

THE Commercial & Financial CHRONICLE,

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

A WEEKLY NEWSPAPER,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

VOL. I.

SATURDAY, OCTOBER 21, 1865.

NO 17.

CONTENTS.

THE CHRONICLE.

Wall Street Topics.....	513	Present Scarcity.....	517
How to Contract the Currency....	514	Railway Analyses.....	518
Mr. McCulloch on Our Finances..	514	Railways in Canada.....	519
Petroleum Investments.....	515	Literature.....	520
Freights of Ship-owners and the		Foreign Intelligence.....	520
Warehouse System.....	516	Commercial and Miscellaneous	
The Wyoming Valley Coal and the		News.....	521

THE BANKERS GAZETTE AND COMMERCIAL TIMES.

Money Market, Railway Stocks, U.		Commercial Epitome.....	523
S. Securities, Gold Market, For-		Exports and Imports.....	528-29
ign Exchange, New York City		Cotton Trade.....	530
Banks, Philadelphia Banks, Na-		Breadstuffs.....	531
tional Banks, etc.....	523	Dry Goods Trade.....	532
Sale Prices N. Y. Stock Exchange	526	Prices Current and Tone of the	
National, State, etc., Securities...	527	Market.....	534

THE RAILWAY MONITOR AND INSURANCE JOURNAL.

Epitome of Railway News.....	537	Railway, Canal, etc., Stock List...	540
Railroad, Canal, and Miscellaneous		Insurance and Mining Journal....	541
Bond List.....	538-39	Postages to Foreign Countries....	542

INDEX TO ADVERTISEMENTS.

Insurance Companies.....	543	Bank Announcements, etc.....	544
--------------------------	-----	------------------------------	-----

The Chronicle.

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

TERMS OF SUBSCRIPTION—PAYABLE IN ADVANCE.

[Canvassers for Subscriptions are not authorized to make Collections.]

FOR THE COMMERCIAL AND FINANCIAL CHRONICLE, with THE DAILY BULLETIN, delivered by carriers to city subscribers, and mailed to all others.....	\$12 00
FOR THE COMMERCIAL AND FINANCIAL CHRONICLE, without THE DAILY BULLETIN.....	10 00
FOR THE DAILY BULLETIN, without THE COMMERCIAL AND FINANCIAL CHRONICLE.....	5 00

WILLIAM B. DANA & CO., Publishers,
(Chronicle Buildings.)
60 William Street, New York.

WALL STREET TOPICS.

THE leading topic of discussion in Wall street is the effect likely to be produced here by the sudden advance in the Bank of England rate of interest. By some persons it is argued that this change will produce a heavy fall in American securities at the London Stock Exchange, and will cause them to be shipped back to this market in considerable amounts. If this should turn out to be true, there is no doubt that our money market would be unfavorably influenced, that the exchanges would be for the moment still further against us, that gold would go up while stocks would go down, and that general depression would prevail. But the prevailing conviction in well informed circles seems to be that the American securities in Europe are too strongly held for any such results to happen, and that if a few weak holders are compelled to sell out, their stocks will be eagerly taken up

either by Continental or by English buyers. On the prices of cotton, produce, and dry-goods, the effect, it is believed, will be depressing. But there is no doubt that some corrective was needed of the wild, mischievous speculation in cotton which was springing up both here and in Europe.

A second topic which is attracting some attention is the charge brought against some of the National Banks in the West, and elsewhere, that part of their funds are lent to persons who are engaged in speculative risks connected with pork and grain. On enquiry we do not find that this charge is sufficiently proved, though no doubt there are banks in all our large cities who have been discounting paper the goodness of which depends on continued high prices.

Another point which is commented on with earnest and perhaps undue severity is the supposed effects of the large government balances which the national banks are permitted to hold. By reference to the official statement of the Treasury Department, which we give on another page, it will be seen that the amount of government money in the Banks was \$45,974,009 on the 30th September last. Now it is urged that while we are paying so high a rate of interest for all the loans we raise, private persons owning National Banks ought not to be permitted to hold so much public money free of interest. It must, however, be remembered that the receipts and disbursements of the Treasury are so diffused and so large that it is impossible to prevent the accumulation at certain times of considerable balances. Besides, the public are not generally aware of the fact that higher security is now required than formerly for the government deposits. Up to June last the security required from the National Bank depositaries was 25 per cent in government securities, and 75 per cent in approved private bonds. Now no private bonds whatever are received, but the whole of the security exacted is to be in government bonds. Hence no bank is allowed to hold deposits to a greater aggregate than it has thus given security for, by actually placing the bonds with the Department at Washington. It is true, indeed, that the public should be informed of the amount deposited in each of the National Banks, and as without such information the monthly statement required by law of the condition of Treasury is incomplete, it will no doubt be given hereafter.

On the threatened inflation of the currency by further issues of more National Bank notes, there is but one opinion in conservative circles. It is reprobated as mischievous and indefensible. We are glad that similarly sound views are prevailing in the West, as may be seen from the following very judicious observations in the Chicago Tribune:

"Speculation has been encouraged and fostered by a depreciated and inflated currency, till prices are swollen to such an extent that there is not currency enough in the country to meet the requirements of the business community. As a remedy to this, some of our Eastern political economists are clamoring for an increase in the circulating medium; but this would only aggravate the evil. Suppose Congress should amend the National Banking Act so as to increase the issue \$300,000,000, the easiness in the money market would be only temporary; for speculation would again run wild, and prices would speedily advance till the extra issue of \$300,000,000 of National Bank currency was completely absorbed, when the money market would again be just in its present position. This law of inflation and contraction is as sure as the law of gravitation, and there is no way to avoid its consequences. With a depreciated currency, the evil is aggravated ten-fold; for we have not only the natural desire for speculation to contend against, but we have also to encounter the want of confidence felt by the holders of the currency.

The only other topic which is attracting public attention here is the announcement that the Secretary of the Treasury is considering the policy of receiving deposits of coin and of issuing therefor gold checks which could be used by speculators to make their deliveries, and by merchants to pay their customs duties. The project is not favorably received. Various financial reasons are urged in opposition by eminent banking authorities, who argue moreover, that it is no part of the functions of government to become the custodian of coin, or to perform for the people the duties of a bank, by receiving specie deposits for safe keeping.

HOW TO CONTRACT THE CURRENCY.

THE process of inflating and depreciating the current money of a thriving commercial country imparts for the moment an exciting and delusively profitable stimulus to industry and trade. It relieves the pressure of debt; for the creditor is obliged to receive payment in a currency of less value than that in which the obligation was incurred. The productive energies of the country are exalted, and funds are supplied in abundance for enterprises which must otherwise have been unattempted. But how different is the work of recovery and contraction! It is next to impossible to get back to a specie basis without disaster and monetary spasms; for now the pressure falls on the debtor while his creditor has the advantage. And since the debtor class is always more weak, more numerous, and less able to bear losses, there is a much greater amount of individual injury than when it was the creditors who were suffering. Accordingly as money rises from a low valuation to a higher one, trade stagnates and credit is prostrated; wages are depressed, bankruptcies become numerous and prices fall. Now these evils are all the more severe in proportion as the transition is abrupt and spasmodic. Hence the delicate process of resumption of coin payments should be gradual and conducted by successive steps; for the national industry thus escapes the violent shock, and the people are spared the disastrous revulsions, which would ensue if the currency were too suddenly and too violently contracted. These points were well explained in 1816 in Mr. Ricardo's "Proposals for an Economical and Secure Currency," by which chiefly the British government were guided in the judicious measures instituted for the gradual resumption of specie payments after they had been suspended for twenty-two years. The act passed by Parliament for this purpose in 1819 required the Bank of England from the 1st of February, 1820 to the 1st of October in the same year, to pay its notes in bullion of standard fineness at the rate of 81 shillings an ounce. From the 1st of October 1820, to the 1st of May 1821, it was to pay bullion at the rate of 79 shillings and six pence an ounce; and after this last date it was to redeem its notes in bullion at the old mint price of £3 17s 10½d an ounce. The payment was to be made in bullion because coin had gone out of circulation; but two years afterwards the Bank was required to pay coin, the resumption being complete. This method was so successful and the reserve of coin became so ample that

the Bank actually resumed specie payments before the time prescribed.

After our greenbacks, and other government legal tenders have for the most part been absorbed, we may perhaps with advantage impose some similar gradual method of specie redemption on our National Banks. But before any steps can be taken toward this object, the immense mass of redundant currency which is afloat must be permanently withdrawn and removed out of the way. And if, as is elsewhere suggested, our greenbacks are gradually converted into compound interest notes, the older issues of these notes meanwhile being gradually funded, we may hope to be able to get back to specie payments without the general prostration of credit which have usually attended such movements. The process may be long but it will be efficient, conservative and safe.

MR. McCULLOCH ON OUR FINANCES.

MR. McCULLOCH's Indiana speech, the financial part of which we give elsewhere in full, is generally regarded as a summary of the policy he will recommend to Congress in his forthcoming report. The chief measure in this policy on which public attention fixes are the contraction of the redundant volume of our paper money, and the gradual restoration of the currency so that the paper dollar shall be equal to the dollar in gold.

It is currently reported that a strong pressure will be brought to bear on Congress, with a view to obtain power for the National Banks to increase their circulation beyond the 300 millions now authorized by law. The emission of notes is so profitable during a suspension of specie payments that we need not wonder if such a mischievous scheme has been dreamed of by some of the advocates of inflation. It is clear, however, that any project of this kind will meet the determined opposition of the Secretary of the Treasury, as of every citizen who understands the true interests of the country. To allow the banks to increase the currency on the one side, while the people with great cost and effort are diminishing it on the other, would be to impoverish the many for the advantage of the few, and by causing the most ruinous fluctuations in prices it would spread discontent and suffering among the industrious masses of our citizens.

But contraction of our paper money, it has been said, is found to be practically impossible; and even if further additions can be prevented, Mr. McCulloch, in the present condition of the National Treasury and of the public credit, must fail in all his attempts to curtail the currency. In proof of this statement, we are pointed to the noteworthy fact that the least movement towards contraction makes money tight, and that when this happens, the banks immediately begin to draw out their deposits from the government. These deposits are paid off in greenbacks from the Treasury vaults; and these greenbacks fill up once more the recently depleted channels of the circulation, thus restoring the disturbed equilibrium. An illustration of this argument is just now offered by the results of the negotiation of the new 50 million loan. Several millions of old compound interest notes, which have long been imprisoned in the reserve-chests of the banks, were paid into the Sub-Treasury. Now as these compound notes were legal tender and formed part of the 25 per cent reserve which the banks are required by law to keep on hand, their place had to be supplied. This circumstance combined with others to cause a temporary scarcity in the supply of greenbacks here. The evil would have remedied itself in a few days, but as while it lasted a rise in the rate of interest was produced, the banks, to escape the pressure and oblige their customers, called in their loans from the Sub-Treasury to the amount of several millions of dollars. Hence, as we

predicted a few weeks ago, the consequence of the negotiation seems likely to be that almost as much legal tender paper will be poured out of the Treasury as will be gathered in by the loan. If this should prove so, the gorged channels of the circulation, instead of being depleted, will be once again surcharged and overflowing.

In view of these facts then it has been feared that contraction is an impossibility, and that every such effort to restore a sound currency is foredoomed to miscarry. We do not assent to this discouraging conclusion. Our financial maladies, though bad enough, inspire hope and not despair. The right method of contraction, it is true, may not as yet have been hit upon. But assuredly we are near to its discovery, nearer perhaps than our least desponding prophets suppose. However this may be, it is certain that a man as practical and clear-sighted as Mr. McCulloch, would not have spoken so confidently of his policy of contraction if he were not sure of averting an ignominious and damaging defeat.

Our experience so far has abundantly demonstrated the fact that the chief obstacles in the way of contraction are the call loans, of which the amount in the Treasury at present is over 100 millions bearing 5 and 6 per cent interest. These call loans are as potent stimulants of speculation as the inflated currency itself, inasmuch as they aggravate the evil and prevent its cure.

We conclude, therefore, that the paying off of these temporary loans to the banks is a fundamental part of Mr. McCulloch's plans. And it is a most fortunate circumstance that the currency balance in the Treasury is so ample, and the receipts from taxes and from the sales of government property are so rapidly accumulating, that the payment of these all loans will be very much facilitated. Probably it will not be deemed expedient, even were it possible, to pay off the whole immediately. Of the outstanding 100 millions perhaps one-fourth or 25 millions might with advantage be left in the form of Clearing-House Certificates, bearing as at present 5 per cent interest, and payable on demand in greenbacks. It is found that on an average the sum we have mentioned is ample for the monetary requirements of the banks in making their daily exchanges. There will also be some further advantages incidentally secured by the arrangement. The pressure on the money market must be severe and real to induce the banks to convert their Clearing-House Certificates into cash; and yet whenever the emergency is present, and is sufficiently urgent, these institutions can relieve themselves; and the stringency, if it becomes unmanageable by other palliatives, can be checked by the temporary conversion of a part of the Certificates into greenbacks.

A second expedient will, of course, be to carry steadily forward the funding of the compound interest notes; but from what has been said it will be evident that some further machinery is necessary. The contracting process must be applied to the greenbacks as well as to the other legal tenders. Of this species of currency the amount afloat is about 428 millions. The greenbacks must be eventually absorbed into long interest-bearing bonds, and no method seems so practicable for this purpose as to convert them first into compound notes; and then, hereafter, to fund them as sufficient interest accrues, and they have gradually withdrawn from active use as currency. This process must at first be gradual, and it might not be practicable to carry it on at a more rapid rate than about ten millions a month. If this scheme should be approved, new legislation by Congress will have to be sought; for the only authority Mr. McCulloch has at present to fund greenbacks is to convert them directly into bonds, which has hitherto seemed to be practically impossible.

In venturing to suggest this method for gradually and safe-

ly funding the currency, restoring specie payments, preventing ruinous speculation, and terminating the reign of extortionate prices we do not pretend that it is perfect or final. But if the prevailing rumors are correct some such expedient for conversion and funding will be offered for the action of Congress, and if any practicable improvements can be suggested they will doubtless be adopted and incorporated into the plan.

PETROLEUM INVESTMENTS.

THE petroleum mania has, perhaps, sufficiently subsided to prepare the public mind for forming a reasonable estimate of the value and importance of the petroleum interest. There are few familiar with the recent speculations in oil lands and oil stocks, who will dissent from the assertion that the organization of petroleum companies has been a huge bubble. Eleven hundred companies have been created, with an aggregate par capital of \$600,000,000. Perhaps fifteen per cent of that amount has been actually paid up, giving an aggregate real investment of say \$90,000,000. These companies have been formed under representations that so marvellously productive were the oil lands that they would yield a handsome return upon the par value of the stocks. It was the broad deception that stocks, offered at one to two dollars per share, would soon be worth ten dollars, which secured the subscription of such an immense amount of capital to a purely experimental enterprise. These extravagant pretensions were supported by a few conspicuous instances of remarkably productive wells; and so impetuous was the mania for the organization of new companies that none cared to put the question whether these cases were likely to prove to be the rule or the rare exception. Such an intensity of furore was of course followed by a speedy reaction; and now that the sober second thought has come, it becomes apparent that not the par value of the stocks, but the amount of capital actually paid up about represents the real value of the petroleum lands, confirming the oft demonstrated rule that even in the most excitable speculations the public are tolerably reliable judges of the value of schemes in which they are invited to participate.

It is generally estimated that the production of the present year will reach about one and a half million barrels; and this calculation is confirmed by a comparison with the movement of previous years. The exports have usually averaged about 37 per cent of the entire production; and as the shipments from all the ports, for the expired portion of the year, have been 433,025 bbls.—averaging 10,561 bbls. per week and at the rate of 549,172 bbls. per year—it would follow that the total yield for the year would be about 1,464,458 bbls. as the product of 1865; and estimating the average price at the well at \$10 per bbl., it would follow that the value of the year's product will be say \$15,000,000. From this must be deducted 20 per cent for company and working expenses, leaving the net profit upon the year's product \$12,000,000. This yields 13½ per cent upon the estimated \$90,000,000 actually invested, or 2 per cent upon the \$600,000,000 of par capital. Considering the liability of petroleum lands to become at any time non-productive, this rate of interest cannot be considered an extraordinarily liberal return upon the capital invested.

Petroleum investments are necessarily risky. The lands cannot be bought with any certainty that they cover oil, and not unfrequently a large amount of capital is sunk without result. Experienced oil men say that out of one hundred borings for oil, seven wells, producing in paying quantities, are the average result. It not unfrequently happens, therefore, that companies who have invested a large capital in lands and boring, discover that they have no oil: on the

other hand, more lucky corporations, with little outlay, strike wells of extraordinary richness. The risks and chances about balance each other. There is some diversity of opinion as to the average time for which the wells yield; some maintaining that the limit is not over four years, and others that it is not less than seven years; the truth, however, is that time has not yet been afforded for settling this question, upon which the value of oil lands so materially depends. At the present rate of $13\frac{1}{2}$ per cent interest, the lands would be required to yield for seven and a half years, in order to pay back the original investment. It is by no means certain that the wells will, on an average, yield for that length of time; and it may, therefore, prove that the present returns upon oil capital, are too low to be ultimately remunerative. Indeed, the balance of probabilities would seem to incline toward that conclusion; and, in accordance with this view, purchasers of oil lands now decline to buy property at the fabulous prices current a few months ago.

A large amount of the capital invested in oil lands is rendered unproductive through bad management of the finances of the companies. Many of the corporations have been formed with a cash capital adequate only for the purchase of the property, the working capital being left to be provided by the sale of stock. The public, as might have been expected, have failed to purchase the reserved shares of such companies, and they are consequently left without working means. A very important proportion of the oil companies are in this condition, the shareholders being dissatisfied and the managers in disgrace. There are but two ways of escape from this condition of affairs. The shareholders may consent to make further contributions, for working capital; or the lands may be sold and the proceeds distributed. After so much mismanagement and, in some cases, semi-dishonesty on the part of the promoters and directors of the companies, the shareholders cannot be expected to have the confidence necessary to encourage further subscriptions of capital; so that the former expedient is not likely to be adopted to any important extent. In the event of re-selling the lands, the companies would realise much less upon their properties than they had paid for them; and after the extravagant expenditures of management were deducted from the proceeds of the sale, the stockholders would probably receive less than half the sum they had invested. We apprehend, however, that, in very many instances, the duped stockholders will prefer this alternative; which, at least, will have the recommendation of revealing to them the end of their losses. Fully two thirds of the eleven hundred existing companies will have to submit to one of these alternatives; and it is to be hoped that the consequent vexation may produce such an impression upon the public mind as will render it impossible to repeat the same excesses of speculation within at least the present generation.

THE FREIGHTS OF SHIPOWNERS AND THE WAREHOUSE SYSTEM.

THE prepayment of freight charges has become a topic of earnest consideration on the part of ship-owners. Their particular grievance grows out of the present warehousing system, which operates with peculiar hardship. Immediately upon the arrival of goods subject to duty, they are at once taken in charge by officers of the Custom House employed for the purpose, and no regard whatever is paid to the indebtedness for freight. If the vessel is discharged by general order, all that part of the cargo not immediately claimed is sent to the bonded warehouse, to be kept for a specified time, until the assignee appears and pays the duties. If he fails to pay the duties the goods, at the end of the period, are sold at auction, and the claims for duties and storage liquidated

before all others. But if, on the other hand, he pays the duties, it is the practice of the revenue officers to surrender the goods at once, without reference to freight charges. They may be taken by the consignee or his agent, and disposed of in the way of business, while the ship-owner is entirely unaware of the fact. To prevent this it would be necessary to watch the goods, and keep guard upon the warehouse. Sometimes the difficulty is obviated by privately employing some clerk or other official to give notice of such removal. This may be highly improper, but the fault lies in the system. The ship-owner is compelled to seek for justice as best he can. He may institute proceedings if the consignee is peculiarly responsible—a resort often too precarious to warrant the effort. In all other respects he is substantially at the consignees mercy.

