give up all hope or expectation of anything of the kind for the next twenty years. I am confined to my bed at this place by illness, otherwise I should have written you more fully, and, I think, expressed myself more clearly in reference to the importance of your proposed measures.

Truly yours,

F. CLARK,
Comptroller of the Currency.

OPENING OF THE SUEZ CANAL.—The Suez Canal was opened on the 17th of August, and a vessel laden with coal passed from the Mediterranean to the Red Sea.

The census returns for 1860 exhibit the peculiar interest involved in the manufacture of India rubber in the States of New York, Pennsylvania, New Jersey, Massachusetts, Rhode Island, and Connecticut, as follows: Annual product, \$5,642,700; cost of labor, \$794,570; male hands employed, 1,795; female hands employed, 973; cost of the material, \$3,056,360. Capital invested, \$3,534,000. In addition, two establishments, \$100,000 capital; cost of raw material, \$69,000; male hands employed, 34; cost of labor, \$21,600; annual value of product, \$125,750, from the manufacture of gutta-percha goods in the State of New York.

Italy now possesses a fleet of 98 vessels, 74 of which are ships of the line, and 24 are transports. The ships of war consist of 18 iron-clads, 21 screw steamers, 25 paddle-wheel steamers, and 10 sailing vessels. The nominal power of the engines in the war steamers is 23,140 horses; they reckon 1,260 cannon, and 20,383 men. In the transport service the engines are 4,350 horse power, and the ships are provided with 43 cannon, and manned by 1,882 seamen.

The Bankers' Gazette.

We give in our BULLETIN from day to day lists of bonds, &c., lost and the dividends declared, with times of opening and closing books. These tables will be continued daily, and on Saturday morning, such as have been published through the week in the BULLETIN, will be collected and published in the CHRONICLE. Below will be found those published the last week in the BULLETIN.

LOST BONDS AND CERTIFICATES OF STOCK.

NAME OF PARTY BY WHOM ISSUED.	NUMBERS.	AMOUNT FOR	DATED.	TO WHOM ISSUED.
United States 7-30...	310,813	\$100	July iss. '65	Refer to 70 Nassau [St
do do 5-20s	83,618 21,717	\$50 each.	1864	
do do 7-30s	248,616 248,626	\$100 each.	Aug. 15, '64	Refer to Samuel Broadgate, Racine, Wis.
do do 7-30s	270,477 82,864	\$50 each.	Aug. 15, '64	
Phil. & Trenton RR.	1,410	24 shares.	Sep. 20, '53	Refer to R. S. Van Renslear, Bordentown, N. J.
U. S. 10 40	28,065 83,930 5,936	\$1,000 each.	—	Refer to 60 South William St.
New York State Bond	1,175	\$2 000	—	Payable to M. E. Sandford.

FRIDAY, September 15, 1865, P. M.

THE MONEY MARKET.—The market has been moderately supplied with funds seeking investment, and money has been easier than was expected at the close of last week. The ease, however, has been rather the result of an absence of demand than of an over-supply; for the general tendency of monetary movements is to produce a comparatively light surplus at this centre. Currency is still going South and West, and large amounts are going into the Treasury which are not immediately paid out, but are held back to provide for impending payments to troops to a large amount. The general rate to "Street" borrowers has been five per cent, with occasional exceptions at six per cent; but a very slight increase in the demand from stock firms would have produced a lighter rate.

The demand for discounts has very perceptibly increased. The grocers and dry goods merchants are making a considerable amount of paper; and there is a larger supply of bankers' bills; as yet, however, there are very few produce commission bills on the market. Lenders are anxious to buy good paper at 6½ a 7 per cent, chiefly at a higher rate; second class names range at 8 a 10 per cent. We quote for A 1 names:

	Per Cent.		Per Cent.
Dry Goods.....	7 a ..	Bankers.....	— a 6½
Grocers.....	7 a ..	Produce Commission...	8 a 10

RAILROAD AND MISCELLANEOUS STOCKS.—The stock market opened with more strength and activity; but the improvement was spasmodic, being merely one of those temporary flashes of activity got up by the speculative cliques for the purpose of supporting the market, and the market closes with a weak and unsettled feeling. On Tuesday, prices were 1 a 3 per cent higher on the railroad list, and the miscellaneous list improved in sympathy. Reading is one of the strongest stocks on the list, owing to the large and growing traffic on the road. Michigan Southern has also been unusually strong, touching on Tuesday 68¾. Rock Island rose to 113½, but subsequently fell to 112, closing at 112¼. Milwaukee and Prairie du Chien retains the recent advance firmly, and closes at 49. Ohio and Mississippi certificates are still in very active demand, in anticipation of stock being issued for the certificates, and also upon an indefinite hope that the road may be consolidated with the Atlantic and Great Western. Erie is very dull and weak; the price closes at 86½, having sold during the week as high as 88¾. The apprehension that the Presidency of the road may fall into the hands of a prominent speculator in the stock has a depressing effect upon its price.

The following were the closing quotations of leading stocks at the beginning, middle, and close of the week:

	Sept. 9.	Sept. 12.	Sept. 15.
Canton Company.....	—	40	39½
Quicksilver.....	48¼	50¼	47¼
Mariposa.....	—	—	12
Cumberland Coal.....	—	—	42½
Atlantic M. S. S.....	—	—	147
New York Central.....	92½	93½	93
Erie.....	87½	88½	86½
Hudson River.....	110	110½	—
Reading.....	105½	107½	106½
Michigan Southern.....	66	68½	67½
Michigan Central.....	—	110½	109
Illinois Central.....	123½	124½	125½
Cleveland and Pittsburgh.....	71	72½	71
Chicago and N. W.....	27½	28½	27½
Chicago and N. W. pref.....	61½	62½	62
Rock Island.....	110	113½	112½
Fort Wayne.....	—	98½	97½
Milwaukee and Prairie du Chien.....	48	49½	49
Ohio and Mississippi Certificates.....	28½	28½	27½

UNITED STATES SECURITIES.—Government securities have been active and firm throughout the week. The reported firmness of Five-twenties in Europe has tended to keep quotations strong. Moderate orders from London have been executed, and considerable amounts would be shipped were the quotations here nearer the limit of instructions. There are very few of the old issue of Five-twenties on the market, and the supply is kept up chiefly by the exchange of new issue for old, with financial institutions, who realise about 1½ per cent by the exchange. The old issue has fluctuated between 107½ and 107¾; and the new between 105½ and 105¾. Ten-forties are weak, and have declined from 94¼ to 93¾. Seven-thirties have been dull and drooping until yesterday, when under an improved demand the price strengthened. The 1st and 2nd series close at 99¾, and the 3rd series at 99¼, having sold during the week at 98¾@99.

It is generally understood, upon the street, that Secretary McCulloch will, on an early day, issue proposals for funding a portion of the Compound Interest notes into Five-twenty bonds; but upon what conditions is not yet known. This is viewed as being probably the inauguration of a process of contracting the currency, and has had a general healthy effect upon the market for governments, the public being well aware that the outstanding currency is the weak point in the national finances. The demand for Compound Interest notes has been quite active during the week, in consequence of this circumstance, and prices have advanced. The following are the rates bid by brokers and bankers for Compound Interest notes of the respective dates:

June.	July	August.	October.	December.
105¼	103½	103	102	101

The following were the closing quotations for leading government securities at the beginning, middle, and close of the week:

	Sept. 9.	Sept. 12.	Sept. 15.
U. S. 6's, 1881 coup.....	107½	107¼	107½
U. S. 5-25's, c. o. iss.....	107½	107½	107½
U. S. 5-20's, c. n. iss.....	105½	105½	105½
U. S. 10-40's, coup.....	94¼	94½	93½
U. S. 7-30 Treas. Note } 2nd Series.....	99½	99½	99½
U. S. 6's, certif. n. iss.....	98½	98½	98½

GOLD MARKET.—Gold has been, upon the whole, weak and unsettled, and closes at a lower premium. Early in the week some large amounts were sold on 30 and '60 days sellers option much below the market rate, by parties who had become aware of Secretary McCulloch's intention to fund a portion of the interest-bearing currency. This has since had a depressing effect upon the market, it being supposed that administration of the volume of the currency will involve a certain decline in the premium. The fall would probably have been more considerable but for the fact that the demand for customs and for shipment South continues at the late heavy rate.

The shipments of specie and gold bars, since our last, per steamers Columbia, Hansa, City of Washington and Europe, amount to \$443,509.

The following have been the highest and lowest quotations for gold on each of the last six days:

	Highest.	Lowest.		Highest.	Lowest.
Sept. 9.....	144¼	144¼	Sept. 13.....	143½	143¼
Sept. 11.....	144½	144¼	Sept. 14.....	143¼	143¼
Sept. 12.....	144½	143¾	Sept. 15.....	143¼	142¾

The transactions for last week at the Custom-house and Sub-treasury were as follows:

	CUSTOM HOUSE.		SUB-TREASURY.	
	Receipts.	Payments.	Receipts.	Payments.
Sept. 4.....	\$632,034 82	\$5,805,167 48	\$4,395,395 55	
Sept. 5.....	568,955 84	10,357,147 39	13,658,967 75	
Sept. 6.....	686,227 25	6,104,250 21	8,815,965 61	
Sept. 7.....	531,032 94	1,719,674 84	2,365,852 08	
Sept. 8.....	913,019 53	1,726,094 97	1,774,829 85	
Sept. 9.....	434,701 93	1,417,705 07	2,565,113 01	
Total.....	\$3,665,972 31	\$27,040,039 96	\$38,576,123 85	
Balance in Sub-treasury on morning of Sept. 4th.			71,699,358 87	
			\$95,275,482 72	
Deduct payments during the week.....			27,040,039 96	
Balance on Saturday evening.....			\$68,235,442 76	
Increase during the week.....			6,536,083 89	

FOREIGN EXCHANGE.—A slight reduction in the rates of exchange has encouraged a more active buying, and a considerable aggregate of bills has been sold during the week. The amount of cotton bills is much less than might be expected from the large accumulation of cotton at the ports; while the prices of most articles of produce continue too high to permit of the increase of bills from that source. It would appear that importers must soon purchase exchange quite largely, and drawers look to that circumstance for an advance of rates. We quote:

Bankers' Sterling, 60 days.....	109¼ @ 109¼	Antwerp.....	5.20 @ 5.16¼
Bankers' Sterling, 3 days.....	110 @ ...	Swiss.....	5.17¼ @ 5.15
Merchants'.....	108¼ @ 108¼	Hamburg.....	35¼ @ 36¼
Francs, long date.....	5.17¼ @ 5.16¼	Amsterdam.....	40¼ @ 40¼
Francs, short date.....	5.15 @ 5.13¼	Frankfort.....	40¼ @ 40¼
		Bremen.....	78 @ 70¼
		Prussian Thalers.....	70¼ @ 71¼

NEW YORK CITY BANKS.—The following statement shows the condition of the Associated Banks of the city of New York, for the week ending at the commencement of business on Sept. 9, 1865:

Banks.	Loans and Discounts.	Specie.	Circulation.	Net Deposits.	Legal Tenders.
New York.....	\$5,775,038	\$2,489,541	\$43,385	\$8,609,131	\$3,845,226
Manhattan.....	5,508,975	1,012,391	14,800	5,513,310	1,531,755
Merchants.....	7,192,000	829,623	85,666	5,276,000	1,459,650
Mechanics.....	5,082,555	284,129	20,725	4,571,165	1,662,937
Union.....	3,814,645	196,293	.....	3,388,136	812,620
America.....	6,628,615	1,531,013	3,740	7,625,828	3,578,888
Phenix.....	3,657,638	122,849	13,356	2,928,835	931,037
City.....	4,587,157	333,439	.....	3,174,980	519,213
Tradesmen's.....	3,309,800	50,853	345,747	2,004,825	375,061
Fulton.....	2,150,616	306,704	25,393	2,343,660	635,391
Chemical.....	5,941,072	826,029	22,690	6,219,010	1,395,432
Mercht. Exchange..	2,669,706	52,982	81,472	1,842,461	438,865
National.....	2,264,999	379,543	4,413	1,063,944	396,931
Butch. & Drovers..	2,396,431	81,963	34,634	1,884,053	132,770
Mech's & Trad's....	1,776,696	93,927	95,203	1,342,311	376,743
Greenwich.....	787,312	27,017	9,304	678,541	131,388
Leather Manf.....	2,615,133	140,958	1,000	2,047,876	420,679
Seventh Ward.....	666,251	35,516	102,998	575,451	423,777
State of N. Y.	5,709,171	372,269	20,731	5,078,360	1,260,769
Amer. Exchange....	9,789,836	1,039,013	16,208	6,392,326	1,021,725
Commerce.....	17,882,614	809,338	1,121,500	7,862,420	3,119,000
Broadway.....	5,663,491	135,371	818,971	5,134,283	1,598,076
Ocean.....	2,386,701	96,675	10,143	2,064,694	533,844
Mercantile.....	3,371,049	71,976	293,950	3,223,621	936,872
Pacific.....	1,786,710	11,864	56,540	1,511,903	338,789
Republic.....	4,428,346	175,617	348,666	3,622,599	1,115,479
Chatham.....	1,720,293	32,375	6,125	1,718,203	573,312
People's.....	1,370,239	46,162	9,632	1,192,253	203,110
North Amer.....	3,386,244	186,089	25,342	2,865,490	972,199
Hanover.....	2,257,587	108,684	20,539	1,671,177	523,968
Irving.....	1,507,514	25,293	11,653	1,327,440	319,019
Metropolitan.....	9,197,034	199,361	52,866	6,443,150	2,141,000
Citizens'.....	1,369,527	21,033	17,077	1,077,138	429,358
Nassau.....	2,258,731	181,470	5,051	1,940,959	394,296
Market.....	2,565,592	113,111	209,166	2,143,103	612,314
St. Nicholas.....	2,169,605	52,236	351,165	1,293,780	663,969
Shoe and Leather..	3,034,000	62,297	464,798	2,359,237	961,000
Corn Exchange....	2,661,277	113,976	38,410	1,826,076	344,000
Continental.....	3,470,269	184,400	9,812	2,403,285	840,000
Commonwealth....	3,009,339	73,872	25,427	4,007,971	1,135,323
Oriental.....	1,197,564	32,736	111,341	1,004,658	291,512
Marine.....	1,598,838	93,690	.....	1,581,140	662,400
Atlantic.....	1,009,261	66,515	47,637	818,950	151,844
Imp. and Traders..	4,142,157	67,990	22,372	3,372,640	553,092
Park.....	13,118,615	268,811	603,218	11,706,070	3,536,420
Mec. Bk. As.....	1,492,656	22,210	76,758	1,405,654	504,562
Grocers.....	1,062,946	26,565	3,032	1,035,524	422,737
North River.....	1,673,343	32,751	13,931	1,471,831	283,339
East River.....	796,324	11,826	95,250	636,370	223,781
Man. and Mer.....	1,696,602	23,180	1,488	1,517,992	770,734
Fourth National...	13,000,756	60,380	1,497,055	9,972,200	3,519,651
Central.....	11,825,535	81,435	1,028,835	13,643,909	4,687,612
Second National...	1,506,252	.....	270,000	1,443,885	513,369
Dry Dock.....	230,170	32,332	16,639	212,102	.....
Bull's Head.....	953,792	9,159	122,976	990,031	.....
Manufacturers'....	513,928	17,932	54,362	277,455	59,357
Totals.....	\$214,189,842	13,755,324	8,814,142	179,353,511	56,320,734

Compared with the previous week the differences in the

Bank Statement are as follows:—

Loans.....	Inc. \$2,795,472	Circulation.....	Inc. \$304,967
Specie.....	Dec. 638,003	Net Deposits.....	Dec. 963,147
Legal Tenders.....	Dec. 950,996		

The statement indicates an increased activity of business. The loans are up \$2,795,472, and the deposits are down \$963,147. The drain of specie into the Sub-Treasury is seen in a decrease in the specie line of \$688,003.

For the corresponding period of the last three years the same items compare as follows:

	Loans and Discounts.	Specie.	Circulation.	Deposits.
1862.....	\$157,828,573	37,125,245	9,719,128	144,991,062
1863.....	200,028,980	32,018,107	5,457,366	178,528,622
1864.....	187,285,127	20,603,881	4,181,636	147,967,942
1865.....	214,189,842	13,755,824	8,814,142	179,353,511

The following comparison shows the totals of the Banks' Statements for each week of the current year since April 1:

	Loans.	Specie.	Circulation.	Legal Deposits.	Tenders.	Clearings.
Apr. 1....	204,458,855	20,534,668	4,888,980	173,804,911	42,989,382	509,148,091
Apr. 8....	204,153,839	20,045,906	4,773,528	174,850,185	46,424,957	483,653,684
Apr. 15....	206,508,095	19,533,784	4,757,862	177,815,945	51,081,462	427,761,678
Apr. 22....	204,723,194	19,122,288	4,700,210	184,244,399	59,954,937	272,740,315
Apr. 29....	204,277,578	19,049,913	4,660,659	193,158,783	66,096,274	359,450,814
May 6....	212,172,277	20,088,309	4,586,937	200,466,735	66,257,849	408,699,215
May 13....	218,502,940	23,553,231	4,859,562	203,369,886	61,052,537	511,944,441
May 20....	219,810,780	23,194,402	5,032,944	203,854,725	55,025,517	510,767,845
May 27....	212,445,121	22,063,919	5,066,693	197,031,017	54,524,078	421,221,798
June 3....	210,416,548	21,346,493	5,323,082	186,945,680	51,065,440	399,049,878
June 10....	203,392,615	18,430,620	5,402,758	185,509,951	56,201,836	420,542,769
June 17....	203,944,311	16,680,877	5,647,944	189,947,334	62,567,344	542,070,189
June 24....	218,590,230	15,906,818	5,790,670	187,508,936	58,560,509	519,448,415
July 1....	216,585,421	15,854,990	5,818,445	191,656,773	60,904,445	497,220,318
July 8....	218,541,975	19,100,594	6,001,774	193,199,005	62,519,708	375,504,141
July 15....	212,285,042	20,400,411	6,251,945	200,420,283	60,054,646	509,959,812
July 22....	222,960,305	20,332,908	6,589,765	193,790,096	52,756,229	517,174,956
July 29....	222,341,966	20,773,155	7,085,454	186,766,671	46,956,782	494,854,139
Aug. 5....	219,102,793	19,400,380	7,656,370	178,247,674	43,561,973	576,961,322
Aug. 12....	215,498,842	20,163,492	8,050,861	177,738,175	43,006,428	463,488,275
Aug. 19....	210,827,581	19,604,636	7,639,575	174,593,016	45,583,998	492,697,789
Aug. 26....	209,423,315	19,033,615	7,942,414	179,083,676	54,219,898	372,124,309
Sept. 2....	211,394,370	14,443,827	8,509,175	170,816,658	57,271,739	395,963,678
Sept. 9....	214,189,842	13,755,824	8,814,142	179,853,511	56,207,734	434,257,376

The following statement shows the condition of the banks of the State of New York at stated periods since 1860:

