

THE Commercial & Financial CHRONICLE,

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

A WEEKLY NEWSPAPER,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

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The Chronicle.

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THE FISCAL REPORT FOR 1866.

The official report which we publish elsewhere, of the transactions of the National Treasury during the last fiscal year, is the most gratifying that has been prepared for several years. And this in two especial points of view. First, the expenditure has been less than was expected; and secondly, the income has been much greater than was expected.

As to the expenditure, Mr. McCulloch in his annual report to Congress last December estimated the amounts required in 1865-6, for the War and Navy departments, at 473 millions and 51 millions respectively. The amount actually wanted has only been 284 millions for the War Department, and 43 millions for the Navy, making together an expenditure of 327 millions instead of 524 millions. The war and navy departments together have cost the nation during the last six years almost 4,000 millions. This amount was

expended as follows: in 1861, 35 millions; in 1862, 437 millions; in 1863, 662 millions; in 1864, 776 millions; in 1865, 1,153 millions, and in 1866, 327 millions. It is one of the most extraordinary facts recorded in the financial annals of modern nations that, notwithstanding the prodigious strain on our resources in men and money incident to a war of such colossal dimensions and of such protracted duration, we were able to raise during the last year of hostilities no less a sum than 1,800 millions of dollars. This amount, the expenditure of which was essential for the conservation of the National life and for the vindication of our National Unity, we obtained without resort to any foreign loan; for gold was wildly fluctuating at a very high premium, and U. S. bonds were quoted in Europe below 50 cents on the dollar. Such a triumph of financial strength has never been paralleled, and while it shows us the magnificent extent of our resources, it illustrates the principle which is confirmed by our whole history, that however great the crisis, however crushing the trial which comes upon us as a nation, we never fail to shake off our lethargy, develop our strength, and rise to the level of the duty, the self-sacrifice, the exertion required to make us masters of the situation. Providence has evidently set up this young imperial giant of a nation that he might give the world unknown and unanticipated proofs of the vitality, the recuperative power and the elastic energy of free peoples and of free institutions.

But let us now turn, secondly, to the revenue of the past year, which, as we have said, has exceeded what was believed possible. Mr. McCulloch estimated the receipts from customs at 147 millions. The actual amount is 179 millions. From internal revenue, he thought we might get 271 millions; we have actually collected 309 millions. Our aggregate annual revenue, exclusive of loans, was 556 millions instead of the anticipated 467 millions. And among the great charms of this exhibit is the fact that our National industry has not shown any very positive signs of serious injury from the sudden pressure of such a prodigious weight of taxation on the productive machinery of the country. Our material prosperity seems at present to be unimpaired, and there are indications that, as a people, we are richer to-day than ever we were, in all such items of National wealth as are usually enumerated in the census reports.

The rapid growth of our government revenue has satisfactorily proved the tax capacities of this country, and has forever put to silence the cavils of the croakers at home and abroad who questioned our ability to pay, or our willingness to submit to, excessive fiscal demands. Last year we raised from cus-

toms and internal revenue an aggregate of 488 millions. In 1865 the amount from both sources was 294 millions; in 1864, 213 millions, and in 1863, 106 millions. It may fairly be doubted, however, whether it will be proper to continue our internal tax system at precisely its present dimensions. Several of the taxes are very oppressive to the people, and cost us much more than finds its way into the Treasury. And although the people at large do not feel severely the mischief that some of these taxes are working, still an increasing number of individuals may be suffering without their complaints having as yet found a voice capable of reaching the ear of the general public.

There is another important point which we should not pass by in our review of the financial year. We mean the diminution of the debt, and the consequent easing up of the pressure it exerts on our monetary resources. In July, 1865, the aggregate of the debt was 2,682 millions, and the expenses of the following year Mr. McCulloch estimated would so far exceed the revenue as to raise the aggregate to 2,794 millions. Here, then, we have again a very satisfactory state of things; for the real amount of the national debt, on the 1st of July, 1866, was less than 2,680 millions, or 114 millions less than we had calculated on. The effect on the public credit, produced by so vigorous and gratifying a liquidation of the indebtedness of the Treasury, it is impossible to overestimate. These facts and many more of a like kind, which we have not space to detail, help us to understand why it is that those speculators whose policy it has been to "bear" Government securities have for some years past lost money, while those whose confidence in our financial future has led them to act in the opposite direction have, almost without exception, been prosperous. A striking instance of the faith of the people in the Government credit was afforded on Thursday, when the atrocious attempt of some swindling clique of speculators to make money by plundering the credulous public, found expression in the telegram to the Philadelphia *Ledger* relative to the President. The gold market was thrown into temporary spasms; the financial circles were agitated; but Government securities were scarcely affected at all, the dullness and the fractional decline being chiefly due to other causes, and especially to the cable report said to have been received by a leading foreign firm in Wall Street, of lower prices for five-twenties at the London Stock Exchange.

THE COST OF BUILDING.

Next to articles of food and clothing, the cost of building materials and of buildings directly affect the enjoyment of the community and the interests of our industries. Great as the advance in rents and the price of dwellings has been, yet the rise has not, until recently, been equal to that of the value of commodities. Until about the middle of 1863, building materials sympathized but little with the general advance of prices; for the reason that large stocks were on hand, which, in connection with a dullness in the trade, and moderate wages, enabled new buildings to be erected at a nominal advance upon old prices. From that time up to the Spring of 1865 the advance was by no means proportionate with that of produce and manufactures. At that period, however, the demand for dwellings became so pressing, and the stocks of timber and lumber so largely reduced, while wages were also doubled, as compared with former rates, that the prices of materials at once rose to about 100 per cent. over those current at the commencement of the war. This advance was followed by a reaction of about 10 per cent.; which has since been succeeded by another upward movement; so that to-day the cost of building averages more than at any previous period. Below we give an interesting table showing the

prices of the various building materials in September of each of the last seven years:

PRICES OF BUILDING MATERIALS IN SEPTEMBER FOR SEVEN YEARS.

	1860.	1861.	1862.	1863.	1864.	1865.	1866.
Iron, Scotch pig . . .	\$22 50	\$24 00	\$28 00	\$35 00	\$73 50	\$47 50	\$48 00
Glass	1 00	4 00	4 00	6 00	7 25	7 50	8 50
Lead, English	5 62½	5 62½	6 05	7 85	16 50	9 75	7 25
Nails, cut	3 12½	3 00	3 60	5 25	10 00	7 00	7 12½
Paints—Whitelead . .	7½	7½	8½	10	20	15½	16
Litharge	7	6½	8½	11	21	13	12½
Bricks	5 00	4 00	6 00	8 00	11 50	11 50	11 50
Lim	70	60	85	1 25	1 40	1 70	1 70
Lathes	1 55	1 12½	1 00	1 35	1 80	2 60	4 00
Timber—Spruce	14 00	15 50	13 00	16 50	23 00	20 00	21 00
Pine	14 00	15 70	13 00	16 50	23 50	21 50	23 00
Spruce boards	15 00	14 00	17 00	25 00	21 00	23 00	23 00
Pine boards	18 00	15 00	19 00	30 00	26 00	30 00	30 00
Clear pine	36 00	33 00	35 00	65 00	65 00	90 00	90 00

As a natural result, these high prices have led to the use of inferior materials and workmanship in the erection of buildings. A lower class of timber, imperfectly seasoned lumber, and inferior materials of masonry and furnishing have been in greater demand. The scarcity of labor has also necessitated a freer employment of inferior workmen, and at the full rate of wages. As a consequence, a large proportion of the buildings now being erected are of a class less adapted for durability than formerly. In fact the exhaustion of the supply of well seasoned lumber has caused an advance in that kind of material out of proportion to that of other descriptions; and, considering that lumber, to be well seasoned, has to be kept five to seven years, it is apparent that a considerable time must elapse before the market can be adequately supplied. This probability is all the greater from the circumstance that dealers will be reluctant to buy, at present prices, stocks to be held for years, in the face of a sweeping decline in values during the interim. For this reason it would seem reasonable to anticipate that, for a somewhat protracted period, building is likely to run largely upon second-class erections. This is one of the thousand disadvantages flowing from the derangements consequent upon the war, unnoted by the common observer, but which really tell very materially upon the comfort and welfare of the community.

To the very common inquiry—what is likely to be the future course of values connected with building? The obvious answer would seem to be that the cost must be controlled in great part by the same considerations which determine the value of products generally. The question is, perhaps, chiefly one of wages. The cost of a building depends not merely upon the rate paid for the labor employed in working and putting together the several materials, but still more upon the wages paid for the production and transportation of those materials. In fact, it may be said that the principal cost of a building resolves itself into wages and interest upon the capital employed in its production. It can scarcely be argued that the great scarcity of dwellings, by necessitating a demand for more houses, will tend to keep up the cost after commodities have begun to decline; for there is the same comparative scarcity in products generally as exists in relation to buildings. If, then, there is reason for anticipating a decline in wages, there is ground for expecting a fall in the value of house property. That the price of labor must be reduced there will be no question; but there would seem to be little reason for expecting that the decline will be immediate, or that it will be otherwise than steady and protracted. When the value of a paper dollar approximates more nearly to the value of the gold dollar, then we may anticipate a fall in wages; first, because the laborer can then afford to work for lower rates; and next, because the trader will then be no longer able to insure the former high prices. Evidently this process of recovery must be a slow one, if left to itself. There are possible contingencies which would materially hasten the result. Such, for instance, as a widespread panic, which some gloomy prophets are ever and anon reminding us is impending, or an early resumption of

specie payments, which, however desirable on many grounds, would not seem to be among the things to be hoped for in the near future.

There are, however, some reasons why building materials may not sympathize with any early decline in other articles of merchandise. We have already noticed the fact that there is a great scarcity of seasoned lumber, and it requires years for this want to be supplied. So long as it continues high prices must be the result. The present high tariff also affects many articles which enter largely into the construction of a building, while the abrogation of the reciprocity treaty with the British Provinces, and the cutting off of the usual supply of lumber from that quarter, must have its influence on our market.

We could wish it were possible to present a more satisfactory prospect as to the future cost of building, for the current high rents have a very direct tendency to support the prevailing high wages, and the heavy cost of erecting buildings for industrial purposes necessarily checks investment in new manufacturing enterprises. The marvellous recuperative power of the country may, however, be relied upon to work out an earlier relief from the restrictions upon building operations than would occur, under similar circumstances, in any other country.

THE EVENING STAR—DEFECTS IN VESSELS IN OUR COASTING SERVICE.

We notice that a morning paper refers to the commander of the steamship Evening Star, which was lost off the coast of Florida on the 3d of October, as an unqualified and inexperienced navigator. So far from this being the case, we know him to be one of the best men in the service, who, for his personal qualities and nautical skill, was held in very high esteem. The Evening Star belonged to the New York Mail Steamship Company, and is said to have been the favorite vessel of the line. Captain Knapp had the entire confidence of the company, as he has of this community, and the disaster which occurred cannot in any degree be imputed to omission or incompetency on his part.

Just at the present time, however, it must be remarked, disasters to vessels employed in the coasting trade have been unusually numerous. Within the brief period of ten days, we notice among others disabled or lost, the Evening Star, the Daniel Webster, the Andrew Johnson, the Sheridan, the Santiago de Cuba, and the Starlight. It is evident that there must have been some cause other than bad weather to be charged with so much shipwreck. We are aware that there have been of late severe storms and gales, and so there are each fall and winter, and those of the present season furnish little excuse, for our vessels should be able to encounter the ordinary storms successfully, and would be in most cases if there were not radical defects existing in the vessels themselves.

Our coasting service is one of great difficulties. The storms which prevail at certain seasons of the year on the Atlantic seaboard are the most severe of any occurring in the usual routes of navigators. The liabilities of foundering at sea or of being driven on shore in a gale are very great unless the vessel is not only seaworthy, in the usual sense of the term, but especially adapted for the exigencies of the service. The first requisite is great strength of construction. On no other route is this so necessary. One may cross the ocean safely and ride through very severe storms in a vessel which should not be engaged in the Southern trade during the fall or winter months. Remembering this, what shall we say of the Andrew Johnson, which was lost off Currituck beach, a gunboat during the war, well known to our readers under the name of the State of Georgia, suffering badly in

several engagements? This is not a solitary exception. A majority of the steamers now engaged in the coasting trade are nothing but altered over Government vessels, many of which have been almost wrenched to pieces by broadsides fired from them. Are these old hulks fit for the fall and winter coasting trade?

We are aware that the Evening Star cannot be included in this category. She was built for the merchant service, and had been employed in it several years. Leaving out of the question whether she was well constructed or not for ordinary service, she was certainly too large, if to be used in running to New Orleans, unless she had the strength of solid iron. She was particularly liable to ground on the bar at the mouth of the Mississippi on account of her great capacity. This bar, every navigator is aware, effectually excludes vessels of heavy burden from the navigation of that river. Time and again the Evening Star has been caught in this mud when heavily laden, and dragged over it by steam tugs only with great difficulty. The result of this naturally was to strain and weaken her at important points where her timbers joined together. It is said to have been perceived months since that she would not be likely to outride a violent storm. Many did not consider her entirely safe in an ordinary voyage. A few weeks since she ran into difficulty at Pickle Reef, off the coast of Florida, and \$30,000 were paid for salvage on that occasion. In a gale in January last she barely escaped foundering, and her passengers at the time severely blamed the company for the peril to which they had been exposed. In a word, it was not the storm that destroyed her; she broke to pieces simply because she had become unfit for the service by being wrenched and weakened in the manner stated. Whether a vessel of that size could be made strong enough not to suffer harm under the circumstances mentioned, is a question we do not here propose to raise. The only fact of importance for us to know is that she was not, and that any ordinary vessel would not be.

We conclude, therefore, that steamers for the coasting trade should be constructed expressly for this branch of service, of small size, and the most strongly built of any that are employed in commerce; and passengers and shippers should especially avoid a vessel in this trade with an *alias* attached to its name. In fact, legislation ought to require that every vessel to be employed in coast navigation should be made to conform to some approved style, and to undergo rigid inspection both when first placed on service, and at stated periods thereafter. The changing of the name should not be allowed. Whatever unpopularity may have been acquired from unseaworthiness or other unfitness should not be escaped, and so men be induced to place their lives in hazard, by reason of having been deceived as to the reputation of the vessel to which they entrusted themselves. Several vessels now employed in the merchant service would have been "hailed off" long ago but for having been disguised under a new name and a different exterior.