The Shipowners' Association are taking action in reference to this matter. At a meeting, held on Wednesday of the present week, they adopted a memorial to the Hon. Hugh McCulloch, Secretary of the Treasury, which we give elsewhere, asking his aid in securing relief from this hardship. They explain at length that the lien of the shipowners for the freight necessarily depends for its validity upon his retaining possession of the goods. This he has a right to do until the lien is discharged by the payment of the freight. The government however, to secure its own duties on them, sends them under "general orders" to the bonded warehouse, where they are held and delivered up to consignees as we have already stated, on payment of duties and storage, irrespective of any question of freight. The goods are thus taken out of the possession of the shipowner by the supreme power before his lien is satisfied, and placed entirely beyond his control, and the possession being lost the lien is also lost.

The Secretary is therefore besought to extend them some relief, and the memorialists suggest that freight be paid by the storekeeper on receipt of the goods in store, and added to his charges on the goods to be collected before or on delivery. Such interference of the government we do not think advisable or necessary, for if only notice were required to be given to the shipowner before the withdrawal of the goods by the consignee, so that his claim could be enforced, it being understood and declared that the act of government in placing the goods in store is not to affect the lien for freight, the relief would, it seems to us, be perfect.

The justice of such a course is very clear; the practice of the government at present being evidently wrong. It is a departure from the equities of trade. The freight is the first obligation incurred, and ordinarily should be paid first. Certainly the claim of the shipowner should not be prejudiced by any subsequent act of government. No interruption to the ordinary course of trade, or the carrying out of proper warehouse regulations would result, from the change proposed, while the rights of all parties would be preserved.

But while we sympathise with the prayer of this memorial, we cannot approve of the endeavor on the part of the shipowners to institute in this port the same usage which exists in California, where the freight is paid in all cases before delivery of the cargo, the consignee being entitled in case of short receipts or injury to goods, to collect back an amount equivalent to the loss or damage. In support of this position it is pleaded that the shipping business has become greatly extended, and that it is impossible to know all the receivers. Hence arises liability to losses from having to deal with irresponsible men or men that are unreasonably tardy in making payments.

It is, however, probable that this proposed change would involve greater evils than those which it is contempla-

ted to obviate. Innovation should never be resorted to, except actual amelioration may be confidently expected. The importers and consignees in the event of the adoption of the new system, would, for instance, be subjected to loss and intolerable vexation in case that they happened to receive goods from vessels not belonging to the regular line. When freight is paid, delivery of goods is to be considered as accepted; and a claim for falling short in quantity or for injury would be rendered difficult to prosecute successfully and especially against transient vessels.

Again, the principle of law is established that freight is due when goods are delivered in good order. The landing of the cargo in such condition during business hours, and notice of that fact to the consignee is held to constitute a legal delivery. The latter must submit to all loss or injury from the sea or weather, while the shipowner is obliged to make good all damages and losses from neglect, theft or careless handling. It will readily be perceived that the adoption of the rule to collect freight before delivery would practically bar proceedings to require the shipowner to make good loss or injury occasioned by his fault.

Besides, the loss and inconvenience sustained in this port from the negligence or bad faith of importers and consignees are comparatively light. The agents employed by the shipowners always charge a commission for the collection of the freight, thus remunerating for the trouble and expense. In case a consignee or receiver is known to be a slow paymaster or a troublesome one, part of the cargo can be, and often is, withheld till full settlement has been made.

In the long run it will be found, we are confident, that this is the most practicable method. The credit system is most acceptable in this country. Business men always find that in all business transactions a certain amount of confidence must be bestowed, even at the risk of loss. Credits almost always obtain even among those preferring to do business on cash principles. It is evidently the more judicious course to make a delivery and wait a little time before attempting to collect the freight. It will work as little inconvenience as any method that may be adopted. The tardy and dishonest must be treated by themselves, without adopting a policy tending to place honorable men on the same footing.

THE WYOMING VALLEY COAL AND THE PRESENT SCARCITY.

The miners of the Wyoming coal district have resumed work, having impoverished themselves and obtained little advantage by their long cessation from labor. But there is now no possibility of a reduction of coal this season to a reasonable price. All, therefore, who have not procured their necessary supplies in advance, will suffer for their poverty or their improvidence. Heretofore the strikes of the miners of this region have been successful, and they had raised the price of their work to one dollar and twenty-seven cents a ton from forty cents in 1860.

The extensive demand for coal on the part of the Government, warranted these companies in paying higher rates of compensation. But with the return of peace this demand ceased in a great degree, and the price of coal began to fall. The companies accordingly resolved upon a reduction of wages. They stated this determination to the miners; promising that the decrease in the rates should be proportionate as nearly as practicable to the decreased price of coal. The men consented to a reduction in May, but a proposition to reduce the rates to 82 cents per ton in July was resisted on the plea of bad faith. They declared with a fair show of plausibility that no such decline had taken place in the price of coal as to warrant this action of the companies. Groceries, dry-goods, and other necessaries had certainly risen. Accordingly they refused to work, and all efforts to shake

this determination, till within a short period, became unsuccessful.

Persons living at a distance not conversant with particulars are prone to enquire why the deficiency of coal could not have been made up from the Lehigh and Schuylkill districts. It is true that whatever difficulties existed there, had been overcome before the great strike of the Lackawanna and Wyoming Valley miners. The men were poor, and their turbulent and unpatriotic conduct during the war had alienated sympathy from them. They had no alternative in their struggle with the capitalists but to yield.

But there were difficulties which the colliers of the Lehigh and Schuylkill coal districts could not overcome. The amount of coal required for use in this country is steadily on the increase; and the supply has fallen short of the demand. The production for the last five years was as follows: in 1860, 8,119,199 tons; in 1861, 7,878,667 tons; in 1862, 7,401,715; in 1863, 8,979,854; and in 1864, 9,992,007 tons. For three years the supply from the Lehigh and Schuylkill were as follows:

	Lehigh.	Schuylkill.
1860	1,821,674 tons	3,270,516 tons
1861	1,738,377	2,697,480
1862	1,351,054	2,890,578
1863	1,894,718	3,433,265
1864	1,928,706	3,642,218

It will readily be perceived that the aggregate product could not be made to supply the deficiency of the Lackawanna and Wyoming Valley coal. The Lehigh being a pure anthracite, very hard and dense, requires a draught in burning much stronger than the other varieties, and hence would hardly make a desirable substitute even if it could have been procured in sufficient quantities. That of the Schuylkill district is not so hard, and would be preferable; but the transporting business from those mines is a monopoly holding the miners and consumers alike in check. The Reading Railroad is unable to carry all the coal that is offered; and hence there is no possibility of obtaining supplies from this quarter.

The amount imported for the last four years exceeded half a million of tons annually, running up in 1863 to a million. It will be seen that in 1861 the product of the anthracite mines of Pennsylvania was considerably less than for the previous year. There was in hand, however, almost a million of tons, the product of other seasons. Hence, although the Government had been added to the list of consumers, and the increased demand amounted to 350,000 tons, there was no deficiency in the market. But in 1862 occurred a freshet which for more than a month arrested business and exhausted whatever surplus might have been on hand. Since that time there has been no supply in advance. The aggregate increase in production for 1862, 1863 and 1864 was 2,745,268 tons; whereas the Government required fully that amount, besides the usual additions in private consumption. For the year 1865, an addition of a million and a half of tons was required to make up deficiencies and supply the market. This is more than can be accomplished, and high prices are inevitable.

Our dependence for coal, over and above the limited supplies from the Lehigh and Schuylkill mines, is upon the product of the Lackawanna and Wyoming Valleys. Indeed, for domestic purposes, the Wyoming coal is preferable to the other. This district begins on the Lackawanna near Carbondale, extending to its confluence with the northern branch of the Susquehanna at Pittston, and onward thence to Wilkesbarre. The width of the coal measures on the Lackawanna hardly averages two miles in breadth; but on the Susquehanna it extends from four to six miles, penetrating the mountains on each side. On the western side of the Susquehanna, enclosed by the river and mountain, is the Valley of

the Wyoming, the classic ground of America, which the atrocious massacre of the Revolution and the immortal poem of Campbell have consecrated for all future time.

Our artists have shamefully neglected this Valley; and yet its scenery, the glorious old Susquehanna, the rounded summits of the Wyoming Mountains, and the distant Alleghanies, bathed and half-hidden in blue vapor, is not surpassed any where on this side of the continent. It may be that the atmosphere of Pennsylvania stifles romance; but there can be no excuse. In the summer, the traveller, winding his way through the valley, passes a neat and prosperous village every two or three miles, beautiful with tidy houses and abundance of trees; on every side meadows of grass and fields of corn wave gracefully to the breeze. The clouds above, as they move onward over the woody mountain sides, add their part to the glory of the spectacle; while the Susquehanna, rejoicing in its greatness, flows down the valley as if unconscious that its agency had exceeded all others in creating a region of so much loveliness.

But the Valley of the Wyoming is now better known for its coal than for its history. We ought not, perhaps, to mourn this as a profanation. In classic Greece, Mount Olympus, declared by Poccoke to be the throne of the Jeyus or hierarch who ruled the West, and was exalted by Hesiod with his subordinate Lama-priests to divine rank, has been compelled, if reports are true, to lay off the classic for the utilitarian character. A mine of coal having been found at its foot ample to supply fuel for all the forges of Vulcan, Olympus may yet derive greater glory from its coal than from its ancient gods. This may seem to the scholar like desecration, yet so the new ever supplants the old. Geologists have styled a former era the *carboniferous* age, because in it was produced this great staple; but we submit that the present is the actual *coal-carrying* period. It may be the age of iron, but neither iron or copper can be developed and made useful except by the ordeal of fire.

The introduction of the Lackawanna coal into market dates back to 1829, when seven thousand tons were mined and taken off on the boats of the Delaware and Hudson Canal Company. Last year 852,000 tons were carried to market. This company owns the canal from Scranton up to Carbon-dale, twenty miles, and extending from one mountain-range to the other. The Pennsylvania Company begun in 1850, and their product last year amounted to above 750,000 tons. Their property is situated part at Dunmore and part at Pittston, and comprises about six thousand acres. About 1800 men are employed in their mines, and they own the "Gravity Railroad" now in process of construction. The Scranton Company was four years later, and owns about 2000 acres of land, extending along the Lackawanna from Scranton to Pittston. The stockholders are the same substantially as those of the Delaware, Lackawanna and Western Railroad Company. Besides their own coal, this company purchases and ships coal mined by the Susquehanna and Wyoming Coal Company, the Greenwood Company, and several colliery firms. The Lackawanna Iron and Coal Company own about 1000 acres of coal land, employing over a thousand men and mining annually about one hundred thousand tons of coal, which they use themselves in the iron manufacture. The Baltimore Coal Company owns property at Pittston and transports its coal down the Susquehanna. Of the other companies, are the Wilkesbarre Coal and Iron Company at Wilkesbarre, the Wyoming Company, the Audenreid, the Germania, the Franklin, besides collieries mined by firms and individuals.

The facilities for transportation and the popularity of the coal from this district are such that as fast as it is mined it is carried away; New York city, New Jersey, and Baltimore,

as well as the State of New York and, parts of Canada are customers of Wyoming Valley. The interest of the collieries and coal companies, it is easy to perceive, was opposed during the recent strikes, to the prolonged cessation from labor. The demand for their product is constantly increasing. Three years ago the Legislature of New York voted \$500,000 to aid in the construction of the Albany and Susquehanna Railroad; and in 1864 authorized the extension of the Chenango Canal to the line of the State of Pennsylvania for the avowed purpose of facilitating the transit and cheapening the price of coal.

The steps requisite to secure low prices in future consist principally in measures to supply the yards of the city of New York. The capacities of the Lehigh district we have seen are limited, and those of the Schuylkill are restricted by the railroad and canal monopoly. Only the Lackawanna and Wyoming Valleys seems able to increase at once their supplies, and these are likely to be required by the western and northern counties of New York. Means should be employed, therefore, to supply the city of New York, in part at least, by foreign importation. The exorbitant prices of the Pennsylvania product are largely occasioned by expensive railway freights; water transit can be had from one-third to half the cost. The province of Nova Scotia has coal in abundance, and it can be brought hither far cheaper than it comes from the Schuylkill or Wyoming valley. It may be expedient and feasible to import from England. The first duty of Congress, therefore, is to repeal the imposts upon the imported article, and enable us to obtain cheap fuel from other countries.

ANALYSES OF RAILROAD REPORTS. No. 5.

MICHIGAN SOUTHERN AND NORTHERN INDIANA RAILROAD.

The Michigan Southern and Northern Indiana Railroad consists of the several divisions and branches as shown in the following statement:

Main line.....	Toledo to Chicago.....	242.06 miles.
Air line.....	Toledo to Elkhart.....	133.20 "
Detroit, Monroe & Toledo line.....	Air Line Junc. to D. & Mil. Junc..	59.12 "
Monroe branch.....	Adrian to Monroe.....	83.60 "
Jackson branch.....	Lenawee Junction to Jackson.....	41.90 "
Lenawee branch.....	Palmyra Junc. to Lenawee Junc..	2.50 "
Constantine branch.....	White Pigeon to Constantine.....	4.18 "
Total (on which are 53.23 miles of side track).....		516.56 miles.
Track (with 0.75 miles side track) owned conjointly with Chicago and Rock Island Railroad Company.....		1.67 "
Track of Detroit and Milwaukee Railroad from Junction to Detroit under permanent lease.....		3.21 "
Total length operated by M. S. & N. I. R. R. Co.....		521.44 miles.

This road, in its several divisions, traverses eight counties in Southern Michigan, three in Northwestern Ohio, eight in Northern Indiana, and one county (Cook) in Illinois. It has three several termini to the east, viz: Toledo, Monroe, and Detroit, all of which it connects directly with Chicago, which is its western terminus. At Toledo it joins the Lake shore Line of Railroads, through which it reaches the seaboard markets. At Monroe it has direct access to Lake Erie and its navigation. At Detroit it connects with the great Canadian railroads. These facts assure to the road a very large through traffic, for which there is only a single competitor, and that, only so far as the Detroit trade is concerned. This competitor is the Michigan Central Railroad. There is no difference, however, in the distance between Chicago and Detroit by either line, each having a length of 284 miles. The country drained by the Southern road has an extreme width of sixty miles, narrowing as it proceeds west, and towards the Illinois line becoming limited to the immediate shore of Lake Michigan. But from this territory, which is a fine agricultural and well populated country, it derives from local travel and traffic fully half its gross annual income and nearly three-fifths of its net revenue, the rate of local carriage being higher than the through rate, the average difference in favor of through carriage having been in 1864-65 for passengers 95

Corporate name of Companies.	MAIN LINE		BRANCHES		Miles, single track.	Cost of road and Equipm'ts
	Main track.	Side track.	Main track.	Side track.		
4. Buffalo and Lake Huron..	161.02	8.75	1.25	..	171.02	6,403,046
5. London and Port Stanley.	24.00	2.25	..	..	26.25	1,017,220
6. Welland.....	25.00	..	..	..	25.00	1,309,210
7. Erie and Ontario.....	17.00	..	..	..	17.00	804,000
8. Port Hope, Lindsay and Beaverton.....	43.00	2.50	..	..	59.00	1,307,117
Millbrook and Peterboro' Branch.....	..	..	13.50	..		
9. Cobourg and Peterboro'..	28.00	..	..	..	28.00	792,514
10. Brockville and Ottawa... Castleford Extension... Perth Branch.....	52.00 82.00	3.30	..	..	99.34	2,654,917
11. Ottawa and Prescott.....	54.00	2.00	11.54	0.50		
12. Montreal and Champlain. Bound'y Line to Rouse's Point.....	81.00 2.83	5.66	0.76	..	89.42	2,485,425
13. Carillon and Grenville....	12.75	0.25	..	..
14. St. Lawrence and Industry	12.00	0.50	..	..	13.00	149,807
15. Stanstead, Shefford and Chambly.....	28.00	..	..	..	45.00	1,208,719
Granby to Stukely.....	17.00	..	..	..
16. Peterboro' and Chemung Lake.....	4.00	..	..	..	4.00	89,400
17. Arthabaska and Three Rivers.....	85.00	..	..	..	85.00	801,792
Total in operation.....	2019.91	201.89	172.05	17.04	2410.89	\$103,036,908
Of the above railways the following sections are within the United States:						
Portland Division (G. T.)....	149.25	25.75	1.25	..	176.25	
Detroit Extension (G. T.)....	59.00	8.75	..	..	67.75	
Montreal and Champlain....	2.83	..	..	..	2.83	
Total.....	201.08	34.50	1.25	..	246.83	
Leaving in Canada.....	1818.83	167.89	170.80	17.04	2164.06	
Hamilton and Port Dover....	17.00	27.87½	miles in construction.			
Peterboro' and Chemung Lake Extension (No. 16).....	10.00					
Goderich Harbor (B. & L. H. Railway, No. 4).....	0.87½					

"The snow is absolutely less on the northern than on the central route. It is notorious that it is small through the prairie region from Minnesota to the base of the Rocky Mountains; and the explorations (of Governor Stevens and others) have furnished significant and reliable information, removing entirely all doubt as to it being a serious difficulty in crossing either of the mountain ranges. In the Flathead country, and on the great plain of the Columbia there is less snow than in the prairie region east of the Rocky Mountains. Indeed throughout the entire extent of the route, cattle and stock keep in good condition without fodder. The quantity of stock in the interior of Washington and Oregon, and east of the mountains which thrive and live solely upon the winter grass is very large."

The importance of this route for commercial purposes is argued with great force and cogency. It is not probable that a continental communication will be established through British America for a long series of years, if the United States provide for a railroad on this line. On the Pacific side, Oregon, Washington, Vancouver's Island and British Columbia are tributary to this route; and on the eastern side of the Rocky mountains, the basins of the St. Lawrence, the upper Mississippi, upper Missouri, and the Red river of the North. More than half of the railroad capital of the country is directly concerned in its recognition.

The effect of this route on the commerce of the Pacific can hardly be exaggerated. Puget Sound is marked out by nature for a great commercial entrepot, and is the only point ever likely to rival San Francisco. This route will give it to the United States with all its grand elements of naval strength. Otherwise it will be occupied by Great Britain, which has a rapidly increasing commerce and a large naval station in those waters.

This route is the shortest between Asia and our interior, our Atlantic ports and Europe. This is shown by the following table on page 42d:

	To Seattle.	To S. Fran'co.	Diff'nce.
From Amoo.....	3,850	4,110	260
From Shanghai.....	5,140	5,430	300
From Canton.....	5,900	6,140	240
From Calcutta.....	8,730	8,970	240

The distance from St. Paul to Seattle, on Puget Sound, is 1,764 miles; whereas from St. Louis to Benicia it is 2,482 miles, and Memphis to San Francisco 2,366 miles. This is all important in the matter of securing the East India commerce.

The reader must determine for himself to what extent these arguments for the northern route are conclusive. They certainly assure the importance of securing the Asiatic commerce, amounting to hundreds of millions of dollars, to this country, whether we make Seattle, San Francisco, or even Panama our western entrepot for that purpose. Our own steamship lines ought to perform the carrying trade of the Pacific, and our railroads do the business of the continent.

Foreign News.

GREAT BRITAIN.

LONDON AND LIVERPOOL DATES TO OCTOBER 7.