Liabilities.	Sept. 1860.	Dec. 31, '64.	June 24, '65.
Capital paid in.....	\$111,834,317	\$106,690,761	\$51,874,695
Circulation.....	31,759,127	31,180,544	14,521,837
Profits undivided.....	13,316,468	28,345,347	14,889,857
Due banks and bankers.....	29,706,606	45,205,682	20,791,949
Due other than banks.....	2,252,961	2,107,764	1,501,849
Treasury of the State.....	3,569,907	3,144,210	2,089,614
Due Depositors.....	116,190,466	269,042,097	181,850,371
Miscellaneous.....	2,615,673	2,671,718	1,407,045
Total liabilities.....	\$311,245,555	\$488,388,125	\$239,369,197
Resources.	Sept. 1860.	Dec. 31, '64.	June 24, '65.
Loans.....	\$200,113,834	\$196,649,246	\$81,886,524
Overdrafts.....	423,392	866,154	384,352
Due from banks.....	17,167,040	22,016,061	7,748,394
Real estate.....	8,865,800	8,142,807	4,211,244
Specie on hand.....	21,710,828	20,239,286	13,536,769
Cash items.....	22,913,841	92,514,882	84,616,090
Stocks and mortgages.....	36,609,787	124,538,573	67,212,454
Bills of other banks.....	2,509,601	20,264,453	22,788,386
Expense account.....	931,432	2,261,663	999,345
Total resources.....	\$311,245,555	\$488,388,125	\$239,388,758

PHILADELPHIA BANKS.—The following comparative statement shows the average condition of the leading items of the Philadelphia banks, for the week ending Sept. 11, and previous week:

	Sept. 4.	Sept. 11.	Dec.
Capital Stock.....	\$14,442,350	\$14,442,350	\$403,434
Loans.....	50,964,999	49,693,061	20,607
Specie.....	1,100,242	1,079,635	20,607
Legal Tenders.....	14,034,164	17,691,755	1,832,409
Deposits.....	88,417,478	87,082,473	1,334,915
Circulation.....	6,950,848	7,007,727	26,901

The following comparison shows the condition of the Philadelphia banks at stated periods since 1865:

Date.	Loans.	Specie.	Circulation.	Deposits.
January 3, 1863.....	\$37,679,675	\$4,510,750	\$4,504,115	\$28,429,188
January 3, 1865.....	48,039,403	1,803,533	2,793,468	39,545,963
February 6, ".....	50,269,478	1,702,776	4,393,173	34,496,837
March 6, ".....	49,223,540	1,839,264	5,346,621	32,391,622
April 3, ".....	50,522,030	1,343,223	5,393,626	38,816,847
May 1, ".....	51,726,319	1,262,258	6,441,407	44,794,824
June 5, ".....	53,035,083	1,258,782	6,717,753	41,518,576
July 10, ".....	50,108,778	1,187,700	6,753,585	41,344,053
Aug. 14, ".....	54,529,718	1,157,931	6,989,217	44,561,746
Sept. 4, ".....	50,064,999	1,106,242	6,980,826	38,417,478
Sept. 11, ".....	49,693,065	1,079,635	7,007,727	37,082,473

NATIONAL BANKS.—The following National Banks were authorized during the week ending Saturday, Sept. 9:

Names.	Locations.	Capital.
Merchants'.....	East Saginaw, Mich.....	\$200,000
Washington County.....	Williamsport, Md.....	150,000
Scituate.....	Scituate, R. I.....	50,000
First.....	Portland, Oregon.....	100,000
National Exchange.....	Wakefield, R. I.....	70,000
First.....	Paris, Ill.....	80,000
Croton.....	New York City.....	200,000
Capital of new banks.....		\$856,000
Previously authorized.....		394,104,333
Aggregate Capital.....		\$394,960,333

The following additional depositories of the public money were authorized by the Secretary of the Treasury during the last week: Merchants' National Bank, Dubuque, Iowa; Lynchburg National Bank, Lynchburg, Va.

The amount of circulation issued to National Banks during the week ending Sept. 9, was \$2,494,300; which, added to the amount previously issued, makes the aggregate outstanding at that date \$179,981,520.

The following comparison shows the progress of the national banks, in respect to number, capital and circulation, from February, 1865, to latest dates:

Date.	Banks.	Capital.	Circulation.
Feb. 18, 1865.....	815	186,041,735	73,555,380
Mar. 4, ".....	855	192,949,736	99,325,600
" 18, ".....	908	202,944,486	104,750,540
Apr. 1, ".....	973	225,246,209	111,634,670
" 22, ".....	1,011	246,051,170	119,961,800
May 6, ".....	1,117	264,954,170	126,360,330
" 20, ".....	1,172	281,868,820	130,680,170
June 3, ".....	1,212	298,971,020	135,607,060
" 17, ".....	1,297	310,295,891	140,797,755
July 1, ".....	1,378	340,938,000	146,927,975
" 15, ".....	1,447	364,020,756	154,120,015
Aug. 5, ".....	1,504	377,574,281	165,794,440
" 19, ".....	1,530	390,000,000	172,664,460
Sept. 2, ".....	1,549	394,104,333	177,487,220
" 9, ".....	1,556	394,960,333	179,981,520

BANK STOCK LIST.

COMPANIES. (Marked thus * are National.)	Par of Share.	CAPITAL.		DIVIDEND.		MARKET.	
		Amount.	Periods.	Last Paid.	Bid.	Ask.	
America.....	100	3,000,000	Jan. and July...	July.....	5	132	140
American*.....	100	500,000					
American Exchange*.....	100	5,000,000	May and Nov...	May.....	5	114	115 1/2
Atlantic*.....	100	300,000	Jan. and July...	July.....	5	100	
Atlantic (Brooklyn).....	50	500,000	Jan. and July...	July.....	6		
Bowery*.....							
Broadway*.....	25	1,000,000	Jan. and July...	July.....	12		
Brooklyn.....	50	300,000	Jan. and July...	July.....	3		
Ball's Head*.....	50	200,000	Quarterly...	July.....	3		
Butchers & Drovers*.....	25	800,000	Jan. and July...	July.....	5		
Central*.....	100	2,000,000	May and Nov...	May.....	7	106 1/2	107 1/2
Central (Brooklyn).....	50	200,000	Jan. and July...	July.....	7		
Chatham*.....	25	450,000	Jan. and July...	July.....	7	125	
Chemical*.....	100	300,000	Quarterly...	July.....	6		
Citizens'.....	25	400,000	Jan. and July...	July.....	5 & 5 ex.		
City*.....	100	1,000,000	May and Nov...	May.....	6	175	
City (Brooklyn).....	50	300,000	Jan. and July...	July.....	6		
Commerce*.....	100	10,000,000	Jan. and July...	July.....	5	104 1/2	105 1/2
Commonwealth*.....	100	750,000	Jan. and July...	July.....	5	100	100
Continental*.....	100	3,000,000	Jan. and July...	July.....	4	90	
Corn Exchange.....	100	1,000,000	Feb. and Aug...	Aug.....	5		110
Croton*.....	100	200,000					
Currency*.....	100	100,000	Jan. and July...	July.....	2		
Dry Dock.....	30	200,000	Quarterly...	July.....	2		
East River*.....	50	259,150	Jan. and July...	July.....	4		
Eighth*.....	100	250,000	Jan. and July...	July.....	5		
Fifth*.....	100	150,000	Jan. and July...	July.....	5 & 3 ex.		
First*.....	100	500,000	May and Nov...	May.....	10	205	
First (Brooklyn)*.....			Jan. and July...	July.....	7 & 5 ex.		
Fourth*.....	100	5,000,000	March and Sept	Sept.....	4	94 1/2	96
Fulton*.....	30	600,000	May and Nov...	May.....	5	145	180
Far. & Cit. (Wm'sbg).....	20	160,000	March and Sept	Sept.....	7		
Gallatin.....	100	1,500,000	April and Oct...	April.....	5	110	
Greenwich.....	25	200,000	May and Nov...	May.....	6		
Grocers*.....	50	300,000	Jan. and July...	July.....	5		
Hanover*.....	100	1,000,000	Jan. and July...	July.....	5	105 1/2	
Importers & Traders.....	100	1,500,000	Jan. and July...	July.....	4		
Irving*.....	50	500,000	Jan. and July...	July.....	4	107	
Leather Manufacturers*.....	50	600,000	Feb. and Aug...	Aug.....	5		
Long Island (Brook).....	50	400,000	Feb. and Aug...	Aug.....	5		
Manhattan.....	50	2,050,000	Feb. and Aug...	Aug.....	5	120	130
Manufacturers (Wbg).....	30	210,000	Jan. and July...	July.....	5		
Manufac. & Merch'nts.....	100	500,000	Jan. and July...	July.....	5		
Marine.....	30	400,000	Feb. and Aug...	Aug.....	6		
Market*.....	100	1,000,000	Jan. and July...	July.....	6		
Mechanics'.....	25	2,000,000	Jan. and July...	July.....	5 & 5 ex.		110
Mechanics' (Brook).....	50	500,000	Jan. and July...	July.....	5		

NATIONAL, STATE AND MUNICIPAL SECURITIES' LIST.

Table with columns: DENOMINATIONS, Amount Outstanding, INTEREST (Rate, Payable), Princi- pal Due, MARKET (Bid, Asked), DENOMINATIONS, Amount Outstanding, INTEREST (Rate, Payable), Princi- pal Due, MARKET (Bid, Asked). Rows include National Securities (e.g., American Gold Coin, Bonds of 1847-1861), State Securities (e.g., Alabama, California, Connecticut), and Municipal Securities (e.g., Albany, Alleghany City, Baltimore, Boston).

HONEY—There being no stock on hand the price is nominal at 4½ re. per gallon.

WAX—Yellow is held at \$8½@9 and white at \$11@12. Nearly 16,000 a. have been shipped less than last year.

TOBACCO—The demand is confined to the better classes, which are very scarce for want of supplies. A sale is mentioned of 800 bales assorted, from different plantations, at rates supposed to be from \$25@35 per bale—also several lots of a better standard of Vuelta Abajo, say the 5a at \$150@180—the 6a at \$80@120—the 7a at \$45@50 and the fillers at \$18@22.

Common is completely neglected, almost unsaleable; and in the country lots are offered at rates that will barely cover the cost of production.

For fillers there seems to be a better demand for the U. S., but no transactions of moment have come to our knowledge.

SEGARS—No variation.

RIO JANEIRO—The following telegram, under date of August, embraces the latest Commercial quotations:

COFFEE—Total sales between steamers, bags 63,000; Sales for United States same time 20,900; Stocks at date 90,000; Price 7½@100 to 7½500.

FLOUR—Sales bbls 17,000; Stock 9,000; Price 19½@19½500 firm; Exchange 23½d; Freights 45s 0—.

FOREIGN MARKETS—We have telegraphic dates from Liverpool to the 3d, bringing the following report of that market: "Messrs. Richardson, Spence & Co., and Wakefield, Nash & Co. report: Flour heavy and declined 6d a 1s per bbl. Wheat dull and declined 1d a 2d per cental; red Western, 9s a 9s 9d. Corn flat; mixed, 30s." Messrs. Barings report the London market depressed, owing to improved weather. The latest advices from the continental markets show no further advance at any point, but considerable decline in some of the French markets.

COTTON.

The firmness and buoyancy noticed at the close of our last report continued until Wednesday, and an advance of 1c. a 2c. per pound over the lowest quotations of the previous week was established. Then the market became dull and lost a portion of the advance, but on the announcement of the Asia's news, there was a complete recovery of tone, with a good degree of activity.

There is a pause in the advance of cotton goods—in some leading styles a slight decline is noticed—but there is so large a margin in present prices over cost of production at current prices of cotton, that this circumstance is not felt in the cotton market.

Our mail communications with the South continue very irregular, and, at this writing, we are without late dates from New Orleans and Mobile. Public telegrams are still withheld. Private telegrams report no new feature. The falling off in receipts indicated in the last mail report (15,500 bales at New Orleans for the week ending the 1st) is about counterbalanced by the increased receipts at other ports. There is as yet no reason to change our previous estimates of supplies.

To-day's market was dull, but firm, at the following quotations;

	Upland.	Florida.	Mobile.	N.O. & Tex.
Ordinary, per lb.....	34	35	35	36
Good Ordinary.....	39	39	39	40
Middling.....	45	45	45½	46
Good Middling.....	48	49	49	49
Middling fair.....	50	51	51	52

The receipts at this port for the week ending Thursday night, were as follows:

From	Bales.	From	Bales.
New Orleans.....	9,387	North Carolina.....	3,077
Mobile.....	4,210	Norfolk, &c.....	577
Florida.....	369	By R. R.....	3,077
Savannah.....	3,915	Foreign ports.....	18
Charleston.....	838		

Total.....	24,221
Since July 1.....	183,649
Total.....	207,870

The exports of cotton for the week were:

To Liverpool.....	3,762
To Glasgow.....	84
Total.....	3,846
Since July 1.....	26,421
Total.....	30,267

The New Orleans Cotton Report for the year is given in the *Price Current* of that city as follows:

The general cotton movement of the year, and its accelerated progress toward the close are shown by the following table:

	Receipts.	Sales.	Exports.
September to May inclusive	63,747	43,300	61,740
June.....	23,655	19,400	18,912
July.....	64,755	82,400	41,101
August.....	108,858	58,000	75,598
Bales.....	271,015	148,100	192,351

The exports comprise 21,326 bales to Great Britain, 5,952 to France, 402 to North of Europe, (St. Petersburg.) 167 to Spain and 164,504 coastwise, embracing 15,993 to Boston, 2,735 to Providence, 144,190 to New York, 1,355 to Philadelphia and 231 to other ports.

The receipts of new crop to date have been confined to 22 bales, the first being a bale from Concordia Parish which came to hand Aug. 11, and classing Middling, brought 45c per lb.

A large part of the receipts have come forward in extremely bad order, and no inconsiderable portion in seed, and in bags, sacks, and crates, which have given lucrative employment to the pickeries and presses where they have been reboxed, rebaled, compressed and put in shipping order. The unusual quantity of loose cotton disengaged from the original packages and repacked in new bales, has diminished the average weight of the shipments and constantly swelled the stock above the running accounts.

The following tables, which have explanatory captions, we have compiled from our records, under the impression that they would probably be found interesting to parties engaged in the cotton trade:

Seasons.	Receipts N. Orleans.	Aver. price per bale.	Total Value.
1853-54.....	1,440,779	38 00	\$54,749,600
1854-55.....	1,284,768	40 00	51,390,720
1855-56.....	1,659,293	40 00	70,371,720
1856-57.....	1,513,247	57 00	86,255,079
1857-58.....	1,678,616	52 50	88,127,840
1858-59.....	1,774,298	53 00	92,087,794
1859-60.....	2,255,448	48 50	109,389,228
1860-61.....	1,849,312	50 00	92,465,600
1861-62.....	38,880	45 50	1,769,040
1862-63.....	22,078	231 32	5,107,082
1863-64.....	131,044	356 20	46,677,872
1864-65.....	271,015	270 54	73,326,398
Total 12 years....	16,289,873		\$317,225,507

Date of receipt of First bale.	Rec'ts of new crop to Sept. 1.	Total receipts at New Orleans.	Total crop.
1853, Aug. 9.....	74	1853-54.. 1,440,779	2,280,027
1854, July 25.....	1,391	1854-55.. 1,284,768	2,847,389
1855, July 26.....	23,282	1855-56.. 1,759,293	3,527,845
1856, July 15.....	1,166	1856-57.. 1,513,247	2,939,519
1857, Aug. 15.....	53	1857-58.. 1,678,616	3,113,963
1858, July 25.....	4,834	1858-59.. 1,774,298	3,851,481
1859, July 28.....	9,698	1859-60.. 2,255,448	4,675,770
1860, July 5.....	36,670	1860-61.. 1,849,312	3,699,926
1861, Aug. 11.....	61	1861-62.. 38,880	....
1862.....	....	1862-63.. 22,078	....
1863, Sept. 7.....	....	1863-64.. 131,044	....
1864, Aug. 14.....	12	1864-65.. 271,015	....
1865, Aug. 11.....	22		

SAVANNAH, Sept. 9.

Although the receipts have been to a fair extent for the week the stock on sale continues very light, and is chiefly confined to the receipts by wagons. The greater portion of the receipts by river are shipped immediately on Northern account to New York. Since the 1st inst. prices have declined from 1 to 2 cents per pound. A large portion of the cotton received is of an inferior grade. There is no fair on the market. We quote as follows, deducting the internal revenue tax of 2 per cent:

Ordinary.....	27@28
Middling.....	33@35
Good Middling.....	36@38

SEA ISLAND—There continues to be a good enquiry for this description of cotton. Real Sea Island, of the best grades, will bring 80 cents, but there is very little of this class received, Ordinary Long Staple, such as is now coming in, we quote at 55@65 cents.

RECEIPTS SINCE SEPT. 1, 1865.

	Uplands.	Sea Island.	Domestic.
By river.....	3,124	535	631
By Central R. R.....	43	...	...
By wagons.....	217	76	...
Total receipts..	3,384	661	681

EXPORTS SINCE SEPT. 1, 1865.

Exports.....	3,698	287	714
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STOCK ON HAND, 1865.

Stock Sept. 1.....	3,724	281	236
Received this week.....	3,384	661	681
Total.....	7,108	942	917
Exported since 1st inst.....	3,698	287	714
Stock on hand Sept. 8,....	3,410	655	203

CHARLESTON, Sept. 9.

The amount of Cotton that has come to hand since the 1st instant will sum up about twelve hundred and fifty bales Upland and 12 bales Sea Island Cotton. More than three-fourths of the quantity received only comes here for shipment, the balance being sold for cash or barter

Small lots, amounting to 150 or 200 bales of the different grades of Middling, have changed hands during the week at prices from 33 $\frac{1}{2}$ @33 cents. A few bales of Long Staple have been sold at 60@80 cents per lb. for Sea Island and Maines. The following table will exhibit stock on hand on the 1st instant, receipts and shipments since ;

	Sea Island.	Upland.
Stock on hand September 1, 1865	362	1,610
Receipts to 6th instant, inclusive.....	12	1,251
	374	1,485
Exported.		
To Liverpool.....	179	842
To New York.....	50	478
To Philadelphia.....	9	66
	-238	1,375
Balance on hand and shipboard September 6.....	136	1,485

COLUMBUS, GEO., Sept. 3.

The market was decidedly drooping yesterday. We suppose that the difficulty of effecting shipments, and the scarcity of funds in the hands of buyers, as a consequence, was the cause of the apathy manifested by them. Sales of a few bales at 16 @ 17c., specie, have been reported to us ; and we hear of an offer of 25c. currency for another small lot offered and refused.

Our Liverpool circulars for the week ending Sept. 2d, have failed to arrive, the Asia's mails not having reached the city. The following is a telegraphic summary of that market :

LIVERPOOL, Sept. 2d.

The market has been buoyant, with an advance of $\frac{1}{4}$ d for American and $\frac{1}{2}$ d. for other descriptions. The sales of the week have been 109,000 bales, of which speculators have taken 15,500 and exporters 26,500 bales. The following are the authorized quotations: Middling Orleans 18 $\frac{1}{2}$ d.; Mobiles and Texas 18 $\frac{1}{2}$ d. The sales to-day (Friday) have been 10,000 bales, the market closing steady. The stock in port includes 312,000 bales, of which 30,000 bales are American.

BREADSTUFFS.

The market has ruled in a very dull and depressed condition ; and, within a day or two, speculative orders on Western account having been withdrawn, prices have materially declined, especially for flour and wheat, with a strong downward tendency.