Perhaps the necessary legislation will not be easy to obtain. The attempt eight years ago was unsuccessful. The United States Mail Steamer Central America had foundered at sea on the 27th of December, 1857. The New York Board of Underwriters appointed a committee consisting of Commodore Perry, Charles H. Marshall, John D. Jones, F. S. Lathrop and others, to investigate the causes of the disaster. The Central America was not "substantially new;" but had already under another name and with different owners acquired a fame and reputation not calculated to make her popular among those that navigate the sea. The committee, after eliciting what they could in relation to the unfortunate occurrence, pushed their inquiries in the direction of amendments to the navigation laws, and the necessity and

means of improvement in the construction, equipment and internal organization of ocean steamers. A bill was framed by them, and after receiving the approval of the Board of Underwriters, was introduced into Congress, where it met with favor. But adverse influences proved too strong, and the measure was finally put to sleep. If the present excitement on account of the catastrophe of the *Evening Star* shall cause action to be resumed in relation to this subject some good will have grown from it. Neglect in these matters will continue until the legislative authority compels the necessary attention. It is probable that if Congress had done its duty in 1858 in regard to this matter, without deference to interested capitalists, the fearful slaughter of the *Evening Star* and many other similar cases would never have taken place; nor would it have been the province of the journalist to record the series of disasters to coasting vessels which have occurred within the past few days. It is too late to save the hundreds of lives that have been thus recklessly imperilled and destroyed, but it is yet time to do something to prevent the recurrence of such catastrophes.

What is wanted is vessels compactly built, so as not to be liable to spring a leak in a storm, and sufficiently small and light to go over bars without requiring to be hauled over. In addition, it should be compulsory on all owners of vessels to equip their property with life boats, &c., and especially to do away with that evil which is, we fear, but too common, namely: the want of proper organization in regard to the relative authority and duties of the officers and crew, each department apparently independent of the other, instead of being properly subordinate and responsible to the captain.

The Cunard steamers navigate the ocean apparently with the same safety as would prevail if they never left port. This is attributable to their perfect construction, their admirable management, the responsibility laid on each man in the crew, and the ambition which is encouraged in them. In all these respects these steamers are totally different from the vessels employed in the American coasting trade. One could cross the ocean on every trip of a Cunarder with less peril than he could undertake one short voyage in the waters of the United States. We trust that our merchants and other citizens having an interest in the safety of our coast navigation will give Congress no rest till its whole duty shall have been done in this matter.

PROPOSED NEW RAILROADS IN NEW YORK CITY.

In the streets of London where the most important business is transacted the rush, it is said, is so great that unwary pedestrians attempting to withstand it would be trodden to death. There is no alternative but to move with the current of people flowing along the crowded thoroughfares. Many projects have been formed to relieve this district of the British metropolis, but without success; the multitudes have steadily increased from year to year, and bid fair to continue to increase till the limit of the growth of London shall have been determined.

A similar condition seems likely to be realized in the City of New York. Already, for several hours in each day, that section of Broadway below the City Hall is crowded so that passengers on the sidewalks find it embarrassing to get forward, and the blockade of vehicles is complete. Pedestrians attempt to cross the street at the risk of life and limb; and the stages, carts and extensive express wagons are detained for long spaces of time. The parallel and intersecting streets participate in this blockade, which seems to become more severe and intolerable every year.

It had been supposed that the numerous lines of city rail-

roads, with a capacity of transporting passengers greatly surpassing that of the stage lines which they have almost entirely superseded, would so facilitate travel as to relieve the city from this increasing difficulty. This expectation has not been realized. On the contrary, by these multiplied advantages the daily assemblage of persons in the crowded districts seems to have been augmented. Then, too, as the city extends its limits, the inhabitants of the upper wards are finding that the time required for the journey, morning and evening, between their residences and places of business is a serious waste and detriment. The demand for rapid movement, which is a characteristic of "Young America," is already setting inventors and others to devise means of transit which shall require shorter periods of time and fulfil all the necessary conditions of safety and convenience. Every winter the lobbies of the Legislature of the State are thronged by individuals interested in projects and inventions for the conveyance of passengers between the upper wards and the southern extremity of the island, none of which, for obvious reasons, have been sanctioned. But some measure must be adopted at an early period or the prosperity of the city will suffer seriously.

The Senate of the State, at the last session, after having defeated several railroad bills of more or less merit, passed a resolution authorizing the appointment of a select committee "to ascertain, and report to the Senate, the most advantageous and proper route or routes for a railway or railways suited to the rapid transportation of passengers from the upper to the lower portion of the city of New York, having in view the greatest practical benefit and safety to the public, and the least loss and injury to property on or adjacent to said route or routes." The committee thus appointed consists of Hon. George H. Andrews, the Senator from the 20th District of the State, Hon. Henry R. Low, the Senator from the 9th District, Hon. Charles G. Cornell, of this city, the Senator from the 5th District, Hon. John T. Hoffman, Mayor of New York, Hon. J. Platt Goodsell, State Engineer and Surveyor, and A. W. Craven, the Engineer of the Croton Aqueduct Board.

The "West Side Association," a society of owners of real estate in the western Wards of the upper part of the city, has also held stated meetings for many months, at which the subject has been discussed of more feasible methods for speedy transit between the extremities of the Island. Conveyance by horse-power it is perceived is too tardy for the public requirements; the time consumed daily on the journeys is a serious item. It is obvious that steam, or some other motive power of equal force, must be substituted. The question is solely one of time, and the event is as sure as the recurring sunrise. The individuals who, ten years ago, opposed the multiplying of tram roads, on the ground that the stages offered the necessary facilities for travel, are now awake to the fact that even faster as well as increased means of conveyance must be provided. The owners of real estate having been converted to this obvious truth, is an evidence that the subject has assumed grave importance.

There are few more streets in the city of New York which can be occupied advantageously for tramways. It has been fondly supposed by many persons, and feared by capitalists owning property on Broadway, that that thoroughfare must yield to the spirit of innovation, and be occupied by railroad tracks. The objections of the property-owners may be promptly overruled by the argument that a highway is for the accommodation of the whole people, and therefore the rights and convenience of the million shall not be required to succumb to the interest or cupidity of a few millionaires.

Nevertheless, it is hardly probable that any coming Leg-

islature will authorize the construction of a railroad in Broadway. To be sure the project is brought forward every winter, and actually received the votes of a majority in both the Senate and Assembly in 1863, being defeated only by the firmness of Governor Seymour. The influx of persons engaged in business here has so increased since that time that it is more than probable that such a railroad would be an intolerable nuisance, incommoding rather than accommodating the public. In that part of Broadway below the Astor House, where relief is most wanted, this is certainly the case; and before long it will be so likewise for the entire length of the street below Union Square. In that event it would be necessary, in case that a tram-road should be placed on the surface, to cause it to be removed. Broadway is not wide enough for it, and therefore it would be likely to drive business to some other thoroughfare. We are not certain that it will not become the duty of the Grand Jury, before many years, to present the tracks on several of the roads now in operation, on account of the obstruction which they make in the streets. But for the proverbial laxity of administration in this city, indictment and compulsory removal would have been made already.

The proposition of constructing a railroad upon pillars has been several years before the public. It has many arguments in its favor, but those of our citizens better able to judge of its merits and demerits do not give it their approval. They seem to consider it as likely to depreciate the value of property as well as its security. How far these opinions are well founded we do not propose to discuss. A bill authorizing the construction of such a road in Broadway passed the Assembly last winter, and will doubtless be again mooted at at the next session of the Legislature.

The scheme of a tunnel running lengthwise of the island seems to encounter less hostility. Indeed, a bill actually passed both branches of the Legislature two years ago, to authorize a company to construct such a tunnel, for the purpose of operating under the surface of the ground. But Governor Fenton, for reasons best known to himself, withheld his approval. The project was again introduced into the Legislature at its last session, but did not get through. It will doubtless come up a third time. Several tunnel plans, we are told, have already been submitted to the committee appointed by the Senate; and it is said further that it is viewed with favor by members of the West Side Association.

The feasibility of the undertaking is pretty well established. Such a tunnel has been in operation in London for several years. The excavation was laborious and costly beyond what it would be in this city. It was necessary often to change the routes of the sewers and drains. The gas and water mains also made trouble, but the difficulties were entirely obviated. The total cost of the line was \$14,000,000, or about three and a-half millions of dollars per mile, including, however, the providing of engines, cars, etc. So far from being an unpopular route of travel, the Underground Railway in London is a general favorite. In the first six months of 1863 the number of passengers carried on it was 4,823,437; in 1864, for the same period it was 5,207,385; in 1865 it was 7,462,823; and for the first half of the present year it rose to 10,303,395. The revenue has correspondingly increased; for the first six months of 1863 it was £53,058; for the six months ending with June last it amounted to £102,947. If the trains should run twice as frequently during the day they would not be too numerous to accommodate passengers. The dividend in 1865 amounted to seven per cent.

Among the projects submitted to the committee is a novel one of Mr. John Dixon. It is somewhat costly, but comprises advantages which entitle it to careful consideration, instead of sinking shafts and tunnelling under the surface of

the earth, as was done in London and Liverpool, it is proposed to excavate from the surface to the proposed depth, and to have a tunnel of iron, cast in parts and sections. When the roadbed is prepared, the tunnel is to be lowered to its place and fitted, after which the earth is thrown over and restored to its original appearance. What favor the committee or others who have examined the matter have exhibited toward it we are not apprised.

A subterranean railroad has many advantages. It will not interfere with the convenience of the dwellers above the surface or deteriorate the value of their property. The case of the Harlem Railroad is in point. It has two tunnels; Park avenue is situated over the lower one and is a desirable locality for private residences, and the two blocks over the other are improved. But the residue of the road, though in an eligible part of the city, is in bad condition, so far as houses and improvements are concerned. No one can doubt that, if the entire road south of the Harlem river had been in a tunnel, the Fourth avenue would have been skirted by handsome private residences. It is obvious that the construction of an underground railway would permit the employment of the different agencies for rapid transit, and so, by its greater facilities, would accelerate improvements along its entire route. These are considerations of great weight.

If the friends of a tunnel railroad desire the early adoption of their project, they would do well to set on foot a kindred improvement, that of an underground avenue from East river to the Hudson, somewhere in the vicinity of Maiden lane and Cortlandt street. This would enable the transportation of bulky articles from one side of the city to the other without obstructing the streets as at present by trucks, carts, and other vehicles, and so would obviate one of the greatest annoyances in the city. The success of such an enterprise would prepare capitalists for the great work of a subterranean avenue lengthwise of the island which would be capable of removing the whole population in a short period from the Battery to the northwest boundary.

COTTON CROP FOR 1865-66.*

We are now able to give our figures showing the total crop and movement of cotton in the United States for the year ending September 1, 1866. It will be seen that the receipts for the twelve months reach in the aggregate 2,241,222 bales: to which if we add the receipts from the close of the war† to the first of September, 1865, we have the aggregate receipts 2,662,222 bales. Estimates differ with regard to the amount of the old crop still in the South not brought forward. We put it at 150,000 bales, which gives us 2,812,222 bales as the total cotton supply of the South since the war closed. We thus see that the highest estimates made were more nearly correct than any others. Below we give our table showing the total receipts and exports the past year, to which we have added the export figures for 1860-61 for comparison. In the last column will be found the total stocks, August 31, 1866.

Receipts and Exports of Cotton (bales) from Sept. 1, 1865, to Sept. 1, 1866, and Stocks at latter date.

Ports.	From Sept. 1, '65, to Sept. 1, 1866.	Received since Sept. 1, '65.	Exported since Sept. 1, '65, to—	Sept. 1, '65, to—	Stocks, Sept. 1, 1866.
			Great Britain. France. Other for'gn. Total.	Exports in 1860-61.	
N. Orleans	711,629	353,878	134,510	22,500	1,783,673
Mobile	429,102	229,171	40,184	1,579	456,421
Charleston	110,761	46,952	6,050	322	214,388
Savannah	265,026	91,413	1,492	...	302,187
Texas	175,065	59,435	1,739	3,214	63,209
New York	234,461	413,927	38,618	42,917	248,049
Florida	149,432	37,977	...	...	28,073
N. Carolina	64,653	21	...	...	195
Virginia	39,093	...	...	...	810
Boston	...	11,759	...	255	23,225
Philadelphia	...	2,035	...	...	3,793
Baltimore	...	6,709	...	...	3,545
Other ports.**	62,000	...	...	...	...
	2,241,222	1,258,277	222,593	71,817	1,552,457
					3,127,568
					281,179

* This article was prepared and most of the figures in type before we had seen the statement of the crop which has been issued by the Shipping List of this city, within a day or two. Our figures differ somewhat; but we believe those we give can be relied upon, as we have kept the record with the greatest care from week to week.—Ed. COMMERCIAL AND FINANCIAL CHRONICLE.

† We take the estimate given by Neil Brothers of the receipts before the first of September, 1865 as we kept no record at that time.

‡ In the New Orleans receipts, we deduct receipts from Mobile, Montgomery, Florida, and Texas (in all 75,757 bales), as they are counted in the receipts of those ports respectively.

§ From the receipts at Charleston, we deduct 945 bales received from Florida. ¶ These are the shipments from Tennessee, Kentucky, &c., not otherwise counted. ¶ Estimated.

** The receipts included under this head are the estimated amount manufactured in Virginia, the West, &c., together with the amount burned in New York.