The successive advances in the Bank rates of interest from 4, to which it had been raised last week to 5 per cent on Monday, to 6 per cent on Thursday, and 7 per cent on Saturday, October 7, created considerable surprise. The advance, in part, had been looked for, but the unusual act of a further movement during the intervals between Court days, produced a sudden and depressing influence. The rate is still less than it was last year at this time, when the charge for discount was 9 per cent., although the specie reserve is now half a million less.

The present successive advances are understood to have been caused by the large amounts absorbed by recent foreign loans, the recovery and immense activity of the cotton trade; the extensive operations of private and joint stock concerns, which required large sums to carry them on, without any prospect of immediate returns; the probability of heavy losses in the agricultural districts from the cattle disease, and the manifestations of the potato blight, which are becoming more apparent. The combination of all these causes sufficiently accounts for the action of the Bank, which inspires confidence rather than alarm from its conservative character.

The rise, however, on the rate during the last week in the quarter, when many merchants have unusually large payments to make, would scarcely fail to produce a depressing result. Consols and securities of nearly all kinds receded in price, but they subsequently rallied. The discount houses and joint bank raised their rates to a corresponding extent with the prices established by the Bank of England,

Literature.

Charter of the Northern Pacific Railroad Company.—Organization Proceedings, By-Laws and Appendix, 1865.

The charter of the Northern Pacific Railroad, Public Act No. 186, was approved by President Lincoln, July 2d, 1864. It empowered the corporation to construct and maintain a continuous railroad and telegraph from Lake Superior to Puget Sound in the territory of Washington, with a branch to Portland in the State of Oregon; and granted for the purpose the right of way to a hundred feet on each side, and patents of land on the route to the amount of twenty sections per mile in the territories, and ten sections per mile in the states,—an aggregate of 47,360,000 acres.

The proposed line is known as General Stevens' Route, having been first suggested by the late General Isaac L. Stevens when Governor of the territory of Washington. It possesses the advantage of being the shortest and the most central line for a Pacific Railroad. From the head of Lake Superior to Puget Sound its distance is about 1,760 miles. The mountain ranges are depressed and easily overcome. But little heavy grading or tunnelling, or trestle-work, is required: water, timber and stone are in ample quantities. The soil is fertile, and the mineral wealth,—gold, silver, platinum, quicksilver, copper and lead,—abundant. The country of the Red and Saskatchewan rivers, British Columbia and the Hudson Bay Company would find in this Road the outlet of their trade. The cost of construction is estimated at \$120,000,000.

The Northern Pacific Railroad Company, organized in Boston, in September, 1864, and its directors are promoting the necessary work of obtaining subscriptions; two years being the limit specified for this purpose. The pamphlet before us contains the transactions; also, in the appendix, the report made by Hon. Mr. Aldrich of Minnesota to the House of Representatives in April 1860, in favor of this route. This document shows this line to be the shortest of any proposed to the Pacific coast; affording at once "greater proximity to Asia, shortest distance between water lines, greater proximity to Europe, it is the shortest and most direct route between Asia and Europe." It has the easiest gradients. "The sum of ascents and descents from St. Paul to Seattle (or Vancouver) is 21,787 feet against 29,387 on the Central, 48,791 on the 35th parallel, and 38,350 on the 32d parallel route." It touches Missouri river at the mouth of the Yellowstone, and near the Great Falls; and the Columbia at the head of steamboat navigation.

The objections on account of the severity of the climate, and the depth of the snow are utterly untenable. It is much colder on the Russian and Canada roads. The report says:

At the commencement of the week the discount showed 4 per cent at call, 4½ per cent at seven days' notice, and 4¾ per cent at 14 days' notice. The banks offered 4 per cent for deposits.

The higher rates are drawing a considerable supply of money from the Continent. The applications at the bank for discount scarcely experienced any decrease, although the business of private and joint-stock prices was sensibly affected.

The State of Massachusetts has effected a loan by private subscription of £424,000 in 5 per cent stock, with semi-annual dividends payable in London. The loan was issued at 75.

It is the intention of Messrs. C. Moore and Co.; the well-known shipowners, to establish a monthly line of packets from London to Calcutta, sailing the 5th of each month, commencing the 5th December next.

The prospectus of the Tasso Brazilian Gold Company (limited) is issued, with a proposed capital of £200,000, in 40,000 shares of £5 each. The first issue is to consist of 20,000 shares, but of these only 14,000 are offered to the public. A contract has been made for the purchase of the estates of Senor Tasso, at Pianco, in Parahyba, Northern Brazil, on which eight gold-bearing lodes are stated to have been already discovered.

A new undertaking is announced, under the title of the Metropolitan Railway Warehousing Company (limited), which proposes to raise a capital of £600,000, in 30,000 shares of £20 each, the first issue, however, being limited to 20,000 shares. The objects are "to supply the want of warehouse and business accommodation in the metropolis, in connection with the railway system, and to take advantage of the opportunity offered by the unoccupied ground near Farringdon-road, and the railway works in progress there, for the introduction into the heart of the metropolis of a block of buildings on a scale of unusual magnitude, which will combine railway communication below, warehousing accommodation above, and a magnificent range of exhibition galleries on the uppermost story."

At the half-yearly meeting to-day of the shareholders of the Bank of British Columbia a dividend was declared at the rate of 10 per cent per annum.

An arrangement has been arrived at between the British and Canadian governments by which the former undertake to propose to Parliament the guarantee of a loan to be contracted by the latter for the purchase of the Hudson's Bay territory, the interest and redemption to be secured in the first instance on the revenues of the territory, and certain Canadian securities also.

COMMERCIAL AND MISCELLANEOUS NEWS.

UNITED STATES TREASURER'S MONTHLY STATEMENT.—The following is the United States Treasurer's monthly statement for September, 1865, showing the amount to his credit at the dates of the last returns, as specified below, in the Treasury and with the several Assistant Treasurers and designated depositories; the amounts for which drafts had been issued prior to the date of this statement, but not yet reported as paid, and the balances remaining at the same date subject to draft; the amounts of transfers to and from depositories, ordered by the Secretary of the Treasury, but not yet reported as paid or credited; and also the amounts to his credit now available, being the amounts deposited in the Mint and branches, and the amounts withheld by Assistant Treasurers and depositories in States lately under insurrectionary control:

Date of last return.	In what place.	Amount on deposit in coin.	Total amount on deposit.	Drafts drawn, but not repord' paid.	Balances subject to draft.
Sept. 30, 1865.	Treas'er U. S., Washington.	\$2,986,854 37	\$115,597 61	\$6,870,425 18	\$
"	Asst. Treas'er, Boston.	2,744,283 70	4,788,824 71	637,959 31	4,150,867 40
"	Asst. Treas'er, New York.	20,512,994 11	49,399,681 04	1,925,193 46	47,474,487 58
"	Asst. Treas'er, Philadelphia.	531,012 31	2,863,322 18	1,777,710 68	1,090,611 50
"	Asst. Treas'er, St. Louis.	34,479 82	560,138 86	1,053,583 05	.....
Aug. 31, 1865.	Asst. Treas., San Francisco.	3,888,683 55	3,890,154 36	2,339,739 98	1,490,414 38
Sept. 16, 1865.	Asst. Treas., N Orleans.	750,642 86	2,591,369 70	54,784 62	2,536,585 08
Sept. 9, 1865.	Asst. Treas'er, Denver City.	5,632 36	39,348 13	22,793 58	16,551 55
Sept. 30, 1865.	Depository at Baltimore.	1,474,727 80	1,745,325 69	60,565 24	1,684,760 45
"	Depository at Buffalo.	24,580 61	117,210 14	4,295 50	112,914 64
"	Depository at Cincinnati.	141,903 33	2,597,680 35	989,452 22	1,608,228 13
"	Depository at Louisville.	7,397 85	.....	1,016,828 50	.....
"	Depository at Pittsburg.	5,576 93	215,838 75	654 50	215,184 25
"	Depository at Chicago.	10,241 04	562,235 02	16,738 61	545,496 41
"	Depository at St. Paul.	354 61	424 27	219 05	212 22
Nov. 26, (1864)	Depository at St Croix Falls.	.....	1,128 04	.....	1,128 04
Sept. 16, 1865.	Depository at Omaha City.	10 00	53,051 94	22,713 27	30,938 67
July 31, 1865.	Depository at Olympia, W.	765 75	54,727 34	51,104 21	3,623 13
Aug. 15, 1865.	Depo'y at Oregon City, O.	470 00	177,509 66	18,998 33	158,571 34

Aug. 15, Depository at Santa Fe.....	1,750 00	37,753 87	30,705 84	7,053 03
July 22, Depository at Memphis.....	.....	331,284 79	.....	331,284 79
Sept. 23, Depository at Newbern.....	261 48	242,708 14	2,953 00	239,756 14
Less overpaid.....	32,652,622 48	.....	.....	.....
Late U. S. depositories suspended.....	531,012 31	.....	.....	.....
National Banks.....	.....	4,046 81	76 86	8,990 24
Total.....	45,974,009 77	3,546,636 95	42,427,372 83	.....
Mints, branch mints and Assay Office.....	32,121,610 17	116,308,975 67	20,444,060 93	104,130,034 79
Unavail'ble funds in late insurrection'y States.....	.....	3,185,267 16	.....	3,185,267 16
Total amount on deposit and subject to draft.....	.....	717,590 00	88,553 54	629,036 55
Deduct amount of transfer drafts.....	120,211,832 92	20,532,614 47	107,944,338 50	.....
Add amount overpaid.....	10,477,979 50	.....	10,477,979 50	.....
Total.....	.....	259,875 51	.....	.....
Deduct amount overdrawn.....	109,733,853 42	20,792,489 98	97,446,350 00	.....
Deduct drafts payable, but not reported as paid.....	.....	.....	8,524,995 56	.....
Amount to Cr. of Treas. of United States.....	.....	20,792,489 98	.....	.....
		\$88,941,363 44		\$88,941,363 44

MR. McCULLOCH'S LATE SPEECH.—The following extract from Mr. McCulloch's late speech contains all that he said with regard to our finances:

And now a word in regard to our finances: You know that I did not seek, as I did not expect to be, Secretary of the Treasury. To this fact I attribute in a great degree, the good feeling and indulgence that have been manifested toward me in the very trying and responsible position I occupy. I accepted the office of Secretary of the Treasury with great distrust of my ability to meet the public expectation, but with a sincere desire to so conduct the affairs of this great department as to aid in restoring the credit of the government which had been damaged by the greatness of the public debt, and the uncertainty in regard to the duration, if not to the result of the war, and in bringing up the obligations of the government to the specie standard.

IRREDEEMABLE CURRENCY AN EVIL.

I am not one of those who seem disposed to repudiate coin as a measure of value, and to make a secured paper currency the standard. On the contrary, I belong to that class of persons, who, regarding an exclusive metallic currency as an impracticable thing among an enterprising and commercial people, nevertheless look upon an irredeemable currency as an evil which circumstances may for a time render a necessity, but is never to be sustained as a policy. By common consent of the nations, gold and silver are the only true measure of value. They are the necessary regulators of trade. I have myself no more doubt that these metals were prepared by the Almighty, for this very purpose, than I have that iron and coal were prepared for the purpose for which they are being used. I favor a well-secured convertible paper currency. No other can to any extent be a proper substitute for coin. Of course it is not expected that there shall be a dollar in coin to reserve for every dollar of paper in circulation. This is not necessary. For all ordinary home transactions a paper currency is sufficient, but there are constantly occurring periods when balances between countries, and in the United States between its different sections, must be settled by coin. These balances are insignificant in amount, in comparison with the transactions out of which they arise, and when a vicious system of credits does not too long postpone settlements, they are arranged without disturbing movements of coin. Whenever specie is needed for such a purpose, or for any other purpose, the paper currency of the country should be convertible into it, and a circulation which is not so convertible will not be, and ought not long to be, tolerated by the people. The present inconvertible currency of the United States was a necessity of the war, but now that the war has ceased, and the government ought not to be longer a borrower, the currency should be brought up to the specie standard, and I see no way of doing this but by withdrawing a portion of it from circulation.

THE BUSINESS OF THE COUNTRY IN AN UNHEALTHY STATE.

I have no faith, sir, in a prosperity which is the effect of a depreciated currency, nor can I see any safe path for us to tread but that which leads to specie payment. The extreme high prices which now prevail in the United States is an unerring indication that the business of the country is in an unhealthy condition. We are measuring values by a false standard. We have a circulating medium altogether larger than is needed for legitimate business—the excess is used on speculations. The United States are to-day the best market in the world for foreigners to sell in, and among the poorest to buy in. The consequence is, that Europe is selling us more than she buys of us (including our securities, which ought not to go abroad,) and there is a debt rolling up against us that must be settled, in part at least, with coin. The longer the inflation continues the more difficult will it be for us to get back to the solid ground of specie payments, to which we must return sooner or later. If Congress shall, early in the approaching session authorize the funding of legal tenders, and the work of a reduction is commenced and carried on resolutely but carefully and prudently, we will reach it probably without serious embarrassment to legitimate business; if not we shall have a brief period of hollow and seductive prosperity, resulting in widespread bankruptcy and disaster. There are other objections to the present inflation. It is, I fear, corrupting the public morals. It is converting the business of the country into gambling, and seriously diminishing the labor of the country. This is always the effect of excessive circulation. The kind of gambling which it produces is not confined to the stock and produce boards, where the very terms which

are used by the operators indicate the nature of the transactions, but it is spreading through our towns and into the rural districts. Men are apparently getting rich while morality languishes and the productive industry of the country is being diminished. Good morals in business, and sober, persevering industry, if not at a discount, are considered too old-fogyish for the present times. But I feel that this is not the occasion for croaking, and perhaps I ought to apologize for the train of remarks into which I have been led. Whatever financial troubles may be before us, Fort Wayne will suffer as little from them as any other city in the country. Good financial seed was sown here at an early day. If property is high, there are no incumbrances upon it. If expensive buildings are being erected, the owners are not indebted for them. Business is done here on the cash principle. Our merchants generally buy for cash and sell for cash. We shall doubtless wake up some fine morning and find our property worth apparently a good deal less than than at present, but if we have no debts to pay in a dearer currency than that in which they were contracted, we shall have little to fear from any crisis that may occur.

WISE LEGISLATION NECESSARY.

But, while I feel anxious about the present inflation, and its effects upon the business and morals of the country, I am hopeful that, by wise legislation, we shall escape a financial collapse, and I am confident that a grand future is before the United States. I am hopeful that the currency may be brought up to the specie standard without those financial troubles which have in all countries followed protracted and expensive wars. By the experience of the past four years we are led to the conclusion that our people have a latent power that always manifests itself when required, and is equal to any emergency. I have faith, sir, that as we have, to the astonishment of the world, raised immense armies, larger, I apprehend, than any single nation ever brought into the field, and met the enormous expenses of the war without borrowing from other nations, we shall also be able, without a financial crisis, to fund our surplus currency and interest bearing notes, bring back the business to a specie standard, and place the credit of the country on the most stable and satisfactory basis. If we do this, we shall accomplish what the soundest thinkers in Europe have considered an impossibility, and what no other people but the free and enterprising people of the United States, occupying the grandest country in the world, could accomplish. But should we be disappointed in these hopeful expectations, should no early check be put upon the issues of paper money, should prices still further advance, and speculation be still further stimulated, and the result thereof be extensive bankruptcy, depression, and hard times, the grand destiny of this country and this government will not be affected. The United States occupy the best portion of the temperate zone of a continent, stretching out his arms to Europe on the one side, and Asia on the other, and producing all articles necessary for the subsistence and comfort of the race. If cotton be king, he is, thank God, enthroned again; if bread be king, where should his capital be but in this great valley of the Mississippi? This nation has within itself everything that is needed to make it the greatest among the family of nations. Coal and iron in juxtaposition and inexhaustible supply. Mountains and valleys rich enough in gold and silver to furnish the world, for all time, with what may be needed for circulation and other uses. Copper and lead and other minerals in no less abundance. A soil of wonderful fertility, a climate salubrious and diversified, and, above all republican institutions, and an energetic and again united people.

CAPITAL AND LABOR IN THE SOUTH.

We have, it is true, sir, difficult questions growing out of the war, yet to be settled, but I have an abiding confidence that they will be settled as they come up for settlement, in such manner as will strengthen the Union and add to our national renown. The labor question of the South is one of these questions; but if there be no outside interference, it will not, I apprehend, be a very difficult one. On the contrary, it is quite likely to be a self-adjusting one. The planter needs the labor of his former slaves, and the high price which Southern products will command for years to come will enable him to pay liberally for it. The colored people will soon learn that freedom from slavery does not mean freedom from work. The interests of the two races will not long be antagonistic. The whites will need the labor of the blacks, and the blacks will need employment. There is as much danger to be apprehended from the unwillingness of the latter to labor for a support, as from an indisposition on the part of the former to pay fair wages. Like all other economical questions, it will be settled by the necessities and interests of the parties. Fortunately for the solution of this question, and the well-being of laboring men generally, capital is not supreme in the United States. It does not, as in most other countries, hold labor under its control, and dole out to it just such remuneration only as will make it most productive. Labor is a power in this free country, with its cheap lands, which are within the reach of all industrious men, and dictates terms to capital. There is no part of the world where labor is more needed than in the Southern States, nor where it will soon command better prices. This labor question at the South will, I doubt not, be satisfactorily arranged in due time, for the best interests of all concerned. But I have trespassed too long upon your time. Accept, again, my thanks for your courtesy, and for the attention you have given to my desultory remarks.

SHIPOWNERS' ASSOCIATION—MEMORIAL TO SECRETARY McCULLOCH.—At a meeting of the Shipowners' Association of this city, Wednesday, among other business which came up was the question of the collection of freights upon goods in bond. The following memorial to the Secretary of the Treasury upon this subject was unanimously adopted:

To Hon. Hugh McCulloch, Secretary of the Treasury of the United States:

The memorial of the Shipowners' Association of New York respect-

fully shows: That your memorialists represent to a very large extent the shipowners of the port of New York, in reference to all matters affecting the general interests of commerce, and in their behalf respectfully solicit the aid of the Secretary of the Treasury in securing relief from the hardship caused by the operation of the existing revenue law and regulations, whereby the lien of the shipowners for freight upon goods imported into port is rendered ineffectual, and in many instances, is practically destroyed. The facts to which we invite the Secretary's attention are as follows: The lien of the shipowners for the freight carried on the voyage of importation—a lien recognized in every civilized community—necessarily depends for its validity upon his retaining possession of the goods. This he has a right to do until the lien is discharged by the payment of the freight. But the United States Government, through its revenue officers, for the purpose of securing the payment of duties on the same goods, sends them under "general orders" to the bonded warehouse, where they are held and delivered up to consignees on payment of duties and storage, irrespective of any question of freight. The goods are thus taken out of the possession of the shipowner by the supreme power before his lien is satisfied, and placed entirely beyond his control, and the possession being lost, the lien is also lost. It is true that the great majority of the consignees promptly pay their freight, without reference to the lien; but it is also true that in many instances irresponsible consignees avail themselves of the opportunity afforded by the law of getting their goods out of the public stores on payment of duties and charges only, and thereby evade paying the freight, which is thus wholly lost to the shipowner. The fact that the time when the goods may be withdrawn is uncertain, and the rapidity with which business is transacted, make it impracticable for shipowners to watch the delivery at the Bonded Warehouse, so as to intercept the goods, even if the lien could legally be reinstated by such a process.

Your memorialists submit that, inasmuch as the actual carriage from foreign countries to our own ports is the first step toward the raising of revenue by duties or imports, it is manifestly just and equitable that the carrier's lien for his freight, instead of being embarrassed and defeated by the Government, should rather receive its protection and aid.