The prospect of a large export, at high prices, may be considered as definitely exploded. A year ago the best spring wheats were selling in this market at 98 a 99c. gold per bushel, with freights down to a nearly nominal figure. The British market is now no higher than it was then, and yet shipments then returned a loss of nearly ten per cent. Now the best spring wheats are \$1 10 per bushel in gold ; and freights are threefold the rates of last year. Therefore, it is impossible to expect any export movement in wheat, except at a decline of fully 15 cents in gold, from the average prices of last week. We shall have some shipments at a smaller decline, but they cannot be extensive without leading to a material advance in freights.

The prospects of increased supplies at this market, during the balance of the season of canal navigation, are improving. The high prices are stimulating deliveries, and at all the Western markets the receipts are considerably larger than last year. The large crop raised in Canada is being diverted almost entirely to this market ; and the large drafts made upon us by Southern millers have almost ceased. Most of the Southern markets are lower than this, and supplies from the farming districts about them increasing. And it may be safely concluded that prices in this market will speedily decline to an export basis, when considerable quantities of flour and wheat will go forward.

A great obstacle to the realizing of speculative views on flour and wheat has been the enormous supplies and relative cheapness of Indian corn. For several days in succession the deliveries in Chicago were a quarter million bushels daily ; the arrivals at this market have been liberal, and in fair export order, and the shipments considerably increased. Oats have touched very low prices, and as the quantity sown is much in excess of our wants, the probability of an export of the surplus is being considered.

At to-day's market there was some decline, closing heavy at the following quotations :

Flour, Superfine State and Western. ...per lbl.	\$5 85 @	\$7 35
do Extra State.....	7 60 @	8 00
do Shipping Roundhoop Ohio.....	8 25 @	8 75
do Extra Western, common to good.....	7 75 @	10 40
do Double Extra Western and St. Louis.....	10 50 @	13 50
do Southern, supers.....	9 00 @	10 20
do Southern, fancy and extra.....	10 25 @	13 50
do Canada, common to choice extra.....	7 75 @	10 75
do Rye Flour, fine and superfine.....	5 75 @	6 10
do Corn meal, Jersey and Brandywine.....	4 75 @	5 00

Wheat, Chicago Spring.....per bushel	1 55 @	1 62
do Milwaukee Club.....	1 57 @	1 63
do Red Winter.....	1 95 @	2 00
do Amber Michigan, &c.....	2 05 @	2 10
Corn, Western Mixed.....	75 @	89
do Western White.....	.. @	..
do Western Yellow.....	.. @	90
do Southern Yellow.....	.. @	..
do Southern White.....	.. @	..
Rye, Western.....	95 @	..
do North River.....	1 00 @	..
Oats, Western.....	.. @	53
do State.....	.. @	53
do Canada.....	.. @	..
Barley.....	1 10 @	1 30
do Malt.....	1 40 @	1 70

We have before alluded to the large quantity of old wheat at the West. It was held back during last fall and winter owing to doubts respecting national politics and finances, and since peace the farmers have had no time to bring it to market. The Cincinnati *Price Current*, alluding to the subject, fully confirms our views of the matter.

WEEKLY RECEIPTS AT LAKE PORTS.—The following will show the weekly receipts of Flour and Grain at the places indicated for the week ending Sept. 9 :

	Flour, bbls.	Wheat, bushels.	Corn, bushels.	Oats, bushels.	Barley, bushels.	Rye, bushels.
Chicago.....	39,763	185,851	1,815,301	499,123	75,160	120,576
Milwaukee....	9,275	327,754	5,432	23,056	9,717	8,976
Toledo.....	25,898	118,819	80,014	18,938	835	3,197
Detroit.....	19,183	47,748	2,661	7,060	1,202	....
Cleveland.....	2,559	79,473	30,104	46,486	3,600	923
Totals.....	96,558	759,645	1,933,412	585,663	96,514	133,672
Previous week.	83,067	688,285	1,809,450	521,111	40,751	76,578

EASTWARD MOVEMENT OF FLOUR AND GRAIN.—The following will show the eastward movement of Flour and Grain from the ports of Chicago, Milwaukee and Toledo, and the destination of same, for the week ending Sept. 9, 1865, viz :

	Flour, bbls.	Wheat, bushels.	Corn, bushels.	Oats, bushels.	Barley, bushels.	Rye, bushels.
To Buffalo.....	24,608	183,930	849,900	276,464	....	....
Oswego.....	....	43,275	137,182	....	....	....
Pt. Colborne. ....	....	57,200	46,559	....	....	....
Ogdensburgh. 1,923	....	....	31,100	....	....	....
Dunkirk.. .. 15,395	....	....	....	3,912	....	....
Cleveland... ..	....	3,200	....	....	....	....
Goderich....	....	....	....	....	....	....
Sarnia.....	9,726	....	27,000	60	....	....
Windsor....	....	....	....	....	....	....
Kingston....	....	20,500	....	....	....	....
Montreal... ..	....	26,625	....	....	....	....
Other ports..	314	33,744	5,725	900	....	....
By Railroad....	11,011	22,343	....	1,230	1,248	1,708
Totals.....	62,977	390,317	1,097,466	282,566	1,248	1,708
Previous week..	45,625	519,010	1,437,105	491,824	2,850	2,326

THE DRY GOODS TRADE.

The excitement in the Dry Goods Market chronicled last week reached its height at the close of the week, and the trade has assumed a more settled phase. There is a diminution in trade among the jobbing houses, and goods are beginning to accumulate to some extent, though the leading styles are sold ahead and are still very scarce. In very many instances there is no advance in prices from last week, though the symptoms of a decline are not strong. The lull in the activity of the past three weeks is quite noticeable, and the absence of large buyers leads to the inference that prices will soon take a downward tendency. Prices cannot be given with any great degree of certainty, for many agents are expecting a still higher figure, while the lessening demand may cause prices to recede at any day. This is the case more particularly with domestic cotton goods, while some foreign dress goods are still quite as active, and dark woolen cloths and fancy cassimeres are quite as firm as last week.

Brown shirtings and sheetings are without decided change in price for standard makes, and it will take some time to fill the orders now on hand, so that no material variation need be looked for at present.

In many instances the prices of standard goods cannot be quoted as they are not on hand, and agents will not tell what they expect. Stark A, M, and O, 36-inch, last sold at 36 $\frac{1}{2}$, and are now held at 37 $\frac{1}{2}$ were they on hand. Amoskeag A last sold at 37 $\frac{1}{2}$, other Amoskeags, Langdons, and Massabesic, are sold ahead at value. The Everett, Lawrence, and Bootts, are sold ahead at value.

Bootts O, 34-inch, is held at 35. Indian Head A, Amory, each 37-inch, are held at 37½; Nashua Extra A, 36, an advance of half a cent, Wachussetts, 37; Newmarket, 33-inch, at 36, and 36-inch at 38½; Indian Orchard W, 31, B, B, 33½; C, 36; N, 37½; A, 38, and S, 38½. All the Indian Orchards decline one cent from last week. Massachusetts A, 4-4 is held at 39; B, 38, and Medford, 36.

BLEACHED SHEETINGS AND SHIRTINGS are also more steady, but with a scarcity which it will take some days of quiet to supply. The more desirable grades are sold ahead, and quotations cannot be given. This is the case with the Boott Mills, Waltham Mill, some of the Amoskeag. Massabesics, Langdon, and others. Boott B, 4-4, is held at 67½. Amoskeag A, 37-inch, is held at 52; Amoskeag, fine 42-inch, at 55; Bartlett Steam Mills, 33-inch, at 49; 44-inch, 52½, 5-4, 65, 7-8, 47½; Harrison Mills are not on hand; Social Mill, 4-4 are held at 55; 7-8 at 45; Naragansett A, 55., B, 51; Waltham L, 72-inch, sells at 80; M, 81-inch at \$1 00; and 90 inch at \$1 10. These figures do not vary materially from last week. Bartlett Mills, 33-inch, is one cent lower, as is Naragansett B. Gold Medals, 4-4, are held at 50, and Uxbridge Imperial, 55.

DRILLS are scarce and much wanted. Boott, Indian, Amoskeag, Stark, and Massabesic are sold ahead at value.

CORSET JEANS are sold ahead in most instances. Indian Orchard brown sells at 32½, an advance of half a cent; Amoskeag and Massabesic last sold at 37½, the same as last week.

COTTON FLANNELS are steady, but sold ahead at value.

STRIPES AND TICKS are more abundant. York sells at 62½, Amoskeag A C. A's are held at 82½, A. 67½, B. 57½, C. 52½, D. 47½, and Pearl River Ticks at 82½. Roanoke checks 4-4 sell at 36, Kellyville A. B. 44, York and Everett are sold ahead. H. Simpson & Sons, checks No. 18 are held at 45, Louisiana plaids at 33½, Unions 33 in. at 47½, and 24 in. at 30. Passaic Ticks ¾ are held at 35, West Branch 4-4 52½, Pontiac heavy 62½.

DENIMS AND COTTONADES are more steady. Pearl River denims sell at 70, Manchester 50, York is sold ahead at value, Farmer's A cottonades are held at 67, an advance of 2 cents from last week. Providence brown sell at 30.

PRINT CLOTHS are more steady. The usual sales at Providence did not take place, as the mills are all running on advanced orders.

PRINTS are steady, with less demand and an increasing supply. Spragues are sold at 33, Pinks and Purples 34, an advance of one cent from last week. Garner's are sold at 35, Amoskeag pinks 34, purple 33, shirting 32, mourning 31, Swiss ruby 33, Duchess B 30, Lowell dark and light 30½, Empire 26, and Wamsutta 29, the same as last week.

GINGHAMS are steady, with a better supply, at an advance of one-half and one cent. Lancaster sells at 37.

SILESAS are steady at a slight advance. Indian Orchard is held at 39, do. wide 45, book fold 36; Social Mills A. 45, extra fine 60.

MOUSLIN DELAINES are sold ahead in most cases, while the grades on hand remain at last week's quotations. Manchester 37½, all wool, 50.

LINSEYS are steady. Highland mills all wool 45, Miner's flannels superfine 62½, Saxony mills ½, 57½, wool filling ¼ 50.

WOOLEN GOODS are in active demand at firm prices, especially for seasonable styles and fancy cassimeres.

FOREIGN GOODS are moderately active at more satisfactory prices than last week. Delaines, Bombasines, &c., are a little higher.

The several auction sales of the week were well attended, and better prices generally obtained than at those of the previous week. They included sales of ribbons, etc., woolens, linens, silks, and also a large sale of furs and robes.

IMPORTATIONS OF DRY GOODS AT THE PORT OF NEW YORK.

The importations of dry goods at this port for the week ending Sept. 14, 1865, and the corresponding week of 1864, have been as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING SEPTEMBER 14.

	1864.		1865.	
	Pkgs.	Value.	Pkgs.	Value.
Manufactures of wool.....	318	\$113,107	3837	\$1,602,858
do cotton.....	127	34,936	1897	521,212
do silk.....	67	44,607	918	1,062,113
do flax.....	388	86,708	1498	446,347
Miscellaneous dry goods.....	65	34,141	368	163,141
Total.....	965	\$313,604	8518	\$3,795,671

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

Manufactures of wool.....	1815	\$749,068	666	\$259,973
do cotton.....	217	70,871	59	18,213
do silk.....	174	194,203	87	117,582
do flax.....	530	95,429	736	172,153
Miscellaneous dry goods.....	70	33,089	186	14,593
Total.....	2806	\$1,143,655	1734	\$582,514
Add ent'd for consumpt'n.....	965	313,604	8518	3,975,671
Total th'wn upon mark't.....	3771	\$1,457,259	10252	\$4,558,185

ENTERED FOR WAREHOUSING DURING THE SAME PERIOD.

Manufactures of wool.....	452	\$181,464	183	\$63,800
do cotton.....	109	32,567	57	15,220
do silk.....	25	20,799	75	101,265
do flax.....	1790	73,909	144	37,491
Miscellaneous dry goods.....	35	8,099	24	6,965
Total.....	2411	\$316,838	483	\$224,741
Add ent'd for consumpt'n.....	965	313,604	8518	3,795,671
Total entered at the port.....	3376	\$630,442	9001	\$6,400,413

DETAILED STATEMENT.

The following is a detailed statement of the movement the past week ending Sept. 14, 1865:

ENTERED FOR CONSUMPTION.

MANUFACTURES OF WOOL.			
	Pkgs.	Value.	
Woolens.....	684	\$343,278	Gloves..... 31 10,712
Cloths.....	184	96,332	Worsteds..... 1526 652,786
Coatings.....	4	2,626	Delaines..... 32 17,773
Carpetings.....	221	57,943	Hose..... 74 21,208
Blankets.....	24	3,792	Merinoes..... 1 802
Shawls.....	39	27,480	Worsted y'n..... 38 8,810
			Lastings..... 9 4,380
			Braids & bds. 131 66,193
			Cot. & wor'd. 839 289,343
			Total..... 3,837 1,602,858

MANUFACTURES OF COTTON.			
	Pkgs.	Value.	
Cottons.....	539	\$170,615	Velvets..... 18 7,562
Colored.....	491	128,948	Laces..... 72 20,621
Prints.....	148	39,087	Braids & bds. 23 6,788
Ginghams.....	21	6,295	Handk'fs..... 39 9,204
Emb'd mus'n.....	30	16,118	
			Gloves..... 17 4,546
			Spool..... 94 24,600
			Hose..... 405 86,828
			Total..... 1,897 \$521,212

MANUFACTURES OF SILK.			
	Pkgs.	Value.	
Silks.....	388	\$628,528	Shawls..... 2 1,461
Crapes.....	10	3,815	Cravats..... 5 3,866
Velvets.....	32	30,457	Handk'fs..... 1 933
Embroideries.....	1	683	Vestings..... 2 1,813
Ribbons.....	235	185,587	Hose..... 1 427
Laces.....	53	42,560	Raw..... 45 59,033
			Sewings..... 2 2,023
			Braids & bds. 60 35,770
			Silk & wors'd 60 42,945
			Silk & cotton. 21 17,212
			Total..... 918 1,062,113

MANUFACTURES OF FLAX.			
	Pkgs.	Value.	
Linens.....	1342	\$382,585	Laces..... 8 9,372
Linens & cot.....	2	1,109	Hdkfs..... 59 32,677
			Thread..... 58 16,695
			Hemp yarn.. 29 3,909
			Total..... 1,498 \$446,347

MISCELLANEOUS.			
	Pkgs.	Value.	
Gloves.....	2	\$769	Clothing..... 42 5,235
Leath gloves.....	64	77,863	Embroideri's. 35 23,274
Kid gloves.....	8	8,265	Millinery..... 1 370
Matting.....	41	3,144	Corsets..... 37 13,637
Oil cloth.....	4	610	Straw goods. 49 8,944
			Feath & flow. 75 16,012
			Susp & elast. 10 5,018
			Total..... 368 \$163,141

WITHDRAWN FROM WAREHOUSE.

MANUFACTURES OF WOOL.			
	Pkgs.	Value.	
Woolens.....	95	\$40,732	Gloves..... 1 443
Cloths.....	6	2,116	Worsteds..... 212 95,576
Carpeting.....	16	3,735	Delaines..... 8 3,880
Blankets.....	67	7,724	Hose..... 9 2,705
Shawls.....	23	17,573	Merinos..... 19 9,560
			Worsted yarn 11 2,520
			Cot & wors'd. 199 73,409
			Total..... 666 \$259,973

MANUFACTURES OF COTTON.			
	Pkgs.	Value.	
Cottons.....	33	\$9,986	Velvets..... 4 1,771
Colored.....	16	4,460	Laces..... 1 384
Prints.....	1	293	Braids & bds. 1 191
			Hdkfs..... 1 273
			Gloves..... 1 289
			Hose..... 1 567
			Total..... 59 \$18,218

MANUFACTURES OF SILK.			
	Pkgs.	Value.	
Silks.....	55	\$90,418	Ribbons..... 7 5,335
Velvets.....	6	5,222	Laces..... 8 7,819
			Silk & worst. 7 6,450
			Silk & cotton. 4 2,383
			Total..... 87 \$117,582

MANUFACTURES OF FLAX.			
	Pkgs.	Value.	
Linens.....	692	\$160,722	Handkfs..... 3 1,335
Linens & cot'n.....	1	338	Thread..... 30 7,499
			Hemp yarn.. 10 2,259
			Total..... 736 \$172,153

MISCELLANEOUS.			
	Pkgs.	Value.	
Leath gloves.....	1	\$1,098	Matting..... 51 412
Kid gloves.....	2	398	Oil cloth..... 10 925
			Embroideries 2 711
			Straw goods.. 120 11,049
			Total..... 186 \$14,593

ENTERED FOR WAREHOUSING.

MANUFACTURES OF WOOL.			
	Pkgs.	Value.	
Woolens.....	21	\$7,873	Carpeting..... 35 4,664
Cloths.....	3	1,814	Blankets..... 7 575
			Worsteds..... 74 36,511
			Cot. & wors'd 43 12,363
			Total..... 133 \$63,800

MANUFACTURES OF COTTON.			
	Pkgs.	Value.	
Cottons.....	4	\$1,418	Colored..... 51 13,420
			Ribbons..... 2 383
			Total..... 57 \$15,220

MANUFACTURES OF SILK.			
	Pkgs.	Value.	
Silks.....	25	\$43,382	Ribbons..... 32 34,109
Crapes.....	2	1,268	Laces..... 6 7,121
			Silk & wors'd 10 10,392
			Total..... 75 \$101,265

MANUFACTURES OF FLAX.			
	Pkgs.	Value.	
Linens.....			144 \$37,491

MISCELLANEOUS.			
	Pkgs.	Value.	
Matting.....	8	\$534	Embroideries 1 364
Clothing.....	13	3,995	Straw goods. 2 1,582
			Susp. & elast. 1 490
			Total..... 24 \$6,965

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...

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...

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.

Table with 3 columns: Item, Price, and Unit. Includes Pot, 1st sort; Pearl, 1st sort.

Anchor—Duty: 2 1/2 cents per lb.

Table with 3 columns: Item, Price, and Unit. Includes 209 lb and upward.

Beeswax—Duty, 20 per cent ad val.

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

Bread—Duty, 30 per cent ad val.

Table with 3 columns: Item, Price, and Unit. Includes Pilot, Navy, Crackers.

Breadstuffs—See special report.

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

Table with 3 columns: Item, Price, and Unit. Includes American, gray and white.

Butter and Cheese.—Duty: 4 cents. Produce of British North American Provinces, free.

Butter has been in better demand during the week. The State dairies are firm and higher for home consumption and the California trade. Western butter, chiefly for export, is in moderate demand.

Table with 3 columns: Item, Price, and Unit. Includes Butter (Orange & Sussex, Half-arkin tubs, Welch tubs, Firkins, Grease, Cheese, Factory made dairies, Farm dairies, English dairy, Vermont dairy).

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

Table with 3 columns: Item, Price, and Unit. Includes perm, Sperm, patent, Refined sperm, city, Stearic, Adamantine.

Cement—Rosendale, 1 bbl. 1 60

Chains—Duty, 2 1/2 cents per lb.

Table with 3 columns: Item, Price, and Unit. Includes One inch and upward.

Coal—Duty, bituminous, \$1 25 per ton of 28 bushels, 0 lb to the bushel; other than bituminous, 40 cents per 28 bushels of 80 lb bushel.