It will be seen from the foregoing that the exports from all the ports, for the year, were 1,552,457 bales. If we average the bales at 400 lbs., we find that the value, in gold, of our cotton exports was over 230 millions of dollars. What stronger argument than this mere fact could be used to show the impolicy of fettering the cultivation of this staple with regulations and taxes which may discourage its cultivation. For the convenience of our readers we give in the table below the portion of these exports which were shipped directly from the South. The total thus shipped will be found to be 11,036,237 bales, leaving 516,220 bales as the exports through the Northern ports :

	New Orleans.	Mobile.	Charles-ton.	Sa-vannah.	Texas.	Flor-ida.	N. C.	Total South'n ports.
Liverpool.....	358,878	228,016	46,952	91,413	59,435	37,977	21	822,691
Other ports.....		1,155						1,155
Total, G. Brit.	358,878	229,171	46,952	91,413	59,435	37,977	21	823,847
Havre.....	133,744	40,184	5,952	1,492	1,739			
Bordeau, &c.....	766		98					
Total, France.	134,510	40,184	6,050	1,492	1,739			183,975
Brem. & Hanov. &c	3,721	270			3,014			
St. Petersburg, &c.	1,701							
Total, N. Euro.	5,422	270			3,014			8,706
Oporto, Spain, and Gibraltar.....	16,454	1,268	510					
Genoa, Grieste, &c.	236		312					
Mexico, &c.....	638	41			200			
Total, other....	17,378	1,309	822		200			19,709
Total exports..	516,188	270,934	53,824	92,905	64,388	37,977	21	1,036,237

Below we give our own detailed statement of the movement of cotton through the year, and, for comparison, bring forward the figures for the year 1860-61, as published in the *Shipping List* at that time :

Louisiana.		1865-66	1860-61
Exported from New Orleans :			
To foreign ports.....	516,188	1,783,673	
To coastwise ports.....	252,355	132,179	
Burnt at New Orleans.....		3,276	
Stock at close of year.....	102,082	870,625	10,118
Deduct :			
Received from Mobile.....	36,483	48,270	
Received from Montgomery.....	4,378	11,551	
Received from Florida.....	12,785	13,279	
Received from Texas.....	32,111	30,613	
Stock beginning of year.....	83,239	158,996	73,239
Total product for year.....	711,629	1,751,599	

Alabama.		1865-66	1860-61
Export from Mobile :			
To foreign ports.....	270,934	456,421	
To coastwise ports.....	142,764	127,574	
Manufactured in Mobile.....		2,000	
Burnt at Mobile.....	6,307		
Exported to N. O. from Montgomery...	4,378	11,551	
Stock at close of year.....	29,009	453,392	2,481
Deduct stock beginning of year.....		24,290	600,027
Total product for year.....	429,102	558,345	

Texas.		1865-66	1860-61
Export from Galveston, &c. :			
To foreign ports.....	64,388	63,209	
To coastwise ports.....	115,943	84,254	
Stock at close of year.....	8,511	188,922	452
Deduct stock beginning year.....		18,857	147,915
Total product for year.....	175,061	141,747	

Florida.		1865-66	1860-61
Exported from Apalachicola, St. Mark, &c. :			
To foreign ports.....	37,977	28,073	
To coastwise ports.....	123,943	85,953	
Burnt at St. Marks.....		150	
Stock at close of year.....	162	162,082	7,560
Deduct stock beginning of year.....		12,650	864
Total product for year.....	149,432	121,172	

Georgia.		1865-66	1860-61
Export from Savannah :			
To foreign ports—Uplands.....	88,313	293,746	
Sea Islands.....	4,592	8,441	
To coastwise ports—Uplands.....	161,056	170,572	
Sea Islands.....	5,113	11,512	
Stock in Savannah end of year.....	6,632	4,102	
Stock in Augusta, &c., end of year.....	9,558	275,264	5,991
Deduct :			
Received from Florida—Sea Islands.....		1,033	
Uplands.....		6,188	
Stock beginning of year—Savannah.....	4,005	4,307	
Augusta.....	6,233	10,238	5,252
Total product for year.....	265,026	477,584	

South Carolina.		1865-66	1860-61
Exports from Charleston and Georgetown :			
To foreign ports—Uplands.....	51,619	190,345	
Sea Islands.....	2,205	15,043	
To coastwise ports—Uplands.....	50,884	121,663	
Sea Islands.....	3,435	8,355	
Burnt at Charleston.....		564	
Stock in Charleston end of year.....	5,535	113,678	2,899
Deduct :			
Received from Florida and Savannah—Sea Islands.....	945	255	
Uplands.....		2,378	
Stock in Charleston beginning of year.....	1,972	2,917	8,897
Total product for year.....	110,761	356,339	11,539

North Carolina.			
Export :			
To foreign ports.....	21	195	
To coastwise ports.....	64,632	64,653	56,100
Total product for year.....	64,653	64,848	56,295
Virginia.			
Export :			
To foreign ports.....		810	
To coastwise ports.....	37,643	61,129	
Manufactured (taken from ports).....	No account	16,993	
Stock end of year.....	3,250	40,893	2,000
Deduct stock beginning of year.....		1,800	2,800
Total product for year.....	39,093	78,132	78,132
Tennessee, &c.			
Shipments from Memphis, Nashville, Columbus, Hickman, Ky., &c.....	275,153	392,423	
Stock end of year.....	3,466	1,671	393,499
Deduct :			
Shipments to New Orleans, &c.....	33,132	196,366	
Stock beginning of year.....	10,831	1,709	198,075
Total product for year.....	234,461	195,424	195,424

ANALYSES OF RAILROAD REPORTS.

OGDENSBURG AND LAKE CHAMPLAIN RAILROAD.

(Formerly Northern Railroad.)

This line of railroad, stretching across the northern portion of the State of New York from Ogdensburg to Rouse's Point, forms a connection between the railroads of Canada and those of New England. The following are its constituents :

Main line—Ogdensburg to Rouse's Point.....	118-00	mil s
Branch line—Summit to Gravel Beds.....	1-25	"
Champlain to River Landing.....	1-75	"
Potsdam to Lumber Mill.....	1-00—4-00	"
Total length of main and branch lines.....	122-00	"
Second track and sidings.....	18-00	"
Equivalent single track.....	140-00	"

This road connects at Rouse's Point with the Montreal and Champlain and the Vermont Central and Canada railroads ; at Moore's Junction with the Montreal and New York Railroad ; at Potsdam Junction with the Rome, Watertown and Ogdensburg Railroad, and at Ogdensburg, by ferry, with the Grand Trunk and the Ottawa and Prescott railroads of Canada.

EQUIPMENT—ENGINES AND CARS.

The number of engines and cars owned by the Company on the 30th of September, yearly, has been as follows :

	'56.	'57.	'58.	'59.	'60.	'61.	'62.	'63.	'64.	'65.
Engines.....	27	28	28	23	28	23	28	25	25	26
Cars—Passenger.....	16	8	8	14	14	14	14	14	15	17
Baggage, mail, &c.....	9	9	9	10	10	9	9	9	7	8
Freight.....	615	615	608	568	563	441	441	441	441	358
Total cars.....	640	632	625	592	592	464	464	464	463	378

—all rated as eight-wheel cars.

OPERATIONS ON THE LINE YEARLY.

The tabulation which follows exhibits the mileage of engines hauling trains, the number of passengers and tons of freight carried, and the passenger and freight mileage for the ten years ending Sept. 30, 1865 :

Fiscal Years.	—Engine mileage—		—Passengers—		—Freight (tons)—	
	Passenger.	Freight.	Number.	Mileage.	Number.	Mileage.
1855-56.....	105,890	201,240	73,160	3,314,647	160,838	14,604,687
1856-57.....	131,920	222,429	82,320	3,859,874	177,528	16,242,825
1857-58.....	100,248	211,156	71,764	2,767,920	150,432	13,210,357
1858-59.....	146,971	200,829	73,184	2,778,677	137,427	11,477,361
1859-60.....	155,366	239,762	79,668	3,228,596	166,675	15,611,653
1860-61.....	125,028	233,432	67,756	2,674,727	166,530	15,599,949
1861-62.....	87,165	254,539	69,787	3,089,553	187,647	19,157,715
1862-63.....	110,372	301,027	92,402	3,734,311	211,024	19,815,427
1863-64.....	152,246	306,065	141,680	5,846,234	230,201	21,154,384
1864-65.....	124,872	275,048	147,500	5,498,317	203,781	18,834,478

EARNINGS AND EXPENSE ACCOUNT.

The current earnings and expenses for the same years are shown in the following statements :

Fiscal years.	Gross Earnings			Total.	Operating expenses.	Earnings less exp.
	Pass'gers.	Freight.	Other.			
1855-56.....	\$93,813	\$343,857	\$40,008	\$477,677	\$340,388	\$136,704
1856-57.....	89,962	362,999	54,463	507,424	344,081	163,393
1857-58.....	71,599	323,866	15,342	410,807	294,827	115,980
1858-59.....	74,961	492,736	15,235	382,932	320,822	62,110
1859-60.....	77,367	362,597	18,948	458,912	341,859	117,053
1860-61.....	69,366	384,424	17,847	425,37	338,132	87,505
1861-62.....	77,569	392,364	22,500	492,433	305,004	187,429
1862-63.....	100,206	454,178	19,128	573,512	377,594	195,918
1863-64.....	159,565	547,444	19,335	726,344	494,204	232,140
1864-65.....	178,116	508,297	21,108	707,521	649,933	57,589

The following reduced from the above shows the average earnings per mile (cents) for passengers and tonnage :

	'56.	'57.	'58.	'59.	'60.	'61.	'62.	'63.	'64.	'65.
Passenger.....	2.83	2.33	2.22	2.70	2.40	2.22	2.51	2.68	2.73	3.22
Freight.....	2.35	2.23	2.45	2.55	2.32	2.81	2.05	2.29	2.59	2.70

—earned at a cost as follows, viz. :

Passenger.....	2.92	2.15	2.64	3.07	2.93	3.41	2.41	3.29	2.46	3.37
Freight.....	1.67	1.61	1.68	2.05	1.58	1.59	1.90	1.99	1.66	2.40

These figures show that the road has been constantly losing on its passenger traffic and that even its freight traffic has been conducted without adequate profit. The result has been that the Company has not been able to pay interest on any but the first mortgage bonds since April, 1854. No dividend has been declared in the whole history of the Company.

STOCK, BONDS, &C—COST OF PROPERTY.

The following statement shows the amount of stock, bonds, &c., and the cost of the road and its equipments yearly for the ten years ending September 30, 1845 :

Years.	Capital stock.	1st mort. bonds.	2d mort. bonds.	Floating debt.	Total capital.	Cost of property.
1856.....	\$1,770,138	\$1,496,900	\$3,077,000	\$317,484	\$6,661,522	\$4,734,795
1857.....	1,494,900	3,077,000	.....	4,571,900	4,741,487
1858.....	1,494,900	3,077,000	.....	4,571,900	4,788,791
1859.....	1,494,900	3,077,000	.....	4,571,900	4,799,287
1860.....	1,494,900	3,077,000	.....	4,571,900	4,809,856
1861.....	1,491,900	3,077,000	.....	4,571,900	4,816,751
1862.....	1,494,900	3,077,000	.....	4,571,900	4,819,979
1863.....	1,494,900	3,077,000	.....	4,571,900	4,588,509
1864.....	1,494,900	3,077,000	.....	4,571,900	4,644,056
1865.....	3,677,000	1,494,900	.....	.....	4,571,900	4,681,624

As before stated the Company had failed on their 2d mortgage since April, 1854. On the 21st October, 1856, the property was sold on foreclosure of this mortgage and was bid in by the trustees for the benefit of those they represented. The sale was made subject to the 1st mortgage for \$1,500,000. The original capital was thus wiped out, as also the floating debt, and for the succeeding years until August 1st, 1865, the property rested on the bonded indebtedness, the trustees under the 2d mortgage managing affairs. At the last-named date the road with its equipments was by an order from the Supreme Court and by agreement of parties, transferred from the trustees aforesaid to a new Company styled the Ogdensburg & Lake Champlain Railroad Company, an organization created by a law of the State, passed April 8, 1864. The cost of the property as appearing in the table does not include interest paid to stock-holders and discount on bonds during construction (\$758,021); nor after 1862, several large items which had heretofore had a place, together amounting to \$241,738.

RECAPITULATIONS AND DEDUCTIONS.

In the following table are recapitulated the cost of the road, the gross earnings and expenses, and the earnings after expenses, yearly, for the last ten years :

Fiscal Year.	Cost of Road, &c.	Gross Earnings.	Operating Expenses.	Earnings less expenses.
1855-56.....	\$4,734,795	\$477,677	\$340,883	\$136,794
1856-57.....	4,741,487	507,424	344,031	163,393
1857-58.....	4,788,791	410,807	294,827	115,980
1858-59.....	4,799,287	382,934	320,822	62,110
1859-60.....	4,809,856	458,912	341,859	117,053
1860-61.....	4,816,751	425,637	338,137	87,505
1861-62.....	4,819,979	492,433	305,004	187,429
1862-63.....	4,588,509	573,512	377,594	195,918
1863-64.....	4,644,056	726,344	494,204	232,140
1864-65.....	4,681,624	707,521	649,932	57,589

The cost of the road (as stated in the reports), the gross earnings, expenses, &c., per mile of road (118 miles), the rate of expenses to earnings, and the rate of net earnings to the bonded debt (\$4,571,900) are shown in the following table :

Fiscal Years.	Cost of road, &c.	Amount per mile.	Expenses Net to earnings to bond'debt.
		Gross earnings.	Operating expenses.
1855-56.....	\$40,135	\$4,048	\$2,938
1856-57.....	40,182	4,300	2,915
1857-58.....	40,583	3,481	2,498
1858-59.....	40,672	3,245	2,719
1859-60.....	40,761	3,889	2,897
1860-61.....	40,820	3,607	2,845
1861-62.....	40,847	4,173	2,585
1862-63.....	38,886	4,860	3,200
1863-64.....	33,356	6,155	4,188
1864-65.....	39,074	5,996	5,592

Latest Monetary and Commercial English News.

[From our own Correspondent.]

LONDON, Wednesday, Sept. 26, 1866.

Two causes have influenced the market for home securities this week, in contrary directions—the one, the unfavorable weather, having caused an unsatisfactory feeling to prevail, and the other, the large influx of bullion, having produced a fair degree of firmness. Hence, although the amount of business done is very moderate, prices have fluctuated

considerably, but the market closes to-day with a firm appearance. As regards the money market, the tendency of prices is decidedly downwards; but doubts are entertained whether a reduction will be made in the rates of discount to-morrow. The probabilities are in favor of a reduction, and so far as the stock of bullion held by the establishment is concerned, the bank will certainly be in a position to effect such a movement. Since Thursday morning last up to this evening, the sums paid into the Bank have been no less than £538,000, whilst only £54,000 has been withdrawn, of which nearly the whole was sent to New York by the Persia, leaving Liverpool on Saturday last. There is, therefore, an increase of sums paid in, as compared with those withdrawn, of £484,000. In addition to this circumstance, it should be borne in mind that as the rates for money in the open market are one-half per cent. below the official quotations, a large proportion of business is withdrawn from the bank to the open market, in order to secure advances on more favorable terms. The opinion is not generally entertained that a reduction will be made, although probabilities are strongly in favor of an alteration of one-half, if not of one per cent. The rates for money in the open market are as under :

	Per Cent.		Per Cent.
Bank minimum.....	5	3 months' bills.....	4½@—
Open market rates:		6 & 4 months' bills.....	5½@—
30 to 60 days' bills.....	4½@	6 & 4 months' bank bills..	4 @4½

On the Continent the value of money has a drooping tendency. The supply of bullion at Paris is decreasing; but the discount market is well supplied, and the rates for money are easy, at 2 to 2½ per cent. for the best short-dated paper. In Holland the quotations for discount have given way; but at Hamburg, the rates are firm. Annexed are the quotations at the leading cities :

	Bank rate.	Open market.		Bank rate.	Open market.
	per cent.	per cent.		per cent.	per cent.
At Paris.....	3	2@2½	Turin.....	6	—
Vienna.....	5	5½	Brussels.....	3	2½
Berlin.....	5	5	Madrid.....	9	—
.....	5½ adv—	—	Hamburg.....	—	4
Frankfort.....	4	3½	St. Petersburg.....	5½	7-10
Amsterdam.....	5½	5			

The exchanges are without material change from Friday last; but the rates are somewhat more favorable to this country.