In this view, and relying upon the justice and liberality which characterize the present administration of the Treasury Department, your memorialists request that the Hon. Secretary will, either by regulation, or by such recommendation or representation as may properly be made by him to Congress in aid of the passage of a law for this purpose, extend to the shipowners the much-needed relief which they require as above set forth. An effectual remedy would be afforded if the freight due could be paid by the storekeeper on receipt of the goods in store, and added to his charges on the goods, to be collected before or on delivery. Or if notice were required to be given to the shipowner before the withdrawal of the goods by the consignee, so that his claim could be enforced, it being understood and declared that the act of Government in placing goods in store is not to affect the lien for freight. The object, in either case, being simply as a check upon dishonest or irresponsible consignees, and not an interruption to the ordinary course of trade, your memorialists believe that a Treasury regulation or act of Congress securing this result would be cheerfully acquiesced in by the entire commercial community.

THE KETCHUM TRUST SALE.—The following stocks and bonds belonging to the estate of the late firm of Ketchum, Son & Co., were sold at auction on Wednesday last by E. H. Ludlow & Co.:

STOCKS.		Price.		
Shares.				
200	Fourth National Bank..... par	\$100	96½	96¼
804	Mechanics' National Banking Association... par	50	105½	.....
10	Bank of Kentucky..... par	100	95½	.....
17	Farmers' Loan and Trust Company..... par	25	121	.....
260	Cairo City Stock..... par	100	5½	.....
10	Croton Fire Insurance Company..... par	100	50	.....
20	Sterling Fire Insurance Company..... par	100	57	.....
10	Indemnity Fire Insurance Company..... par	100	64½	.....
5	United States Fire Insurance Company..... par	25	118	.....
9	Warren Co. (N. J.) Railroad Company..... par	50	93	.....
100	St. Louis, Alton, and Terre Haute Railroad. par	100	37½	.....
3	Illinois Central Railroad..... par	100	135½	.....
250	Toledo, Wabash and Western Railroad..... par	100	37	.....
43	Marietta and Cincinnati R R, first preferred. par	50	40½	.....
22	Oswego and Syracuse Railroad..... par	50	88	.....
20	Union Pacific R R Scrip, 10 per cent, paid, each	1,000	.....	.....
26	Peoria and Bureau Valley, leased at 7 per cent per annum..... par	100	89	.....
16	Elmira, Jefferson, and Canandaigua Railroad, leased at 5 cent per annum..... par	100	42	.....
35	Stockbridge and Pittsfield Railroad, leased at 7 per cent per annum..... par	100	70	.....
BONDS.				
Bonds.				
3	Warren Co. (N. J.) Railroad 7 per cent 1875. each	\$100	95	.....
2	Lackawanna and Bloomsburg Railroad 7 per ct. 1875..... 1 of 500; 1 of	1,000	95	.....
2	Lackawanna and Bloomsburg Railroad extension, 7 per cent 1885..... 1 of 100; 1 of	500	93	.....
2	Lackawanna and Bloomsburg Railroad income 7 per cent 1867..... 1 of 70; 1 of	140	94	.....
2	West Jersey R R, 6 per cent 1883. 1 of 100; 1 of	500	80	.....
1	Lackawanna and Western 7 per cent 1871.....	1,000	102	.....
2	Springfield City, Illinois, 8 per cent 1878..... each	1,000	90	.....
18	Michigan Central R R, 8 per cent, 1869..... each	1,000	107½	.....
9	United States 6 per cent, 1867..... 3 of 1,000; 6 of	500	119	.....
5	State of Kansas 7 per cent, 1884..... each	1,000	57	.....
50	Des Moines Valley R R, 8 per cent, 1887..... each	1,000	88½	.....
21	Great Western of Ill. R R, 10 per ct., 1868..... each	1,000	98½	98
12	Cleveland, Painesville and Ashtabula (Dividend Bonds) Railroad, 7 per cent, 1880..... each	500	98	.....
25	Cleveland, Painesville and Ashtabula (Special Mortgage Bonds) R R, 7 per cent, 1874..... each	1,000	98	.....
4	Racine and Mississippi Railroad, 8 per cent, 1875, (first division, first mortgage)..... each	1,000	80	.....
4	Racine and Mississippi Railroad (2d Division) 8 per cent, 1876, 1st mort..... each	1,000	61	.....
Also, for account of whom it may concern.				
5	Bonds Toledo, Peoria, and Warsaw Railroad, 7 per cent, 1894..... each	1,000	74	.....
80	Shares Clinton Fire Insurance Company..... par	100	80½	.....

The Bankers' Gazette.

OCTOBER 20, 1865, P. M.

THE MONEY MARKET.—Monetary affairs have been, during the week, in a condition closely bordering upon panic. A combination of causes has tended to produce a greater scarcity of currency than has been experienced at any time since the issuing of legal tenders. The Western banks have had for several days an unusually active demand for money, for purchasing produce, which has compelled them to draw upon their deposits in this city. The flow of currency to the South is also largely increasing. The bears in stocks, in order to embarrass their opponents, have employed every means in their power to produce either an actual stringency or the apprehension of such a condition of things, having withdrawn their balances from the banks and borrowed large amounts of currency to be held off the market. The rapid increase in business operations, and the general extension of manufacturing, have very largely increased the supply of bills offering for discount. The funding loan has withdrawn nearly forty millions of compound interest notes from hoard, causing an equivalent contraction of the circulation, and has, at the same time, induced the hoarding of interest bearing notes heretofore in circulation. These combined sources of demand have operated to produce an extreme stringency; which again intensifies itself by producing a caution under which both banks and individuals seek to increase their reserves of currency, thereby stimulating the contraction of the actual circulation. Some of the banks have been compelled to pay out their compound interest notes, in order to meet the pressing demands of depositors; and, in some cases, legal tenders have been bought at a premium of $\frac{1}{16}$ @ $\frac{1}{4}$ per cent.

On call loans, the rate of interest has ranged nominally at 7 per cent; but, in many cases, a heavy commission has been added. To-day large amounts could be readily loaned to stock firms at 9 per cent. The banks are contracting their loans as much as possible. Private bankers report their Eastern balances drawn down much lower than usual, and those having balances owing from Boston find difficulty in getting them in.

The very active demand for discounts is a prominent feature. Cotton bills, produce commission bills, drygoods commission and grocers paper are accumulating rapidly upon the market. Bankers give these borrowers a preference over stock brokers; but they find it impossible to take one half the quantity of bills offered, and make their selections with unusual care. Prime bills are discounted at 7@8 per cent; second class names vary widely and have to day high rates, viz: 9@15 per cent.

RAILROAD AND MISCELLANEOUS STOCKS.—The derangement in the money market has checked the late active speculation for a rise in stock. Brokers, having found it difficult to borrow, have been compelled to throw a considerable amount of securities on the market, producing a general decline in quotations, ranging from 2 to $6\frac{1}{2}$ per cent. There has been however, no selling to realise money, on the part of the outside public; which has enabled the bull cliques to maintain prices better than they otherwise could. The bears have used every effort to put down prices, so as to enable them to cover their large outstanding "short" contracts; they have been partially successful, and yesterday and to-day have bought quite largely, especially of Erie, Reading, Michigan Southern and Cleveland & Pittsburg, at the same time putting out a considerable line of "short" options of 30 and 60 days. These new sellers' options will encourage the bulls to hold up the market, so as to enable them to sell out, at a profit when the contracts have to be covered. The clique

operating for higher prices are strong, and, if possible, will sustain the market. At the same time, the tone of the market is decidedly in favor of the bear side; and a further decline in prices would seem not improbable from the prevailing tone of monetary affairs. The following have been the closing quotations at the beginning, middle and close of the week:

	Oct. 14.	Oct. 17.	Oct. 20.
Canton Company.....		41 $\frac{1}{2}$	39 $\frac{1}{2}$
Quicksilver.....	49 $\frac{1}{2}$	49 $\frac{1}{2}$	48
Mariposa.....	12	11 $\frac{1}{2}$	11
Cumberland Coal.....	47 $\frac{1}{2}$	45 $\frac{1}{2}$	40
New York Central.....	100 $\frac{1}{2}$	97 $\frac{1}{2}$	94 $\frac{1}{2}$
Erie.....	91 $\frac{1}{2}$	90 $\frac{1}{2}$	86 $\frac{1}{2}$
Hudson River.....	108 $\frac{1}{2}$	106 $\frac{1}{2}$	103 $\frac{1}{2}$
Reading.....	116 $\frac{1}{2}$	115	113 $\frac{1}{2}$
Michigan Central.....		114	114
Illinois Central.....	137 $\frac{1}{2}$	137	132 $\frac{1}{2}$
Cleveland and Pittsburg.....	78 $\frac{1}{2}$	77	72 $\frac{1}{2}$
Northwestern.....	31 $\frac{1}{2}$	30 $\frac{1}{2}$	29 $\frac{1}{2}$
Northwestern preferred.....	66 $\frac{1}{2}$	66	62 $\frac{1}{2}$
Rock Island.....	109	108 $\frac{1}{2}$	106
Fort Wayne.....	101	98 $\frac{1}{2}$	96 $\frac{1}{2}$

The English capitalists visiting the United States in connection with the interests of the Atlantic and Great Western road, have had an interview with the Directors of the Erie road, with a view to making arrangements for double tracking the Erie from New York to Salamanca, and combining the running arrangements of the two roads; the requisite capital to be procured in London. As yet, the negotiations have come to no definite result, but it would seem probable that the project will be consummated.

UNITED STATES SECURITIES.—Governments have been seriously disturbed by the stringency in money and the prospects of the funding process. The news by the Scotia, having excited apprehensions of a decline in Five Twenties at London and a rise in the gold premium on this side, has also produced a disposition to sell Five Twenties. Parties unable to borrow money have thrown their securities upon the market, and banks driven for currency have been compelled to realise upon their Governments. A large supply of Seven Twenties especially has come into the market in this way, producing a decline in the 2nd series to 97—a fall of $1\frac{1}{4}$ since last Friday. The old issue of Five Twenties has declined $2\frac{1}{2}$; new issue, $1\frac{3}{4}$; Ten Forties, $1\frac{1}{2}$, and 1 yr. Certificates, $\frac{3}{4}$.

The decline in Five Twenties has lessened the inducements to subscribe to the funding loan, the subscriptions to which are now reported at \$40,000,000, for the whole country. Compound interest notes also have declined, in sympathy with the discouragements to the funding process.

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

	Oct. 14.	Oct. 17.	Oct. 20.
U. S. 6's, 1881 coup.....	107 $\frac{1}{2}$	107 $\frac{1}{2}$	107
U. S. 5-25's, c. o. iss.....	105 $\frac{1}{2}$	104 $\frac{1}{2}$	103 $\frac{1}{2}$
U. S. 5-20's, c. n. iss.....	102 $\frac{1}{2}$	102 $\frac{1}{2}$	101 $\frac{1}{2}$
U. S. 10-40's, coup.....	93 $\frac{1}{2}$	93 $\frac{1}{2}$	92 $\frac{1}{2}$
U. S. 7-30 Treas. Note 2nd Series.....	98 $\frac{1}{2}$	98	97
U. S. 6's, certif. n. iss.....	98 $\frac{1}{2}$	98 $\frac{1}{2}$	97 $\frac{1}{2}$

GOLD MARKET.—The general tendency of the premium on gold, during the week, has been upward, the lowest price on Saturday last being 144 $\frac{5}{8}$, and the highest yesterday 146 $\frac{7}{8}$. At the same time, the demand for customs has been less than of late, and the exports moderate. Owing to the continued large imports and the high prices of produce here having prevented an increase in the exports, the anticipations of large shipments of specie at no distant date have been revived. The advance in the Bank of England rate of discount to 7 per cent has raised an expectation that English firms here will be called upon for remittances in specie. These are the considerations that have most prominently contributed to the rise in the premium.

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

	Highest.	Lowest.		Highest.	Lowest.
Oct. 14.....	144 $\frac{7}{8}$	144 $\frac{5}{8}$	Oct. 18.....	146 $\frac{1}{2}$	146 $\frac{1}{8}$
Oct. 16.....	145 $\frac{3}{8}$	144 $\frac{1}{2}$	Oct. 19.....	146 $\frac{7}{8}$	146 $\frac{1}{2}$
Oct. 17.....	146 $\frac{3}{8}$	145 $\frac{3}{8}$	Oct. 20.....	146 $\frac{7}{8}$	146

The receipts of specie for Saturday and Wednesday amount to \$785,820.

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

Table with columns: CUSTOM HOUSE Receipts, SUB-TREASURY Payments, Receipts. Rows include Oct. 9 to Oct. 14 and a Total row.

The following table shows the aggregate transactions for each week from the 1st July :

Table with columns: Weeks Ending, Custom House, Sub-Treasury Payments, Receipts, Balances, Changes in Balances. Rows from July 1 to Oct. 14.

FOREIGN EXCHANGE.—There has been an average business in Exchange. —The Scotia's advices temporarily strengthened the rates, but the market has fallen back again, and closes easy.

Table listing exchange rates for Bankers' Sterling, Merchants', and Francs (long and short date) against various locations like Antwerp, Amsterdam, Frankfurt, etc.

NEW YORK CITY BANKS.—The following statement shows the condition of the Associated Banks of the City of New York, for the week ending with the commencement of business on Oct. 14, 1865 :

Large table showing the condition of New York City banks. Columns: Banks, Loans and Discounts, Specie, Circulation, Net Deposits, Legal Tenders. Lists various banks like New York, Manhattan, Merchants, etc.

Summary table of bank transactions. Columns: Bank Name, Amounts. Rows include Central, Second National, Ninth National, etc., and a Totals row.

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

Table showing deviations for Loans, Specie, and Circulation, comparing Dec. and Inc. values.

The decrease of \$8,052,557 in legal tenders is the most prominent feature in the statement,—a change partly attributable to the payment of compound interest notes into the Sub-Treasury for conversion into the 5-20 bonds, and partly to large exports to the South and the West.

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

Table comparing bank statements from July 1 to Oct. 14. Columns: Date, Loans, Specie, Circulation, Deposits, Legal Tenders, Average Clearings.

PHILADELPHIA BANKS.—The following comparative statement shows the average condition of the leading items of the Philadelphia banks for the last and previous weeks :

Table comparing Philadelphia banks' conditions for Oct. 10 and Oct. 17. Columns: Item, Oct. 10, Oct. 17, Dec. change.

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

Table showing Philadelphia banks' conditions from Jan 3, 1863, to Oct 17, 1865. Columns: Date, Loans, Specie, Circulation, Deposits.

BANKS OF TROY—The following is an abstract of the last quarterly returns of the banks of Troy, New York :

Table showing quarterly returns for banks of Troy. Columns: Bank Name, Loans, Circulation, Deposits, Profits.

BANKS OF PITTSBURG, PA.—The following figures show the condition of the twenty banks of Pittsburg, Pa., on the 1st instant, compared with the returns made on the 1st of July last :

Table with 3 columns: Item, July 1, Oct. 1. Rows include Capital, Old circulation, National circulation, Deposits, Loans and discounts, etc.

NATIONAL BANKS.—The following is a list of national banks authorized during the week ending Oct. 14. Those organizations marked with a * represent old banks...

Table with 3 columns: Name, Location, Capital. Lists various banks like Mifflin County, First, Nat. Bank of Fredericksburg, etc.

These banks represent an authorized capital of. \$1,602,400 Previously authorized 399,804,213

The whole number of national banks now authorized is 1,592, with an authorized capital of. 401,406,613 Amount of circulation issued to the national banks for the week ending Saturday, Oct. 13. 3,615,750 Previously 194,182,630

Total. \$197,798,380

The following national banks have been designated by the Secretary of the Treasury as additional depositories of the public money: Central National Bank, Boonesville, Mo. First National Bank, Oshkosh, Wis.

The following comparison shows the progress of the national banks, in respect to number, capital and circulation, from July 1, 1865, to latest dates:

Table with 4 columns: Date, Banks, Capital, Circulation. Shows data for July 1, 15, Aug. 5, 19, Sept. 2, 9, 16, 23, 30, Oct. 7, 14.

FOREIGN BANKING.—The following is the statement of the Bank of England for the week ending Oct. 4, 1865:

Table with 2 columns: ISSUE DEPARTMENT, BANKING DEPARTMENT. Includes items like Notes issued, Government debt, Proprietors' capital, etc.

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

Table with 2 columns: Description, Amount. Lists changes in circulation, deposits, securities, bullion, rest, and reserve.

The following is the return of the Bank of France, made up to Oct. 5th. The return for the previous week is added:

Table with 4 columns: DEBTOR, CREDITOR, Oct. 5, 1865, Sept. 28, 1865. Rows include Capital of the bank, Profits, Reserve, Advances on bullion, etc.

BANK STOCK LIST.

Table with 5 columns: COMPANIES, CAPITAL, DIVIDEND, MARKET. Lists various banks and their stock details like America, American, American Exchange, etc.

NATIONAL, STATE AND MUNICIPAL SECURITIES' LIST.

Table listing National, State, and Municipal Securities. Columns include Denominations, Amount Outstanding, Interest Rate, Payable, Principal Due, Market Bid/Asked, and various interest and maturity details for each security type.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Oct. 20.

The stringency in the money market has had the effect to clog the wheels of trade during the past week, but its most decided effect upon prices has been felt in the markets for domestic produce— Breadstuffs, Provisions, and, finally, Cotton. Foreign merchandise, except dry goods, are in light stocks, and have remained firm. Indeed, we have noticed a considerable business in metals, for arrival, at full prices. Groceries have not been active, but prices are without the slightest yielding. The announcement of shipments of sugars from France to this market has produced no weakness; for Canada, which a short time ago was shipping us sugars, was buying to day in this market.

The decline in cotton and Breadstuffs are elsewhere noticed. The decline in Pork at one time reached six dollars per barrel, but of this decline more than half had been recovered at the close of business to-day. Dressed and live hogs are somewhat lower. Lard declined, and partially recovered. Beef has advanced on speculative demand.

With respect to Pork-packing prospects at the West, we learn that the prices of live hogs at the various markets range from eight to ten cents per pound, with prospects of a late packing season. The packers at the West are doing very little at present, and are the principal speculative buyers of Pork in this market.

Petroleum, having declined, moved actively to-day for export—the shipments to be mainly made from Philadelphia. Hides and Leather, after a long period of dullness, were quite brisk to-day. Fruits and Fish are firm. Building materials show no abatement of the extreme prices lately ruling. The dry weather in the lumber regions will most probably greatly reduce our supply of lumber for the coming season. Freight rates have not been active, but rates for grain have an upward tendency.

The receipts of domestic produce for the week, and since July 1, have been as follows:

RECEIPTS OF DOMESTIC PRODUCE FOR THE WEEK, AND SINCE JULY 1.

Table with columns: This week, Since July 1, This week, Since July 1. Rows include Ashes, pkgs., Breadstuffs, Flour, bbls., Wheat, bush, Oats, Corn, Rye, Malt, Barley, Grass seed, Flaxseed, Beans, Peas, Corn meal, bbls., Corn meal, bags, B. W. Flour, bags, Cotton, bales, Copper, plates, Copper, bbls., Dried fruit, pkgs., Grease, pkgs., Hemp, bales, Hides, No., Hops, bales, Leather, sides, Lead, pigs, Molasses, hhds, Naval Stores, Crude turp bbls., Spirits turpentine, Rosin, Tar, Pitch, Oil cake, pkgs, Oil lard, Oil, Petroleum, Peanuts, bags, Provisions, Butter, pkgs., Cheese, Cut meats, Eggs, Pork, Beef, pkgs., Lard, pkgs., Lard, kegs, Rice, pkgs., Starch, Stearine, Spelter, slabs, Sugar, hhds & bbls, Tallow, pkgs., Tobacco, Tobacco, hhds, Whisky, bbls, Wool, bales.