Table with 3 columns: Item, Price, and Unit. Includes Liverpool Orrel, Liverpool House Cannel, Nova Scotia, Anthracite.

Cocoa—Duty, 3 cents per lb.

Table with 3 columns: Item, Price, and Unit. Includes Caracas, Maracabo, Guayaquil.

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.

The market is firm, but shows no change in prices from last week.

Table with 3 columns: Item, Price, and Unit. Includes Rio, prime, duty paid; do good; do fair; do ordinary; do fair to good cargoes; Java, mats and bags; Native Ceylon; Maracabo; Lagayra; St. Domingo.

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.

Table with 3 columns: Item, Price, and Unit. Includes Sheathing, new; Sheathing, &c., old; Sheathing, yellow; Bolts; Braziers; Baltimore; Detroit.

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

Table with 3 columns: Item, Price, and Unit. Includes Manila, Amer. made; Tarred Russia; Tarrad American; Bolt Rope, Russia.

Corks—Duty, 50 per cent ad val.

Table with 3 columns: Item, Price, and Unit. Includes Regular, quarts; Short Tapers; Mineral; Phial.

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, 2; Balsam Tolu, 30; Balsam Peru, 50 cents per lb; Callisaya Bark, 80 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, 86; 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 Benzola 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. Paste, 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 cent per lb; Sarsaparilla and Senna, 20 per cent ad val; Shell Lac, 10; Soda Ash, 1/2; 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)

Table with 3 columns: Item, Price, and Unit. Includes Acid, Citric; Alcohol; Aloes, Cape; Aloes, Socotrine; Alum; Annato, fair to prime; Antimony, Regulus of; Argols, Red; Argols, Refined; Arsenic, Powdered; Assafetida; Balsam Capivi; Balsam Tolu; Balsam Peru; Bark, Callisaya; Berries, Persian; Bi Carb. Soda, Newcastle; Bi Chromate Potash; Bird Peppers—African, Sierra Leon, bags; Bird Peppers—Zanzibar; Bleaching Powder; Borax, Refined; Brimstone, Crude; Brimstone, Am. Roll; Brimstone, Flor Sulphur; Camphor, Crude, (in bond); Camphor, Refined; Cantharides; Carbonate Ammonia, in bulk; Cardamoms, Malabar; Castor Oil, City; Chamomile Flowers; Chlorate Potash; Caustic Soda; Cobalt, Crystals, in kegs, 112 lbs; Cochineal, Honduras; Cochineal, Mexican; Copperas, American; Cream Tartar, prime; Cubebs, East India; Cutch; Cuttlefish Bone; Epsom Salts; Extract Logwood; Flowers, Benzoin; Flowers, Arnica; Folia, Buchu; Gambier; Gamboge; Ginger, Jamaica, bl'd, in bbls; Ginseng, Southern and Western; Gum Arabic, Picked; Gum Arabic, Sorts; Gum Benzoin; Gum Copal Cow; Gum Gedda; Gum Damar; Gum Myrrh, East India; Gum, Myrrh, Turkey; Gum Senegal; Gum Tragacanth, Sorts; Gum Tragacanth, white flakey; Hyd. Potash, French and English.

Table with 3 columns: Item, Price, and Unit. Includes Iodine, Resublimed; Ipecacuanna, Brazil; Jalap; Lac Dye, good and fine; Lic. Paste, Calabria; Liccorice, Paste, Sicily; Liccorice Paste, Spanish Solid; Liccorice Paste, Greek; Madder, Dutch; Madder, French, E. X. F. F. do; Manna, large flake; Manna, small flake; Manna, Sorts; Nutgalls Blue Aleppo; Oil Anise; Oil Cassia; Oil Bergamot; Oil Lemon; Oil Peppermint, pure; Opium, Turkey; Oxalic Acid; Phosphorus; Prussiate Potash; Quicksilver; Rhubarb, China; Rose Leaves; Salaratus; Sal Ammoniac, Refined; Sal Soda, Newcastle; Sarsaparilla, Hond; Sarsaparilla, Mex; Seed, Anise; do Canary; do Hemp; do Caraway; do Coriander; do Mustard, brown, Trieste; do do California, brown; do do English, white; Seneca Root; Senna, Alexandria; Senna, East India; Shell Lac; Soda Ash (80 per cent); Sugar Lead, White; Sugar Lead, Brown; Sulphate Quinine, Am; Sulphate Morphine; Tartaric Acid; Verdigris, dry and extra dry; Vitriol, Blue.

Duck—Duty, 30 per cent ad val. Ravens, Light; Ravens, Heavy; Scotch, Gourcock, No. 1; Cotton, No. 1.

Table with 3 columns: Item, Price, and Unit. Includes Dye Woods—Duty free. Camwood; Fustic, Cuba; Fustic, Tampico; Fustic, Tabasco; Fustic, Savailla; Fustic, Maracabo; Logwood, Laguna; Logwood, Campeachy; Logwood, Hond; Logwood, Tabasco; Logwood, St. Domingo; Logwood, Jamaica; Lima Wood; Barwood; Sapan Wood, Manila.

Feathers—Duty: 30 per cent ad val. Prime Western; do Tennessee.

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.

The fish market has been less active during the week with a decline in prices.

Table with 3 columns: Item, Price, and Unit. Includes Dry Cod; Dry Scale; Pickled Cod; Mackerel, No. 1; Mackerel, No. 2; Mackerel, No. 3; Salmon, Pickled; Salmon, Pickled; Shad, Connecticut, No. 1; Herring, Sealed; Herring, No. 1; Herring, pickled.

Flax—Duty: \$15 per ton.

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.

Table with 3 columns: Item, Price, and Unit. Includes Raisins, Seedless; do Layer; do Bunch; Currants; Citron, Leghorn; Almonds, Languedoc; do Provence; do Sicily, Soft Shell; do Shelled; Sardines; do; do; Figs, Smyrna; Brazil Nuts; Filberts, Sicily; Walnuts, French; Dried Fruit—N. State Apples; Blackberries; Black Raspberries; Pared Peaches; Unpared do; Cherries, pitted, new.

Furs and Skins—Duty, 10 per cent ad val. Product of the British North American Provinces, FREE.

Market for furs nominal. No goods arriving. Skins firm and higher.

Gold Prices—Add premium on gold for currency prices.

Table listing fur prices for various species like Beaver, Bear, Badger, Cat, etc., with columns for North and East, and Western prices.

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

American Window—1st, 2d, 3d, and 4th qualities. (Subject to a discount of 45 @ 50 per cent.) Table listing window prices by size.

English and French Window—1st, 2d, 3d, and 4th qualities. (Single Thick)—Discount 35 @ 40 per cent. Table listing window prices by size.

Table listing prices for Gunny Bags, Gunny Cloth, Gunpowder, Hair, Hay, Hemp, and Hides.

The market has been excited and active during the week with a considerable advance in prices.

Table listing prices for various goods like B. A., Rio Grande, R. G. & B. A., etc., with columns for Cash and Gold prices.

Table listing prices for Matamoras, Tampico, Vera Cruz, Porto Cabello, Mimos, Rio Hache, Bogota, Truxillo, St Domingo and Port-au-Platt, Curacao, California, Dry, California, Dry Salted, California, Green Salted (currency), Dry Western, Green Salted Country and West'n, City Slaughter, City Slaughter, Association, Penang Cow, Manila Buffalo, Calcutta Buffalo, Calcutta Kips, Slaughter, Calcutta Kips, Dead Green, Singapore.

Honey—Duty, 20 cents per gallon. Cuba (duty paid) 1 20 @ 1 25

Hops—Duty: 5 cents per lb. Crop of 1865 50 @ 60 do of 1864 20 @ 45

Horns—Duty, 10 per cent ad val. Produce of the British North American Provinces FREE. Ox, Rio Grande 13 00 @ 18 00 Ox, Buenos Ayres 13 00 @ 15 00

India Rubber—Duty, 10 per cent ad val. Para, Fine 70 Para, Medium 60 Para, Coarse 50 East India 50 Carthagen, etc. 50 Guayaquil 50

Indigo—Duty FREE. Bengal 1 00 @ 2 25 Oude 1 00 @ 1 30 Kurpah 1 50 @ 2 00 Madras 80 @ 1 20 Manila 1 00 @ 1 25 Guatemala 80 @ 1 40 Caracacas 1 00 @ 1 25

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.

The market has been active during the week with large sales at still further advanced rates.

Table listing prices for Bar Swedes, assorted sizes, Bar, English and American, Refined, do do do Common, Scroll, Ovals and Half Round, Band, Horse Shoe, Rods, 5-8 @ 3-16 inch, Hoop, Nail Rod, Sheet, Russia, Sheet, Single, Double and Treble, Rails, English (gold), do American.

Ivory—Duty, 10 per cent ad val. East India, Prime 8 00 @ 4 00 East India, Billiard Ball 4 50 @ 5 00 African, West Coast, Prime 2 75 @ 3 75 African, Scrivello, West Coast 1 75 @ 2 75

Laths—Duty, 20 per cent ad val. Eastern 2 60

Lead—Duty, Pig, \$2 per 100 lb; Old Lead, 1 1/2 cents per lb; Pipe and Sheet, 2 1/2 cents per lb. Galena 9 75 @ 10 00 Spanish 9 75 @ 9 75 German 9 75 @ 9 75 English 12 @ 12 Bar 13 @ 13 Pipe and Sheet 13

Leather—Duty: sole 35, upper 80 per cent ad val. There is an active demand for oak and hemlock, and prices have still further advanced under the scarcity of prime grades.

Table listing prices for Oak (slaughter), light, do middle, do heavy, do crop, Hemlock, middle, E. Grande & B. Ayres, do middle, California, do middle, Orinoco, etc., do light, E. Grande & B. Ayres, do light, California, do light, Orinoco, etc., do heavy, E. Grande & B. Ayres, do heavy, California, do heavy, Orinoco, etc., do good damaged, do poor damaged, do upper, in rough, slaughter, Oak, upper, in rough, slaughter.

Lime—Duty: 10 per cent ad val. Rockland, common 1 40 do heavy 1 80

Lumber, Woods, Staves, Etc.—Duty Lumber, 20 per cent ad val; Staves, 10 per cent ad val; Rosewood and Cedar, FREE. Lumber and Timber of all kinds, unmanufactured, product of the British North American Provinces, FREE.

Table listing prices for Spruce, Eastern, Southern Pine, White Pine Box Boards, White Pine Merchant Box Boards, Clear Pine, Poplar and W. wood B'ds & Pl'k, Cherry Boards and Plank, Oak and Ash, Maple and Birch, Black Walnut.

STAVES—White oak, pipe, extra, do pipe, heavy, do pipe, light, do pipe, culls, do hhd., extra, do hhd., heavy, do hhd., light, do hhd., culls, do bbl., extra, do bbl., heavy, do bbl., light, do bbl., culls, Red oak, hhd., heavy, do hhd., light, HEADING—white oak, hhd.

Mahogany, Cedar, Rosewood—Duty free.

Table listing prices for Mahogany, St. Domingo, crotches, do St. Domingo, ordinary logs, do Port-au-Platt, crotches, do Port-au-Platt, logs, do Nuevitas, do Mansanilla, do Mexican, do Honduras (American wood), Cedar, Nuevitas, do Mansanilla, do Mexican, do Florida, Rosewood, Rio Janeiro, do Bahia.

Molasses—Duty: 8 cents per gallon. New Orleans 65 @ 95 Porto Rico 45 @ 65 Cuba Muscovado 38 @ 45 do Clayed 38 @ 45

Nails—Duty: cut 1 1/2; wrought 2 1/2; horse shoe 5 cents per lb (Cash). Cut, 4d. @ 6d. 100 lb @ 7 00 Clinch 100 lb @ 3 00 Horse shoe, forged (3d) 100 lb @ 82 Copper 100 lb @ 50 Yellow metal 100 lb @ 35 Zinc 100 lb @ 20

Naval Stores—Duty: spirits of turpentine 30 cents per gallon; crude turpentine, rosin, pitch, and tar, 20 per cent ad val. Tar and turpentine, product of the British North American Provinces, free. (All cash.)

Table listing prices for Turpentine, N. C., Tar, Pitch, Rosin, common and strained, do No. 2, do No. 1, do Pale and Extra (250 lbs.), Spirits turpentine, Am.

Oil Cake—Duty: 20 per cent ad val. City thin oblong, in bbls. 56 00 @ 53 00 do in bags 48 00 @ Western thin oblong, in bags 48 00 @

Oils—Duty: linseed, flaxseed, and rape seed, 28 cents; olive and salad oil, in bottles or flasks, \$1; burning fluid, 50 cents per gallon; palm, seal, and cocoa nut, 10 per cent ad val.; sperm and whale or other fish (foreign fisheries,) 20 per cent ad valorem.

Table listing prices for Olive, 13 bottle baskets, do in casks, Palm, (duty paid), Linseed, city, Whale, South Sea, do refined winter, Sperm, crude, do winter, bleached, do do unbleached, Lard oil, Red oil, city distilled, Straits, Paraffine, 28 - 29 gr. deodorized, Kerosene (free).

Paints—Duty: on white lead, red lead, and litharge, dry or ground in oil, 3 cents per lb; Paris white and whiting, 1 cent per lb; dry ochres, 56 cents per 100 lb; oxides of zinc, 1 1/2 cents per lb; ochre, ground in oil, \$1.50 per 100 lb; Spanish brown 25 per cent ad val; China clay, \$5 per ton; Venetian red and vermilion, 25 per cent ad val; white chalk, \$10 per ton.

Table listing prices for Litharge, American, Lead, red, American, do white, American, pure, in oil, do white, American, pure, dry, Zinc, white, American, dry, No. 1, do white, American, No. 1, in oil, Ochre, yellow, French, dry, do ground in oil, Spanish brown, dry, do ground in oil, Paris white, No. 1, do do Am., Whiting, American, Vermilion, Chinese, do Trieste, do American, Venetian red, (N. C.), Carmine, city made, China clay, Chalk, Chrome yellow.

Petroleum—Duty: crude, 20 cents; refined, 40 cents per gallon. Crude, 40 @ 47 gravity . . . 35 1/2 @ 36

Plaster Paris—Duty: lump, free; calcined, 20 cent ad val. Blue Nova Scotia . . . @ . . .

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

The market has been variable during the week, especially with Pork, but closes at an advance of 25c

Beef, plain mess . . . 8 50 @ 12 00 do mess, extra, (new) . . . 11 00 @ 14 50

Hags—(Domestic). White, city . . . 11 @ 11 1/2 Seconds . . . 5 @ 6

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

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

Turks Islands . . . @ 55 1/2 Cadiz . . . @ 2 50 Liverpool, ground . . . @ 2 50

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

Seeds—Duty: linseed, 16 cents; hemp, 1/2 cent per lb.; canary, \$1 per bushel of 60 lb; and grass seeds, 30 cent ad val.

Shot—Duty: 2 1/2 cents per lb. Drop and Buck . . . 13 @ 14

Silk—Duty: free. All thrown silk, 35 cent. Tatlees, No. 1 @ 3 . . . 12 50 @ 18 00

Soap—Duty: 1 cent per lb, and 25 cent ad val. Castile . . . 19 @ 20

Spelter—Duty: in pigs, bars, and plates, \$1 50 per lb. Plates, foreign . . . @ 12 1/2

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

Spirits—Duty: Brandy, first proof, \$3 per gallon, other liquors, \$2.50. Brandy, Jules Robin . . . (gold) 5 00 @ 9 00

Brandy, J. & F. Martell . . . (gold) @ 11 00 do Marett & Co . . . (gold) @ 9 00

Rum, Jamaica, 4th proof . . . @ 8 00 do St. Croix, new crop . . . (gold) @ 3 50

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.

English, cast, per lb . . . (gold) 12 @ 18 German . . . (gold) 7 1/2 @ 12 1/2

Sugar—Duty: on raw or brown sugar, not above No. 12 Dutch standard, 3; on white or clayed, above No. 12 and not above No. 15 Dutch standard, not refined, 3 1/2; above 15 and not over 20, 4; on refined, 5; and on Molado, 2 1/2 cents per lb.

The market has been quite active during the week, with a slight advance in prices in almost all grades.

New Orleans . . . per lb @ . . . St. Croix . . . @ 14 @ 16 Porto Rico . . . @ 14 @ 16

Sumac—Duty: 10 cent ad val. Sicily . . . per ton 110 00 a 175 00

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

Tea—Duty: 25 cents per lb. Hyson, Common to fair . . . 1 10 @ 1 25 do Superior to fine . . . 1 40 @ 1 50

Gunpowder & Imperial, Canton made . . . @ . . . do do Com. to fair 1 20 @ 1 35

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

Tobacco—Duty: leaf 38 cents per lb; and manufactured, 50 cents per lb. The market is moderately active at last week's quotations. Virginia tobaccos are now arriving.

Seed leaf, Conn. fillers & wrappers 6 @ 50 do Ohio, Penn. and N. Y. . . 4 @ 25

Whalebone—Duty: foreign fishery, per cent ad val. South Sea . . . per lb @ 2 00

Wines—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.

Madeira . . . 8 00 @ 10 00 Sherry, per gallon . . . (gold) 3 00 @ 8 00 do Cete . . . (gold) 1 00 @ . . .

Wire—Duty: No. 0 to 18, uncovered, \$2 to \$3 50 per 100 lb, and 15 cent ad val.

Wool—Duty: costing 12 cents or less per lb, 3 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 wool market has been buoyant and firm during the week with considerable inquiry and larger sales. Prices have been well maintained, especially for domestic fleeces.

American, Saxony fleece . . . per lb 70 @ 75 do full blood Merino . . . 65 @ 70 do 1/2 and 3/4 Merino . . . 60 @ 65

Zinc—Duty: pig or block, \$1 50 per 100 lb; sheet 2 1/2 cents per lb. Sheet . . . per lb 14 @ 14 1/2

Freights—To LIVERPOOL: Cotton . . . per lb s. d. @ 3 16 Flour . . . per bbl. @ 1 9

To LONDON: Heavy goods . . . per ton @ 20 Oil . . . @ 20

To GLASGOW: Flour . . . per bbl. @ 2 Wheat . . . per bush. @ 6

To HAVRE: Cotton . . . per lb @ . . . Hops . . . @ 1

The Railway Monitor.

ALBANY BRIDGE.—The bridging of the Hudson River between Albany and Greenbush is now a fixed fact. All the piers are completed, and the work on the superstructure is progressing rapidly. Its eastern approach is located about a quarter of a mile up the river from the Western Railroad Depot, and its western end is in the New York Central Railroad yard in Albany. When completed, cars of the Western, Hudson River and Harlem railroads will be enabled to form a direct connection with those of the Central trains, and those loaded with freight (and eventually passenger cars) will continue on to Buffalo and the Great West without breaking bulk.

INDIAN RAILROADS.—The through line from Lahore to Mooltan on the Indus is now in operation. The Branch Line of the Great Bombay and Calcutta which pierces the cotton country to Nagpore is making great progress; and the contractors who have this line from Lahore or Umritsir to Meerut and Delhi in hand, are hard at work. The only break which remains to be considered is that along the desert side of the Indus from Mooltan to Kotree, the terminus of the line from Kurrachee; and this will soon have to be connected by iron links. Then Calcutta will be in direct communication by rail with Kurrachee, 2000 miles off, with Bombay, 1600 miles off, and with Nagpore, 1100 miles off. Whether we look at the magnitude and solidity of these works, or at the distance which they traverse, the railroads of India will far surpass any like works in Europe, and closely compete with the greatest projected works in America. They will cover 5,000 miles, and cost £70,000,000 sterling (350,000,000 dollars.)