On Monday, owing to the advance in the price of wheat, caused by the prevailing unfavorable weather, the Consol Market was very flat; but since then, prices have had an upward tendency, chiefly in consequence of the large sums of bullion taken into the Bank of England Here, as in all other departments of the Stock Exchange, business has been greatly contracted. Annexed were the highest and lowest prices of Consols each day of the last three days :

Three days ending Sept. 22.	Monday.	Tuesday.	Wed'day
Consols for money.....	88½	89½	88½ 89½ 89½ ½

American securities have been flat, and have commanded but little attention. The aggregate business done is therefore small. Atlantic and Great Western Debentures close this afternoon at 67@69. The highest and lowest prices of American securities on the days enumerated are subjoined :

HIGHEST PRICES OF AMERICAN SECURITIES.

Week ending September 22.	Mon.	Tues.	Wed.
United States 5-20's, 6 per cent, 1882.....	72½	72	71½
do do do 1881.....	71	71	71
Virginia 5 per cent.....	50	50	50
do 6 per cent.....	45	44½	44½
Atlantic and Great Western, New York section, 1st mortgage, 1880.....	70	70	70
— Pennsylvania section, 1st m, 1877.....	71	71	71
do const'd mort. b'ds, 1895.....	49½	49	48½
Erie shares, 100 dollars, all paid.....	47½	47½	47½
do Convertible bonds, 6 per cent.....	69	69	69
Illinois Central, 6 per cent, 1875.....	81	82½	82½
do 7 per cent, 1875.....	67	67	67
do \$100 shares, all paid.....	77½	78	77½
Marrietta and Cincinnati, 7 per cent.....	69	69	69
New York Central, 100 dollar shares.....	62½	62½	62½
Panama Rail, 7 per cent, 1872, 2d mort.....	101	101	101
Pennsylvania R.R. 2d mort., 6 p. c.....	82½	82½	82½
do 50 shares.....	34½	34½	34½
Philadelphia and Erie, 1st mortgage, 1881, (gua. by Penn. Railroad Co).....	77½	77½	77½
do with option to be paid in Philadelphia.....	77½	77½	77½
Canada 6 per cent.....	94	93	98½
do 5 per cent.....	78	77	77½

LOWEST PRICES OF PRINCIPAL AMERICAN SECURITIES.

For week ending September 22.	Mon.	Tues.	Wed.
United States 5-20's.....	71½	71½	71½
Atlantic & Great Western consolidated mortgage bonds.....	48½	48½	47½
Erie shares, 100 dollars, all paid.....	47½	47½	47½
Illinois Central, 100 dollars, all paid.....	77½	77½	77½

The wheat trade has continued very firm, and a further advance of 1s. per quarter has taken place in prices throughout the country. Farmers have sent very moderate supplies of English produce to market; but there has been a fair, though far from extensive, importation from Prussian ports. To-day's market has been firm, and as regards good and fine dry wheats, the quotations have had an upward tendency,

Very little is said about the French demand. So far as the London market is concerned, scarcely any produce has been taken for shipment to France: but, as I informed you in a previous letter, fair supplies of wheat were taken from English ports near to the French coast, at which the rate of freight was but inconsiderably greater than to London. At these ports, however, the demand appears to have subsided, and scarcely any mention is now made of the deficient French harvest. I noticed at the commencement that these unfavorable reports were most probably greatly exaggerated, and such appears to be the truth, for even at the present moment, we are receiving small—though very small—supplies of flour from France. Nevertheless, it must be borne in mind that we are deprived of an importation from a country which has kept down the price of bread here to a moderate level, and as these importations have ceased, we naturally look for a country to make up the deficiency. Russia will probably send us very large supplies, and Prussia will certainly forward as much produce as possible previously to the close of the navigation in the Baltic. But when that event has taken place, the sole country in Europe on which we can depend for any important supplies will be Russia. What is likely to be the extent of the shipments of wheat and flour from American ports seems uncertain; but whatever there magnitude may be, it does not appear possible that the exports will be sufficiently great to depress prices to any serious extent, and it is certain that good and fine dry qualities of wheat will command a high price here for some time to come.

English Market Reports—Per Cable.

The latest telegram by the Atlantic Cable was that of Friday, Oct. 5. On that day, the London Money Market had become easier, and Consols for Money closed at 89½. The closing quotations for American Securities were thus: United States Five-twenties, 70½; Illinois Central Shares, 78½; Erie Railway Shares, 51½.

The Liverpool Cotton Market at the same date closed easier, the day's sales having been comparatively small, viz.: 8,000 bales. The total sales of the week, according to the Brokers' Circular, had been 125,000, or nearly 21,000 bales a day. Middlings closed at 14½d. per lb.

Breadstuffs were dull and declining. Western Mixed Corn was quoted at 28s. 6d.

COMMERCIAL AND MISCELLANEOUS NEWS.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports are less this week both in general merchandise and in dry goods, being in the aggregate only \$4,407,005, against \$4,575,966 last week, and \$5,490,912 the previous week. The exports are \$2,930,151 this week, against \$2,042,566 last week, and \$2,335,610 the previous week. The exports of cotton the past week were 2,999 bales, against 2,772 bales last week. Included in the exports were 19,349 bbls. wheat flour, 936 bbls. rye flour, 5,441 bbls. corn meal, 31,340 bush. wheat, 33,414 bush. oats, 23,944 bush. barley, 630 bush. peas, 437,954 bush. corn, 1,025 pkgs, candles, 1,238 tons coal, 44 bales hops, 200 bbls. spirits turpentine, 5,433 bbls. rosin, 700 bbls. tar, 40 bbls. pitch, 77 galls. whale oil, 117 galls sperm oil, 400 galls. linseed oil, 897 galls. lard oil, 992,175 galls. petroleum, 1,089 bbls. pork, 162 bbls. beef, 332 tcs. beef, 44,074 lbs. cut-meats, 19,810 lbs. butter, 1,638,407 lbs. cheese, 96,182 lbs. lard, 12 bbls. rice, 12,644 lbs. tallow, 1,194 hds. tobacco, 560 other pkgs. crude tobacco, 79,096 lbs. manufactured tobacco, 65,144 lbs. whalebone.

The following are the imports at New York for week ending (for dry-goods) Oct. 5, and for the week ending (for general merchandise) Oct. 6:

FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.				
	1863.	1864.	1865.	1866.
Dry goods.....	\$1,593,614	\$917,904	\$3,129,787	\$1,867,576
General merchandise.....	2,142,047	2,653,102	2,715,999	2,539,429
Total for the week.....	\$3,735,661	\$3,571,006	\$5,845,786	\$4,407,005
Previously reported.....	136,473,398	173,612,493	138,839,335	236,460,263
Since January 1.....	\$140,309,059	\$177,183,499	\$144,685,121	\$240,867,268

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 Oct. 8:

EXPORTS FROM NEW YORK FOR THE WEEK.				
	1863.	1864.	1865.	1866.
For the week.....	\$2,229,534	\$3,622,356	\$2,418,527	\$2,930,151
Previously reported.....	133,156,650	166,175,040	117,801,363	145,328,783
Since January 1.....	\$135,386,184	\$169,797,396	\$120,219,890	\$148,258,934

In the commercial department will be found the official detailed statement 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. 6, 1866:

Oct. 3—S.S. Java, Liv'— Mexican silver... ..	\$91,806	Oct. 6—S.S. N. York, Bremen— Foreign coin.....	\$1,000
American gold.....	353	Total for the week.....	\$224,385
“ 6—S.S. C. of Paris, Liv'— American gold.....	24,726	Previously reported.....	53,691,498
Gold & silver bars..	33,500	Total since Jan. 1, 1866.	\$53,915,883
Mexican gold.....	68,000		
Same time in		Same time in	
1865.....	\$22,201,355	1858.....	\$21,627,513
1864.....	35,556,559	1857.....	33,046,072
1863.....	33,452,114	1856.....	23,588,098
1862.....	43,556,214	1855.....	24,703,670
1861.....	3,281,582	1854.....	31,456,205
1860.....	40,042,793	1853.....	16,533,574
1859.....	58,583,642	1852.....	21,115,868

TREASURE FROM CALIFORNIA.—The mail steamship Henry Chauncey, from Aspinwall, arrived at this port yesterday, bringing mails and treasure. The following is her treasure list:

Panama Railroad Co.....	\$17,949 73	Order.....	\$500,000 00
Duncan, Sherman & Co..	46,511 84	Marcial & Co.....	300 00
Dabney, Morgan & Co....	72,658 60	Ribon & Munoz.....	31,500 00
Eugene Kelly & Co.....	74,700 00	Meisner, Ackerman & Co.	700 00
J. & W. Seligman & Co..	64,400 00	Trevor & Colgate.....	4,602 00
Lees & Waller.....	179,000 00	Lazell, March & Gardiner.	500 00
Wells, Fargo & Co.....	139,472 71	Solomon, Lazarus & Co..	1,554 90
D. H. Temple.....	1,500 00	Total.....	\$1,174,249 87
Order.....	40,000 00		

The receipts of treasure from California since January 1, 1866, have been as follows:

Date.	Steamship.	At date.	To date.	Date.	Steamship.	At date.	To date.
Jan. 12.	New York	\$685,610	\$685,610	May 31.	Costa Rica	324,552	14,578,074
Jan. 19.	H. Chauncey	799,706	1,485,314	June 9.	New York	949,906	15,527,986
Feb. 1.	Atlantic	944,878	2,430,198	June 20.	Arizona	892,365	16,420,342
Feb. 9.	New York	1,449,074	3,879,266	July 2.	N. Light	1,617,899	18,038,247
Feb. 21.	H. Chauncey	1,209,048	5,088,319	July 9.	New York	1,429,833	19,468,076
Mar. 5.	Costa Rica	1,469,286	6,557,602	July 21.	Arizona	2,051,456	21,519,539
Mar. 12.	New York	1,425,553	7,983,155	July 31.	H. Chauncey	1,655,481	23,175,015
Mar. 23.	Arizona	389,837	8,372,992	Aug. 21.	Nor. Light	3,691,601	26,866,616
Mar. 31.	H. Chauncey	673,615	9,046,607	Aug. 31.	Arizona	1,386,058	27,652,674
Apr. 9.	New York	729,862	9,776,469	Sept. 9.	H. Chaun'y	1,669,359	29,322,037
Apr. 20.	Arizona	809,459	10,585,901	Sept. 19.	New York	1,215,073	30,537,107
May 1.	Costa Rica	1,318,271	11,904,199	Oct. 1.	Arizona	1,109,537	31,646,644
May 9.	New York	\$1,072,820	\$12,977,019	Oct. 12.	H. Chaun'y	1,174,249	32,820,893
May 21.	Arizona	1,276,505	14,253,524				

REPORT OF THE SECRETARY OF THE TREASURY FOR THE FISCAL YEAR ENDING JUNE 30, 1866.—The following is the report of Secretary McCulloch for the fiscal year ending June 30, 1866:

WASHINGTON, Thursday, Oct. 11, 1866.

The fiscal year ending on the 30th of June, 1866, was one of great material prosperity to the Treasury Department. The respective balances for the commencement and conclusion of the year were as follows:

Cash on hand June 30, 1865.....	\$858,309 15
Cash on hand June 30, 1866.....	130,669,815 19
Net gain.....	\$129,811,506 04

If the gold in the national vaults, estimated in the foregoing figures at par, were expressed in currency figures, it would show a balance on hand at the conclusion of the year of over \$160,000,000.

The receipts and expenditures of the United States for the fiscal year are as follows:

RECEIPTS.		EXPENDITURES.	
From Customs:		Civil, foreign, and miscellaneous:	
Quart'r end. Sept. 30.	\$47,009,583 03	First quarter.....	\$10,571,460 99
do do Dec. 31..	39,216,338 39	Second quarter.....	9,377,132 25
do do March 31	46,645,597 83	Third quarter.....	9,243,033 17
do do June 30.	46,175,151 39	Fourth quarter.....	11,853,339 55
Total.....	\$179,046,630 64	Total.....	\$41,049,965 96
From Public Lands:		Pensions and Indians:	
First quarter.....	\$132,890 63	First quarter.....	\$6,024,241 86
Second quarter.....	175,245 56	Second quarter.....	1,437,629 52
Third quarter.....	180,175 21	Third quarter.....	5,808,127 04
Fourth quarter.....	176,719 63	Fourth quarter.....	2,983,302 02
Total.....	\$665,031 03	Total.....	\$16,253,300 44
From Direct Tax:		War:	
First quarter.....	\$31,111 30	First quarter.....	\$165,369,237 32
Second quarter.....	368,843 31	Second quarter.....	68,122,541 65
Third quarter.....	1,086,163 44	Third quarter.....	88,213,900 16
Fourth quarter.....	488,636 07	Fourth quarter.....	12,744,023 69
Total.....	\$1,974,754 12	Total.....	\$284,449,701 82
Internal Revenue:		Navy:	
First quarter.....	\$96,618,885 65	First quarter.....	\$16,520,669 81
Second quarter.....	82,597,156 93	Second quarter.....	10,341,555 68
Third quarter.....	66,153,031 31	Third quarter.....	7,498,932 28
Fourth quarter.....	63,857,738 93	Fourth quarter.....	9,218,474 44
Total.....	\$309,226,812 82	Total.....	\$43,519,632 21
Miscellaneous:		Interest:	
First quarter.....	\$18,393,729 94	First quarter.....	\$36,173,481 50
Second quarter.....	17,515,705 56	Second quarter.....	30,721,527 37
Third quarter.....	10,874,024 30	Third quarter.....	30,024,447 51
Fourth quarter.....	18,342,516 66	Fourth quarter.....	16,155,280 89
Total.....	\$65,125,966 46	Total.....	\$133,074,737 27

From these figures it appears that the receipts and expenditures of the year 1865-66 were as follows:

RECEIPTS.		EXPENDITURES.	
From customs.....	\$179,046,630 64	Civil, foreign and mls..	\$41,049,965 96
From public lands.....	665,031 03	Pensions and Indians..	16,253,300 44
From direct tax.....	1,974,754 12	War.....	284,449,701 82
From internal revenue	309,226,812 81	Navy.....	43,519,632 21
From miscellaneous...	65,125,966 46	Interest.....	133,074,737 27
Total.....	\$556,039,195 06	Total.....	\$518,347,337 70
		Total receipts.....	556,039,195 06
		Total expenditures....	518,347,337 70
		Excess of receipts...	\$37,691,857 86

But this excess of thirty-seven millions of receipts does not show the capacity of the country to pay off its debts, for it all occurred in the last few months. The war expenses of the first quarter were \$165,000,000; during the last quarter they had dwindled to \$12,000,000

The expenditures of the War Department during the coming year would be over \$240,000,000, less than that of the past year, were it not for the Equalization Bounties Bill.