We give below as a comparative statement the receipts of a few leading articles, per all routes, since Jan. 1, 1865, and for the same period last year:

Table with columns: Since Jan. 1, 1864, Same time 1864, Since Jan. 1, 1865, Same time 1865. Rows include Cotton, bales, Flour, bbls., Corn meal, bbls., Wheat, bush, Corn, Rye, Barley, &c., bush, Oats, bush, Beef, tcs and bbls., Pork, bbls., Bacon, etc., pkgs., Lard, pkgs., Cheese, boxes, etc., Butter, firkins, etc., Rosin, bbls., Crude Turp., bbls., Spirits turp., bbls., Tar, bbls., Rice, tierces, Ashes, pkgs., Tobacco—domes. pkg foreign, do., Tallow, pkgs., Wool, dom., bales, Wool, for., bales, Hops, bales, Whisky, bbls., Leather, sides, " sperm, bbls., " whale, " petrol., " lard, " Whalebone, lbs.

The imports from foreign ports of a few leading articles for the week and since Jan. 1, 1865, and for the same time last year, have been as follows:

Table with columns: For the week, Since Jan. 1, 1864, Same time 1864. Rows include Coal, Cotton, Coffee, Molasses, Sugar, Sugar, bbls & tcs, Sugar, boxes and bags, Teas, pkgs, Wool, bales.

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

Table with columns: Past week, Since Jan. 1, 1864, Same time 1864. Rows include Cotton, Flour, Corn meal, Wheat, bush, Corn, Rye, Beef, tcs. & bbls., Pork, Bacon, Lard, Cheese, Butter, Ashes—Pots, casks, Ashes—Pearls, casks, Beeswax, Hops, Rosin, Crude Turp., Spirits Turpent'e, Tar, Rice, Tallow, Tobacco, Oil—Sperm, gallons, Oil—Whale, Oil—Petrol'm, galls., Oil—Lard, Seed—Clover, Staves, M, Oil Cake, 100 lbs., Whaleb'e, lbs.

EXPORTS

(EXCLUSIVE OF SPECIE) FROM THE PORT OF NEW YORK TO FOREIGN PORTS FOR THE WEEK ENDING OCT. 17, 1865.

Table with columns: Quan. Value, Quan. Value, Quan. Value. Rows include DANISH WEST INDIES, HAMBURG, SEAGRAM, LONDON, QUEENSTOWN, LOUGH FOYLE, BRITISH NORTH AMERICAN COLONIES, HAVRE, MARSEILLES, CUBA, BRITISH WEST INDIES, ROTTERDAM, LIVERPOOL.

Table of Quantities and Values for various goods like Onions, Flour, Hams, etc. organized into columns with 'Quan. Value.' headers.

IMPORTS

OTHER THAN DRY GOODS AND SPECIE) AT THE PORT OF NEW YORK FOR THE WEEK ENDING OCT. 13, 1865.

Table of Quantities and Values for 'OTHER THAN DRY GOODS AND SPECIE' including items like China, Glass, Lac dye, etc.

Table of Quantities and Values for various goods like Cordials, Gin, Porter, Whisky, Wines, etc. organized into columns with 'Quan. Value.' headers.

IMPORTS AND EXPORTS FOR THE WEEK.—The following are the imports at New York for the week ending (for drygoods) Oct. 11, and for the week ending (for general merchandise) Oct. 13 :

FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.

Table comparing foreign imports for the weeks of 1862, 1863, 1864, and 1865, categorized by Dry goods and Gen'l merchandise.

Since Jan. 1.....\$141,324,881 142,989,320 183,395,760 155,101,710

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 October 17th, and since January 1st.

EXPORTS FROM NEW YORK FOR THE WEEK.

Table comparing exports from New York for the weeks of 1862, 1863, 1864, and 1865.

Since January 1..\$119,040,137 138,266,601 179,865,808 127,783,107

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 Oct. 14, 1865 :

Table showing exports of specie (Gold bars, Silver bars, German silver, American gold) for the week ending Oct. 14, 1865.

Oct. 13.—Steamer Lafayette, Havre—

Table listing steamers and their destinations: Steamer Allemania, Hamburg; Steamer City of Washington, Liverpool.

Total for the week.....\$812,120 Previously reported.....\$22,991,855

Total since Jan. 1, 1865.....\$23,803,975

Same time in 1864.....\$35,806,051 1857.....\$33,216,727

berry green Mocha sold at 80s@81 6d, 221 bags Guatemala realised 68s@73s 6d. 5552 bags Santos bought in at 61s@65.

COPPER firm—Tough Cake & Tile £36, Best Selected £89, Sheathing £91, Y. M. Sheathing 8½d

CORN—The market is steady without material alteration in prices. Average price of English Wheat for the week ending 30th ult. was 40s 10d on 73,888 qrs returned. White American Wheat 46s@48s; Winter Red 45s@47s; Spring 44s@46s per qr; American Flour 24s@27s per barrel.

COTTON—The market has fluctuated, and prices at one time during the week gave way about ½d per lb, but to-day there is more animation at full prices. At Liverpool the sales for the week are 179,000 bales; mid Orleans 24½d per lb.

HEMP—Russian dealer; St. Petersburg Clean £31. 10s@£32. Small sales of Sorsogan Manila at £40. 1400 bales fair to good current sold at £36@£37, and holders now ask a further advance.

JUTE—A fair demand at the public sales, and 3260 bales mostly realised at full rates, from £12@£20. 5s for common to good fair. About 12,000 bales sold for arrival from £19 10s@£20. 10s.

SALTPETRE—8000 bags Bengal sold at 23s 3d@23s 9d for 11 to 3½d per cent.

INDIGO—The declarations for the sale to commence 10th October amount to 10,221 chests.

IRON—Welsh firm; rails and bars £7 @ £7 10s f. o. b. in Wales. Scotch pigs 57s 10 for mixed Nos. on Clyde.

LINSEED firm.—Calcutta on the spot commands 61s 6d, and Bombay 63s, with very little to be had at these prices. Two parcels of Archangel, arrived here, sold at 50s per 408 lbs delivered in Hull. For arrival no business in Calcutta or Black Sea; 100 qrs Bombay, September-October shipment, sold at 63s L. A. T. Imports since 1st January 385,861 qrs against 364,396 qrs last year. The quantities afloat from the East Indies by last advices were as follows: Calcutta to London 132,392 qrs against 159,858 qrs in 1864, Calcutta to Liverpool 22,019 qrs against 15,400 qrs in 1864, Calcutta to Hull 33,042 qrs against 19,337 qrs in 1864, Bombay to London 3,846 qrs against 329 in 1864, and Bombay to Liverpool 8,519 qrs against 14,090 qrs in 1864.

LINSEED CAKES.—The market has improved, and the demand has increased.

MOLASSES.—140 puns sold, St. Kitt's at 16s 6d, St. Vincent's at 15s 6d, and Tobago at 13s 6d.

NAVAL STORES.—Spirit's turpentine lower, sellers at 44s 6d on the spot and to arrive. Petroleum 3s 1d refined Pennsylvanian, and £20 quoted for crude now shipping.

LEAD quiet.—Common pig £20.

OILS—Fish: Sperm continues firm, and the nominal quotation is £110, pale seal £46, pale southern £47, cod £49 10s@£50; all the East India offered at £34 10s has changed hands. Linseed: there are buyers on the spot at 37s 6, without sellers under 37s 9d for the next two months' delivery the price is 37s@37s 3d. Rape: the value of English has receded to £47, and of foreign to £47 10s; refined in fair demand at £48 10s@£49 10s; refined cotton is in improved demand at £35 10s@£37 10s, according to quality; Crude £29 10@£30; niger £42, and Madras ground nut £45@46. Olive: large quantities of Mogadore have changed hands at £50, and in some instances £51 is reported paid, there are, however, still sellers at £50 10; Seville sold at £53, Malaga at £53 10s, and a large parcel of Tunis at £52; various cargoes sold c. f. & i. to the U. K. Cocoa nut firm, as importers generally hold for higher prices, and stocks in second hands have met with free buyers at 47s@47s 6d for Ceylon, and 50s for Cochin with customary three month's prompt. Palm firm at 42s for fine Lagos, and palm nut is worth 36s.

RICE quiet. The sales are 2,500 bags Necranzie Arracan 10s 3d. RUM quiet and little doing.

SPICES.—Pepper: Black firmer, 1,000 bags Penang were bought in at 3 3-16d. 400 bags white sold 5½d@5½d for ord Singapore. Ginger: 230 barrels Jamaica brought from 64s@64s for good ord to fair bold, with fine from £5 5s@£8; 220 bags African went at 36s. 150 boxes Cassia Lignia (mouldy) found buyers from 90s@92 for pile 3. 160 pkgs Cassia Vera were bought in from 40s@45s. 50 cases mace were mostly held for 1s 3d for mid.

SUGAR.—The market is quiet but very steady. Of British West India 2,700 hhds sold, including at public sales 366 casks Barbadoes from 35s@41s, 321 casks Jamaica from £2s@36s 6d, 166 casks St. Vincent's from 32s@35s, and 29 casks, 200 barrels Sundries from 33s@33s 6d. 9,196 bags Mauritius were partly disposed of at 32s@39s. 528 bags Bengal good yellow Gurrpattah were brought in at 37s@37s 6d. 3,371 bags Penang found buyers at 34s 6d@35s 6d. 1,015 bags Native Madras sold at 29s 6d@34s 6d. 579 bags Natal sold at 29s@36s. Privately about 6,000 bags Mauritius sold at 28s 6d@41s, also 350 tons Havre at 27s 3d; 1,500 bags grainy Jaggery at 29s 6d, and 700 bags Bengal at 37s 6d@39s 6d. Foreign: 240 hhds, 69 barrels Porto Rico sold at 34s@35s for brown, and 36s@41s for yellow. 72 hhds Cuba Melado sold at 28s 6d. The private transactions comprise: 3,830 boxes Havana at 38s@38s 6d for No. 11½ to 12½; 24,000 bags clayed Manila at 33s 6d@34s; 10,000 bags unclayed ditto at 30s 6d@31s; 900 hhds Porto Rico at 37s 9d@38s; 3,770 bags brown Pernams at 33s; 450 cases brown Bahia at 32s 9d, and 300 hhds Cuba Muscovado at 36s 6d@37s 6d.

TALLOW active, and 48s realised for New St. Petersburg Y. C. on spot or year, 49s December, 49s 9d@50s January to March; for March only there are buyers at 50s, and few sellers under 50s 6d.

SPELTER dull at £21.

TEA.—The public sales this week have been 19,940 pkgs, nearly all, without reserve. In prices no important change. Oolongs still in demand for America at full prices. Common Congou 1s@1s 1d per lb.

TIN.—English firm; blocks 93s, bars 94s, refined 97s, straits 91s@91s 6d.

COTTON.

The market has tended steadily downward since Monday, when the current quotation on the Nova Scotian's news was 62 & 63c.

for middling. The probability of a further advance of the rate of discount by the Bank of England, with its probable effect in Liverpool and Manchester, caused speculative buyers to retire; and under the pressure of a very tight money market prices have given way, and the close last evening was about 4 cents below the highest quotations of Monday.

The receipts at this market are on a very large scale, although not so large for the past week as for the previous week. We see no probability of an early diminution of the receipts. A trade circular estimates the stocks in the shipping ports at about 355,000 bales.

At to-day's market the demand was limited, and prices weak. The following were closing quotations:

	Upland.	Florida.	Mobile.	N.O. & Tex.
Ordinary, per lb.....	48	48	48	49
Good Ordinary.....	51	52	52	53
Middling.....	57	58	58	59
Good Middling.....	59	60	61	62
Middling fair.....	..	..	..	..

The receipts of Cotton at this market for the week ending last evening (Thursday) were as follows:

From	Bales.	From	Bales.
New Orleans.....	5,261	Charleston.....	2,661
Galveston.....	1,612	North Carolina.....	1,597
Mobile.....	7,350	Norfolk, &c.....	1,232
Florida.....	176	Per Railroad.....	4,304
Savannah.....	3,413	Foreign ports.....	20
Total for the week.....			27,626
Previously reported.....			309,699
Total since July 1st.....			337,325
Same time last year.....			58,895

The exports last week were as follows:

To	Bales.
Liverpool.....	7,611
Havre.....	689
Hamburg.....	249
Total for the week.....	8,549
Previously reported.....	57,333
Total since Jan. 1.....	65,887
Same time last year.....	3,296

NEW ORLEANS COTTON STATEMENT, OCT. 10.

	Bales
Stock on hand Sept. 1, 1865.....	83,239
Received past three days.....	16,235
Received previously.....	97,738—
	113,973
Exported past three days.....	8,149
Exported previously.....	74,167—
	82,316
Stock on hand and on shipboard.....	114,896

The following are the comparative arrivals, exports and stocks of Cotton at New Orleans for ten years, from Sept. 1, each year, to Oct. 10:

	Arrivals.	Exports.	Stocks.
1865.....	113,973	82,316	114,896
1864.....	5,664	5,895	4,344
1863.....	7,536	6,523	..
1862.....	237	933	..
1861.....	1,789	..	11,907
1860.....	228,620	89,165	212,389
1859.....	272,636	118,645	180,013
1858.....	206,936	89,159	148,028
1857.....	141,569	36,689	112,201
1856.....	202,559	64,016	145,533

MOBILE COTTON STATEMENT, OCT. 6.

	Bales.
Stock on hand 1st September, 1865.....	21,290
Received this week.....	12,016
Received previously.....	55,546—
	67,592
Total.....	91,882
Exported this week.....	9,105
Exported previously.....	26,379
Burned Oct. 5th and 6th (about).....	3,390
	38,874
Stock on hand and on shipboard, not cleared, Oct. 6, 1865..	53,008

SAVANNAH COTTON STATEMENT, OCT. 13.

	Uplands.	Sea Island.	Domestic.
Stock Sept. 1.....	3,724	281	236
Received this week.....	3,318	383	310
Received previously.....	21,542	1,215	1,467
Total.....	28,584	1,879	3,013
Exported since Sept. 1.....	27,022	1,693	2,856
Stock Oct. 13, 1865.....	1,562	186	167

CHARLESTON COTTON STATEMENT, OCT. 12.

	Sea Island.	Upland.
Stock on hand Sept. 1, 1865.....	362	1,610
Received from Sept. 1 to Oct. 4, 1865.....	333	9,173
Receipts from Oct. 5 to Oct. 11.....	150	1,556
Total receipts.....	845	12,339

EXPORTS.

Exports from Sept. 1 to Oct. 5, 1865.....	695	8,915
From Oct. 6 to Oct. 12, 1865.....	121	1,568
Total exports.....	816	10,483
Stock Oct. 12.....	29	1,856

GALVESTON COTTON STATEMENT, SEPT. 30.

	This Year.	1860-61.
Stock on hand Sept. 1, 1865.....	13,857	3,168
Received at this port this week.....	3,214	4,409
Received previously.....	10,016	11,253
Received at other ports.....	2,933	980
Total.....	30,020	19,810
Exports.....	17,610	7,657
On hand and on shipboard not cleared.....	12,410	12,153

LIVERPOOL.—The following is from the weekly report of the Liverpool Brokers Cotton Circular, for the week ending Oct. 5.

The official declaration of the Stock last Friday, proving that all the Cotton reported for Spinning and for Export throughout the last quarter had actually gone forward for consumption, and the figures confirming the previous estimate and showing so very limited a supply on hand, caused renewed animation in the Cotton market, and a large business was done at decidedly advancing rates. On Saturday the sales were unusually extensive, with prices still rising, and on Monday also a large business was done at extreme quotations, the advance in the Bank rate to 5 per cent having been too generally anticipated to have much influence. On Tuesday and Wednesday the comparatively quiet state of the Manchester market was followed by a reaction in Liverpool and some irregularity and decline. Yesterday the market opened with fresh activity and enhanced quotations, and 20,000 bales were sold, but after the announcement of the further advance of the Bank rate to 6 per cent business was checked and prices became weaker.

Extensive transactions in Sea Island have again been effected, and quotations of the higher grades are raised 2d, and of the lower 1d per lb.

American, continuing scarce and in general request, advanced fully 3d per lb up to Monday, but closed about 1d below the highest point.

The excited demand caused an advance in Brazil of fully 3d per lb, and the quotations are still 2½d to 3d over those of last week.

Egyptian has fully shared in the fluctuation of the market, having attained an advance of 3½d per lb in the early part of the week, but closing at not more than 2½d per lb above last Friday's quotations.

The supply of Smyrna has been limited, and prices advanced 2d to 3d per lb, closing about 2d above last week.

Attention has been much directed to East India descriptions, which advanced 3d per lb in almost all kinds; the extreme quotations current on Monday are not now obtainable within ½d to 1d per lb, but the supply is limited, especially in the medium qualities with staple. Bengal and Scinde are about 2d to 2½d higher, but also close flatly.

China and Japan are very scarce at 2d to 2½d advance, and are held with great firmness.

"To arrive" the transactions have been very numerous and extensive, at prices quite up to the advance upon the spot, but closing easier. The latest quotations were yesterday for Pernam, first quality, ship named 23d per lb—Maceio, fair average, ship named 21½d—Egyptian, fair open, at sea 23d; ship named 22½d and 23½d—middling fair, shipping or shipped 22d; new, fair open, December or January shipment 22½d—Oomrawutte, fair and fair new merchants, July sailing 17d; fair new merchants, July 17½d; ship named 16½d—Western Madras, fair, June sailing 16½d—Tinnivelly Madras, fair, September shipment 15½d—Bengal, fair new merchants, August sailing 12d per lb.

The sales of the week amount to 179,190 bales, including 98,800 on Speculation, and 10,290 declared for export, leaving 70,100 bales to the Trade.

The sales to-day will probably amount to fully 20,000 bales at advancing prices.

The actual export this week is not deducted from Stock, as it was not included in the Stock declared on 29th ult.

The following statistics of the Liverpool market, are in lieu of our regular figures which having been discovered to be erroneous at the last moment in Liverpool, were withdrawn:

The imports, &c., into Great Britain during the first nine months of the year were as follows:—

	Import.			Home Deliveries.		
	Amer.	E. I.	Total.	Amer.	E. I.	Total.
1865.....	202	1,063	1,265	169	843	1,012 m.b
1864.....	160	1,375	2,024	131	650	1,170 "

	Export.			Stock 30 Sept.		
	Amer.	E. I.	Total.	Amer.	E. I.	Total.
1865.....	36	509	545	21	213	304 m.b
1864.....	45	473	518	23	505	597 "

and the comparative weekly deliveries were

	American.	Brazil.	W. In.	E. Ind.	Mediterran.	Total.
1865.....	3,354	4,128	3,733	21,616	5,729	39,530 bales,
1864.....	3,355	3,181	2,078	16,672	4,698	29,984 "

The average weekly consumption of 1864 was

	American	Brazil.	W. In.	E. Ind.	Mediterran.	Total.
1864.....	8,053	2,995	2,029	18,438	4,378	30,893 bales.

QUOTATIONS.

	Ordinary.	Fair.	Good,
	Middling.	Good fair.	Fine.
Sea Islands.....	32d@35d	42d@50d	56d@63d
Uplands.....	21 @24	.. @..	.. @..
Orleans & Mobiles.....	21 @24½	25½@..	.. @..

BREADSTUFFS.