SPRINGFIELD & NORTHWESTERN RAILROAD.—A contract for the construction of the Springfield & Northwestern Railroad of Illinois has been let to Messrs. Ball & Schofield of the St. Louis, Alton & Terre Haute Railroad, at a cost of \$910,000 for the 42 miles

complete, and is to be turned over to the company finished, by the 10th day of January, 1867.

OHIO RIVER.—The water has already risen about 15 feet, and made this river boatable above the falls. The rise occurs somewhat earlier this year than usual and must materially affect the September business of the railroads between Pittsburg and Cincinnati. Steamboating is in full activity.

OTTAWA AND ASSINABOIN RAILROAD.—During the next session of the Canadian Parliament the Ottawa and Assinaboin Railway Company will apply to be incorporated, and ask for permission to build a railway connecting Ottawa with Fort Garry. The proposed route is said to be via lakes Nipissing, Temiscaming, and Neepigon. When the main route is completed the company propose building a branch from Smoke River to Lake Huron, and another from Neepigon Lake to Neepigon Bay, on Lake Superior.

RAILROAD EARNINGS.—The earnings of Railroads for August indicate a continuance and increase of business activity throughout the Northern States that is highly satisfactory, and largely beyond what the most sanguine had anticipated. If expenses have not increased in the same ratio, which is improbable, most of the roads whose figures we present will make large gains over last year, and be enabled to satisfy the most avaricious of their owners. The following are all that have yet made returns:

RAILROADS.	Gross Earnings		Increase	
	1864.	1865.	Amount.	p. c.
Chicago and Alton	236,546	391,574	95,028	32 04
Chicago and North Western	519,306	743,359	224,053	43 14
Chicago and Rock Island	271,140	288,095	16,955	6 25
Cleveland and Pittsburg	261,637	243,417		decrease.
Erie	1,105,364	1,364,126	258,762	23 41
Detroit & Milwaukee	32,160	41,747	9,587	29 81
Illinois Central	586,964	661,548	74,584	12 71
Marietta and Cincinnati	94,375	112,155	17,780	18 84
Michigan Central	546,781	413,501	66,720	19 24
Michigan Southern	355,264	474,706	119,742	33 62
Racine and Mississippi	13,245	15,344	2,099	15 85

COMPARATIVE MONTHLY EARNINGS OF PRINCIPAL RAILROADS.

Chicago and Alton.			Chicago & Northwestern.			Chicago and Rock Island.			Cleveland and Pittsburg.		
1863.	1864.	1865.	1863.	1864.	1865.	1863.	1864.	1865.	1863.	1864.	1865.
(281 m.)	(281 m.)	(281 m.)	(502 m.)	(502 m.)	(502 m.)	(182 m.)	(182 m.)	(182 m.)	(204 m.)	(204 m.)	(204 m.)
\$109,850	\$100,901	\$261,903	\$232,208	\$273,876	\$535,675	\$140,024	\$158,735	\$305,554	\$123,808	\$139,414	\$180,048
101,355	154,418	252,583	202,321	317,839	481,165	130,225	175,482	246,331	115,394	170,879	—
104,372	195,803	288,159	221,709	390,355	506,290	122,512	243,150	289,403	135,211	202,857	—
122,084	162,723	263,149	240,051	371,461	467,710	126,798	185,013	186,172	140,952	193,919	—
132,301	178,786	312,316	280,209	466,830	568,904	144,995	198,679	227,260	152,662	203,514	215,568
145,542	206,090	343,985	359,888	565,145	727,193	170,937	243,178	311,180	160,569	—	—
149,137	224,257	315,944	275,506	482,054	688,171	139,142	224,980	232,728	182,655	214,533	226,047
157,948	296,546	391,574	299,607	519,306	743,359	160,306	271,140	288,095	182,085	264,637	243,417
170,044	354,554	—	473,186	655,364	—	210,729	375,800	—	181,935	—	—
170,910	320,879	—	551,122	708,714	—	216,030	324,865	—	180,245	248,292	—
156,869	307,803	—	435,945	705,496	—	196,435	336,617	—	181,175	220,062	—
153,294	252,015	—	404,183	545,943	—	201,134	321,037	—	180,408	201,169	—
1,673,706	2,770,484	—	3,975,935	5,902,383	—	1,959,267	3,005,470	—	—	2,512,315	—
Year	Year	Year	Year	Year	Year	Year	Year	Year	Year	Year	Year
1,673,706	2,770,484	—	3,975,935	5,902,383	—	1,959,267	3,005,470	—	—	2,512,315	—
Erie Railway.			Hudson River.			Illinois Central.			Marietta and Cincinnati.		
1863.	1864.	1865.	1863.	1864.	1865.	1863.	1864.	1865.	1863.	1864.	1865.
(724 m.)	(724 m.)	(724 m.)	(150 m.)	(150 m.)	(150 m.)	(708 m.)	(708 m.)	(708 m.)	(251 m.)	(251 m.)	(251 m.)
\$345,695	\$984,837	\$908,341	\$458,953	\$501,231	\$525,936	\$299,944	\$327,900	\$546,410	\$38,203	\$77,010	\$98,112
839,919	934,133	886,039	425,047	472,240	418,711	271,085	416,588	522,555	53,778	74,409	86,626
956,445	1,114,508	1,240,626	366,802	356,626	424,870	275,643	459,762	592,276	60,540	89,901	98,503
948,059	1,099,507	1,472,120	270,676	278,540	311,540	289,224	423,797	491,297	64,306	72,389	82,186
848,783	1,072,293	1,339,279	244,771	281,759	351,759	334,687	406,373	454,604	35,326	83,993	78,842
770,148	1,041,975	1,225,528	202,392	253,049	310,049	407,992	510,100	590,061	40,706	78,697	110,186
731,243	934,317	1,152,803	190,364	273,726	—	343,929	423,578	527,888	58,704	91,809	108,651
687,092	1,105,364	1,364,126	219,561	306,595	—	511,305	586,964	661,548	52,864	94,375	112,155
816,801	1,301,005	—	268,100	361,600	—	478,576	799,236	—	77,112	93,078	—
965,294	1,222,568	—	302,174	340,900	—	496,433	661,391	—	83,059	93,546	—
1,024,649	1,224,909	—	295,750	340,738	—	437,679	657,141	—	76,764	96,908	—
1,035,321	1,334,217	—	484,550	507,552	—	424,531	603,402	—	68,863	95,453	—
10,469,481	13,429,643	—	3,726,140	4,274,556	—	4,571,028	6,329,447	—	710,225	1,038,165	—
Year	Year	Year	Year	Year	Year	Year	Year	Year	Year	Year	Year
10,469,481	13,429,643	—	3,726,140	4,274,556	—	4,571,028	6,329,447	—	710,225	1,038,165	—
Michigan Central.			Mich. So. North and Indiana.			Mil. and Prairie du Chien.			New York Central.		
1863.	1864.	1865.	1863.	1864.	1865.	1863.	1864.	1865.	1863.	1864.	1865.
(285 m.)	(285 m.)	(285 m.)	(524 m.)	(524 m.)	(524 m.)	(234 m.)	(234 m.)	(234 m.)	(656 m.)	(656 m.)	(656 m.)
\$242,073	\$252,435	\$306,324	\$248,784	\$256,600	\$363,986	\$67,130	\$102,749	\$98,183	\$920,272	\$921,831	\$899,478
245,858	275,848	279,137	230,508	304,445	366,361	76,132	115,135	74,283	790,167	936,587	581,372
236,432	348,802	344,228	257,227	338,454	413,322	44,925	88,221	70,740	867,590	1,059,028	915,600
238,495	333,276	337,240	268,613	330,651	366,245	88,177	140,418	106,689	911,395	1,105,664	1,300,000
236,453	271,553	401,456	264,835	267,126	353,194	106,967	186,747	146,943	839,126	1,004,435	1,204,435
206,221	265,780	365,663	241,236	315,258	402,122	111,260	212,209	224,838	841,165	1,029,736	—
193,328	263,244	329,105	180,145	279,129	309,083	71,587	139,547	—	818,512	1,055,793	—
215,449	346,781	413,501	238,012	355,264	474,706	69,353	113,399	—	840,450	1,273,117	—
303,168	408,445	—	308,106	402,219	—	155,417	168,218	—	1,079,551	1,450,076	—
375,488	410,802	—	375,567	407,107	—	205,055	178,526	—	1,041,522	1,194,435	—
339,794	405,510	—	332,360	448,934	—	138,342	149,099	—	1,045,401	1,157,818	—
306,186	376,470	—	348,048	411,806	—	112,913	117,013	—	1,157,818	1,039,902	—
3,168,065	3,970,946	—	3,302,541	4,120,391	—	1,247,258	2,711,281	—	11,069,853	13,230,417	—
Year	Year	Year	Year	Year	Year	Year	Year	Year	Year	Year	Year
3,168,065	3,970,946	—	3,302,541	4,120,391	—	1,247,258	2,711,281	—	11,069,853	13,230,417	—
Pittsburg, Ft. W., & Chicago.			Rome, Watert'n & Ogdensb.			St. Louis, Alton & T. Haute.			Toledo, Wabash & Western		
1863.	1864.	1865.	1863.	1864.	1865.	1863.	1864.	1865.	1863.	1864.	1865.
(468 m.)	(468 m.)	(468 m.)	(238 m.)	(238 m.)	(238 m.)	(210 m.)	(210 m.)	(210 m.)	(242 m.)	(242 m.)	(242 m.)
\$337,350	\$290,676	\$684,260	\$35,047	\$38,778	\$	\$109,808	\$100,872	\$170,078	\$86,321	\$79,735	\$144,064
366,598	457,227	696,738	31,619	54,005	—	110,603	147,485	153,903	91,971	95,843	189,171
461,965	611,297	886,511	36,912	60,736	—	120,310	160,497	202,771	103,056	132,896	155,753
462,987	588,066	738,107	43,058	60,361	—	123,115	157,786	169,209	132,111	123,987	144,001
427,094	525,751	601,233	44,835	73,452	—	113,798	149,855	177,625	134,272	127,010	138,738
395,845	532,911	650,311	—	—	—	123,949	155,730	173,722	152,585	156,338	194,525
350,753	506,640	612,127	49,673	71,302	90,050	118,077	144,942	162,570	105,554	139,626	*271,798
407,077	625,547	—	51,281	84,483	—	118,077	144,942	—	116,379	244,114	—
463,509	675,360	—	—	—	—	130,373	218,236	—	120,595	243,840	—
505,814	701,352	—	76,136	83,946	—	153,470	234,194	—	151,052	221,570	—
466,300	691,556	—	—	—	—	144,786	204,785	—	134,563	220,209	—
487,642	914,082	—	—	—	—	143,748	202,960	—	111,339	265,154	—
162,921	204,726	—	—	—	—	162,921	204,726	—	—	—	—
1,554,913	2,084,074	—	584,300	837,615	—	1,554,913	2,084,074	—	1,439,798	2,050,322	* 484 m
Year	Year	Year	Year	Year	Year	Year	Year	Year	Year	Year	Year
1,554,913	2,084,074	—	584,300	837,615	—	1					

RAILROAD, CANAL AND MISCELLANEOUS BOND LIST.

DESCRIPTION.	Amount outstanding.	INTEREST.		Principal payable.	MARKET.		DESCRIPTION.	Amount outstanding.	INTEREST.		Principal payable.	MARKET.	
		Rate.	Payable.		Bid.	Ask'd.			Rate.	Payable.		Bid.	Ask'd.
Railroad:							Railroad:						
<i>Atlantic and Great Western:</i>							<i>Des Moines Valley:</i>						
1st Mortgage, sinking fund, (Pa.)	\$2,500,000	7	Ap'l & Oct.	1879		95½	Mortgage Bonds	\$1,740,000	8	Feb. & Aug	1872		
2d do do	2,000,000	7	do	1882			Income Bonds	348,000	7	J'ne & Dec.	1874		
Eastern Coal Fields Branch, do	400,000	7	do	1882			<i>Detroit and Milwaukee:</i>						
1st Mortgage, sinking fund, (N. Y.)	1,000,000	7	do	1879		95½	1st Mortgage, convertible	2,500,000	7	May & Nov.	1875		
2d do do	777,500	7	do	1881			2d do do	1,000,000	8	do	1864		
1st Mortgage, sinking fund, (Ohio)	4,000,000	7	do	1876		95½	<i>Detroit, Monroe and Toledo:</i>						
2d do do	6,000,000	7	Jan. & July	1883			1st Mortgage	34,000	7	Feb. & Aug	1876		
<i>Atlantic and St. Lawrence:</i>							<i>Dubuque and Sioux City:</i>						
Dollar Bonds	988,000	6	Ap'l & Oct.	1866	85	86	1st Mortgage, 1st section	300,000	7	Jan. & July	1863		
Sterling Bonds	481,000	6	May & Nov.	1878			1st do 2d section	600,000	7	do	1894		
<i>Baltimore and Ohio:</i>							<i>Eastern (Mass.):</i>						
Mortgage (S. F.) of 1834	1,000,000	6	Ja Ap Ju Oc	1867	98		Mortgage, convertible	590,000	5	Jan. & July	1872		
do do 1855	1,128,500	5	Jan. & July	1875	100		do do	672,600	6	Feb. & Aug	1874		
do do 1850	700,000	6	do	1880	100½	103½	<i>East Pennsylvania:</i>						
do do 1853	2,500,000	6	Ap'l & Oct.	1885	101	101½	Sinking Fund Bonds	598,000	7	Ap'l & Oct.	1888		
<i>Bellefontaine Line:</i>							<i>Elmira and Williamsport:</i>						
1st Mortgage (B. & L.) convertible	398,000	7	Jan. & July	1866			1st Mortgage	1,000,000	7	Jan. & July	1873	99½	
1st do do extended	422,000	7	do	1879			<i>Erie Railway:</i>						
2d do do	116,000	7	do	1870			1st Mortgage	3,000,000	7	May & Nov.	1868		
1st do (P. & C.)	650,000	7	do	1870			2d do convertible	4,000,000	7	M'ch & Sep	1879	102½	
2d do do	347,000	7	do				3d do do	6,000,000	6	do	1883	95	99
<i>Belvidere Delaware:</i>							4th do convertible	3,634,600	7	April & Oct	1880	95	
1st Mort. (guar. C. and A.)	1,000,000	6	J'ne & Dec.	1867			5th do do	1,602,500	7	June & Dec	1888		
2d Mort. do	500,000	6	M'ch & Sep	1885			<i>Erie and Northeast:</i>						
3d Mort. do	589,500	6	Feb. & Aug	1877			Mortgage	149,000	7	Jan. & July	1870		
<i>Blossburg and Corning:</i>							<i>Galena and Chicago Union:</i>						
Mortgage Bonds	150,000	6	May & Nov.	1871			1st Mortgage, sinking fund	1,981,000	7	Feb. & Aug	1882	100%	
<i>Boston, Concord and Montreal:</i>							2d do do	1,326,000	7	May & Nov.	1875		
1st Mortgage	399,000	7	Feb. & Aug	1865	99		<i>Grand Junction:</i>						
1st do do	200,000	6	do	1865			Mortgage	927,000	6	Jan. & July	1870		
2d do do	250,000	7	Jan. & July	1870			<i>Great Western, (Ill.):</i>						
2d do do	100,000	6	do	1870			1st Mortgage West. Division	1,000,000	10	April & Oct	1868		
Sinking Fund Bonds	200,000	6	do	1889			do East. do	1,350,000	7	Jan. & July	1865		
<i>Boston and Lowell:</i>							<i>Hannibal and St. Joseph:</i>						
Mortgage Bonds	400,000	6	Jan. & July	1873	95½	96	Land Grant Mortgage	3,344,000	7	April & Oct	1881		
<i>Buff. to New York and Erie:</i>							Convertible Bonds	822,000	7	Jan. & July	1883		
1st Mortgage	2,000,000	7	J'ne & Dec.	1877	94		<i>Harrisburg and Lancaster:</i>						
2d Mortgage	426,714	7	May & Nov	1872			New Dollar Bonds	661,000	6	Jan. & July	1883		
<i>Buffalo and State Line:</i>							<i>Hartford and New Haven:</i>						
1st Mortgage	500,000	7	Ap'l & Oct.	1866			1st Mortgage	927,000	6	Feb. & Aug	1883		
Income	200,000	7	Jan. & July	1879-72			<i>Hartford, Providence and Fishkill:</i>						
Erie and Northeast	400,000	7	do	1870			1st Mortgage	1,037,500	7	Jan. & July	1876		
<i>Camden and Amboy:</i>							2d do sinking fund	1,000,000	6	do	1876		
Dollar Loans	1,700,000	6	Feb. & Aug	1883	88½	90	<i>Housatonic:</i>						
Dollar Loan	867,000	6	May & Nov.	1889	100	100	1st Mortgage	191,000	6	Jan. & July	1877		
Consolidated (\$5,000,000) Loan	4,259,400	6	J'ne & Dec.	1893		100	<i>Hudson River:</i>						
<i>Camden and Atlantic:</i>							1st Mortgage	3,890,000	7	Feb. & Aug	1870	102	
1st Mortgage	400,000	7	Jan. & July	1873			1st do do	110,000	6	do	1869		
2d do do	493,000	7	Ap'l & Oct.	1879			2d do sinking fund	2,000,000	7	J'ne & Dec.	1885	100	
<i>Catawissa:</i>							3d do do	1,840,000	7	May & Nov.	1877		
1st Mortgage	141,000	7	Feb. & Aug	1882			Convertible	1,002,000	7	do	1867	95	
<i>Central of New Jersey:</i>							<i>Huntington and Broad Top:</i>						
1st Mortgage	900,000	7	Feb. & Aug	1870	100		1st Mortgage	500,000	6	May & Nov	1870		
2d do do	600,000	7	May & Nov.	1875	105		2d do do	500,000	6	Feb. & Aug	1875		
<i>Central Ohio:</i>							<i>Illinois Central:</i>						
1st Mortgage W. Div.	450,000	7	Feb. & Aug	1890	88	98	1st Mortgage, convertible	7,975,500	7	April & Oct	1875	110	
1st do E. Div.	800,000	7	May & Nov	1890			1st do Sterling	2,896,500	6	do	1875		
2d do do	800,000	7	M'ch & Sep	1865			Redemption bonds	2,086,000	6	do	1890		
3d do (Sink. Fund)	950,000	7	Ap'l & Oct.	1885			<i>Indiana Central:</i>						
4th do do	1,365,800	7	Jan. & July	1876			1st Mortgage, convertible	600,000	7	Jan. & July	1866		
Income	1,192,200	7	do	1872-62	59	57	2d do do	364,000	10	do	1870		
<i>Cheshire:</i>							<i>Indianapolis and Cincinnati:</i>						
Mortgage Bonds	600,000	6	Jan. & July	1870-80	90		1st Mortgage	500,000	7	Jan. & July	1866		
<i>Chicago and Alton:</i>							2d do do	400,000	7	do	1862		
1st Mortgage (Skg Fund), pref.	554,000	7	May & Nov.	1877	98		Real Estate Mortgage	200,000	7	do	1883		
1st do do	2,400,000	7	Jan. & July	1892	95½	98	<i>Indianapolis and Madison:</i>						
2d do income	1,100,000	7	Ap'l & Oct.	1882	89		1st Mortgage	685,000	7	May & Nov.	1881		
<i>Chicago, Burlington and Quincy:</i>							<i>Jeffersonville:</i>						
Trust Mortgage (S. F.) convert.	467,000	8	Jan. & July	1883	109	112	1st Mortgage	187,000	7	M'ch & Sept	1861		
do do inconvert.	3,167,000	8	do	1883			2d do do	392,000	7	April & Oct	1873		
Bonds, (dated Sept. 20, 1860)	680,000	7	M'ch & Sep	1890			<i>Joliet and Chicago:</i>						
<i>Chicago and Great Eastern:</i>							1st Mortgage, sinking fund	500,000	8	April & Oct	1883	92	
1st Mortgage	2,000,000	7	Ap'l & Oct.	1894			<i>Kennebec and Portland:</i>						
<i>Chicago and Milwaukee:</i>							1st Mortgage	800,000	6	April & Oct	1870	90	100
1st Mortgage (consolidated)	2,000,000	7	Jan. & July	1898	92		2d do do	230,000	6	do	1861		
<i>Chicago and Northwestern:</i>							3d do do	250,000	6	do	1862		
Preferred Sinking Fund	1,250,000	7	Feb. & Aug	1885			<i>La Crosse and Milwaukee:</i>						
1st Mortgage	3,600,000	7	do	1885	80½	80%	1st Mortgage, Eastern Division	903,000	7	May & Nov.	1872		
Interest Bonds	756,000	7	May & Nov.	1863	78		2d do do	1,000,000	7	Jan. & July	1869		
2d Mortgage	2,000,000	6	do	1890			<i>Lehigh Valley:</i>						
Extension Bonds	484,000	7	Feb. & Aug	1865			1st Mortgage	1,465,000	6	May & Nov.	1873	92½	94½
<i>Chicago and Rock Island:</i>							<i>Little Miami:</i>						
1st Mortgage	1,397,000	7	Jan. & July	1870	100½	103	1st Mortgage	1,300,000	6	May Nov	1883		95
<i>Cincinnati, Hamilton and Dayton:</i>							<i>Little Schuylkill:</i>						
1st Mortgage	379,000	7	do	1867			1st Mortgage, sinking fund	960,000	7	April & Oct	1877		
2d do do	1,249,000	7	May & Nov.	1880		100	<i>Long Island:</i>						
<i>Cincinnati and Zanesville:</i>							Mortgage	500,000	6	Jan. & July	1870	85	86
1st Mortgage	1,300,000	7	May & Nov	1893			Extension Bonds	225,000	7	May & Nov.	1890		
<i>Cleveland, Columbus and Cincinnati:</i>							<i>Louisville and Nashville:</i>						
1st Mortgage	510,000	7	Jan. & July	1890			1st Mortgage	1,804,000	7	Feb. & Aug	1883		
<i>Cleveland and Mahoning:</i>							1st Lebanon Branch Mortgage	41,000	7	do	18—		
1st Mortgage	850,000	7	Feb. & Aug	1873			1st Memphis Branch Mortgage	300,560	7	do	18—		
2d do do	244,200	7	M'ch & Sep	1864			<i>Marietta and Cincinnati:</i>						
3d do do	648,200	8	do	1875			1st Mortgage, dollar	1,691,293	7	Feb. & Aug	1892	84	
<i>Cleveland, Painesville and Ashabula:</i>							1st do sterling	1,000,000	7	do	1892		
Dividend Bonds	900,000	7	Feb. & Aug	1880			<i>Michigan Central:</i>						
Sunbury and Erie Bonds	500,000	7	do	1873			Dollar, convertible	2,230,500	8	Feb. & Aug	1869		
<i>Cleveland and Pittsburg:</i>													