As compared with the fiscal year ending June 30, 1865, we find in the past year an increase of receipts from Internal Revenue of \$100,000,000, and of customs of \$95,000,000; while there has been a diminution of expenses for war of over \$750,000,000, and for the Navy of \$80,000,000. The year ending December 31, 1865, showed a deficiency of \$619,000,000: six months after that time, the year ending June 30, 1866, showed an excess of receipts over expenditures of nearly \$37,000,000.

JAMES RIVER AND KANAWHA CANAL.—The Richmond editors are getting impatient at the delay of the French Company to complete this work and asking if some other company cannot be induced to take hold of the enterprise. It is believed that the opening of this projected waterway would accomplish for Virginia what the Erie Canal has done for New York. The project is of importance not only to Virginia but to a broad interior seeking a cheap outlet for an enormous and constantly increasing production. Millions of bushels of wheat and corn are lost every year for want of facilities for reaching a market, the cost by existing routes being so excessive that producers can get no profits from their crops commensurate with the labor of producing. There is no doubt, indeed, that if this route could be completed at an early date, it would create a considerable revolution in the course of trade and be highly advantageous to the whole country.

We notice in our advertising columns the card of Mr. Henry H. Elliott, Banker and Proctor. Mr. Elliott manages estates for residents or non-residents, attends to the investment of money, takes charge of the property of travellers in their absence, furnishes travellers' credits, and gives attention to all business of this nature.

The formation of the firm of Messrs. John Bryan & Co., Bankers and Brokers, at No. 35 Broad street, is announced by their card in our columns of Bankers and Brokers.

Mr. J. Van Schaick, late of the firm of Bryan, Van Schaick & Co., continues business as a Banker and Stock Broker at 38 Broad street.

Messrs. Taussig, Fisher & Co., Bankers and Brokers, at 32 Broad street, offer inducements to the business public in the purchase and sale of several kinds of securities, which they make a specialty.

Mr. E. C. Stedman has resumed the Stock Commission business at 19 Broad street (room 44), where his stocks will be duly received and contracts executed.

The Bankers' Gazette.

BUSINESS AT THE STOCK BOARDS.

The following shows the description and number of shares sold at the Regular and Open Boards conjointly on each day and for the week ending on Friday.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Week.
Bank Shares	110	266	277	125	150	315	1,243
Railroad shares, viz.:							
Central of New Jersey		100			50		150
Chicago & Alton	100	100		250	550	250	1,250
Chicago, Burlington & Q.		50		20	200	100	370
Chicago & Great Eastern			200	400	200		800
Chicago & Milwaukee			24				24
Chicago & Northwestern	12,810	16,090	16,100	29,800	19,550	27,200	121,550
Chicago, R. Isl. & Pacific	4,300	2,500	3,640	3,800	4,700	4,700	23,640
Cleveland, Col. & Cincin.				56			56
Cleveland & Pittsburg	2,300	1,900	4,300	3,300	7,900	14,500	34,200
Cleveland and Toledo	3,000	1,000	2,700	3,900	3,200	3,900	17,700
Delaware, Lacka. & West.	200						200
Erie Railway	11,117	7,520	6,320	9,610	6,140	7,805	48,512
Hannibal & St. Joseph		5	200		226		431
Hudson River	600	200	100	400	1,050	1,300	3,650
Illinois Central	700	800	2,708	5,200	900	1,900	12,208
Marietta & Cincinnati	1,800	400		200	100		2,500
Michigan Central	15	200	100	950	3,853	1,350	6,470
Michigan Southern	5,300	11,700	6,400	10,244	6,200	9,500	49,344
Mil. & Prairie du Chien	50	123					173
Milwaukee & St. Paul		500		856	2,200	5,300	8,856
New York Central	3,000	5,681	3,466	5,589	2,710	7,724	28,170
New York & New Haven	40						40
Ohio & Mississippi (\$100)	3,608	6,730	5,500	11,010	9,932	19,200	55,980
Pitts., Ft. Wayne & Chic.	4,100	2,850	6,150	3,900	3,400	4,480	24,480
Reading	11,000	6,200	8,500	2,800	5,650	9,000	43,150
St. Louis, Alton & T. H.	500					3,950	4,450
Stonington			20				20
Toledo, Wabash & West'n	200	400	300	200	4,250	10,306	15,656
Miscellaneous shares, viz.:							
Adams Express	20						20
American Express		5		6			11
Ashburton Coal			400		100	200	700
Atlantic Mail	200	300	600	100	700	300	2,200
Brunswick Land	400				200	100	700
Boston Water Power	200		300	600	300	600	2,000
Butler Coal	200		500	100		700	1,500
Canton	100		1,100	900	1,000	3,100	6,200
Central American Transit		100	70				170
Central Coal				500	100	1,100	1,700
Cumberland Coal	200	2,100	2,400	4,400	2,200	1,700	13,000
Delaware & Hud. Canal		10					12
Mariposa	1,300	3,000	2,00	1,900	2,400	2,100	12,700
Pacific Mail	100		25	5			130
Pennsylvania Coal				25			25
Quicksilver	1,600	800	900	1,000	1,454	1,020	6,774
Schnylkill Coal						300	300
Smith & Parmelee Gold	100	100	400	1,600	200	200	2,700
Spruce Hill Coal	200		300	300			800
Union Navigation		400	400	900	2,000	600	4,300
Western Union Telegraph	1,920	2,497	3,810	2,244	680	1,850	13,001
" Russian		17			82	75	174
Wilkesbarre Coal		100	600	200	300	700	1,900

The volume of transactions in shares at the two Boards, comparatively, for each day of the two last weeks, and the total for the same weeks, is shown by the following statement:

	Reg. Board.		Open Board.		Both Boards.	
	Last week.	Prev's week.	Last week.	Prev's week.	Last week.	Prev's week.
Saturday	30,540	36,081	41,050	67,900	71,590	103,981
Monday	36,303	80,325	33,430	88,600	74,734	168,925
Tuesday	39,010	59,848	41,800	70,950	80,810	130,798
Wednesday	52,290	68,110	55,100	77,600	107,390	145,710
Thursday	43,532	77,297	46,300	94,200	94,832	171,497
Friday	77,537	64,615	69,900	55,350	147,437	119,965
Total of week	284,213	336,276	292,580	454,600	576,793	840,876

The transactions in shares weekly since the 25th of May are shown in the following statement:

Week ending	Regular Board.	Open Board.	Both Boards.	Week ending	Regular Board.	Open Board.	Both Boards.
Friday	228,080	454,381	682,461	August 10	165,587	184,603	350,189
May 25	228,873	330,306	609,179	August 17	161,581	110,316	271,897
June 1 (5 days)	204,080	278,850	482,930	August 24	171,227	126,910	298,137
June 8	126,591	268,910	395,501	Aug. 31 (5 days)	110,344	112,465	222,809
June 15	150,864	238,680	389,544	Sept. 7	107,208	165,050	272,258
June 22	119,437	165,500	284,937	Sept. 14	133,403	150,914	284,317
June 29	113,413	110,300	223,713	Sept. 21	189,497	223,170	412,667
July 6 (4 days)	202,529	227,640	430,169	Sept. 28	198,822	245,400	444,222
July 13	167,471	260,300	427,771	Oct. 5	386,276	454,600	840,876
July 20	121,265	185,552	306,817	Oct. 12	284,213	292,580	576,793
July 27	225,075	204,156	429,231				
August 3							

The Government, State, &c., bonds sold at the two Boards, daily, last week, are given in the following statement:

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.	Week.
U. S. 6's, 1881	\$4,000	\$28,000	\$135,000	\$42,000	\$106,500	\$...	\$315,500
U. S. 6's (5-20's)	71,500	703,500	38,000	466,500	601,500	100,000	1,931,000
U. S. 6's (old)	5,700	5,000			25,000	10,000	45,700
U. S. 5's (10-40s)	7,000	880,500	25,000	1,000	61,500		475,000
U. S. 5's (old)	1,000	2,000		30,000			33,000
U. S. 7-30 notes	11,500	152,250	8,500	76,550	91,500	140,400	430,700

State bonds, viz.:

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.	Week.
California 7's		4,000	5,000	11,000			20,000
Illinois 6's	4,000		2,000				6,000
Kentucky 6's						1,000	1,000
Louisiana 6's	4,000		1,000				5,000
Minnesota 8's	2,000					2,000	4,000
Missouri 6's		23,000	10,000	37,000	52,000	2,000	124,000
N. Y. State 5's		20,000					20,000
N. Y. State 6's	9,000	8,000				11,500	28,500
N. Y. State 7's	17,000						17,000
N. Carolina 6's	17,000	13,000	34,000	73,500	6,500	1,000	145,000
Tennessee 6's	23,000	32,000	6,000	64,000	160,000	84,000	315,000
Virginia 6's		26,000	106,000	2,000		1,000	139,000

The following is a summary of the amount of Governments, State and City securities, and railroad bonds, sold on each day:

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.	Week.
U. S. Bonds	\$88,600	\$1,199,000	\$198,000	\$539,500	\$794,500	\$110,000	\$2,849,600
U. S. Notes	11,500	152,250	8,500	76,550	91,500	140,400	480,700
State & City b'ds	76,000	126,000	158,000	187,500	164,500	102,500	814,500
Railroad Bonds	21,500	23,000	14,500	21,500	22,000	17,000	119,500
Total of week	\$197,600	1,420,250	479,000	825,050	1,072,500	369,900	4,264,300

The totals of each class of securities sold in the first nine months of the year are shown in the statement which follows:

	Governments		State, &c., Bonds.	Railroad Bonds.	Total amount.
	Bonds.	Notes.			
January	\$4,327,200	\$3,340,100	\$952,900	\$3,035,500	\$12,155,700
February	3,846,500	2,591,900	1,691,500	1,692,100	9,322,000
March	3,931,300	3,006,700	2,903,600	781,240	10,622,840
April	5,798,300	3,739,650	1,679,500	838,700	12,056,150
May	8,002,700	2,258,250	1,236,600	781,900	12,279,450
June	7,463,800	2,485,250	1,624,000	515,700	12,078,750
July	10,476,250	2,198,750	1,633,000	455,500	14,765,500
August	10,937,850	2,577,000	1,986,900	993,000	16,544,750
September	6,451,300	2,425,350	2,984,000	879,200	12,739,850

and for the weeks ending on Friday—

	Governments	State, &c.	Railroad	Total
Sept. 7	\$2,354,200	\$1,002,750	\$514,500	\$4,069,105
Sept. 14	1,456,000	730,900	516,000	2,912,400
Sept. 21	1,174,800	251,500	791,000	2,424,800
Sept. 28	1,254,300	432,750	1,061,500	3,008,050
Oct. 5	1,681,400	303,500	763,000	2,997,100
Oct. 12	2,849,600	480,700	814,500	4,264,300

FRIDAY, P. M., Oct. 12.

THE MONEY MARKET.—There has been no change of note in the course of monetary affairs during the week. The demand for call loans has been very active, owing to the large transactions at the Stock Boards and Gold Room, but with no corresponding change in the rate of interest, 4 per cent. having been the prevailing rate. Discounts are still comparatively quiet, notwithstanding the steady activity in the several branches of wholesale trade.

The course of exchange with the Western cities appears to be turning in favor of New York, exchange being reported somewhat scarce at Cincinnati and Chicago, with a corresponding stiffening of rates.

The banks, at present, depend to an unusual extent upon stock speculation for the employment of their balances. It is one of the most significant indications of the extreme abundance of money that, with an extent of speculation never before equalled, the demand from brokers has no apparent effect in putting up the rate of discount. Last week the exchanges at the Clearing House reached the immense aggregate of \$829,000,000, which is about 60 per cent. over the average transactions; the figures for this week will probably not approach that amount.

The following are the quotations for loans of various classes:

	Per cent.		Per cent.
Call loans			

held off the market since, causing a firmness in quotations. The suspension of intercourse through the cable has kept the market in suspense, and has probably prevented an advance in old Five-twenties, which it is understood was to have been attempted through manipulating the markets of London and New York at the same time. From the comparative prices given below it will be seen that gold-bearing bonds are $\frac{1}{2}$ @ $\frac{1}{2}$ above the closing quotations of last week.

Conversions of the Seven-thirty notes, due August, 1867, into Five-twenties, continue to be made at the Treasury Department at the rate of something less than \$4,000,000 per week. There are now outstanding about \$270,000,000 of this issue of Seven-thirties.

The following statement, compiled from official returns, will show the reduction of the public debt during the last twelve months :

October 1, 1865.....	\$2,744,947,726	April 1, 1866.....	\$2,705,646,516
November 1, ".....	2,740,854,758	May 1, ".....	2,689,639,842
December 1, ".....	2,714,633,314	June 1, ".....	2,670,288,367
January 1, 1866.....	2,716,581,536	August 1, ".....	2,633,099,276
February 1, ".....	2,716,898,152	September 1, ".....	2,595,683,163
March 1, ".....	2,711,850,000	October 1, ".....	2,573,336,941

The following are the closing prices of leading securities, compared with preceding weeks :

	Sep. 7.	Sep. 14.	Sep. 21.	Sep. 28.	Oct. 5.	Oct. 12.
U. S. 6's, 1881 coup.....	111 $\frac{1}{2}$	111 $\frac{1}{2}$	111 $\frac{1}{2}$	111 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$
U. S. 5-20's, 1862 coupons.	111 $\frac{1}{2}$	111 $\frac{1}{2}$	111 $\frac{1}{2}$	111 $\frac{1}{2}$	112 $\frac{1}{2}$	113 $\frac{1}{2}$
U. S. 5-20's, 1864 ".....	109	108 $\frac{1}{2}$	108 $\frac{1}{2}$	109	109 $\frac{1}{2}$	110 $\frac{1}{2}$
U. S. 5-20's, 1865 ".....	108 $\frac{1}{2}$	108 $\frac{1}{2}$	108 $\frac{1}{2}$	109	109 $\frac{1}{2}$	110 $\frac{1}{2}$
U. S. 10-40's, ".....	x. c. 98 $\frac{1}{2}$	98 $\frac{1}{2}$	99	99 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$
U. S. 7-30's 1st series.....	106 $\frac{1}{2}$	106	106	106 $\frac{1}{2}$	106 $\frac{1}{2}$	106 $\frac{1}{2}$
U. S. 7-30's 2d Series.....	105 $\frac{1}{2}$	106	106	106 $\frac{1}{2}$	106 $\frac{1}{2}$	106
U. S. 7-30's 3rd series.....	105 $\frac{1}{2}$	106	106	106 $\frac{1}{2}$	106 $\frac{1}{2}$	106

The total transactions in Government securities at the Stock Exchange for the last six days foot up \$1,989,900, against \$3,330,300 for the week previous.