THE deliveries at this market are interrupted by a serious break in the Erie Canal, west of Rochester; an unfortunate event that is likely to still further reduce the supplies that are to come forward through that channel.

The deliveries at and shipments from the principal upper lake markets, are, as will be seen by the statistics below, largely in excess of last year; and but for the interruption of navigation on the Erie Canal, we should have reason to expect such liberal deliveries at this market as would depress prices to export figures.

Notwithstanding the limited quotations of Flour and Wheat on the market, prices have materially declined, and close very unsettled. This is owing to the state of the money market here and at western financial centres. The leading receivers at this market are reducing their advances on consignments, and otherwise lending their influence against the late high prices. Some grades of flour have declined nearly a dollar a barrel, and wheat about ten cents per bushel. There is as yet no export movement in flour and wheat, but there are steady shipments of corn.

Next week there will be large arrivals from the break in the canal, when the strength of our market will be fully tested.

At to-day's market, Flour and Wheat were dull, and prices very irregular; Corn rather firmer, and Oats firm.

The following are closing quotations:

Flour, Superfine State and Western... per bbl.	\$7 70 @	\$8 00
do Extra State.....	8 00 @	8 50
do Shipping Roundhoop Ohio.....	8 75 @	9 00
do Extra Western; common to good.....	8 25 @	11 40
do Double Extra Western and St. Louis.....	11 50 @	16 00
do Southern, supers.....	9 40 @	11 40
do Southern, fancy and extra.....	11 50 @	16 00
do Canada, common to choice extra.....	8 25 @	12 25
do Rye Flour, fine and superfine.....	6 50 @	7 00
do Corn meal, Jersey and Brandywine.....	4 85 @	5 10
Wheat, Chicago Spring..... per bushel	1 65 @	1 73
do Milwaukee Club.....	1 67 @	1 75
do Red Winter.....	2 00 @	2 20
do Amber Michigan, &c.....	2 25 @	2 30
Corn, Western Mixed.....	75 @	88
do Western White.....	.. @	..
do Western Yellow.....	.. @	90
do Southern Yellow.....	.. @	..
do Southern White.....	.. @	..
Rye, Western.....	.. @	..
do North River.....	1 15 @	1 18
Rye, Canada.....	1 18 @	1 20
Oats, Western.....	50 @	60
do State.....	58 @	60
do Canada.....	.. @	..
Barley.....	1 10 @	1 28
do Malt.....	1 40 @	1 50

CHICAGO.—The following table shows the receipts during the past week, and since Jan. 1, compared with the receipts during the corresponding week in 1864—

	Week, 1865.	Week, 1864.	Season, 1865.	Season, 1864.
Flour, bbls.....	50,596	15,026	818,018	952,376
Wheat, bu.....	414,567	196,913	6,314,533	9,500,522
Corn.....	889,949	138,082	21,910,402	12,135,573
Oats.....	377,553	436,300	7,024,979	10,406,430
Rye.....	74,684	27,960	799,459	790,925
Barley.....	137,843	29,479	745,650	602,202

The following table shows the shipment during the week, and since Jan. 1, compared with the corresponding week in 1864—

	Week, 1865.	Week, 1864.	Season, 1865.	Season, 1864.
Flour, bbls.....	33,619	30,466	746,407	950,407
Wheat, bu.....	260,059	291,675	5,139,597	8,774,309
Corn, bu.....	577,284	139,725	20,529,868	11,227,486
Oats, bu.....	416,748	546,087	6,910,995	9,533,349
Rye, bu.....	46,157	41,857	264,367	562,597
Barley, bu.....	3,006	20,400	133,386	135,650

MILWAUKEE.—The following table exhibits the receipts of flour and grain by rail and lake, for the week ending Saturday, October 14th, and the corresponding time last year:

	Flour, bbls.	Wheat, bus.	Oats, bus.	Corn, bus.	Barley, bus.	Rye, bus.
Total.....	17,049	829,022	27,110	6,914	5,748	5,412
Cor. time '64.....	4,152	109,093	20,068	2,101	1,730	5,558

Receipts and Shipments of flour and grain since January 1st, and the corresponding time last year, were;

	Receipts		Shipments	
	Since Jan. 1.	S't'e '64.	Since Jan. 1.	S't'e '64.
Flour, bbls.....	246,203	238,031	357,989	263,909
Wheat, bu.....	7,734,312	7,922,769	6,951,680	7,985,983
Oats, bu.....	434,996	787,069	238,716	597,564
Corn, bu.....	203,297	407,510	59,519	167,213
Barley, bu.....	93,225	61,590	21,775	12,115
Rye, bu.....	95,533	133,702	6,595	1,789

WEEKLY RECEIPTS AT LAKE PORTS.—The following will show the weekly receipts of Flour and Grain at the places indicated for the week ending Oct. 14 :

	Flour, bbls.	Wheat, bushels.	Corn, bushels.	Oats, bushels.	Barley, bushels.	Rye, bushels.
Chicago.....	56,596	414,567	891,959	377,553	137,848	74,714
Milwaukee....	17,058	850,022	6,914	27,110	5,414	5,784
Toledo.....	34,620	80,061	70,124	11,270	750	6,539
Detroit.....	30,899	92,640	3,415	638	546	....
Cleveland.....	7,133	51,531	8,841	23,215	66,259	....
Totals.....	140,305	1,494,821	981,283	439,786	210,817	87,001
Previous week..	129,436	1,283,987	1,073,575	452,477	82,468	60,334

EASTWARD MOVEMENT OF FLOUR AND GRAIN.—The following will show the shipments of Flour and Grain from the ports of Chicago, Milwaukee, and Toledo, for the week ending Oct. 14, and destination :

	Flour, bbls.	Wheat, bushels.	Corn, bushels.	Oats, bushels.	Barley, bushels.	Rye, bush.
To Buffalo.....	46,749	763,065	478,625	386,950	....	41,150
Oswego.....	....	77,600	43,125	....	....	....
Pt. Colborne..	1,647	31,150	16,015	....	....	200
Ogdensburgh..	5,493	26,306	26,250	....	....	....
Dunkirk.....	10,119	....	....	....	....	....
Cleveland.....	....	3,200	....	....	....	....
Saganaw.....	50	....	....	3,000	....	....
Collingwood..	....	....	29,525	....	....	....
St. Cath's....	....	85,000	....	....	....	....
Goderich.....	....	....	....	....	....	....
Sarnia.....	7,579	10,000	....	....	....	....
Kingston.....	....	116,417	21,200	....	....	121
Montreal... ..	5,484	8,500	....	....	....	....
Other ports..	1,047	16,003	25,400	19,288	....	....
By Railroad....	13,736	33,724	2,859	11,450	3,106	4,801
Totals.....	91,906	1,120,965	642,999	420,778	3,106	46,272
Previous week..	95,513	742,966	1,118,850	329,935	4,746	44,493

LIVERPOOL.—Dates are to the 7th October. We quote :

The same unprecedentedly fine Autumn weather continues; and the want of water is beginning to be seriously felt by millers; thus the demand is thrown more upon flour than wheat. Large contracts for French flour sold f. o. b. are now maturing, and it seems to be thought that there will be difficulty in finding the goods to ship. There are at sea from New York to this port about 12,000 quarters wheat and 27,000 quarters Indian corn.

Tuesday's market was rather quiet, but as there is so little wheat and flour offering extreme prices were paid. Indian corn declined 3d per cental.

To-day's market was quiet but very strong. Wheat sold in retail at very full prices, 9s 6d @ 9s 8d for Milwaukee, 9s 10d asked for fair Amber, 9s 11d paid in small quantities for winter and 10s for Philadelphia. Flour in moderate request without change in prices, 24s 6d @ 25s 6d is the nominal value of Western, of which, however, there are scarcely any here. In Indian corn a fair business was transacted at 28s 9d @ 29s, being rather lower.

QUOTATIONS.

Wheat, per 100 lbs.	s.	d.	s.	d.
“ Milwaukee and Amber Iowa.....	9	6	9	10
“ red Winter	9	8	9	11
“ red Southern	9	10	10	0
“ white Western.....	10	2	10	4
“ white Southern.....	10	6	10	9
Flour, per barrel of 196 lbs.				
“ Western canal, extra.....	25	0	26	0
“ Canada, superfine.....	26	0	27	0
“ Phil., Baltimore, and Ohio, super.....	24	0	26	0
“ “ extra.....	27	0	28	0
“ Sour and partial.....	22	0	24	0
Indian corn, per quarter of 480 lbs.				
“ white.....	32	0	33	0
“ Mixed and yellow.....	28	9	29	3
Average price of wheat.....	40	10		
“ Last year's	40	11		
Last week's deliveries from farmers			73,888	qrs.
Corresponding week last year			82,835	“

FOREIGN IMPORT THIS WEEK.

	Wheat, Qrs.	I corn, Qrs.	Flour, Brls.	Sacks.
America and Canada... ..	....	20,098	350	....
Europe, etc.....	11,212	6,018	704	5,494
	11,211	26,116	1,054	5,494
Since 1st September, 1865..	45,301	92,629	5,013	35,942
Same time 1864.....	286,294	94,138	81,826	650

THE DRY GOODS TRADE.

The high price of cotton at the close of last week caused a still further advance in most standard cotton goods, and prices ran up

one or two cents in the early part of this week. The decline in cotton and the better time making by the mills, with an increase of water, is having a depressing effect upon dry goods, and the tone of the market is easier. Trade is unusually quiet at this time and figures nominal. Goods are accumulating steadily and the demand lighter. Jobbers are doing a quiet business, buyers seeming determined to wait for a concession from the present very high figures before buying, except for immediate consumption. There has been an unusually large amount of foreign goods thrown upon the market, which indicates that prices have reached their highest figure. The result of this is that Domestic are for the moment neglected, and with a better supply and lower cotton market there must be a concession.

BROWN SHEETINGS AND SHIRTINGS are higher than last week for standard goods, but the rise does not seem to be on a firm basis and the market is shakey, with but a quiet demand. Should cotton still go down these goods will fall. Brown goods are now held at 37 cents for standard grades. Atlantic A. P. A. A. H. & P. H. are held at 37 cents, as are Amoskeag Standards. Appleton Bs, Pocassett Canoe K, Lawrence C. and Stark A, Amory and Indian Head A are held at 38 cents. Indian Head E 48 inch at 57½, B 30 inch 32 and Nashua A 36. Pocassett Canoe 39 inch 41; do family cottons ¾ 32½, Appleton C 32½, D 34, Shirts E 28, Augusta Mills 35, ¾ do 30. Indian Queen 30. Pittsfield A 31, Rocky Point Sheetings 33, Bristol 29, Washington heavy, 34, Griswold 22½, Warren 36, Centra Mills 27, Boston 32, Merrimack 30, Indian Orchard W 30, B B 32½, C 35, N 36, A 38, S 35. Atlantic heavy Shirts 30 inch 31½, do A G 30, do fine Sheetings 36½ inch 37, do Shirts 35.

BLEACHED SHEETINGS and SHIRTINGS are in less demand and prices are easier, owing to a better supply, and the presence of a large amount of foreign goods. The price of bleached goods has been relatively higher during the season, and now the goods are returning to their proper place in the market. The finer grades are still sold ahead of the supply, and there are but few goods in the market. White Rocks are held at 50, Aquidnecks 4-4 37½, Attaugan XX 47½, do water twist 52, Bedford O 28, Uxbridge imperial 42½, Palace Medal 42, Gold Medal 42½, Ann Swanscott 4-4 42½; O. J. Rathbun ¾ 40, Social Mill 4-4 45, do ¾ 35, Manville R 42½, XX, 44, Narragansett A 45, do B 41½, Lackawasset 4-4 41.

TICKINGS are quiet but steady, with nothing of importance to note from last week. The supply is increasing, and in some instances prices are reduced. Amoskeag A C A's are held at 82½; A, 32 inch, 67½, B 57½, C 52½, D 47, Willow Brook, 7-8, 70, and 44, 90; Atlantic, 7-8, 50; Concord, 4-4, 41; Passaic, 7-8, 36; Pacific extra 52½, West Branch 50, No. 2 42½, Windsor, 7-8, 38; Henry Clay 35; Pontiac, A heavy, 62½; B heavy, 7-8, 52½; Locust Grove, 4 4, 65; do., 7-8, 52½.

STRIPES and CHECKS are in greater abundance, but prices are steady. Simpson & Son, No. 18, 46, Louisiana plaids 34, Ringold fast plaids 34, Taylor 34, Roanoke checks 35.

DENIMS are quiet, very, and there is an abundant supply on hand, though prices are steady. Amoskeag D, 28 inch, sell at 65, Arkwright blue 45, brown 43, Madison brown and Providence blue 29.

CORSET JEANS are quiet at nominally the same figures. New Market and Indian Orchards sell at 32½.

DRILLS are in steady though quiet demand, and prices a shade easier. India are held at 36, Amoskeag brown 37, Live Oak 32.

CANTON FLANNELS are in quiet demand, with few goods in market.

PRINTING CLOTHS have been active until the present, when the decline in cotton caused a dullness in the market. About 95,000 pieces were sold, mostly for future delivery, 64x64 on hand brought 32 cents.

PRINTS are in better supply and the demand is quiet. Jobbers look for a concession in prices, and are buying but just sufficient for immediate wants. A slight concession would cause a brisk business at this time. Merimacks are held at 34 for W, and 32 for D. American Print Works madder 31, do. blockers 32, black and white 31, Garners 32, Amoskeag pinks 31, purple 30, dark and lights 29, mournings 28, Swiss ruby 30, Duchess B 27, Lowell dark and light 27½, Wamsutta 25, Columbia full madders 28, Concord purples 30, Glen Gove full madders 23, Wauregan fancies 31, rubies 32, pinks 32, purples 32, Green Co. fancies 31, rubies 32,

Sprague's madders and rubies 32, blue and white 33, blue and orange 34, pinks and purples 33, shirting prints 35.

GINGHAMS are less active, with no change in prices from last week. Glasgow sell at 35, Louisiana plaids 24, Lancaster 36.

MOUSLIN DELAINS are steady. A lot of 150 cases of inferior goods have been sold during the week by a leading jobber at 31c. Manchesters are held at 35c, all wool 55c.

WOOLEN GOODS are steady, and for dark seasonable goods quite firm. Other styles are in less demand, and rates are a trifle easier. For cloths, cotton warps are held \$2.60 for No 1, \$2.50 for No 2, and \$2.40 for No 3. Utica all wool beavers bring \$3.50 for light, and \$4.00 for heavy. For cassimeres and satinets—Milville bring \$2.25 for all wool, and \$2.25 a \$2.75 for silk mixtures; Dighton do \$2.75 for plain and fancy; Merchants' Woolen Co.'s do \$2.62 1/2 for 3-4 and \$5 25 for 6-4. Shaw's diagonal cassimeres at \$1.75 for red mixed, do doeskins \$1.65; Rochester grey \$1.50, plough, loom, and anvil 70c. Suffolk mills fancy cassimeres \$1.50 a \$3.00, 6-4 tricots \$2.75 for black, and \$3 for brown.

FOREIGN GOODS are abundant, and prices have fallen off for most styles. They can be afforded for less money than is asked for domestics, and are selling more actively.

At an auction sale by Messrs. Haggerty & Co., on Tuesday, there was a catalogue of French merinos, fancy dress goods, silks, etc., offered, a large proportion being from invoices recently received and in seasonable styles. There was a good company present, but the bidding was not very spirited, and the prices obtained generally showed a decline from recent sales. Fine black alapaca brought 32 1/2 a 33 1/2 c, 40-inch colored coburgs 63a65c, silk stripes 28a29 1/2, silk Paris poplin 33a37 1/2, all wool Saxony plaid 49a50, plaid fancy mohairs 20a22, high colored Tartan check 31a32, silk figured poplin 39a41, silk plaid poplins 37 1/2 a 40, 3-4 black check mohair challies 35a36 1/2, 8-4 black crape 66a70, black bombazines \$1 05 a 1 30, 22-inch black lustrines 67 1/2 a 71, 28-inch do. \$1 05.

IMPORTATIONS OF DRY GOODS AT THE PORT OF NEW YORK.

The importations of dry goods at this port for the week ending Oct. 19, 1865, and the corresponding weeks of 1863 and 1864, have been as follows:

Table with columns for 'ENTERED FOR CONSUMPTION FOR THE WEEK ENDING OCT. 19, 1865.' and sub-columns for 1863, 1864, and 1865. Rows include Manufactures of wool, cotton, silk, flax, and Miscellaneous dry goods.

Table with columns for 'WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET DURING THE SAME PERIOD.' and sub-columns for 1863, 1864, and 1865. Rows include Manufactures of wool, cotton, silk, flax, and Miscellaneous dry goods.

Table with columns for 'ENTERED FOR WAREHOUSING DURING THE SAME PERIOD.' and sub-columns for 1863, 1864, and 1865. Rows include Manufactures of wool, cotton, silk, flax, and Miscellaneous dry goods.

DETAILED STATEMENT.

The following is a detailed statement of the movement the past week ending Oct. 19, 1865:

Table with columns for 'ENTERED FOR CONSUMPTION.' and sub-columns for MANUFACTURES OF WOOL, MANUFACTURES OF COTTON, and MANUFACTURES OF SILK. Rows list various goods like Woolens, Cloths, Carpets, Blankets, Shawls, etc.

Table for MANUFACTURES OF FLAX. Rows include Linens, Laces, Hdkfs, Thread, Hemp yarn.

Table for MISCELLANEOUS. Rows include Leath gloves, Kid gloves, Matting, Clothing, Embroideri's, Millinery, Corsets, Straw goods, Feath & flow, Susp & elast.

Table for WITHDRAWN FROM WAREHOUSE. MANUFACTURES OF WOOL. Rows include Woolens, Cloths, Carpeting, Blankets, Worstedes, Cot & wos'd.

Table for MANUFACTURES OF COTTON. Rows include Cottons, Colored, Spool.

Table for MANUFACTURES OF SILK. Rows include Silks, Silk & Wors, Ribbons, Silk & Cot, Laces.

Table for MANUFACTURES OF FLAX. Rows include Linens, Hdkfs, Thread.

Table for MISCELLANEOUS. Rows include Clothing, Suspenders, Embroidery, Straw goods.

Table for ENTERED FOR WAREHOUSING. MANUFACTURES OF WOOL. Rows include Woolens, Blankets, Carpeting, Shawls, Worstedes, Hose, Braids & bds, Wors. Yarn, Cot. & worst.

Table for MANUFACTURES OF COTTON. Rows include Cottons, Colored, Prints, Spool, Emb. Mus, Gloves, Hose, Laces, Braids & bds, Hdkfs.

Table for MANUFACTURES OF SILK. Rows include Silks, Crapes, Velvets, Ribbons, Laces, Gloves, Cravats, Hdkfs, Hose, Braids & bds, Silk & Wors, Do. & Cot.

Table for MANUFACTURES OF FLAX. Rows include Linens, Thread, Laces & cott, Hdkfs.

Table for MISCELLANEOUS. Rows include Leath.gloves, Embroid'ies, Suspenders.

THE CATTLE MARKET.

FRIDAY, October 20, 1865, P. M.

The offer of beef cattle fell short of last week by a thousand head, but as the quality is fair and the number of good stock limited, prices of the latter remains nearly the same, while common stock was easier. The best cattle sold at 13c per lb, good to choice 16 1/2 c, to 17 1/2 c, fair 12 1/2 c to 15 1/2 c, and common at 9c to 11 1/2 c. A few cattle of very choice grade were reported above our top figure, but the report needs confirmation.

At the close business was very dull, as there were no fresh arrivals, and the few cattle left in second hands sold at Monday's prices.