RAILROAD, CANAL AND MISCELLANEOUS BOND LIST (continued).

DESCRIPTION.	Amount outstanding.	INTEREST.		Principal payable.	MARKET.		DESCRIPTION.	Amount outstanding.	INTEREST.		Principal payable.	MARKET.	
		Rate.	Payable.		Bid.	Ask'd.			Rate.	Payable.		Bid.	Ask'd.
Railroad:							Railroad:						
<i>New Haven and Northampton:</i>							<i>Second Avenue:</i>						
1st Mortgage	\$500,000	7	Jan. & July	1869			1st Mortgage	500,000	7	June & Dec	1867		
1st do (Hamp. and Hamp.)	103,000	6	do	1873			<i>Shamokin Valley and Pottsville:</i>						
<i>New Jersey:</i>							1st Mortgage	700,000	7	Feb. & Aug	1872		
Ferry Bonds of 1853	485,000	6	Feb. & Aug	1873			<i>Staten Island:</i>						
<i>New London Northern:</i>							1st Mortgage	200,000	7	Jan. & July	1871		
1st Mortgage	51,000	7	Jan. & July	1871			<i>Syracuse, Binghamton and New York:</i>						
<i>New York Central:</i>							1st Mortgage	1,400,000	7	April & Oct	1876		
Premium Sinking Fund Bonds	6,917,598	6	May & Nov	1883			<i>Terre Haute and Richmond:</i>						
Bonds of October, 1863 (renewal)	2,925,000	6	June & Dec	1887	89		1st Mortgage, convertible	94,000	7	Mch & Sept	1866		
Real Estate Bonds	165,000	6	May & Nov	1883			<i>Third Avenue (N. Y.):</i>						
Subscrip. Bonds (assumed stocks)	663,000	6	do	1883	100	102	1st Mortgage	340,000	7	Jan. & July	1870		
Sink. Fund B'ds (assumed debts)	1,398,000	7	Feb. & Aug	1876		102	<i>Toledo, Peoria and Warsaw:</i>						
Bonds of August, 1859, convert.	604,000	7	do	1876		103	1st Mortgage	1,391,000	7	June & Dec	1885		
<i>New York and Harlem:</i>							<i>Toledo and Wabash:</i>						
1st Mortgage	3,000,000	7	May & Nov	1872			1st Mort. (Toledo & Wabash)	900,000	7	Feb. & Aug	1865	89	
Consolidated Mortgage	1,000,000	7	Feb. & Aug	1893			1st do (extended)	2,500,000	7	do	1884	89	
<i>New York and New Haven:</i>							2d do (Toledo and Wabash)	1,000,000	7	May & Nov	1875	76 1/2	
Plain Bonds	912,000	7	June & Dec	1866			2d do (Wabash and Western)	1,500,000	7	do	1875	76 1/2	
Mortgage Bonds	1,038,000	6	April & Oct	1875			Sinking Fund Bonds	152,355	7	do	1865		
<i>New York, Providence and Boston:</i>							Equipment bonds	600,000	7	Jan. & July	1874	60	
1st Mortgage	232,000	6	Feb. & Aug	73-'78			<i>Troy and Boston:</i>						
<i>Northern Central:</i>							1st Mortgage	300,000	7	Jan. & July	1887		
Sinking Fund Bonds	2,500,000	6	Jan. & July	1885	86	86 1/2	2d do	300,000	7	Apr. & Oct	1885		
York and Cumberland Guar. Bonds	500,000	6	Ja Ap Ju Oc	1877			3d do	650,000	7	May & Nov	1875		
Balt. and Susq. S'k'g Fund Bonds	150,000	6	do	1866			Convertible	200,000	7	Mar. & Sep.	1882		
<i>Northern New Hampshire:</i>							<i>Troy Union:</i>						
Plain Bonds	220,700	6	April & Oct	1874			Mortgage Bonds	500,000	6	Jan. & July	1863		
<i>North Pennsylvania:</i>							do do	180,000	6	do	1867		
Mortgage Bonds	2,500,000	6	April & Oct	1875	87	89	<i>Union Pacific:</i>						
Chattel Mortgage	360,000	10	do	1887	112	120	1st Mort. (conv. into U. S. 6s, 30 yr.)		6	Jan. & July	1895		
<i>North-Western Virginia:</i>							Land Grant Mortgage		7	April & Oct			
1st Mortgage (guar. by Baltimore)	1,500,000	6	Jan. & July	1873	98 1/2	100	<i>Vermont Central:</i>						
2d do (guar. by B. & O. RR.)	1,000,000	6	do	1873	96		1st Mortgage	2,000,000	7	May & Nov	1861	75	
3d do (do do do)	500,000	6	do	1885	96	98	2d do	1,135,000	7	Jan. & July	1867	22	
3d do (not guaranteed)	500,000	6	do	1885			<i>Vermont and Massachusetts:</i>						
<i>Norwich and Worcester:</i>							1st Mortgage	550,000	6	Jan. & July	1863	92	
General Mortgage	100,000	7	Jan. & July	1874			<i>Warren:</i>						
Steamboat Mortgage	300,000	7	Feb. & Aug	1870			1st Mortgage (guaranteed)	900,000	7	Feb. & Aug	1875		
<i>Ogdensburg and L. Champlain:</i>							<i>Westchester and Philadelphia:</i>						
1st Mortgage	1,494,000	7	April & Oct	1880	92		1st Mortgage (convert.) Coupon	399,300	7	Jan. & July	1873		
2d do (now stock)							2d do registered	554,908	8	April & Oct	1878		
<i>Ohio and Mississippi:</i>							<i>Western (Mass.):</i>						
1st Mortgage (East. Div.)	2,050,000	7	Jan. & July	1872	75	85	Sterling (\$899,900) Bonds	4,319,520	5	April & Oct	68-'71		
1st do (West. Div.)	850,000	7	do	1875	75	85	Dollar Bonds	850,000	6	do	1875	95 1/2	98
2d do (do do)	750,000	7	do	1870			Albany and W. Stockbridge Bonds	1,000,000	6	Jan. & July	66-'76		
<i>Oswego and Syracuse:</i>							Hudson and Boston Mortgage	150,000	6	June & Dec	D'm'd		
1st Mortgage	311,500	7	Jan. & July	70-'80			<i>Western Maryland:</i>						
<i>Pacific:</i>							1st Mortgage	596,000	6	Jan. & July	1890	76	
Mortgage, guar. by Mo	7,000,000	6	Jan. & July	72-'87		80	1st do guaranteed	200,000	6	do	1890	98	
<i>Panama:</i>							<i>York & Cumberland (North. Cent.):</i>						
1st Mortgage, sterling	416,000	7	April & Oct	1870			1st Mortgage	175,000	6	May & Nov	1870		
1st do do	346,000	7	do	1875			2d do	25,000	6	Jan. & July	1871		
2d do do	1,150,000	7	Feb. & Aug	1872			Guaranteed (Baltimore) Bonds	500,000	6	do	1877	92	95
<i>Peninsula:</i>							Canal:						
1st Mortgage	1,000,000	7	Mch & Sept	1884	70	100	<i>Cincinnati and Covington Bridge:</i>						
<i>Pennsylvania:</i>							1st Mortgage Bonds		7	Jan. & July	1884	80	
1st Mortgage	4,980,000	6	Jan. & July	1880	104	104 1/2	<i>Chesapeake and Delaware:</i>						
2d do	2,621,000	6	April & Oct	1875	101 1/2	103	1st Mortgage Bonds	2,657,343	6	Jan. & July	1886		
2d do sterling	2,283,840	6	do	1875			<i>Chesapeake and Ohio:</i>						
<i>Philadelphia and Baltimore Central:</i>							Maryland Loan	2,000,000	6	Ja Ap Ju Oc	1870		
1st Mortgage	575,000	7	Jan. & July	1876			Sterling Bonds, guaranteed	4,375,000	5	do	1890		
<i>Philadelphia and Erie:</i>							Preferred Bonds	1,699,500	6		1885		
1st Mortgage (Sunbury & Erie)	1,000,000	7	April & Oct	1877	94	94 1/2	<i>Delaware Division:</i>						
1st do (general)	5,030,000	6	April & Oct	1881			1st Mortgage	800,000	6	Jan. & July	1878	90	90
2d do (general)	4,000,000	6	April & Oct	1901			<i>Delaware and Hudson:</i>						
<i>Philadel., Germant. & Norristown:</i>							1st Mortgage, sinking fund	600,000	7	June & Dec	1865		
Consolidated Loan	119,800	6	Jan. & July	1865			2d do do do	900,000	7	Mch & Sept	1870		
Convertible Loan	292,500	6	do	1885			<i>Erie of Pennsylvania:</i>						
<i>Philadelphia and Reading:</i>							1st Mortgage Bonds	752,000	7	Jan. & July	1865		
Sterling Bonds of 1836	408,000	5	Jan. & July	1867	90	93	Interest Bonds	161,000	6	do	1868		
do do do	182,400	5	do	1880	94		<i>Lehigh Navigation:</i>						
Dollar Bonds of 1849	2,856,600	6	April & Oct	1870			Unsecured Bonds	2,778,341	6	Mch & Sept	1870	93 1/2	94
do do 1861	106,000	6	Jan. & July	1871			<i>Monongahela Navigation:</i>						
do do 1843-4-8-9	1,521,000	6	do	1880			Mortgage Bonds	182,000	6	Jan. & July	1876		
Sterling Bonds of 1843	976,800	6	do	1880	108	110	<i>Morris:</i>						
Dollar Bonds, convertible	564,000	6	do	1886			Mortgage Bonds	750,000	6	April & Oct	1876	90	90
Lebanon Valley Bonds, convertible	60,000	7	do	1886			<i>North Branch:</i>						
<i>Philadelphia and Trenton:</i>							1st Mortgage	590,000	6	May & Nov	1876		
1st Mortgage	253,000	6	May & Nov	1868			<i>Schuylkill Navigation:</i>						
<i>Philadel., Wilming. & Baltimore:</i>							1st Mortgage	1,764,330	6	Mch & Sept	1872		
Mortgage Loan	812,000	6	Jan. & July	1884			2d do	3,980,670	6	Jan. & July	1882	80	81
<i>Pittsburg and Connellsville:</i>							Improvement	586,500	6	May & Nov	1870		
1st Mort. (Turtle Cr. Div.)	400,000	6	Feb. & Aug	1889			<i>Susquehanna and Tide-Water:</i>						
<i>Pittsburg, Ft. Wayne and Chicago:</i>							Maryland Loan	806,000	5	Jan. & July	1864		
1st Mortgage	5,200,000	7	Semi an'ally	1912	104 1/2	95	do Sterling Loan, converted	200,000	5	do	1865		
2d do	5,160,000	7	do	1912			Mortgage Bonds	993,000	6	do	1878	45	
3d do	2,000,000	7	April & Oct	1912			Interest Bonds, pref.	227,569	6	do	1864		
<i>Pittsburg and Steubenville:</i>							<i>Union (Pa.):</i>						
1st Mortgage	1,000,000	7	Feb. & Aug	1881			1st Mortgage	2,500,000	6	May & Nov	1883	19 1/2	29
2d do	500,000	7	do	1881			<i>West Branch and Susquehanna:</i>						
<i>Racine and Mississippi:</i>							1st Mortgage	450,000	6	Jan. & July	1878		
1st Mortgage (Eastern Div.)	680,000	8	Jan. & July	1875			<i>Wyoming Valley:</i>						
1st do (Western Div.)	758,000	8	do	1875			1st Mortgage	750,000	6	Jan. & July	1878	90	92
<i>Reading and Columbia:</i>							Miscellaneous:						
1st Mortgage	800,000	7	Mch & Sept	1879			<i>Mariposa Mining:</i>						
<i>Raritan and Delaware Bay:</i>							1st Mortgage	1,500,000	7	Jan. & July	18--		
1st Mortgage, sinking fund	1,000,000	7	Mch & Sept	1888			2d do	2,000,000	7	April & Oct	'8		
2d do	250,000	7	do	1888			<i>Pennsylvania Coal:</i>						
Convertible Bonds	140,000	7	do	187									

RAILROAD, CANAL, AND MISCELLANEOUS STOCK LIST.