RAILROAD AND MISCELLANEOUS STOCKS.—The week opened with a reaction from the extraordinary speculative activity of last week. The approach of the Erie election appeared to produce an expectation that the market would decline on the result being reached, and there was consequently a general effort to realise, under which prices fell off 2@4 per cent. After the election, Erie declined to 82, but this result having been anticipated, there was no consequent further decline. On the contrary, buyers were attracted by the fall, and prices have since gradually advanced, being at the close of to-day's business 2@3 per cent. above those of last Friday. The apparent weakness of the market at the beginning of the week encouraged "short" operations, and the market may be safely pronounced more largely over-sold than a week ago. It would appear to be the policy of the leading operators to run up prices still higher, so as to increase the line of "shorts," that being their principal reliance for unloading themselves of the immense accumulation of stocks they are now carrying.

The volume of transactions, though large, is not equal to the extraordinary totals of last week, as will appear from the following statement of the number of shares sold during the six days at both Boards :

	Last week.	Prev. week.
Regular Board.....	284,213	386,276
Open Board.....	292,580	454,600
Both Boards.....	576,793	840,876

The transactions in bonds at the Stock Exchange are also materially below those of last week, as appears from the following comparison :

	Last week.	Prev. week.
U. S. Bonds.....	\$1,651,100	\$2,849,600
U. S. Notes.....	308,500	480,700
State and City Bonds.....	763,000	814,500
Railroad Bonds.....	239,200	119,500
Tota.....	\$2,997,100	\$4,264,300

The following are the closing quotations of to-day, compared with those of the six preceding weeks :

	Aug. 31.	Sep. 7.	Sep. 14.	Sep. 21.	Sep. 28.	Oct. 5.	Oct. 12.
Cumberland Coal.....	47 $\frac{1}{2}$	46 $\frac{1}{2}$	46 $\frac{1}{2}$	48	55 $\frac{1}{2}$	53 $\frac{1}{2}$	58 $\frac{1}{2}$
Quicksilver.....	49 $\frac{1}{2}$	50 $\frac{1}{2}$	57 $\frac{1}{2}$	.....	53 $\frac{1}{2}$	55 $\frac{1}{2}$	54 $\frac{1}{2}$
Canton Co.....	52 $\frac{1}{2}$	.....	52 $\frac{1}{2}$	54	54 $\frac{1}{2}$	.....	56 $\frac{1}{2}$
Mariposa pref.....	—	28	30 $\frac{1}{2}$	33 $\frac{1}{2}$	30 $\frac{1}{2}$	.....	30 $\frac{1}{2}$
New York Central.....	103 $\frac{1}{2}$	103 $\frac{1}{2}$	106 $\frac{1}{2}$	106 $\frac{1}{2}$	114 $\frac{1}{2}$	116	118 $\frac{1}{2}$
Erie.....	73 $\frac{1}{2}$	71	72 $\frac{1}{2}$	75 $\frac{1}{2}$	79 $\frac{1}{2}$	9 $\frac{1}{2}$	83 $\frac{1}{2}$
Hudson River.....	—	120 $\frac{1}{2}$	122	120 $\frac{1}{2}$	124 $\frac{1}{2}$	122 $\frac{1}{2}$	122 $\frac{1}{2}$
Reading.....	118 $\frac{1}{2}$	114	115 $\frac{1}{2}$	115	116 $\frac{1}{2}$	116 $\frac{1}{2}$	116 $\frac{1}{2}$
Mich. Southern.....	84 $\frac{1}{2}$	84	83 $\frac{1}{2}$	85 $\frac{1}{2}$	8 $\frac{1}{2}$	89 $\frac{1}{2}$	90 $\frac{1}{2}$
Michigan Central.....	112	.....	111	118	114 $\frac{1}{2}$	114	117 $\frac{1}{2}$
Clev. and Pittsb.....	86 $\frac{1}{2}$	86 $\frac{1}{2}$	.....	87	89 $\frac{1}{2}$	89 $\frac{1}{2}$	93 $\frac{1}{2}$
Clev. and Toledo.....	115 $\frac{1}{2}$	114 $\frac{1}{2}$	116	117 $\frac{1}{2}$	121 $\frac{1}{2}$	122 $\frac{1}{2}$	127 $\frac{1}{2}$
Northwestern.....	35 $\frac{1}{2}$	35 $\frac{1}{2}$	34 $\frac{1}{2}$	35 $\frac{1}{2}$	37 $\frac{1}{2}$	42 $\frac{1}{2}$	46 $\frac{1}{2}$
" preferred.....	67 $\frac{1}{2}$	.....	66 $\frac{1}{2}$	67 $\frac{1}{2}$	71	73 $\frac{1}{2}$	75 $\frac{1}{2}$
Rock Island.....	108 $\frac{1}{2}$	109	109	111	112	107 $\frac{1}{2}$	108 $\frac{1}{2}$
Fort Wayne.....	104 $\frac{1}{2}$	104 $\frac{1}{2}$	105	105 $\frac{1}{2}$	107 $\frac{1}{2}$	108 $\frac{1}{2}$	109 $\frac{1}{2}$
Illinois Central.....	123 $\frac{1}{2}$	122	122 $\frac{1}{2}$	121 $\frac{1}{2}$	123 $\frac{1}{2}$	128	128

THE GOLD MARKET.—The course of gold has been steadily upward. Much of the supply has been held off the market, with a view to forcing up the premium, and thereby encouraging "short" contracts; but the bait appears not to have been taken, and the stratagem has been unsuccessful. About the middle of the week

the clique operating for a higher premium became sellers to the extent of about 2 $\frac{1}{2}$ millions. On Thursday a despatch appeared in the morning papers, copied from the *Philadelphia Ledger*, stating that the President had requested the opinion of the Attorney-General as to the legality of the present Congress, which was followed by an advance from 151 to 153 $\frac{1}{2}$. The rumor was subsequently contradicted, upon which the price this morning opened at 150 $\frac{1}{2}$; speculative purchases during the day, however, run up the quotation to 153 $\frac{1}{2}$. The closing price is 153 $\frac{1}{2}$.

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

	Lowest.	Highest.		Low'st	Highest
Oct. 6.....	148 $\frac{1}{2}$	149 $\frac{1}{2}$	Oct. 10.....	149 $\frac{1}{2}$	151 $\frac{1}{2}$
Oct. 8.....	148 $\frac{1}{2}$	149 $\frac{1}{2}$	Oct. 11.....	151	153 $\frac{1}{2}$
Oct. 9.....	148 $\frac{1}{2}$	149 $\frac{1}{2}$	Oct. 12.....	150 $\frac{1}{2}$	153 $\frac{1}{2}$

The total export of specie last week amounted to \$296,790.

The imports of specie from Europe, from the 1st to the 6th Oct., amounted to \$755,758.

Yesterday, the steamer Henry Chauncey, from Aspinwall, brought \$1,174,249 in treasure.

The transactions at the Custom House and the office of the United States Assistant Treasurer, for last week, were as follows :

	Custom House.	Sub-Treasury	
	Receipts.	Payments.	Receipts.
Oct. 1.....	\$389,354 77	\$1,440,906 39	\$1,907,572 14
" 2.....	330,359 28	879,022 22	2,027,325 92
" 3.....	409,584 14	1,405,642 77	1,452,723 10
" 4.....	321,572 07	933,440 12	1,382,834 79
" 5.....	267,540 63	2,284,949 27	1,107,664 16
" 6.....	547,923 91	772,133 88	2,334,149 10
Total.....	\$2,266,334 80	\$7,766,499 65	\$10,212,269 21
Balance in Sub-Treasury morning of Oct. 1.....			\$7,842,831 85
			\$93,055,101 06
Deduct payments during the week.....			7,766,499 65
Balance on Saturday evening.....			\$90,288,601 41
Decrease during the week.....			2,445,769 56

Total amount of gold certificates issued, \$2,382,000. Included in the receipts of customs were \$342,000 in gold, and \$1,924,334 in gold certificates.

The following table shows the aggregate transactions at the Sub-Treasury since July 7 :

Weeks Ending	Custom House.	Sub-Treasury Payments.	Sub-Treasury Receipts.	Balances.	Changes in Balances.
July 7.....	\$2,471,626	\$18,039,033	\$25,259,144	\$83,065,802	Inc. \$7,220,061
" 14.....	2,436,296	10,181,139	16,366,534	94,248,198	Inc. 6,183,395
" 21.....	2,480,149	16,472,438	13,797,169	91,572,928	Dec. 2,675,266
" 28.....	2,926,884	19,632,106	14,013,440	85,904,262	Dec. 5,668,666
Aug. 4.....	2,794,658	22,015,194	18,578,526	82,467,634	Dec. 3,436,628
" 11.....	2,676,331	5,825,232	9,747,042	86,439,444	Inc. 3,971,810
" 18.....	2,461,876	11,262,202	13,639,422	88,816,644	Inc. 2,377,219
" 25.....	3,069,803	16,709,883	23,900,447	96,007,229	Inc. 7,190,594
Sept 1.....	3,199,168	47,307,365	34,094,678	82,294,512	Dec. 13,712,686
" 8.....	3,222,265	16,320,266	19,069,718	84,563,995	I. c. 2,269,452
" 15.....	3,105,457	19,047,272	21,568,121	87,048,843	Inc. 2,520,848
" 22.....	2,399,270	5,680,903	12,453,160	93,857,100	Inc. 6,772,256
" 29.....	2,576,717	25,233,192	19,223,924	87,842,831	Dec. 6,014,263
Oct. 6.....	2,266,334	7,766,499	10,212,269	90,288,601	Inc. 2,445,769

FOREIGN EXCHANGE.—The continued high price of gold has checked transactions in foreign bills, and the rates of exchange have still further declined. Some of the importers have procured an extension of their bills against their Fall importations, in the expectation that they may ultimately be able to buy exchange with lower prices for gold. A large amount of remittances are deferred until after the effect of the disbursement of November coupons is felt upon the gold market.

The following are the closing quotations for the several classes of foreign bills, compared with those of the three last weeks :

	Sept. 14.	Sept. 28.	Oct. 5.	Oct. 12.
London Comm'l.....	105 $\frac{1}{2}$ @106	106 $\frac{1}{2}$ @107 $\frac{1}{2}$	106 $\frac{1}{2}$ @107	105 $\frac{1}{2}$ @106 $\frac{1}{2}$
do bkrs' long.....	107 @107 $\frac{1}{2}$	108 @107 $\frac{1}{2}$	107 $\frac{1}{2}$ @108	106 $\frac{1}{2}$ @107 $\frac{1}{2}$
do do short.....	108 @108 $\frac{1}{2}$	109 @108 $\frac{1}{2}$	108 $\frac{1}{2}$ @108 $\frac{1}{2}$	107 $\frac{1}{2}$ @107 $\frac{1}{2}$
Paris, long.....	5.26 $\frac{1}{2}$ @5.25	5.25 @5.22 $\frac{1}{2}$	5.22 $\frac{1}{2}$ @5.21 $\frac{1}{2}$	5.26 $\frac{1}{2}$ @5.25
do short.....	5.22 $\frac{1}{2}$ @.....	5.22 $\frac{1}{2}$ @5.20	5.20 @5.18 $\frac{1}{2}$	5.22 $\frac{1}{2}$ @.....
Antwerp.....	5.28 $\frac{1}{2}$ @5.27 $\frac{1}{2}$	5.27 $\frac{1}{2}$ @5.25	5.25 @5.2 $\frac{1}{2}$	5.30 @5.26 $\frac{1}{2}$
Swiss.....	5.28 $\frac{1}{2}$ @5.27 $\frac{1}{2}$	5.27 $\frac{1}{2}$ @5.25	5.25 @5.22 $\frac{1}{2}$	5.30 @5.26 $\frac{1}{2}$
Hamburg.....	35 $\frac{1}{2}$ @.....	35 $\frac{1}{2}$ @.....	35 $\frac{1}{2}$ @36	35 @35 $\frac{1}{2}$
Amsterdam.....	41 @.....	41 @.....	41 @.....	40 $\frac{1}{2}$ @.....
Frankfort.....	41 @.....	41 @.....	41 @.....	40 $\frac{1}{2}$ @.....
Bremen.....	77 $\frac{1}{2}$ @78	77 $\frac{1}{2}$ @.....	77 $\frac{1}{2}$ @78	77 $\frac{1}{2}$ @77 $\frac{1}{2}$
Berlin.....	71 @.....	71 $\frac{1}{2}$ @72	71 $\frac{1}{2}$ @.....	71 @71 $\frac{1}{2}$

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. 6, 1866 :

	Loans and discounts.	Specie.	Average amount of Circulation.	Net deposits.	Legal Tenders.
BANKS.					
New York.....	\$7,944,291	\$1,146,800	\$729,887	\$8,321,006	\$4,199,599
Manhattan.....	6,421,717	343,254	12,812	5,699,590	2,137,295
Merchants'.....	7,896,326	545,133	627,184	6,145,155	2,854,833
Mechanics'.....	6,276,133	87,482	525,430	4,787,986	1,591,513
Union.....	4,927,880	87,846	447,781	3,526,065	1,110,874
America.....	10,031,399	707,364	2,710	8,998,240	2,892,941
Phoenix.....	4,532,770	144,976	292,900	5,858,325	1,189,911
City.....	3,370,548	505,598	.....	2,726,816	1,215,995
Tradesmen's.....	2,989,081	22,459	663,625	2,010,455	842,112
Fulton.....	2,922,285	123,312	19,195	2,454,760	2,126,229
Chemical.....	5,379,954	318,258	18,118	5,871,375	3,223,358

Table with multiple columns listing various financial items such as Merchants Exchange, National, Butch. & Drovers, etc., with corresponding numerical values.