Milch cows were in good demand, and brought fully the rates quoted last week, viz.: \$125 to \$150 for the best, and down to \$40 for poor, thin animals.

Veal calves suffered a further decline, caused by the large receipts, and decreased demand, the market closing at 10 to 12 cents for common to good, and 12 1/2 to 13 1/2 cents for good to prime, and 13 1/2 c to 14c for extra.

Sheep, though plenty and dull at the opening, closed with rather a short supply and a brisk inquiry, at an advance of half a cent on the prices of last week, namely, at 8 1/2 cents for extra, 6 1/2 to 8 1/2 cents for good to prime, 5 1/2 to 6 1/2 cents for common to good.

Lambs also improved, and sold readily as high as 10 1/2 cents per pound.

Swine, however, were lower, partly owing to the increased receipts and partly to the poorer quality of the offering. Corn-fed sold at the close at 13 1/2 to 14 1/2 cents for live, and 16 1/2 to 17 1/2 cents for dressed.

The receipts for the week were 5,909 beeves, 105 cows, 1,967 veals, 22,529 sheep and lambs, and 1,900 swine, showing a decrease from last week of 1,014 beeves, and 4,841 sheep and lambs, and an increase of 8 cows, 231 veals, and 2,000 swine.

PRICES CURRENT.

WHOLESALE.

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

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

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

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

Ashes—Duty: 15 cent ad val. Produce of the British North American Provinces, free. Pot, 1st sort. 7 87 1/2 @ 8 00 Pearl, 1st sort. @ ..

Anchor—Duty: 2 1/2 cents per lb. Of 209 lb and upward 12 @ ..

Beeswax—Duty, 20 cent ad val. American yellow. 49 @ 50

Bones—Duty: on invoice 10 cent. Rio Grande shin. 35 00 @ ..

Bread—Duty, 30 cent ad val. Pilot 5 1/2 @ .. Navy 4 1/2 @ .. Crackers 10 @ 15

Breadstuffs—See special report.

Bristles—Duty, 15 cents; hogs hair, 1 per lb. American, gray and white. 60 @ 2 25

Butter and Cheese.—Duty: 4 cents. Produce of British North American Provinces, free. The market for butter has been firm during the week. Cheese is steady.

Table listing various types of butter and cheese with their prices. Includes items like N. Y. Welch tubs, Farm dairies, English dairy, Vermont dairy, etc.

Table listing various types of candles with their prices. Includes items like Sperm, Refined sperm, Stearic, Adamantine.

Table listing various types of cement with their prices. Includes item like Rosendale.

Table listing various types of chains with their prices. Includes item like One inch and upward.

Table listing various types of coals with their prices. Includes items like Liverpool Orrel, Nova Scotia, Anthracite.

Table listing various types of cocoa with their prices. Includes items like Caracas, Maracaibo, Guayaquil.

Table listing various types of coffee with their prices. Includes items like Rio, prime, duty paid, do good, do fair, do ordinary, do fair to good cargoes, Java, mats and bags.

Table listing various types of native ceylon goods with their prices. Includes items like Maracaibo, Laguayra, St. Domingo.

Table listing various types of copper with their prices. Includes items like Copper—Duty, pig, bar, and ingot, 2 1/2; old copper, 2 cents per lb; manufactured, 30 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 listing various types of cordage with their prices. Includes items like Cordage—Duty, tarred, 3; untarred Manila, 2 1/2; other untarred, 3 1/2 cents per lb.

Table listing various types of corks with their prices. Includes items like Regular, quarts; Short Tapers; Mineral; Phial.

Cotton—See special report.

Table listing various types of drugs and dyes with their prices. Includes items like 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, 20 cent ad val; Balsam Capiivi, 20; Balsam Tolu, 30; Balsam Peru, 50 cents per lb; Calisaya Bark, 30 cent ad val; Bi Carb. Soda, 1 1/2; Bi Chromate Potash, 3 cents per lb; Bleaching Powder, 30 cents per 100 lb; Refined Borax, 10 cents per lb; Crude Brimstone, \$6; Roll Brimstone, \$10 per ton; Flor Sulphur, \$20 per ton, and 15 cent ad val; Crude Camphor, 30; Refined Camphor, 40 cents per lb; Carb. Ammonia, 20 cent ad val; Cardamoms and Cantharides, 50 cents per lb; Castor Oil, \$1 per gallon; Chlorate Potash, 6; Caustic Soda, 1 1/2; Citric Acid, 10; Copperas, 1/2; Cream Tartar, 10; Cubebs, 10 cents per lb; Cutch, 10; Chamomile Flowers, 20 cent ad val; Epsom Salts, 1 cent per lb; Extract Logwood, Flowers Benzola and Gamboge, 10 cent; Ginseng, 20; Gum Arabic, 20 cent ad val; Gum Benzoin, Gum Kowrie, and Gum Damar, 10 cents per lb; Gum Myrrh, Gum Senegal, Gum Geeda and Gum Tragacanth, 20 cent ad val; Hyd. Potash and Resublimed Iodine, 75; Ipeacac 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 cent ad val; Opium, \$2 50; Oxalic Acid, 4 cents per lb; Phosphorus, 20 cent ad val; Pruss. Potash, Yellow, 5; Red do, 10; Rhubarb, 50 cents per lb; Quicksilver, 15 cent ad val; Sal Eratus, 1 1/2 cents per lb; Sal Soda, 1/2 cent per lb; Sarsaparilla and Senna, 20 cent ad val; Shell Lac, 10; Soda Ash, 1/2; Sugar Lead, 20 cents per lb; Sulph. Quinine, 45 cent ad val; Sulph. Morphine, \$2 50 per oz; Tartaric Acid, 20; Verdigris, 6 cents per lb; Sal Ammoniac, 20; Blue Vitriol, 25 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 listing various types of drugs and dyes with their prices. Includes items like Acid, Citric; Alcohol; Aloe, Cape; Aloe, Socotrine; Alum; Annato, fair to prime; Antimony, Regulus of; Argols, Red; Argols, Refined; Arsenic, Powdered; Assafetida; Balsam Capiivi; Balsam Tolu; Balsam Peru; Bark, Calisaya; 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, Cases; 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, b'd, in bbls; Ginseng, Southern and Western; Gum Arabic, Picked; Gum Arabic, Sorts; Gum Benzoin; Gum Copal Cow; Gum Gedda; Gum Damar.

Table listing various types of gum and other goods with their prices. Includes items like Gum Myrrh, East India; Gum Myrrh, Turkey; Gum Senegal; Gum Tragacanth, Sorts; Gum Tragacanth, white flakey; Hyd. Potash, Fr. and Eng.; Iodine, Resublimed; Ipeacacanna, Brazil; Jalap; Juniper Berries; Lac Dye; Lic. ice Paste, Calabria; Liccorice, Paste, Sicily; Licorice Paste, Spanish Solid; Licorice Paste, Greek; Madder, Dutch; Madder, French, E. X. F. F.; Manna, large flake; 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; Senna, Alexandria; Senna, East India; Sennacee Root; Shell Lac; Soda Ash (80 cent); Sugar Lead, White; Sulphate Quinine, Am; Sulphate Morphine; Tartaric Acid; Valerian, English; do Dutch; Verdigris, dry and extra dry; Vitriol, Blue.

Table listing various types of duck with their prices. Includes items like Ravens, Light; Ravens, Heavy; Scotch, Gourock, No. 1; Cotton, No. 1.

Table listing various types of dye woods with their prices. Includes items like Camwood; Fustic, Cuba; Fustic, Tampico; Fustic, Savanilla; Fustic, Maracaibo; Logwood, Campeachy; Logwood, Hond; Logwood, Tabasco; Logwood, St. Domingo; Logwood, Jamaica; Limawood; Barwood; Sapan Wood, Manila.

Table listing various types of feathers with their prices. Includes items like 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.

Table listing various types of fish with their prices. Includes items like Dry Cod has become scarcer and prices have advanced; Dry Cod; Dry Scale; Pickled Scale; Pickled Cod; Mackerel, No. 1, Mass. shore; Mackerel, No. 1, Halifax; Mackerel, No. 1, Bay; Mackerel, No. 2, Mass. shore; Mackerel, No. 2, Bay; Mackerel, No. 2, Halifax; Mackerel, No. 3, Mass. large; Mackerel, No. 3, Halifax; Mackerel, No. 3, Mass; Salmon, Pickled, No. 1; Shad, Connecticut, No. 1; Shad, Connecticut, No. 2; Herring, Sealed; Herring, No. 1; Herring, pickled.

Table listing various types of flax with their prices. Includes item like Jersey.

Table listing various types of fruit with their prices. Includes items like 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 1/2; Filberts and Walnuts, 3 cents per lb; Sardines, 50; Preserved Ginger, 50; Green Fruits, 25 cent ad val. Raisins, Seedless; do Laver; do Bunch; Currants; Citron, Leghorn; Prunes, Turkish; Dates; Almonds, Languedoc; do Provence; do Sicily, Soft Shell; do Shelled; Sardines; do; do.

Table listing various goods such as Figs, Smyrna, Brazil Nuts, Filberts, Sicily, Walnuts, French, Dried Fruit, N. State Apples, Blackberries, Black Raspberries, Pared Peaches, Unpeeled do, Cherries, pitted, new.

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

Gold Prices—Add premium on gold for currency prices.

Table showing Gold Prices for North and East, and Western regions, listing items like Beaver, Dark, Pale, Bear, Black, do Cubs, Badger, Cat, Wild, do House, Fisher, Dark, Fox, Silver, do Cross, do Red, do Grey, Lynx, Marten, Dark, Mink, Gark, do pale, Musk rat, dark, Otter, Opossum, Raccoon, Skunk, Black, do Striped, do White.

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 American Window sizes and prices, such as 6x8 to 8x10, 8x11 to 10x15, 11x14 to 12x18, 12x19 to 16x24, 18x22 to 20x30, 20x31 to 24x30, 24x31 to 24x36, 25x36 to 30x44, 30x46 to 32x48, 32x50 to 32x56, Above.

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

Table listing English and French Window sizes and prices, such as 6x8 to 8x10, 8x11 to 10x15, 11x14 to 12x18, 12x19 to 16x24, 20x31 to 24x30, 21x31 to 24x36, 30x45 to 32x48, 32x50 to 32x56, Larger sizes do, 21x30 to 24x30, 32x48 to 34x50.

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

Calcutta, light and heavy... 29 @ 30

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

Calcutta, standard... 24 @

Gunpowder—Duty, valued at 20 cents or less square yard, 3; over 10, 4 cents square yard; over 20 cents square yard, 10 cents square yard and 20 cents square yard.

Table listing Gunpowder types and prices: Blasting (A), Shipping and Mining, Rifle, Sporting, in 1 lb canisters.

Hair—Duty FREE.

Table listing Hair types and prices: Rio Grande, mixed, Buenos Ayres, mixed, Hog, Western, unwashed.

Hay—North River, in bales 100 lbs, for shipping... 60 @ 65

Hemp—Duty, Russian, \$40; Manila, \$5; Jute, \$15; Italian, \$40; Sunn and Sisal, \$15 per ton; and Tampico, 1 cent per lb.

Table listing Hemp types and prices: American, Dressed, do Undressed, Russia, Clean, Jute, Manila, Sisal.

Hides—Duty, all kinds, Dry or Salted, and Skins, 10 cent ad val. Product of the British North American Provinces FREE. (Nominal.)

Table listing Hides and Skins from various regions: Dry Hides, B. A. & Montevideo, Buenos Ayres, Rio Grande, Orinoco, California, California, Mexican, Porto Cabello, Vera Cruz, Tampico, Matamoros, San Juan and Cent. Amer., Maracaibo, Bogota, Rio Hache, Savanilla and Cartagena.

Table listing various goods: Curacao, Western, Dry Salted Hides, Maracaibo, Maranhao, Pernambuco, Tampico and Metamoros, Bahia, Chili, Wet Salted Hides, Buenos Ayres, Rio Grande, California, Western, Contry sl'ter trim. & cured, City do do.

Table listing Upper Leather Stock: B. A. & Rio Gr. Kip, Sierra Leone, Gambria and Bissau, East India Stock, Calcutta, city sl'ter, do dead green, do black, dry, do buffalo.

Table listing Honey and Hops: Honey—Duty, 20 cents per gallon, Cuba, Hops—Duty: 5 cents per lb, Crop of 1865, do of 1864.

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

Table listing Horns: Ox, Rio Grande, Ox, Buenos Ayres.

India Rubber—Duty, 10 cent ad val.

Table listing India Rubber types and prices: Para, Fine, Para, Medium, Para, Coarse, East India, Cartagena, etc., Guayaquil.

Indigo—Duty FREE.

Table listing Indigo types and prices: Bengal, Oude, Kurpah, Madras, Manila, Guatemala, Caracacas.

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.

Table listing Iron types and prices: Pig, Scotch, Best, No 1, Pig, American, No. 1, Bar, Swedes, assorted sizes.

Table listing Bar Swedes, 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, do American.

Ivory—Duty, 10 cent ad val.

Table listing Ivory types and prices: East India, Prime, East India, Billiard Ball, African, West Coast, Prime, African, Scivellos, West Coast.

Lead—Duty, Pig, \$2 per 100 lb; Old Lead, 1 1/2 cents per lb; Pipe and Sheet, 2 1/2 cents per lb.

Table listing Lead types and prices: Galena, Spanish, German, English, Bar, Pipe and Sheet.

Leather—Duty: sole 35, upper 30 cent ad val.

Market dull and lower.

Table listing Leather types and prices: Oak, Slaughter, light, do do middle, do do heavy, do light Cropped, do middle do, do belies do, Hemlock, B. Ayres, & Co., do do middle, do do heavy, do California, light, do do middle, do do heavy, do Orinoco, etc. lt. do, do do middle, do do heavy, do do & B. A., dam'gd all weights, do do poor all, do Slaughter in rough, Oak, Slaughter in rough, light, do do do mid. & h'vy do.

Lime—Duty: 10 cent ad val.

Table listing Lime types and prices: Rockland, common, do heavy.

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

Table listing Lumber and Timber: White Pine Box Boards, White Pine Merchant. Box Boards, Clear Pine, Laths, Eastern, Poplar and W. wood B'ds & Pl'k, Cherry Boards and Plank, Oak and Ash, Maple and Birch, Black Walnut.

STAVES—

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

Molasses—Duty: 8 cents per gallon.

Table listing Molasses types and prices: New Orleans, Porto Rico, Cuba Muscovado, do Clayed, English Islands.

Nails—Duty: cut 1 1/2; wrought 2 1/2; horse shoe 5 cents per lb (Cash.)

Table listing Nails types and prices: Cut, 4d. @ 6d., Clinch, Horse shoe, forged (Sd), Copper, Yellow metal, Zinc.

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

Table listing Naval Stores types and prices: Turpentine, N. C., Tar, American, do foreign, Pitch, Rosin, common and strained, do No. 2, do No. 1, do Pale and Extra (250 lbs.), Spirits turpentine, Am.

Oakum—Duty free... 11 @ 13

Oil Cake—Duty: 20 cent ad val.

Table listing Oil Cake types and prices: City thin oblong, in bbls., do in bags, Western thin oblong, in bags.

Oils—Duty: linseed, flaxseed, and rape seed, 23 cents; olive and salad oil, in bottles or flasks, \$1; burning fluid, 50 cents per gallon; palm, seal, and cocoa nut, 10 cent ad val.; sperm and whale or other fish (foreign fisheries), 20 cent ad valorem.

Table listing Oils types and prices: Olive, 13 bottle baskets, do in casks, Palm, Linseed, city, Whale, do refined winter, Sperm, crude, do winter, bleached, do do unbleached, Lard oil, Red oil, city distilled, do saponified, Straits, Paraffine, 28—30 gr. deodorized, Kerosene.

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 cent ad val.; China clay, \$5 per ton; Venetian red and vermilion, 25 cent ad val.; white chalk, \$10 per ton.

Table listing Paints types and prices: 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 Am., Whiting, American, Vermilion, Chinese, do Trieste, do American, Venetian red, (N. C.).

Table listing various pigments and dyes: Carmine, city made; China clay; Chalk; Chrome yellow.

Table listing petroleum products: Crude, 40 @ 47 gravity; Refined, free; do in bond; Naptha, refined; Residuum.

Table listing Plaster Paris: Blue Nova Scotia; White Nova Scotia; Calcined, eastern; Calcined, city mills.

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

The market has been unsteady with less demand for Pork, and closes \$2 50 lower. Beef firmer.

Table listing various types of beef, pork, and lard: Beef, plain mess; do mess, extra; do prime mess; Pork, mess; do prime mess; Lard, in bbls; Hams, pickled; Shoulders, pickled; Beef hams.

Table listing Rags (Domestic): White, city; Seconds; City colored; Canvas; Country mixed.

Table listing Rice: Carolina; East India, dressed.

Table listing Salt: Liverpool, ground; Onondaga, com. fine; Solar coarse; Fine screened; F. F.

Table listing Saltpetre: Refined, pure; Crude; Nitrate soda.

Table listing Seeds: Clover; Timothy; Flaxseed, Amer. rough; Linseed, American, clean; do American, rough; do Calcutta; do Bombay.

Table listing Shot—Duty: Drop and Buck.

Table listing Silk: Tsatlees, No. 1 @ 3; Taysaams, superior, No. 1 @ 2; Canton, re-reeled, No. 1 @ 2; Japan, superior; do No. 1 @ 3; China thrown; Italian thrown.

Skins—Duty: 10 cent ad val. Product of the British North American Provinces, Free.

Table listing various types of skins: Goat, Curacao, No. 1; do Buenos Ayres; do Vera Cruz; do Tampico; do Matamoros; do Payta; do Madras; do Cape; Deer, San Juan; do Bolivar City; do Honduras; do Sisal; do Para; do Vera Cruz; do Chagres; do Port C. and Barcelona.

Table listing Soap—Duty: Castile.

Table listing Spelter and Plates: Plates, foreign; do domestic.

Table listing Spices: Cassia, in mats; Ginger, race and African; Mace; Nutmegs, No. 1; Pepper; Pimento, Jamaica; Cloves.

Table listing Steel—Duty: English, cast; German; American, spring; English, spring.

Table listing Sugar: New Orleans; St. Croix; Porto Rico; Cuba, Muscovado; Fair refining; Good refining; Fair to good grocery; Havana White; do Yellow and Brown; Manila; Brazil, brown; Melado; Loaf; Crushed; Ground; White coffee, A; Yellow coffee.

Table listing Sumac—Duty: Sicily.

Table listing Tallow—Duty: American, prime, country and city.

Table listing Tea: Hyson, Common to fair; do Superior to fine; do Ex fine to finest; Young Hyson, Canton made; do Common to fair; do Superior to fine; do Ex fine to finest; Gunpowder & Imperial, Canton made; do do Com. to fair; do do Sup. to fine; do do Ex. f. to finest; H. Skin & Twankay, Canton made; do do Com. to fair; do do Sup'r to fine; do do Ex f. to finest; Uncolored Japan, Com. to fair; do do Sup'r to fine; do do Ex f. to finest; Oolong, Common to fair; do Superior to fine; do Ex fine to finest; Souchong & Congou, Com. to fair; do do Sup'r to fine; do do Ex f. to finest; Orange Pecco, Common to fine.

Table listing Tin—Duty: Banca; Straits; English; Plates, charcoal I. C. (gold); do I. C. coke.