COMPANIES.	Stock out-standing.	Dividend.		Market.		COMPANIES.	Stock out-standing.	Dividend.		Market.				
		Periods.	Last p'd.	Bid.	Askd			Periods.	Last p'd.	Bid.	Askd			
Railroad.														
Albany and Susquehanna	100	1,347,192				New York and Boston Air Line	100	788,047	Feb. and Aug	Aug. 3	93	93 1/2		
Alleghany Valley	50	1,947,600				New York Central	100	24,386,000	Jan. and July	July. 4	50	50		
Alton and St. Louis	100	800,000	Quarterly.	Aug. 1 1/2		New York and Harlem	50	5,085,050	Jan. and July	July. 4	77	77		
Atlantic & Great Western, N. Y.	100	919,153				do preferred	50	1,500,000	Jan. and July	July. 3				
do do Pa.	100	2,500,000				Niagara Bridge & Canandaigua	100	1,000,000	Quarterly.	July. 4				
do do Ohio	100	5,000,000				New York and New Haven	100	2,980,839	Quarterly.	July. 3				
Baltimore and Ohio	100	13,188,902	April and Oct	Apr. 4	116 1/2	New York Providence & Boston	100	1,508,000	Quarterly.	July. 3		119		
Washington Branch	100	1,650,000	April and Oct	Apr. 5	160	Ninth Avenue	100	795,360	June and Dec	June. 3	82	82		
Bellefontaine Line	100	4,434,250	Feb. and Aug	Aug. 3		Northern of New Hampshire	100	3,068,400	Quarterly.	July. 2	88	90		
Belvidere, Delaware	100	997,112				Northern Central	50	3,344,800	Quarterly.	July. 2	52	54		
Berkshire	100	600,000	Quarterly.	July. 1 1/2		North Pennsylvania	50	3,150,150	Jan. and July	July. 4	95	100		
Blossburg and Corning	50	250,000	June & Dec.	June. 2 1/2		Norwich and Worcester	100	2,338,600	Jan. and July	July. 4	32 1/2	34		
Boston, Hartford and Erie	100	8,500,000			11 1/2	Ogdensburg & L. Champlain	100	3,077,000	January.	Jan. 7	72	72		
Boston and Lowell	500	1,830,000	June & Dec.	June. 3 1/2	98	Ohio and Mississippi	100	21,250,000	Jan. and July	July. 4	105 1/2	106		
Boston and Maine	100	4,076,974	Jan. and July	July. 4	113 1/2	do preferred	100	2,979,000	Jan. and July	July. 4	255	255		
Boston and Providence	100	3,160,000	Jan. and July	July. 5	125	Old Colony and Newport	100	3,609,600	Jan. and July	July. 4				
Boston and Worcester	100	4,500,000	Jan. and July	July. 4 1/2	124 1/2	Oswego and Syracuse	50	482,400	Feb. and Aug	Aug. 4				
Brooklyn Central	100	492,150				Panama	100	5,000,000	Quarterly.	July. 5				
Brooklyn City	10	1,000,000	Feb. and Aug	Aug. 3 1/2	140	Peninsula	100	20,000,000	May and Nov	May. 5	117 1/2	117 1/2		
Brooklyn City and Newtown	100	366,000				Pennsylvania	50	218,100			46 1/2	47		
Buffalo, New York, and Erie	100	850,000	Jan. and July	July. 3 1/2		Philadelphia and Baltimore Cent	100	5,013,054	Mar. and Nov	Mar. 10	107	107 1/2		
Buffalo and State Line	100	2,200,000	Feb. & Aug.	Aug. 5	180	Philadelphia and Erie	50	20,072,323	Apr. and Oct	Apr. 4	115	115		
Burlington and Missouri River	100	1,000,000				Philadelphia and Reading	50	8,657,300	Apr. and Oct	Apr. 5	131	135		
Camden and Amboy	100	6,472,400	Jan. and July	July. 5	127 1/2	Phila., Germant'n, & Norrist'n	50	1,770,414	Quarterly.	July. 2 1/2	97 1/2	97 1/2		
Camden and Atlantic	50	378,455				Phila., Wilmington & Baltimore	50	1,770,414	Quarterly.	July. 4	96	96		
do do preferred	50	682,600				Pittsburg and Connellsville	50	8,181,126	Jan. and July	July. 4				
Cape Cod	60	681,665	Jan. and July	July. 3 1/2	29	Pittsburg, Ft. Wayne & Chicago	100	1,500,000	Jan. and July	July. 4 1/2				
Catawissa	50	1,150,000			29	Portland, Saco, and Portsmouth	100	1,700,000	Jan. and July	July. 4 1/2				
do preferred	50	2,200,000	Feb. & Aug.	Aug. 3 1/2	52 1/2	Providence and Worcester	100	1,700,000	Jan. and July	July. 4 1/2				
Central of New Jersey	100	5,600,000	Quarterly.	July. 2 1/2	120	Racine and Mississippi	100	2,360,700						
Central Ohio	50	sd Mh. 28			44	Raritan and Delaware Bay	100	501,890	Jan. and July	July. 4				
Cheshire (preferred)	100	2,085,925			46	Reading and Columbia	50	800,000	Jan. and July	July. 5				
Chester Valley	50	871,900				Rensselaer and Saratoga	50	1,774,175	Jan. and July	July. 5				
Chicago and Alton	100	1,783,100	Feb. & Aug.	Aug. 3 1/2	100	Rome, Watertown & Ogdensburg	100	2,233,376						
do preferred	100	2,425,200	Feb and Aug	Aug. 3 1/2	101	Rutland and Burlington	100	2,300,000	Annually.	May. 7	60	66		
Chicago Burlington and Quincy	100	8,376,510	May & Nov.	May. 6	119	St. Louis, Alton, & Terre Haute	100	1,700,000	Annually.	May. 7	60	66		
Chicago and Great Eastern	100					do do pref	100	2,956,590	Feb. and Aug	Feb. 3				
Chicago, Iowa and Nebraska	100	1,000,000				do do pref	100	304,297	Feb. and Aug	Feb. 3				
Chicago and Milwaukee	100	2,250,000			27 1/2	Sandusky, Mansfield & Newark	100	862,571	Jan. and July	July. 5				
Chicago and Northwestern	100	11,990,520	June & Dec.	June. 3 1/2	60 1/2	Schuykill Valley	50	576,000	Apr. and Oct	April		75		
do do pref.	100	8,435,500	April and Oct	Apr. 5	112 1/2	Second Avenue (N. Y.)	100	650,000	Feb. and Aug	Aug. 3				
Chicago and Rock Island	100	6,000,000			112 1/2	Shamokin Valley & Pottsville	50	863,450	Quarterly.	July. 3				
Cincinnati and Chicago Air Line	100	1,106,125				Sixth Avenue (N. Y.)	100	750,000	Quarterly.	July. 3				
Cincinnati, Hamilton & Dayton	100	3,000,000	May and Nov.	May. 4		Syracuse, Binghamton & N. Y.	100	1,200,130	Jan. and July	July. 6				
Cincinnati and Zanesville	100	2,000,000				Terre Haute and Richmond	50	1,900,150	Quarterly.	July. 3				
Cleveland, Columbus, & Cincin.	100	6,000,000	Feb. and Aug	Aug. 5	126	Third Avenue (N. Y.)	100	1,170,000						
Cleveland, Painesville & Ashta.	100	4,000,000	April and Oct	Apr. 4	128	Toledo, Peoria, and Warsaw	100	1,700,000	do do 1st pref	1,700,000				
Cleveland and Pittsburgh	50	5,253,625	Feb. and Aug	Aug p'd	71 1/2	do do 2d pref	100	1,000,000	June and Dec	June. 3				
Cleveland and Toledo	50	4,654,800	April and Oct	Apr. 5	106	do do 2d pref	100	1,000,000	June and Dec	June. 3 1/2		65		
Columbus & Indianapolis Cent.	100					Toledo and Wabash	50	2,442,350	Jan. and July	July. 3 1/2				
Columbus and Xenia	100	1,490,800	Jan. and July	July. 5		do do preferred	50	984,700	Jan. and July	July. 3 1/2				
Concord	50	1,500,000	Jan. and July	July. 3 1/2	63	Tioga	100	125,000	Troy and Boston	100	607,111			
Concord and Portsmouth	100	250,000	Jan. and July	July. 3 1/2		Troy and Greenbush	100	274,400	Utica and Black River	100	811,560	Jan. and July	July. 2	
Coney Island and Brooklyn	100	500,000				Vermont and Canada	100	2,860,000	Vermont and Massachusetts	100	2,214,225	Jan. and July	July. 3	93 1/2
Connecticut and Passumpsic	100	392,900				Warren	100	1,408,300	Westchester and Philadelphia	50	684,036	Jan. and July	July. 4	128
do do pref.	100	1,255,200	Jan. and July	July. 4	100	Western (Mass)	100	5,665,000	Worcester and Nashua	83 1/2	1,141,000	Jan. and July	July. 3	
Connecticut River	100	1,591,100	Jan. and July	July. 4		Wrightsville, York & Gettysb'g	50	317,050	Canal.					
Covington and Lexington	100	1,582,169				Chesapeake and Delaware	25	1,343,563	Chesapeake and Ohio	25	8,228,595	Feb. and Aug	Aug. 3	58
Dayton and Michigan	100	2,316,705				Delaware Division	50	1,633,350	Delaware and Hudson	100	10,000,000	Feb. and Aug	Aug. 10	140
Delaware	50	406,132	Jan. and July	July. 3		Delaware Junction (Pa.)	100	398,910	Delaware and Raritan	100		Jan. and July	July. 5	
Delaware, Lacka., & Western	50	6,832,950	Jan. and July	July. 10	150	Lancaster and Susquehanna	50	200,000	Lehigh Navigation	50	4,282,950	May and Nov	May. 5	118 1/2
Des Moines Valley	100	1,550,000				Monongahela Navigation	50	726,800	Morris (consolidated)	100	1,025,000	Feb. and Aug	Aug. 4	80
Detroit and Milwaukee	100	952,350				do preferred	100	1,175,000	North Branch	50	138,086	Feb. and Aug	Aug. 5	119
do do pref.	100	1,500,000				Schuykill Navigation (consol.)	50	1,908,207	Susquehanna and Tide-Water	50	2,050,070	Union	50	2,750,000
Dubuque and Sioux City	100	1,751,577				do preferred	50	1,000,000	West Branch and Susquehanna	100	1,000,000	Jan. and July	July. 5	
do do pref.	100	1,982,180				Wyoming Valley	50	700,000	Miscellaneous.					
Eastern, (Mass)	100	3,155,000	Jan. and July	July. 3	96	American Coal	25	1,500,000	American Telegraph	100		Feb. and Aug	Aug. 4	62
Eighth Avenue, N. Y.	100	1,000,000	Quarterly.	July. 3		Ashburton Coal	50	2,500,000	Atlantic Mail	100	4,000,000	Quarterly.	July. 25	147 1/2
Elmira, Jefferson, & Canandaigua	100	500,000	Feb. and Aug	Aug. 2 1/2		Brunswick City	100		Bucks County Lead	5	200,000	Feb. and Aug	Aug.	
Elmira and Williamsport	50	500,000	Jan. and July	July. 2 1/2		Brooklyn Gas	100	2,000,000	Canton Improvement	100	5,000,000			39 1/2
do do pref.	50	500,000	Jan. and July	July. 3 1/2	90	Cary Improvement	100	600,000	Central American Trans	100	3,214,300			58
Erie	100	16,400,100	Feb. & Aug.	Aug. 4	86 1/2	Central Coal	100	2,000,000	Citizens (Brooklyn) Gas	20	1,000,000	Jan. and July	July. 4	
do preferred	100	8,535,700	Feb. & Aug.	Aug. 3 1/2	83 1/2	Consolidation Coal, Md.	100	6,000,000	Cumberland Coal, preferred	100	5,000,000	Jan. and July	July. 4	43
Erie and Northeast	50	400,000	Feb. & Aug.	Aug. 5		Farmers Loan and Trust	25	1,000,000	Harlem Gas	50	644,000			48 1/2
Erie and Pittsburgh	50	256,500				Hampshire and Baltimore Coal	100	500,000	International Coal	50	1,000,000	Jan. and July	July. 5	
Fitchburg	100	3,540,000	Jan. and July	July. 3	104	Jersey City and Hoboken Gas	20	1,000,000	Manhattan Gas	50	4,000,000	Jan. and July	July. 5	
Hannibal and St. Joseph	100	1,900,000				Mariposa Gold	100	12,000,000	Metropolitan Gas	100	2,800,000			12
do do pref.	100	5,253,836				Metropolitan Gas	100	2,800,000	Minnesota	50	1,000,000			12
Hartford and New Haven	100	2,350,000	Quarterly.	July. 3	160	New Jersey Consolidated	10	1,000,000	New Jersey Zinc	100	1,200,000			
Housatonic	100	820,000				New York Gas Light	50	1,000,000	New York Life and Trust	100	1,000,000	Feb. and Aug	Aug. 5	
do preferred	100	1,180,000	Jan. and July	July. 4		Nicaragua Transit	100	1,000,000	Pacific Mail	100	4,000,000	Quarterly.	Aug. 5 & 25	235
Hudson River	100	6,213,042	April and Oct	Apr. 5	110 1/2	Scrip (25 paid)	100	4,000,000	Pennsylvania Coal	50	3,200,000	Feb. and Aug	Aug. 5	170
Huntingdon and Broad Top	50	617,500				Quartz Hill	25	1,000,000	Quicksilver	100	10,000,000	Jan. and July	July p'd	48
do do pref.	50	190,750	Jan. and July	July. 3 1/2	125 1/2	Rutland Marble	25	1,000,000	Saginaw Land, Salt and Min.	25	2,500,000	Jan. and July	July.	48
Illinois Central	100	22,888,900	Feb. and Aug	Aug. 5 & 10	126	Saginaw Land, Salt and Min.	25	2,500,000	United States Telegraph	100	3,000,000	Feb. and Aug	Aug. 4	65
Indianapolis and Cincinnati	50	1,689,900	April and Oct	Apr. 4	123	United States Trust	10							

Insurance and Mining Journal.

INSURANCE STOCK LIST.

COMPANIES. Marked thus (*) are partici- pating, and thus (†) write Marine Risks.	Dec. 31, 1864.		DIVIDEND.		Last sales in 30 d'ys.
	Capital.	Net Assets.	Periods.	Last paid.	
Joint Stock Fire:					
Adriatic	25	\$200,000	293,142	Jan. and July	July 5
Etna*	50	200,000	211,492	do	July 31 & 30
Agricultural, (Watert'n)	5	50,000	122,248		
Albany	30	150,000	187,467		
Albany City	100	200,000	200,645		
American*	50	200,000	440,084	Jan. and July	July 31 & 50
American Exchange	100	200,000	203,363	March and Sep	Sep. 5
Arctic	50	500,000	529,167	Jan. and July	July 5
Astor	25	250,000	270,827	Feb. and Aug.	Aug. 5
Atlantic (Brooklyn)	50	300,000	347,723	March and Sep	Sep. 5
Baltic	25	200,000	192,631	May and Nov.	May 5
Beekman	25	200,000	233,526	Feb. and Aug.	Aug. 4
Bowery	25	300,000	319,027	June and Dec.	June 5
Brevoort	50	150,000	132,306	Jan. and July	July 5
Broadway	25	200,000	264,366	Feb. and Aug.	Aug. 10
Brooklyn (L. I.)	17	153,000	249,764	do	Aug. 10
Capital City (Albany)	100	200,000			
Central Park	100	150,000	159,079	Feb. and Aug.	Aug. 4
Citizens'	20	300,000	474,177	Jan. and July	July 10
City	70	210,000	306,652	Feb. and Aug.	Aug 4 p. sh.
Clinton	100	250,000	289,454	Jan. and July	July 5
Columbia*	100	500,000	495,466	do	July 5
Commerce	100	200,000	229,835	do	July 5
Commerce (Albany)	100	200,000	239,144		
Commercial	50	200,000	269,319	Jan. and July	July 5
Commonwealth	190	250,000	232,243	April and Oct.	April 5
Continental*	100	500,000	1,174,929	Jan. and July	July 7
Corn Exchange	50	400,000	299,038	March and Sep	Sep. 5
Croton	100	200,000	227,675	Jan. and July	July 5
Eagle	40	300,000	401,922	April and Oct.	April 7 1/2
Empire City	100	200,000	246,853	Jan. and July	July 5
Excelsior	50	200,000	255,112	do	July 5
Exchange	30	150,000	146,024	Feb. and Aug.	Aug. 57 1/2
Far Joint St'k (Meridian)	100	50,000	72,880		
Firemen's	17	204,000	262,121	Jan. and July	July 5
Firemen's Fund	10	150,000	141,396	do	July 3 1/2
Firemen's Trust (Bklyn)	10	150,000	169,340	do	July 5
Fulton	25	200,000	230,229	do	July 5
Gallatin	50	150,000	162,744	May and Nov.	May 6
Gebhard	100	200,000	225,241	Feb. and Aug.	Aug. 5
Germania	50	500,000	590,147	Jan. and July	July 5
Glenn's Falls	10	100,000	159,602		
Globe	50	200,000	224,667	Jan. and July	July 5
Goodhue*	100	200,000	221,062	do	July 5
Greenwich	25	200,000	261,138	Feb. and Aug.	Aug. 7
Grocers'	50	200,000	214,373	March and Sep	Sep. 5
Guardian		200,000			
Hamilton	15	150,000	167,778	Jan. and July	July 4
Hanover	50	400,000	491,869	do	July 5
Harmony (F. & M.)†	50	300,000	403,183	do	July 5
Hoffman	100	200,000			
Home	100	2,000,000	2,929,628	Jan. and July	July 5
Hope	50	200,000	214,017	do	Jan 5
Howard	50	300,000	433,998	do	July 10
Humboldt	100	200,000	234,925	do	July 5
Importers' and Traders'	50	200,000	213,413	do	July 6
Indemnity	100	150,000	159,054	Feb. and Aug.	Aug. 5
International	100	1,000,000	1,079,164	April and Oct.	April 5
Irving	25	200,000	228,083	Feb. and Aug.	Aug. 5
Jefferson	30	200,000	261,586	March and Sep	Sep. 8
King's County (Brook'n)	20	150,000	113,325	March and Sep	Sep. 5
Knickerbocker	40	280,000	328,115	Jan. and July	July 5
Lafayette (Brooklyn)	50	150,000	157,483	do	July 5
Lamar	100	300,000	358,142	do	July 5
Lenox	25	150,000	184,916	March and Sep	Sept 5
Long Island (Brooklyn)	50	200,000	298,778	Jan. and July	July 10
Lincoln Fund	50	1,000,000			
Lorillard*	25	1,000,000			
Manhattan	100	500,000	708,874	Jan. and July	July 5
Market*	100	200,000	331,793	do	July 10
Mechanics' (Brooklyn)	50	150,000	185,624	do	July 5
Mechanics' and Traders'	25	200,000	242,320	do	July 5
Mercantile	100	200,000	221,815	do	July 3 1/2
Merchants'	50	200,000	293,503	do	July 10
Metropolitan*†	100	1,000,000			
Montauk (Brooklyn)	50	150,000	169,572	do	July 5
Morris (and inland)	100	200,000	233,295		
Nassau (Brooklyn)	50	150,000	219,046	Jan. and July	July 7
National	37 1/2	200,000	249,874	do	July 8
New Amsterdam	25	300,000	348,467	do	July 5
New World	50	200,000	203,224	do	July 4
N. Y. Cent. (Union Sp.)	100	100,000	110,905	do	July 4
N. Y. Equitable	35	210,000	253,079	Jan. and July	July 8
N. Y. Fire and Mar.	130	200,000	262,076	Feb. and Aug.	Aug. 6
Niagara	50	1,000,000	1,164,291	Jan. and July	July 5
North American*	50	1,000,000			
North River	25	350,000	388,919	June and Dec.	June 6 & 50
Northwestern (Oswego)	50	150,000	170,982	April and Oct.	April 4
Pacific	25	200,000	244,289	Jan. and July	July 5
Park	100	200,000	217,876	do	July 5
Peter Cooper	20	150,000	163,247	do	July 5
People's	20	150,000	135,496	Feb. and Aug.	Aug. 5
Phoenix†	50	500,000	664,987	Jan. and July	July 5
Relief	50	200,000	249,750	do	July 5
Republic*	100	300,000	481,551	do	July 31 & 20
Resolute*	100	200,000	232,191	do	July 3 1/2
Rutgers'	25	200,000	203,016	Feb. and Aug.	August 7
St. Mark's	25	150,000	159,336	do	Aug. 5
St. Nicholas†	25	150,000	156,707	do	Aug. 4
Security*†	50	1,000,000	1,241,874	do	Aug. 7
Standard	50	200,000	263,035	Jan. and July	July 5
Star	100	200,000	200,559		
Sterling*	100	200,000	205,070		
Stuyvesant	25	200,000	219,139	Feb. and Aug.	Aug. 5
Tradesmen's	25	150,000	180,310	Jan. and July	July 5
United States	26	250,000	343,665	do	July 5
Washington*	50	400,000	600,527	Feb. and Aug.	Aug. 4
Western (Buffalo)	100	200,000	303,213		
Williamsburg City	50	150,000	159,226	Jan. and July	July 5
Yonkers and New York	100	500,000	566,543	do	July 5
Joint Stock Marine:					
Columbian*	100	2,000,000			
Great Western*	100	1,000,000	3,177,437		
Mercantile Mutual*	100	640,000	1,322,469		
Washington*	100	287,400	581,689		

MARINE MUTUAL INSURANCE SCRIP.