Totals... \$274,210,161 \$6,203,698 \$29,302,358 \$228,484,370 \$85,339,679
Clearings for the week ending Sept. 29, 1866... \$575,724,324 66
Clearings for the week ending Oct. 6, 1866... 829,081,759 58

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

Table showing deviations for Loans, Specie, and Circulation with 'Inc.' and 'Dec.' columns.

The several items compare as follows with the returns of previous weeks:

Table comparing items like Loans, Specie, Circulation, Deposits, Legal Tenders, and Aggregate Clearings for various dates from July 7 to Oct. 6.

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' items for Sept. 29 and Oct. 6, including Capital, Loans, Legal Tenders, Specie, Deposits, and Circulation.

The following comparison shows the condition of the Philadelphia Banks at stated periods:

Table comparing Philadelphia Banks' items at various dates from July 7 to Oct. 6, including Legal Tenders, Loans, Specie, Circulation, and Deposits.

BOSTON BANKS.—The statement of the Boston Banks for the week ending October 8 compares thus with the preceding weeks:

Table comparing Boston Banks' items for Oct. 8, Oct. 1, and Sept. 24, including Capital, Loans, Specie, Legal tender notes, Deposits, and Circulation.

Below we give the comparative totals for each week for the last three months:

Table with columns for Aug., Sept., and Oct. showing Loans, Specie, Tenders, Deposits, National, and State circulation.

* No returns from the Traders' Bank. FOREIGN BANKING.—The following is the return of the Bank of England for the week ending Sept. 19, 1866:

Table for Bank of England showing Notes issued, Government debt, Other securities, and Gold coin and bullion.

Table for BANKING DEPARTMENT showing Proprietors' capital, Rest, Public deposits, Other deposits, and Seven day and other bills.

The preceding accounts, compared with those of last week, exhibit—

Table showing Increase and Decrease for Circulation, Public Deposits, Other Deposits, and Other Securities.

BANK STOCK LIST.

Large table listing various banks and companies with columns for Capital, Dividend, and Friday's Bid/Ask prices.

SALE-PRICES AT THE NEW YORK STOCK EXCHANGE.

REPRESENTED BY THE LAST SALE REPORTED OFFICIALLY ON EACH DAY OF THE WEEK ENDING FRIDAY, OCTOBER 12.)

Table with columns for 'STOCKS AND SECURITIES' and 'RAILROAD STOCKS'. It lists various financial instruments like bonds, stocks, and mortgages with their respective prices and interest rates for each day of the week (Sat., Mon., Tues., Wed., Thurs., Fri.).

NATIONAL, STATE AND MUNICIPAL SECURITIES LIST.

Table with columns: DENOMINATIONS, Amount Outstanding, INTEREST (Rate, Payable), Principal Due, FRIDAY (Bid, Asked). Rows include National Securities (American Gold Coin, Bonds of 1847-1866), State Securities (Alabama, California, Connecticut, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, Wisconsin), and Municipal Securities (Albany, Alleghany City, Baltimore, Bangor, Boston, Brooklyn, Buffalo, Chicago, Cincinnati, Cleveland, Detroit, Dubuque, Hartford, Jersey City, Louisville, Marysville, Milwaukee, Newark, New Bedford, New London, Newport, New Haven, New York City, Philadelphia, Pittsburgh, Portland, Providence, Rochester, Sacramento, St. Louis, San Francisco, Wilmington).

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Oct. 12.

The advance in gold in the last three days has in a measure checked the downward tendency in leading staples, but in no degree stimulated trade, or increased confidence in business circles.

Provisions were rather firmer early in the week, but except in pork the close is downwards, and the strength of pork is entirely speculative. The return of lard from Liverpool has caused a decline since yesterday. New beef begins to arrive, but no prices have been made as yet. Butter and cheese have arrived freely, and are lower. Live hogs are coming to market freely, and prices have so far declined that city packers have resumed operations. Accounts from the West represent that there are large numbers of hogs, and the probabilities are that the annual pork-packing will take place much earlier than last season.

In groceries there has not been much change. There has been a good business in Rio coffee,—about 25,000 bags having changed hands, and gold prices are firmer, with reduced stocks. Other coffees have been firmly active, and so close. Sugar has been fairly active, the rise in gold having given confidence to purchasers—currency prices having advanced slightly. Molasses has been active and firm. In rice, teas and spices there has been more done.

In Petroleum there has been no response to the advance in gold until to-day, when a large business was done at the reduced currency prices previously quoted.

Naval Stores have become dull. Rosins are lower, and the market generally drooping.

Oils are generally firm. Considerable transactions in Crude Whale and Sperm transpired early this week. Fruits and Fish show much firmness.

Wool is a good deal unsettled. The advance in gold prevents holders of foreign from pressing sales, and the demand is light for fleece. Still stocks are now being reduced, owing to small receipts, and prices are well supported. Tallow is firmer, but closes quiet. Whisky is quiet and nominal.

In Freights there is no movement of importance, and rates are unsettled. Tobacco is in active demand, and very firm.

We notice a considerable movement in Copper, part for future delivery, at half a cent per lb. advance. Pig Iron has advanced in the week \$3a\$4 per ton, in currency, while other metals have been quiet.

East India Goods have been doing rather better, and the closing sale of Manilla Hemp was at 11c gold per lb.

The value of exports from this port to different countries (exclusive of specie) for the past week and since July 1, is shown in the following table:

To	This week.	Since July 1, 1866	To	This week.	Since July 1.
Great Britain...	\$1,529,664	\$22,095,013	Cuba.....	\$85,150	\$2,226,192
France.....	171,122	2,359,630	Hayti.....	14,475	228,324
Holland & Belg.	100,856	1,161,864	Other W. I	80,907	1,877,941
Germany.....	259,249	2,544,271	Mexico.....	.....	456,576
Other N. Europe	.....	199,583	New Granada...	117,493	1,189,181
Spain.....	.....	640,010	Venezuela.....	21,944	262,027
Other S. Europe	130,557	2,532,471	Br. Guiana.....	24,316	287,539
East Indies.....	.....	6,750	Brazil.....	31,155	380,471
China.....	.....	632,550	Other S.A. ports	.....	1,126,263
Australia.....	109,857	972,392	All other ports.	83,249	398,727
Br.N A Colonies	190,857	1,591,423			

The following table shows the exports of leading articles of commerce from the port of New York, since July 1, 1866, the ports of destination and the total since January 1, and for the same period in 1865. The export of each article to the several ports, and the total for the past week can be obtained by deducting the amount in the last number of the CHRONICLE from that here given:

ARTICLES.	EXPORTS SINCE JULY 1 TO		Other S. East Europe, Indies.	China.	Australia, Colonies.	Cuba.	Hayti.	Other W. Indies.	Mexico, Granada.	Venezuela.	British Guiana.	Brazil.	Other S. Amer'n. Ports.	Total since July 1.	Total since January 1, 1866.	Same time in 1865.
	Great Britain.	France, & Belg.														
Ashes—Pots	58	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	744	4,122	8,392
Breadstuffs—Flour	23,790	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	256,820	740,560	1,043,830
Corn meal	316	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50,305	116,751	96,301
Wheat	156,542	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	164,951	296,445	1,676,839
Rye	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5,300	204,500	155,496
Corn	5,911,248	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6,066,343	10,112,953	2,186,773
Oats	222,078	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	240,194	985,372	61,462
Candles	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Coffee	3,099	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16,561	53,700	76,922
Cotton	370	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6,508	34,698	29,350
Domestic	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	45,958	306,721	82,774
Drugs	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,472	6,176	620
Hardware	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hops	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Naval stores—Turpentine	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Spts Turpentine	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rosin	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tar	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oil cake	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oils—Petroleum	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Whale oil	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sperm oil	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lard oil	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Provisions—Pork	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Beef	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bacon	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Butter	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cheese	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lard	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Staves	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tallow	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tea	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tobacco leaf	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tobacco	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do manufactured	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Winebone	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Imports of Leading Articles.

The following table shows the foreign imports of certain leading articles of commerce at this port for the week ending Oct. 5, since Jan 1, 1866, and for the corresponding period in 1865 :

[The quantity is given in packages when not otherwise specified.]

	For the week.	Since Jan. 1, 1866.	Same time 1865.		For the week.	Since Jan. 1, 1866.	Same time 1865.
Buttons	78	4,962	2,748	Hardware	269	10,662	3,464
Coal, tons	10,739	381,863	252,540	Iron, RR b'rs	978	203,828	167,651
Cocoa, bags	750	12,753	3,551	Lead, pigs	3,820	318,006	137,963
Coffee, bags	5,278	547,843	544,412	Spelter, lbs	275,824	7,533,515	995,443
Cotton, bales	2	1,905	28,372	Steel	7,335	144,513	64,075
Drugs, &c.				Tin, bxs	14,266	623,046	455,201
Bark, Peru	205	47,067	3,274	Tin slabs, lbs	22,870	5,170,230	3,061,301
Blea p'wd'rs	93	19,720	14,920	Rags	750	36,248	26,551
Brimst, tns	142	14,450	7,964	Sugar, hhds	1,821	350,359	259,926
Cochineal	17	972	1,821	tcs & bbls	4,500	340,532	326,402
Cr Tartar	85	1,074	780	Sugar, bxs & bg	6,079	650,013	474,431
Gambier		22,617	201	Tea	8,865	16,412	20,919
Gums, crude	946	10,847	3,674	Tobacco	241	11,941	8,065
Gum, Arabic	388	3,650	2,700	Waste	14	1,985	94,571
Indigo	66	2,754	5,058	Wines, &c.		1,702	341,924
Madder		7,881	3,234	Champ, bkts	1,985	94,571	50,525
Oils, ess	21	3,491	2,090	Wines	1,702	341,924	69,616
Oil, Olive	320	85,561	26,222	Wool, bales	2	52,900	46,087
Opium		653	517	Articles reported by value.			
Soda, bi-carb	40	108,747	50,155	Cigars		\$2,659	\$1,183,952
Soda, sal	803	30,266	9,419	Corks		2,706	133,727
Soda, ash	321	29,135	22,303	Fancy goods		66,097	3,350,370
Flax	62	9,121	9,753	Fish		8,591	624,301
Furs	97	3,861	3,914	Fruits, &c.		2,535	440,617
Gunny cloth	224	22,562	2,535	Lemons		6,390	208,923
Hair	2	3,852	2,259	Oranges			284,529
Hemp, bales	459	34,421	47,374	Nuts		22,829	707,573
Hides, &c.				Raisins		26,879	604,342
Bristles	25	1,911	1,003	Hides, undred		131,191	5,204,413
Hides, dres'd	138	3,687	3,669	Rice		8,161	610,294
India rubber	185	17,779	20,115	Spices, &c.			128,543
Ivory	22	668	2,146	Cassia			979
Jewelry, &c.				Ginger			45,747
Jewelry	11	601	482	Pepper			202,827
Watches	21	891	669	Saltpetre			136,919
Linseed	3,260	199,313	60,373	Woods			228
Molasses	1,171	112,343	132,070	Fustic			25,148
Metals, &c.				Logwood			135,534
Cutlery	51	4,551	2,056	Mahogany			113,614

Receipts of Domestic Produce for the Week, and since January 1.

The receipts of domestic produce for the week ending Oct. 12, since Jan. 1, and for the same time in 1865, have been as follows :

[Of the items left blank in 1865 no record was made.]

	This week.	Since Jan. 1, 1866.	Same time '65.		This week.	Since Jan. 1, 1866.	Same time '65.
Ashes, pkgs	76	4,443	14,225	Rosin	14,180	307,129	88,365
Breadstuffs				Tar	721	39,998	9,222
Flour, bbls	34,550	1,878,918	2,429,090	Pitch		2,374	
Wheat, bush	149,378	2,127,057	5,474,130	Oil cake, pkgs	2,972	83,328	
Oats	110,216	5,874,213	7,013,825	Oil, lard		3,878	5,130
Corn	762,914	19,337,385	9,493,570	Oil, Petroleum	29,935	809,253	399,225
Rye	47,386	549,956	286,975	Peanuts, bags		9,832	
Malt	4,625	409,334		Provisions			
Barley	180,336	372,846	1,260,340	Butter, pkgs	10,336	339,792	499,450
Grass seed	1,176	120,852		Cheese	38,195	476,273	484,345
Flaxseed	4,155	57,039		Cut meats	549	94,442	95,395
Beans	618	44,328		Eggs	1,995	132,883	
Peas	1,518	154,383		Pork	1,328	96,372	208,255
C. meal, bbls	1,680	184,653	1242,850	Beef, pkgs	693	47,697	78,875
C. meal, bags	2,902	229,974		Lard, pkgs	733	83,743	92,000
Buckwheat & B.W. flour, bg	412	75,734		Lard, kegs		6,196	
Cotton, bales	9,787	464,183	487,645	Rice, pkgs		2,176	
Copper, bbls	520	16,158		Starch	620	67,655	
Copper, plates		6,028		Stearine	7	7,266	
Driedfruit, pkgs	791	10,416		Spelter, slabs		3,569	
Grease, pkgs		5,743		Sugar, hhds & bbls		2,967	
Hemp, bales	52	2,558		Tallow, pkgs	427	5,009	11,715
Hides, No.	3,331	283,984		Tobacco, pkgs	2,979	133,227	
Hops, bales	2,149	9,185	18,805	Tobacco, hhds	1,523	56,314	
Leather, sides	57,612	1,791,572	1,679,800	Whiskey, bbls	2,254	64,669	52,110
Lead, pigs		6,530		Wool, bales	776	108,618	94,155
Molasses, hhds & bbls		11,525		Dressed Hogs, No.		81,769	
Naval Stores				Rice, rough, bush			
Crude trp, bbl	720	33,105	26,401				
Spirits turp.	2,037	46,203	13,732				

* Including barley malt. † Including bags reduced to barrels.

COTTON.

FRIDAY, P. M., Oct. 12, 1866.

The receipts the past week show a slight decrease, having been 9,787 bales against 9,950 bales the previous week, making the total receipts at all the ports since September 1 38,593 bales. The exports this week from all the ports amount to 9,272 bales, all of which were to Liverpool except 273 bales to Mexico from New Orleans, and the total exports since September 1 now amount to 47,024 bales. Below we give our table of the movement of Cotton at all the ports since Sept. 1, showing at a glance the total receipts, exports, stocks, &c. ;

Receipts and Exports of Cotton (bales) since Sept. 1, and Stocks at Dates Mentioned.