Table listing Tobacco: Lugs (light and heavy); Common leaf do; Medium do do; Good do do; Fine do do; Selections do do; Conn. selected wrappers; do prime wrappers; do fair wrappers; do fillers; New York running lots; Ohio do; Pennsylvania do; Pennsylvania and Ohio fillers; Yara; Havana, fillers; Manufactured—10s and 12s—Best; do Medium; do Common; 1/2 lbs—(dark) Best; do do Medium; do do Common; lbs (Western)—Ex. fine, bright; do do Fine; do do Medium; do do Common; lbs (Virginia)—Ex. fine, bright; do do Fine; do do Medium; do do Common; Navy lbs—Best; do Medium; do Common; Navy 1/2 lbs—Best; do Medium; do Common.

Table listing Zinc—Duty: Sheet.

Freights—To LIVERPOOL: Cotton; Flour; Petroleum; Heavy goods; Oil; Corn, bulk and bags; Wheat, bulk and bags; Beef; Pork; To LONDON: Heavy goods; Oil; Flour; Petroleum; Beef; Pork; Wheat; Corn; To GLASGOW: Flour; Wheat; Corn, bulk and bags; Petroleum; Heavy goods; Oil; Beef; Pork; To HAVRE: Cotton; Hops; Beef and pork; Measurement goods; Wheat, in shipper's bags; Flour; Petroleum; Lard, tallow, cut meats, etc; Ashes, pot and pearl; To SAN FRANCISCO by clippers: Measurement goods; Heavy goods.

Table listing Whalebone—Duty: South Sea; North west coast; Ochotsk; Polar.

Table listing Wines and Liquors—Liquors—Duty: Brandy, first proof; Wines—Duty: value set over 50 cents per gallon; 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.

Wines and liquors are in light supply, and consequently transactions have been small.

Table listing various types of wine and liquor: Brandy—J. & F. Martell; Hennessy; Otard, Dupuy & Co.; Pinet, Castillon & Co.; Renault & Co.; Jules Robin; Marrette & Co.; United Vineyard Prop.; Vine Growers Co.; Other brands Cognac; Pellevoisin f.eres; A. Seignette; Hivert Pellevoisen; Alex. Seignette; Arzac Seignette; Other brands Rochelle; Rum—Jamaica; St. Croix; Gin—Different brands; Whisky—Scotch and Irish; D. mestie—N. E. Rum; Bourbon Whisky; Corn Whisky; Win s—Port; Burgundy Port; Sherry; Madeira; do Marseilles; SheSry d; Malaga, sweet; do dry; Claret, in hhd; do in cases; Champagne.

Table listing Wire—Duty: No. 0 to 18, uncovered; No. 0 to 18; No. 19 to 26; Telegraph, No. 7 to 11 Plain.

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

Table listing various types of wool: American, Saxony fleece; do full blood Merino; do 1/2 and 3/4 Merino; Extra, pulled; Superfine, pulled; No. 1, pulled; California, fine, unwashed; do native; do pulled; Peruvian, unwashed; Valparaiso, unwashed; S. American Mestizo, unwashed; do common, unwashed; Entre Rios, washed; do unwashed; S. American Cordova; Donskoi, washed; Persian; African, unwashed; do washed; Mexican, unwashed; Smyrna, unwashed; do washed.

Table listing Zinc—Duty: Sheet.

Table listing Freights—To LIVERPOOL: Cotton; Flour; Petroleum; Heavy goods; Oil; Corn, bulk and bags; Wheat, bulk and bags; Beef; Pork; To LONDON: Heavy goods; Oil; Flour; Petroleum; Beef; Pork; Wheat; Corn; To GLASGOW: Flour; Wheat; Corn, bulk and bags; Petroleum; Heavy goods; Oil; Beef; Pork; To HAVRE: Cotton; Hops; Beef and pork; Measurement goods; Wheat, in shipper's bags; Flour; Petroleum; Lard, tallow, cut meats, etc; Ashes, pot and pearl; To SAN FRANCISCO by clippers: Measurement goods; Heavy goods.

The Railway Monitor.

RAILROAD EARNINGS FOR SEPTEMBER.—The earnings of the principal railroads continue to increase largely, and in several instances are far ahead of those of 1864. There is a falling off of \$92,447 in the Illinois Central, and but a small gain in the Cleveland and Pittsburg. The comparison will be seen in the following statement:

Table showing Railroad Earnings for September 1864 vs 1865. Columns include Railroad Name, 1864 Earnings, 1865 Earnings, Increase, and Per cent.

The New York Central, the Hudson River, and New York and Harlem appear to have discontinued their monthly reports. This is unwise, and admits of suspicion. It is said that these roads are doing business at very low rates in competition with the Erie, and this probably explains also the small increase in the earnings of the latter road, which should have been much larger, seeing that it has this year a through business with St. Louis, 1,200 miles, while in 1864 the line was only open to Galion, Ohio, 700 miles. This matter of competition is a losing game to all engaged in it, and we fear the stockholders of all the above roads will find this out before next dividend day.

A NEW RAILROAD.—The Springfield Republican says, the extension of the Harlem Railroad northward from its present terminus at Chatham, N. Y., to Bennington, Vt., so as to connect at that

point with the Western Vermont road, and thus form a straight through line from New York to Montreal, is a matter now settled upon between the directors of the Harlem road and those of the Vermont road. Stock to the amount of \$1,300,000 has been subscribed for, leaving only \$500,000 to be taken to secure the construction of the road, which will pass through the northern section of Berkshire County, Mass.

MILWAUKEE AND PRAIRIE DU CHIEN RAILROAD.—This company will pay on the first November the following dividends: On their 1st preferred stock 4 per cent, and on their 2d preferred stock 3 1/2 per cent. The earnings of the road are sufficient to pay full dividends in all the stocks of the company, but none can be paid to the common stock until the sinking fund bonds are extinguished. These being convertible into 1st preference shares, which pay 8 per cent per annum, the process of conversion is being rapidly consummated, and will probably be complete before the next dividend period comes round.

NEW YORK TO ST. PAUL.—Probably within the space of a year these extreme points of internal commerce will be connected by railroad. This is to be accomplished by the connection of the Minnesota Central with the McGregor Western at Austin near the State line of Iowa. Both of these roads are progressing rapidly to the point of junction, and when united will form, via the Chicago and Northwestern and the Milwaukee and Prairie du Chien railroads, a continuous railroad route to St. Paul and Minneapolis. A very large and important trade is to be opened by this line; and the Northwest, drawing from the valley of the Red River of the north and the Saskatchewan, will develop resources not yet appreciated by the people of the seaboard.

LEHIGH COAL AND NAVIGATION.—This company notify stock holders that to provide means for extending their railroads and other improvements, it will allow stockholders the privilege of subscribing for new stock at par, at the rate of one share for every five shares standing in their names.

COMPARATIVE MONTHLY EARNINGS OF PRINCIPAL RAILROADS.

Large comparative table showing monthly earnings for 1863, 1864, and 1865 for various railroads including Chicago and Alton, Erie Railway, Hudson River, Illinois Central, Marietta and Cincinnati, Michigan Central, Mich. So. North and Indiana, Mil. and Prairie du Chien, New York Central, Pittsburg, Ft. W., & Chicago, Rome, Watert'n & Ogdensb., St. Louis, Alton & T. Haute, and Toledo, Wabash & Weste. M.

RAILROAD, CANAL AND MISCELLANEOUS BOND LIST.

Table with columns: DESCRIPTION, Amount outstanding, INTEREST (Rate, Payable), Principal payable, MARKET (Bid, Ask'd), and similar columns for the second section. Rows include various railroad bonds such as Atlantic and Great Western, Baltimore and Ohio, and Erie Railroad.

scanned by FRASER... Fraser-StLouisFed.org

RAILROAD, CANAL, AND MISCELLANEOUS STOCK LIST.

Table with columns: COMPANIES, Stock out-standing, Dividend (Periods, Last p'd), Market (Bid, Askd). Includes sections for Railroad, Canal, and Miscellaneous.

Insurance and Mining Journal.

INSURANCE STOCK LIST.

Table listing insurance companies with columns for Capital, Net Assets, Dividend Periods, Last paid, and Last sales in 30 d. ya. Includes sub-sections for Joint Stock Fire and Joint Stock Marine.

MARINE MUTUAL INSURANCE SCRIP.

Table listing marine mutual insurance scrip companies with columns for Companies & C., Am'ts, Value, and Per cent. Includes sub-sections for Atlantic, Columbian, Commercial, Gt Western, Mercantile, Mutual of Buffalo, N. Y. Mutual, Orient Mutual, Pacific Mutual, Sun Mutual, Union, and Washington Marine.

PETROLEUM STOCK LIST.

Table listing petroleum stocks with columns for Companies, Bid, and Asked prices. Includes various oil and coal companies like Adamantine Oil, Alleghany, and others.

MINING STOCK LIST.

Table listing mining stocks with columns for Companies, Bid, and Asked prices. Includes companies like Isle Royal Copper, Quartz Hill, and others.

TABLE OF LETTER POSTAGES TO FOREIGN COUNTRIES.

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

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

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

Countries.	Not Exc. 1/2 o. cts.	Not Exc. 1/2 o. cts.
Holland, open mail, via London, by British pkt.....	5	
Holstein, Prussian closed mail, (if prepaid, 33c).....	*35	
do by Bremen or Hamburg mail.....	*25	
do French mail.....	*27	*64
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....	58	
do French mail.....	30	60
Liberia, British mail.....	33	
Lombardy, Prussian closed mail, (if prepaid, 40c).....	*42	
do by Bremen or Hamburg mail.....	*15	
do French mail.....	*21	*42
Luxumburg, Grand Duchy, Prussian closed mail.....	*30	
do Grand Duchy, Prussian closed mail, when prepaid.....	28	
do Grand Duchy, French mail.....	*21	*42
do Grand Duchy, Bremen mail.....	*15	
do Grand Duchy, Hamburg mail.....	*22	
Madeira, Island of, via England....	29	37
Majorca and Minorca, British mail....	33	
do do French mail, ..	21	42
Malta, Island of, open mail, via Lond. by American pkt..	21	
do op. mail, via Brit. pkt ...	5	
do French mail.....	*30	*60
Martinique, via England.....	45	
Mauritius, British mail, via South'pt'n ...	33	
do do via Marseilles	39	45
do French mail.....	30	60
Mexico, (except Yucatan, Matamoros and Pacific coast.....	34	
do to places excepted above ...	10	
Mecklenburg, (Strelitz and Schwerin,) Prussian closed mail....	*30	
do do when p'paid ...	28	
do (Strelitz and Schwerin,) by Bremen or Hamburg mail.....	*15	
do (Strelitz and Schwerin,) French mail.....	*21	*42
Montevideo, via England.....	45	
do via France, by 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. Yerk. ...	5	
Netherlands, The, French mail.....	*21	*42
do open mail, via Lon., by Amer. pkt.....	21	
do open mail, via Lon., by British pkt....	5	
New Brunswick.....	*10	
Newfoundland.....	10	
New Granada, (except Aspinwall and Panama,).....	18	
New South Wales, British mail, via Southampton... ..	33	
do do British mail, via Marseilles	39	45
do do French mail....	*30	*60
do do by mail to San Francisco.....	3	
New Zealand, British mail, via Southampton.....	33	
do British mail, via Mars'ls	39	45
do French mail.....	*30	*60
Nicaragu, Pacific slope, via Panama ...	10	
do Gulf Coast of.....	34	
Norway, Prus. closed mail, (if p'paid, 42c).....	*46	
do by Bremen or Hamb'g mail, ...	*38	
do French mail.....	*33	*66
Nova Scotia—see Brit. N. American Provs.....		
Oldenburg, Prus. closed mail, (if prepaid, 29c).....	*30	

Countries.	Not Exc. 1/2 o. cts.	Not Exc. 1/2 o. cts.
Oldenburg, by Bremen or Hamburg mail.....	*13	
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	*20
Saxe-Altenburg, Prussian closed mail.....	*30	
do do when pre.....	28	
do by Bre. or Ham. mail.....	*15	
do French mail.....	*21	*42
Saxe-Coburg-Gotha, Meiningen and Weimar, Pr. cl'd m.....	*30	
do do do when pre.....	28	
do do do Brem. or Hamburg mail.....	*15	
do do do French mail.....	*21	*42
Saxony, King. of, Prus. cl'd m.....	*30	
do do do when pre.....	28	
do do by Brem. or Ham. m.....	*15	
do do French mail.....	*21	*42
Schleswig, by Brem. or Ham. mail.....	*25	
do French mail.....	*27	*54
do Prussian closed mail (if prepaid, 35c.).....	*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

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.

Insurance.

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,
F. NOTMAN, Secretary.

Insurance.

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.

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,

31 Pine 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.

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-forfeiture 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.

THE MUTUAL LIFE INSURANCE COMPANY OF NEW YORK.

CASH ASSETS, Sept. 1st, 1865, OVER \$13,500,000

FREDERICK S. WINSTON, President.

R. A. McCURDY, Vice-President.

Secretaries, } ISAAC ABBATT,
 } THEO. W. MORRIS.
Actuary, SHEPPARD HOMANS

Insurance.

NATIONAL LIFE AND Travelers' Insurance Co. OF NEW YORK.
OFFICE, 243 BROADWAY.

Authorized Capital..... \$500,000

DIRECTORS:

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

Dry Goods.

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

EDWARD L. CORLIES, Auctioneer.

By Kobbe & Corlies,
Stores Nos. 87 and 89 LEONARD Street.

TUESDAY, Oct. 24,
At 10 o'clock, at the salesrooms,
LARGE AND SPECIAL SALE

OF IRISH LINENS AND LINEN GOODS,
On a credit of four months, for approved endorsed Paper, for all sums of \$100 and upward.
ALSO,

HOSIERY AND HOSIERY GOODS, GLOVES, &c.
Catalogue and samples on the morning of sale.

WEDNESDAY, Oct. 25,
At 10 o'clock, at the salesrooms,
LARGE AND ATTRACTIVE SALE

OF ST. ETIENNE AND BASLE RIBBONS, MILLINERY, GOODS SILKS, VELVETS, &c.,
On a credit of four months, for approved endorsed notes, for all sums over \$100.

Banks and Bankers.

**JOHN J. CISCO & SON,
BANKERS,**

No. 83 WALL STREET, NEW YORK.

Negotiate Loans and Business Paper, make Collections, purchase and sell Government and other Securities on Commission, receive money on deposit and allow interest at the rate of four per cent per annum, on daily balances which may be drawn at any time; or will issue Certificates of Deposit bearing interest payable on demand.

JOHN J. CISCO, of the U. S. Treasury in N. Y.
JOHN ASHFIELD CISCO.

**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

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 4 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 3/4 ct. disc'nt
do do do 100 4 1/2 do
do do do 1,000 4 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 at market rates.

Will deliver new Fractional Currency, at your Bank, in sums not less than \$1,000, per Express, 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.

**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 Nat. Bk., N. Y., A. N. Stout, Pres. Nat. Shoe & Leath B'k., N. Y., W. H. Johnson, Pres. Han. Bk., N. Y., James Buell, Pres. Imp. & Trad. Nat. Bk., N. Y., S. K. Green, Pres. 3d-av. Savings Bk., N. Y., N. L. Buxton, Irving Savings Bk., N. Y., Hon. Geo. Opdyke, Ex-Mayor, N. Y., Hon. James Harper, Ex-Mayor, N. Y.

Banks and Bankers.

**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 TRADESMEN'S
NATIONAL BANK.**

291 BROADWAY, NEW YORK.

CAPITAL.....\$1,000,000
RICHARD BERRY, President.
ANTHONY HALSEY, Cashier.

**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.

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.

**CULVER PENN & CO.,
BANKERS,**

19 & 21 Nassau Street, New York.

RECEIVE DEPOSITS FROM BANKS, BANKERS AND OTHERS,

And allow interest on balances at the rate of Four per cent per annum.

A. G. GATTELL, 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.

**B. HUTCHINGS BADGER,
BANKING AND EXCHANGE OFFICE,**

36 DEARBORN St., CHICAGO, ILL.

COLLECTIONS made on all parts of the Northwest. Stocks, Bonds, Gold, and Government Securities bought and sold on commission, either in New York or Chicago, and carried on margins when desired. New York correspondent and reference.

Messrs. L. S. LAWRENCE & CO.

**BURNETT, DRAKE & CO.,
BANKERS,**

BOSTON.

GOLD, STOCK, AND BOND BROKERS.

Personal attention given to the purchase and sale of Stocks and Bonds at the Boston Brokers' Board.

Miscellaneous.

**THE
DURANGO
SILVER MINES.**

Office: No. 73 WILLIAM ST., N. Y.

**D. VAN NOSTRAND,
No. 192 BROADWAY,
PUBLISHER AND IMPORTER
OF**

Mining & Engineering Works,

Offers for sale a large selection of American and Foreign Standard and Late Books.
* * * Send for circulars.

Fire Insurance.

**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-Pres.

JOHN E. KAHL, Secretary.

Express and Steamship Co's.

OFFICE OF

**WELLS, FARGO & CO.,
NEW YORK AND CALIFORNIA EXPRESS AND
EXCHANGE COMPANY,
No. 84 BROADWAY, NEW YORK.**

SHIPPERS OF FREIGHT TO THE PACIFIC COAST will please take notice that, having been appointed Freight Agents of the Pacific Mail Steamship Company, we are now prepared to receive Freights for California, Oregon, Nevada, Washington Territory, Sandwich Islands, Central America, and Western Coast of South America.

For rates apply at our office, No. 84 Broadway, or Freight Office on dock, foot of Canal street. Steamers will sail on the 1st, 11th and 21st of each month: those dates falling on Sunday, on preceding Saturday.

No slow freight received on day of sailing. Freight must be delivered on dock foot of Canal street.

Bills of Lading will be issued at No. 84 Broadway. Our usual Package Express will be sent by each steamer, and will close at 10 A. M., on sailing days.

Our Letter Bags will close at 11 1/2 A. M. For convenience of our up-town customers, a letter bag will be kept at the Metropolitan Hotel, and on the dock foot of Canal street.

Our franked envelopes will be on sale at the office of the hotel, and at our offices, No. 84 Broadway and Canal street dock.

All letters sent through us must be in Government envelopes.

Sight Exchange on San Francisco for sale. Telegraphic transfers of money made to all points reached by the wires on West Coast.

California Coupons bought at best rates.

Exchange on Dublin and London, £1 and upwards.

On Paris, in sums to suit. For sale by

WELLS, FARGO & CO.

MEXICAN

Express Company.

Capital.....\$2,000,000
Shares \$100 each.

20 PER CENT PAID ON SUBSCRIPTION.

Trustees.

E. DE COURCILLON.....City of Mexico.

I. L. HAYES.....416 Broadway, N. Y.

CLARENCE A. SEWARD.....29 Nassau St., N. Y.

HENRY SANFORD.....59 Broadway, N. Y.

L. W. WINCHESTER.....65 Broadway, N. Y.

PETER A. HARGOUS...8 Pine St., N. Y.

HENRY B. PLANT.....Augusta, Ga.

JOHN HOEY.....59 Broadway, N. Y.

B. HAYNES.....San Francisco, Cal.

HENRY R. MORGAN....24 Broadway, N. Y.

ISAIAH BABCOCK.....59 Broadway, N. Y.

Agency for sale of Stock in New York, Office of WILMERDING, CORNWELL & HECKSCHER, No. 5 New St.

Counsel for the Company, BLATCHFORD, SEWARD & GRISWOLD, No. 29 Nassau St.

North American Lloyd.

THE NEW STEAMSHIP LINE BETWEEN
NEW YORK AND BREMEN.

Working Capital - - \$1,000,000
IN 10,000 SHARES OF \$100 EACH.

SUBSCRIPTIONS FOR SHARES, SINGLY OR in lots, received, and prospectuses furnished at the office of the undersigned every day, between the hours of 10 A. M. and 4 P. M.