COMPANIES, &c.	Amo'ts	Value.	COMPANIES, &c.	Am'ts	Value.
Atlantic. (6 p. c. Feb.)		Per cent.	N. Y. Mutual. (6 p. c.)		Per cent.
Scrip of 1864	\$ 2,599,520	@	Scrip of 1859		@
" 1865	2,705,060	@	" 1860		@
Limit \$1,000,000.			" 1861		@
Columbian. (6 p. c. Feb.)			" 1862	121,460	@
Scrip of 1862		@	" 1863		@
" 1863	255,000	@	" 1864		@
" 1864		@	" 1865		@
Limit \$1,000,000.			Orient Mutu- al. (6 p. c. Feb.)		
Commercial. (6 p. c. Feb.)			Scrip of 1859		@
Scrip of 1859	83,120	95 @	" 1860		@
" 1860	81,120	90 @	" 1861		@
" 1861	48,660	85 @	" 1862		@
" 1862	84,120	80 @	" 1863		@
" 1863	78,700	75 @	" 1864		@
" 1864	126,540	72 @	" 1865		@
" 1865	103,850	70 @	Limit \$500,000.		
Limit \$500,000.			Pacific Mutu- al. (6 p. c.)		
Gt Western. (6 p. c. Feb.)			Scrip of 1861		@
Scrip of 1861		@	" 1862		@
" 1862		@	" 1863		@
" 1863	435,404	@	" 1864	180,790	@
" 1864		@	" 1865		@
" 1865		@	Limit \$500,000.		
Limit \$1,000,000.			Sun Mutual. (6 p. c. Nov.)		
Mercantile. (6 p. c. Feb.)			Scrip of 1862	129,000	@
Scrip of 1858	90,730	@	" 1863	224,000	@
" 1859	136,300	@	" 1864	195,000	@
" 1860	80,130	@	" 1865	549,000	@
" 1861	42,700	@	Limit.		
" 1862	69,470	@	Union. (6 p. c.)		
" 1863	111,580	@	Scrip of 1859	102,440	98 @ 100
" 1864	86,620	@	" 1860	180,650	90 @ 92
" 1865	101,340	@	" 1861	177,330	87 @ 89
Limit \$1,000,000.			" 1862	130,180	83 @ 85
Mutual of Buffalo (7 p. c)			" 1863	153,420	99 @ 81
Scrip of 1862		@	" 1864	125,670	75 @ 77
" 1863		@	" 1865	185,540	71 @ 73
" 1864	24,915	@	Limit \$500,000.		
" 1865		@	Washington Marine. (7 p. c.)		
Limit fixed by Trustees.			Scrip of 1863	10,000	65 @
			" 1864	30,000	45 @
			" 1865	30,000	30 @
			Limit \$500,000.		

The above table of scrip is given incomplete rather than not at all. We may be able, hereafter, to supplement the deficiencies; but in several cases companies as well as brokers are not willing to have their affairs thus exposed. In our opinion the scrip market ought to be as open as the stock and bond markets, and to this end we shall attempt to break in upon the exclusiveness of interested parties and give the public all the information we can glean from record and inquiry.

PETROLEUM STOCK LIST.

COMPANIES.	MARKET.		COMPANIES.	MARKET.	
	Bid.	Asked.		Bid.	Asked.
Adamantine Oil	1 15		Maple Shade of N. Y.		
Alleghany			Maple Shade of Phil.		
Allen Wright			Montana	8 00	8 50
Beekman			Mount Vernon		60
Bennehoff Reserve			National Oil of N. Y.		4 00
Bennehoff Run	12 50	14 00	N. York, Phila. and		
Bergen Coal and Oil	15	20	Baltimore Consol		
Black Creek			Noble & Delamater		
Blood Farm			of Philadelphia.		
Bradley Oil		2 05	Noble & Delamater		
Brevoort	12 50	13 00	Rock Oil.		
Brooklyn	85	1 00	Rynd Farm	80	81
Buchanan Farm	70	73	Sherman & Barnsdle	47	45
California			Southard		
Cascade			Standard Petroleum		
Central	18 75	21 00	Story & McClintock		
Cherry Run Petrol'm	28	29	Success		
Clifton	1 00	3 00	Tack Petr'm of N.Y.	30	40
Commercial			Talman		
Commonwealth					

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. 3/4 o. cts.
Acapulco.....	10	
Aden, British Mail, via Southampton ...	33	
Alexandria, Prussian closed mail (if prepaid 86c).....	*38	
do by Bremen or Hamburg mail.....	*30	
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
Arabia, 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 (S'th 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
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. 3/4 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 Hamb'g ml. via Trieste.....	55	
do by Br'n or Hamb'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 Hamb'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 Hamb'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 when prepaid.....	*23	
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 Luxemburg) 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 ...	23	
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. 3/4 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.....	*23	
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 Frn'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.....	*38	*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 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 Bremen 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 Bremen or Ham. m.....	*15	
do do French mail.....	*21	*42
Schleswig, by Bremen 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	*12
do Bremen or Hamb'g mail.....	*15	

MARINE AND FIRE INSURANCE.

METROPOLITAN INSURANCE CO., No. 108 Broadway, New York.

Cash Capital..... \$1,000,000
Assets July 1, 1865..... 1,400,000

This Company insures, at customary rates of premium against all Marine and Inland Navigation Risks on Cargo or Freight; also against loss or damage by Fire.

If Premiums are paid in Gold, Losses will be paid in Gold.

The Assured receive twenty-five per cent of the net profits, without incurring any liability, or in lieu thereof, at their option, a liberal discount upon the premium.

All losses equitably adjusted and promptly paid.
Scrip Dividend declared Jan. 10, 1855,
FIFTY PER CENT.

JAMES LORIMER GRAHAM, President.
ROBERT M. C. GRAHAM, Vice President.
EDWARD A. STANSBURY, 2d Vice Pres.
JOHN C. GOODRIDGE, Secretary.

OFFICE OF THE

MORRIS FIRE AND INLAND

Insurance Company,

(COLUMBIAN BUILDING.)

1 Nassau Street.

NEW YORK, July 1st, 1865.

AUTHORIZED CAPITAL - - - \$5,000,000.00
CASH CAPITAL, paid in, & Surplus, 885,040.57

Policies of Insurance against loss or damage by Fire issued on the most favorable terms

B. C. MORRIS, Pres't.

WM. M. WHITNEY, Sec'y.

SUN

Mutual Insurance COMPANY.

(INSURANCE BUILDINGS.)

49 WALL STREET.

ASSETS, Oct. 4, 1864 - - - \$2,383,487 45

DIVIDEND THIRTY PER CENT.

This Company insures against Marine Risks on Vessels, Freight, and Cargo; also, against Inland Navigation Risks.

Premiums paid in gold will be entitled to a return premium in gold.

MOSES H. GRINNELL, Pres't.
EDWARD P. ANTHONY, Vice-Pres't
ISAAC H. WALKER, Sec'y.

NATIONAL LIFE

AND

Travelers' Insurance Co. OF NEW YORK.

OFFICE, 243 BROADWAY.

Authorized Capital \$500,000

DIRECTORS:

EDWARD A. JONES, ORISON BLUNT,
SAMUEL J. GLASSEY, HOWELL SMITH,
T. B. VAN BUREN, F. H. LUMMUS,
SYLVESTER M. BEARD, WM. E. PRINCE,
ROBERT CROWLEY, SYLVESTER TEATS,
WILLIAM COLE, JOSEPH WILDE,
J. C. DIMMICK, A. A. LOW,
HENRY CLAWS, CHAS. CURTISS,
ALBERT WRIGHT, ASHER S. MILLS,
JOHN A. ISRLIN, WM. H. WEBB,
H. P. FREEMAN, HENRY J. RAYMOND,
NICHOLAS E. SMITH, SILAS C. HERRING,
JAMES E. DOW, SAMUEL W. TRUSLOW,

RICHARD A. McCURDY.

EDWARD A. JONES, President.
WM. E. PRINCE, Vice-President.

ASHER S. MILLS, Secretary.
T. B. VAN BUREN, Treasurer.
S. TEATS, M.D., Medical Examiner.
E. H. JONES, Superintendent of Agencies.
F. F. FOLGER, General Railway Agent.

LIFE AND ENDOWMENT POLICIES

are issued on the Mutual plan. All the profits in this department are divided pro rata among the Policy Holders. All policies to be incontestable after five years from date, and non-forfeitable after two annual payments. A loan of one-third of the amount of premiums will be made; also, thirty days' grace given payment of premiums.

GENERAL ACCIDENT POLICIES

are granted, covering accidents of all descriptions, including the travelers' risk. If issued

WITHOUT COMPENSATION,

they provide for death, if caused by accident; but in case of injury only, the insured receives no compensation. If granted

WITH COMPENSATION,

the full amount assured is payable to the family in case of death caused by accident and occurring within three months from the date of injury. Or, in case of injury causing disability, the insured receives a weekly compensation until he is able to attend to his business, such time not to exceed twenty-six weeks. The policy covers all forms of Dislocations, Broken Bones, Sprains, Bruises, Cuts, Gunshot Wounds, Burns and Scalds, Bites of Dogs, Assaults by Burglars, Robbers, or Murderers, the action of Lightning or Sun-stroke, the effects of Explosions, Floods, and Suffocation by Drowning or Choking, and all other kinds of accidents.

TEN DOLLARS

secures a general Accident Policy for TWO THOUSAND DOLLARS, with a Weekly Compensation of TEN DOLLARS.

TRAVELERS' INSURANCE TICKETS

for any length of time, from one day, to twelve months are on sale at the various Railroad and Steamboat Ticket Offices and Agencies.

MARINE RISKS AND SPECIAL VOYAGES.

Policies are granted insuring against death by accident while sailing in steamer or sailing vessels; also for special voyages.

Full information, together with Tables of Rates, &c., can be obtained at the Home Office, or by application to the State Agent.

CHEAP AND PLEASANT SUMMER TRAVEL.

RARITAN AND DELAWARE BAY RAILROAD.

NEW YORK TO CAMDEN,

From Pier 3, N. R., Daily, at 11:45 A. M.,

connecting with trains for Red Bank, Long Branch, Manchester, Tom's River, Barnegat and Tuckerton; and 4:15 P. M. for Highlands, Middletown, Red Bank, Shrewsbury, Eatontown, Ocean Port, Branchport, Long Branch, Shark River, Farmingdale, Squampum, Bergen, Manchester and Tom's River. Fare to Long Branch, \$1.

The splendid steamer JESSE HOYT will leave as above daily, at 10:45 A. M. for Camden direct, through in five hours. Fare, \$2. Excursion tickets, good for three days, \$3.

From Camden, take the West Jersey Railroad for Cape May and all parts of West Jersey.

Francis & Loutrel,

45 MAIDEN LANE,

STATIONERS, STEAM PRINTERS, LITHOGRAPHERS AND BLANK BOOK MANUFACTURERS.

All kinds of Stationery, Paper and Account Books for Business, Professional and Private use Orders solicited.

Government Agency, and Designated Depository of the United States.

JOSEPH U. ORVIS, Pres't. JOHN T. HILL, Cash'r

THE
NINTH NATIONAL BANK
of the City of New York,
363 BROADWAY, CORNER OF FRANKLIN ST.

Terms for Banks and Bankers Accounts:

Takes New England money at 1-10 and New York State $\frac{1}{2}$ per cent. discount.
Checks on Albany, Troy, Boston, Philadelphia, and Baltimore at par.
Interest collected, and credited in Gold or Currency as directed.

Revenue Stamps supplied—\$20 with 4 $\frac{1}{2}$ ct. discount
do do do 100 4 $\frac{1}{2}$ do
do do do 1,000 4 $\frac{1}{2}$ do

All classes of Government Securities bought and sold.
Redeems for National Banks, at present, without charge, using the Bills for the Army.

Receives National Currency at par, put to credit of any Bank, or pays Sight Drafts for it.

7-30 Notes bought and sold at market rates.
The United States 5 per cent., one year, and two year, and two year Coupon Notes, received on deposit from regular dealers, or those choosing to become so.

Will deliver new Fractional Currency, at your Bank, in sums not less than \$1,000, per Express, at market rates, and bags of \$50 1 cent and 2 cent, and \$30 3 cent coin, free of charge.

The above is in reply to numerous inquiries for terms. Any further information by writing to the undersigned.

The paid up Capital of this Bank is ONE MILLION DOLLARS, with a large surplus,

J. U. ORVIS, President.

J. T. HILL, Cashier.

NEW YORK, July 22 1865.

FOURTH NATIONAL BANK
of the City of New York,
27 and 29 Pine Street.

DEPOSITARY AND FINANCIAL AGENT OF
THE UNITED STATES,

HAVE FOR SALE, READY FOR DELIVERY,

U.S. 7 3-10 Treasury Notes

Convertible, at Maturity, into
6 PER CENT. GOLD-BEARING BONDS

Also, United States 10-40 Bonds.
Do. 5-20 Bonds.
Do. 1 Year Certificates.

We also collect Government Vouchers and Drafts and attend to other business with Government.

P. C. CALHOUN, President.

B. SEAMAN, Cashier.

T. L. TAYLOR & REED,
BANKERS,

And Government Loan Agents
No. 6 WALL STREET,

Buy and Sell Government Securities and Specie,
AT BEST RATES, AT THE COUNTER.

FOUR PER CENT ALLOWED
ON ALL DEPOSITS, Subject to Check at Sight.

RAILWAY STOCKS, BONDS, and other Securities bought and sold at Brokers' Board, at the usual Commission.

H. J. MESSENGER, BANKER,
No. 139 BROADWAY,

Seven-thirty Loan Agent

Gold Bonds and Stocks of all descriptions bought and sold on commission.
Accounts of Banks, Bankers, and individuals received on favorable terms.

JOHN MUNROE & CO.,
AMERICAN BANKERS,

No. 5 RUE DE LA PAIX, PARIS,

AND
No. 8 WALL STREET, NEW YORK,

Issue Circular Letters of Credit for Travelers in all parts of Europe, etc., etc. Also Commercial Credits.

L. P. MORTON & Co.,
BANKERS,
35 WALL STREET,
NEW YORK,

Are prepared to draw Sterling Bills of Exchange, at sight, or sixty days, on the Union Bank of London, in sums to suit purchasers; and also to issue Circular Letters of Credit, on this Bank, for Travellers' use.

GOVERNMENT SECURITIES, STOCKS and BONDS bought and sold on Commission.

ORDERS FOR SECURITIES EXECUTED ABROAD.

Interest allowed on Deposits, subject to Cheques at sight.

Prompt attention given to the Collection of Dividends, Drafts, &c.

DUNCAN, SHERMAN & CO.,
Bankers,

COR. OF PINE and NASSAU STS.,

ISSUE

Circular Notes and Circular Letters of Credit,

For the use of Travelers abroad and in the United States, available in all the principal cities of the world; also,

Commercial Credits,

For use in Europe, east of the Cape of Good Hope, West Indies, South America, and the United States.

AGENCY, BANK OF BRITISH NORTH AMERICA,
No. 24 PINE STREET,
WALTER WATSON, CLARENCE M. MYLREA, and JAMES GOLDIE, Agents.
Exchange bought and sold on London and collections made in Great Britain and the colonies. Drafts issued on Canada, Nova Scotia, New-Brunswick, British Columbia and San Francisco. Drafts for small sums issued on Ireland and Scotland.

THE NATIONAL PARK BANK
OF NEW YORK.

CAPITAL.... \$2,000,000 | SURPLUS.... \$1,200,000

This Bank will issue Certificates of Deposit bearing interest on favorable terms.

J. L. WORTH, Cashier.
New York, August, 21, 1865.

A. G. CATTELL, Pres't. } Capital,
A. WHILLDIN, V. Pres't. } \$500,000

THE CORN EXCHANGE NATIONAL BANK,
PHILADELPHIA, PENN.,

Attends to business of Banks and Bankers on liberal terms.

J. W. TORREY, Cashier.

EDWARD L. CORLIES, Auctioneer.

By Kobbe & Corlies,

Stores Nos. 87 and 89 LEONARD Street.

TUESDAY, Sept. 19,

At 10 o'clock, at the salesrooms,

LARGE AND SPECIAL SALE

OF

IRISH LINENS AND LINEN GOODS,

ALSO,

HOSIERY AND HOSIERY GOODS.

On a credit of four months, for approved endorsed Paper, for all sums of \$100 and upward.

Catalogue and samples on the morning of sale.

WEDNESDAY, Sept. 20,

By order of

MESSRS. SOLELIOE FRERES,

At 10 o'clock, at the salesrooms,

LARGE AND ATTRACTIVE SALE

OF

MILLINERY GOODS SILKS, VELVETS, &c., FOREIGN AND DOMESTIC WOOLENS, TAILORING, and GENTS' FURNISHING GOODS, &c.

Catalogues and samples on the morning of sale.

FRIDAY, Sept. 22,

At 10 o'clock, at the salesrooms,

FRENCH, SWISS, AND BRITISH GOODS.

SATURDAY, Sept. 23,

MILLINERY GOODS AND RIBBONS.

GERMANIA
FIRE
INSURANCE CO.

No. 4 WALL STREET, N. Y.

CASH CAPITAL, \$500,000,
WITH A LARGE SURPLUS.

THIS COMPANY INSURES PROPERTY OF ALL KINDS AGAINST LOSS OR DAMAGE BY FIRE, ON FAVORABLE TERMS.

MAURICE HILGER,

President.

RUDOLPH GARRIGUE,

Vice-President.

JOHN E. KAHL, Secretary.

NIAGARA
Fire Insurance Company.

No. 12 Wall Street.

CASH CAPITAL, \$1,000,000
SURPLUS, JANUARY 1st, 1865, 270,353

Losses equitably adjusted and promptly paid. Chartered 1850. Cash Dividends paid in 15 years, 253 per cent.

JONATHAN D. STEELE, President.
P. NOTMAN, Secretary.

THE MANHATTAN LIFE INSURANCE COMPANY.

NOS. 156 AND 158 BROADWAY, N. Y.

Capital \$2,500,000

Cash Capital and Accumulation 2,550,000

Losses Paid 1,000,000

Dividends Paid to Policyholders 750,000

From the great success of this Company, they are enabled to offer superior advantages to policy-holders. Life-policies are issued, payable in annual, or in one, five, or ten annual installments; also, non-forefeiture endowment policies, payable in ten annual payments, which are paid at death, or on arriving at any particular age. Life insurance, as an investment, has no superior, as it has saved millions of dollars to the insured, and thousands of families from ruin. Dividends are paid to policy-holders, thus enabling them to continue their policies, if otherwise unable to do so.

This favorable feature has been the means of saving many policies that would have been forfeited for want of means to continue them, and, in several instances, families, once wealthy, have thus been saved from utter ruin.

HENRY STOKES, Pres. C. Y. WEMPLE, Secretary
J. S. HALSEY, Ass. Sec. S. N. STEBBINS, Actuary.
ABRAM DUBOIS, Medical Examiner.

GUITERMAN BROTHERS,

IMPORTERS OF

Shawls, Dress Goods, & Scarfs,
63 LEONARD ST.,

NEW YORK.

SEYMOUR & LACY,
Manufacturers of Ruches and
Nett Goods.

No. 63 READE STREET,

UT STAIRS,

NEW YORK

Banking and Collecting Office of
J. NELSON LUCKEY,

243 BROADWAY,

Interest allowed on call deposits at the rate of four per cent; on deposits of three months and over, five per cent, and six per cent on deposits of six months and over.

Any deposit may be drawn on ten days' notice, and interest allowed the same as deposits on call. Collections promptly made and returned with quick dispatch.

Government and other securities bought and sold. Possessing every facility, will execute all orders and commissions at the very best market rates.

Refer by permission to
S. C. Thompson, Pres. 1st National Bank, N. Y.
A. N. Stout, Pres. Nat'l Shoe & Leath B'k, N. Y.
W. H. Johnson, President Hanover Bank, N. Y.
James Buell, Pres. Imp. & Trad. Nat'l B'k, N. Y.
S. K. Green, Pres. 3d-av. Savings Bank, N. Y.
V. L. Buxton, Irving Savings Bank, N. Y.
Hon. George Opdyke, Ex-Mayor, N. Y.
Hon. James Harper, Ex-Mayor, N. Y.