PORTS.	REC'D SINCE SEPT. 1.	EXPORTED SINCE SEPT. 1 TO—				SHIP-M'TS TO NORTH. PORTS.	STOCK.
		Great Britain.	France	Other for'gn.	Total.		
N. Orleans, Oct. 5*	17,711	8,562	5,025	875	14,462	17,398	83,120
Mobile, Oct. 5.....	6,574	4,535	.....	.....	4,535	6,620	22,350
Charleston, Oct. 5...	6,056	2,665	.....	.....	2,665	4,216	3,143
Savannah, Oct. 5...	7,490	.....	.....	.....	.....	10,251	3,296
Texas, Sept. 28.....	587	1,883	.....	.....	1,383	832	5,826
New York, Oct. 12†	2,233	21,055	826	1,645	23,526	.....	67,000
Florida.....	.....	.....	.....	.....	.....	.....	.....
N. Carolina, Oct. 12.	1,698	.....	.....	.....	.....	.....	.....
Virginia, Oct. 12....	2,189	.....	.....	.....	.....	.....	.....
Other p'ts, Oct. 10..	.....	192	.....	261	453	.....	46,000
Total	38,593	38,392	5,851	2,781	47,024	39,317	290,740

The market, after a relapse of fully 6 cts. per lb. from the highest point, steadied at the close of Monday's business, and on Tuesday was decidedly more active. On Wednesday a very large business was done at fully two cents recovery. The lowest figure for middling uplands on Saturday and Monday was 37c., and the recovery to 39c., strong. Since Wednesday, notwithstanding the flurry in gold, the advance has been barely supported, and the close is heavy. The letters from the South give improved accounts of the crop, and the receipts at the ports have increased. The difficulties respecting the payment of the excise to the Government have also been measurably overcome. No public telegrams have been received through the Atlantic Cable, but private dispatches report a firm market at Liverpool. The sales of the week have been about 16,000 bales, the market closing firm and moderately active, at the following quotations :

	Upland.	Florida.	Mobile.	N. Orleans & Texas
Ordinary.....	31	31	34½	32
Good Ordinary.....	34	34	37	38
Low Middling.....	37	37	40	41
Middling.....	40	40	42	43
Good Middling.....	41	42	42	43

Exports of Cotton from New York the past week have amounted to only 2,299 bales, all of which were to Liverpool, as follows :

To Liverpool per steamers: City of Paris, 23; Erin, 599; Java, 619; Alex. Marshall 46; Tripoli, 399; Bosphorous, 405. Total bales..... 2,299

Below we give our table showing the exports of Cotton from New York, and their direction for each of the last four weeks; also the total exports and direction since September 1, 1866; and in the last column the total for the same period of the previous year :

Exports of Cotton (bales) from New York since Sept. 1, 1866

EXPORTED TO	WEEK ENDING				Total to date.	Same time prev. year.
	Sept. 18.	Sept. 25.	Oct. 2.	Oct. 9.		
Liverpool.....	3,959	5,174	2,290	2,299	21,031	35,639
Other British Ports.....	.....	.....	.....	.....	19	930
Total to Gt. Britain..	3,959	5,174	2,290	2,299	21,055	36,569
Havre.....	344	49	144	.....	826	1,159
Other French ports.....	.....	.....	.....	.....	.....	.....
Total French.....	344	49	144	.....	826	1,159
Bremen and Hanover.....	.....	251	75	.....	522	188
Hamburg.....	.....	.....	.....	.....	125	246
Other ports.....	.....	.....	.....	.....	203	.....
Total to N. Europe..	.....	251	75	.....	850	434
Spain, Oporto and Gibraltar.....	8	771	16	.....	795	.....
All others.....	.....	.....	.....	.....	.....	.....
Total Spain, etc.....	8	771	16	.....	795	.....
Grand Total	4,311	6,245	2,25	2,299	23,456	38,162

The following are the receipts of Cotton at this port for the week, and since September 1 :

From	This week. Bales.	Since Sept. 1. Bales.	From	This week. Bales.	Since Sept. 1. Bales.
New Orleans.....	3,230	12,611	South Carolina.....	1,410	5,162
Texas.....	261	2,024	North Carolina.....	396	1,699
Savannah.....	2,435	7,746	Norfolk, Baltimore, &c..	509	2,534
Mobile.....	1,023	3,897	Per Railroad.....	523	2,248
Florida.....	.....	621	Foreign.....	.....	51
Total for the week.....	9,787	.....	Total since Sept. 1.....	38,593	.....

* These exports are only to October 2, as the returns for the remaining three days of the week have failed to reach us as yet.
† By Railroad, Canal and River.

THE GROWING CROP.—There is nothing new to report respecting the growing crop. During the week the weather has continued favorable. The new cotton is now beginning to come forward, the receipts having largely increased at all the ports except Galveston, and in that section of the country they are too busy picking to spend time to send anything to market. It will require several weeks to obtain a correct idea of the probable yield, since the amount of damage from the late rains and ravages of the worms cannot be sooner estimated with any degree of certainty.

GALVESTON, Sept. 29.—We have received one week later statement by mail from Galveston. The receipts for week ending Sept. 28 were 108 bales, against 20 last week, and the shipments were 162 bales, against 89 last week. Below we give the receipts, sales, and shipments for a series of weeks, and the stock, price of middling, rates of freight to Liverpool and New York, and price of gold at the close of each week :

Table with columns: Date, Receipts, Sales, Exports, Stock, Price mid., Freight To Liverpool, Freight To New York, Price gold.

* Specie, ex-revenue tax. † Per steamer.

CHARLESTON, Oct. 6.—The receipts for the week ending October 5 amount to 2,096 bales, against 1,431 bales last week. Shipments for this week amount to 1,076 bales, against 1,361 bales last week, of which 1,030 were to New York, and 46 to Philadelphia. Market has been active and prices have advanced about 4c. Sales for the week amount to 1,500 bales. The receipts, sales, and exports for a series of weeks, and the stock, price of middling, rates of freight to Liverpool and New York, and price of gold at the close of each week since July 5, were as follows :

Table with columns: Date, Receipts, Sales, Shipments, Stock, Price of mid., Freight for Up'd, Price gold.

SAVANNAH, Oct. 5.—The receipts for the week ending Oct. 5 were 2,847 bales, against 1,472 bales last week, of which 2,402 bales were received by the Central Railroad, 294 bales by the Atlantic and Gulf Railroad, 42 bales from Hancock's landing, 55 bales from Augusta per steamer, and 55 bales (53 Sea Island and 2 Upland) from Jacksonville, Fla. The shipments this week were 3,274, of which 2,161 bales were to New York, 957 bales to Providence, and 256 bales to Baltimore. Below we give the receipts, shipments, prices, &c., for a series of weeks :

Table with columns: Date, Receipts, Shipments, Stock, Price Mid.

MOBILE, Oct. 6.—By mail we have received one week's later dates from Mobile. The receipts for the week ending Oct. 5 were 3,086 bales, against 1,607 bales last week, and the shipments were 3,891 bales, of which 1,500 bales were to Liverpool per bark A. Priest, 108 were to New York, 1,360 were to Boston, and 923 to New Orleans, leaving the stock on hand and on shipboard, not cleared, of 22,350 bales. The following are the weekly receipts, sales, and exports, for a series of weeks, and the stock, price of middling, rates of freight to Liverpool and New York, and price of gold at the close of each week :

Table with columns: Date, Receipts, Sales, Exports, Stock, Price of mid., Freight To Liverpool, Freight To New York, Price of gold.

The demand early in the week was good, but later the demand fell off and the market closed quiet and in favor of buyers.

LIVERPOOL, LONDON AND OTHER COTTON MARKETS.—Our own correspondent in London, writing under the date of Sept. 26, gives the following full review of these markets.*

There has been a good demand for cotton this week, and prices have improved 1/4d per lb. The sales since Friday morning last are estimated at about 70,000 bales. The imports during the same period have been about 28,000 bales. Annexed are the prices current :

Table: COMPARATIVE PRICES OF COTTON. Columns: 1863, 1864, 1865, 1866. Rows: Middling, Sea Island, Upland, Mobile, Orleans, Pernambuco, Egyptian, Broach, Dhollerah.

The available and prospective supplies are now as under :

Table: Stock at Liverpool, London, Havre, American cotton afloat, Indian, Afloat to Havre. Columns: 1865, 1866.

The actual export from Liverpool, Hull and other outports, since the 1st of January is 649,173 bales, against 465,255 bales last year. Of these quantities 168,505 and 33,197 bales, in 1866 and 1865 respectively are American produce.

The annexed statement shows the sales and imports of cotton for the week and year, as well as the stocks on hand of each leading description, at the date the latest return was made up :

Table: SALES, ETC., OF ALL DESCRIPTIONS. Columns: Trade, Ex- port, Specula- tion, Total week, Total year, Same period 1865, Average weekly sales 1866, 1865.

Table: Imports and Stocks. Columns: This date week, To this date 1866, To this date 1865, Total 1865, This date 1866, Same date 1865, Dec. 31. 1865.

HAVRE, Sept. 20.—There has been a good demand for cotton this week, and prices have had an upward tendency. Very low New Orleans produce has sold at 157f 50c to 160f; for delivery in October at 155f to 157f 50c; and for delivery in November at 160f the 50 kilogs. These prices show an advance from those current on the 14th inst., when the quotations were as under :

Table: Very low, Low, Very ord., Ord., Good ord., Middling, Very Low. Rows: New Orleans, Mobile, Georgia.

Imports and Deliveries since Jan. 1. Stocks, Sept. 14.

Table: IMPORTS, DELIVERIES, STOCKS. Columns: 1865, 1866. Rows: American, Brazilian, Indian, Total, including other kinds.

EXPORTS OF COTTON FROM BOMBAY FROM JANUARY 1 TO AUGUST 22.

Table: Destination, To London, Liverpool, Clyde. Columns: 1865, 1866. Rows: Continent, America, Grand Total.

BOMBAY, Sept. 17.—The cotton trade is very quiet. The tendency of prices is in favor of buyers. Annexed are the quotations: Broach 7 4-23d; Dhollerah 7 9-10d per lb., free on board, with freight.

BREADSTUFFS.

FRIDAY, P. M., Oct. 12.

The market has been very irregular, and, on the whole, shows lower prices.

Flour has arrived more freely, and the advance in gold has had no effect in stimulating the demand. A few hundred barrels of low grades have been taken for Great Britain, but the general shipping business has been on a reduced scale. The choice family flours are scarce, and many holders have withdrawn their samples; but no advance has been paid, except for small lots. There have been further sales of regular Extra State for November delivery at \$10.50, but this price cannot now be had.

* For latest news respecting the Liverpool cotton market see Telegraph despatches at the close of our London letter in a previous part of this paper. [Ed. COMMERCIAL & FINANCIAL CHRONICLE.

Wheat has come forward more liberally, and prices close fully 10c. lower, with a strong tendency downward. Considerable quantities have been sent forward by rail to this market, and with the wheat arriving from this State, will swell receipts for the coming week to a very considerable figure, Exporters will take the best No. 2 Spring at \$2.15@2.20, and the market closes about 10c. above. Very little, if any, strictly No. 1 Spring is coming to market. The sales of Winter wheat showed five cents decline to-day. The deliveries at Chicago and Milwaukee average about 225,000 bushels daily, and it is estimated that with a favorable state of the weather we can get forward this Fall, by canal, about 3,500,000 bushels, of which, perhaps, 1,000,000 may be shipped to Great Britain. The stock in this market is now about 160,000 bushels.

Corn has come forward slowly, but buyers have operated cautiously, and the market for the past three days has been mainly supported by speculative influences. It will be seen by the statistics below that the movement of Corn at the Western markets has been greatly reduced. But the stock in this market is about three million bushels, and considerable Corn may soon be expected from the Atlantic coast. Shippers for Great Britain have done but little, and are now waiting the Asia's mails, due to-night.

Barley has declined 10a15c. per bushel, with large receipts. Rye has declined 5 cents. Oats have been without essential change. Shippers have been liberal buyers, but the movement towards the seaboard from the West is again large.

At to-day's market there was general depression in Flour and all kinds of grain.

The following are the closing quotations :

Flour, unsound . . . 9 bbl \$7 75@ 9 50	Wheat, Chicago Spring
Superfine State & West. 9 50@10 10	per bushel. \$1 70@ 2 35
Extra State. 10 25@12 00	Milwaukee Club. 1 90@ 2 30
Shipping R. hoop Ohio. 11 25@11 75	Red Winter. 2 40@ 2 80
Extra Western, com-	Amber do 2 90@ 2 95
mon to good. 10 25@12 50	White 2 75@ 3 15
Double Extra Western	Corn, Western Mixed. 93@ 95
and St. Louis. 13 00@16 50	Western Yellow. 95@ . .
Southern supers. 11 90@13 20	Western White. 96@ . .
Southern, fancy and ex. 13 25@16 00	Rye. 1 00@ 1 30
Canada, common to	Oats, Western cargoes. 53@ 60
choice extra. @ . .	Jersey and State. 60@ 62
Rye Flour, fine and super	Barley 1 15@ 1 30
fine. 6 75@ 7 50	Malt 1 30@ 1 40
Corn meal, Jersey and	Peas, Canada. 1 20@ 1 35
Brandywine. 5 00@ 5 25	White beans 1 80@ 2 60

The movement at this market has been as follows :

	1866.		1865.	
	For the w'k.	Since Jan. 1.	For the w'k.	Since Jan. 1.
Flour, bbls.	62,140	1,848,615	100,260	2,420,090
Corn meal, bbls.	3,650	226,445	2,125	242,850
Wheat, bush.	144,260	2,112,445	56,255	5,474,130
Corn, bush.	700,680	18,213,880	801,485	9,493,570
Rye, bush.	41,775	538,220	24,200	286,975
Barley, &c., bush.	132,195	835,075	242,875	1,260,340
Oats, bush.	136,110	5,690,605	239,700	7,013,825

FOREIGN EXPORTS.

	Flour, C. meal,	Wheat,	Rye,	Corn,	Oats,
	bbls.	bush.	bush.	bush.	bush.
Gt. Britain, this week.	3,288	31,240	435,393	33,404	
since July 1	23,790	156,542	5,911,248	222,078	
Br. N. A. Col. this week	10,761	4,451	100	500	
since July 1	110,164	20,457	22,697	500	
West Indies, this week.	2,170	1,205	1,300		
since July 1	68,811	29,316	38,729	17,336	
Total Export, this week	18,669	5,756	437,965	1,025	
since July 1	256,830	50,395	6,066,343	15,561	
since Jan. 1 '66	740,560	116,751	204,500	10,112,953	53,700
same time 1865.	1,043,830	96,301	1,656,839	155,496	65,200

RECEIPTS AT LAKE PORTS.—The following shows the receipts at the following lake ports for the week ending Oct. 6 :

	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	bbls.	bush.	bush.	bush.	bush.	bush.
Chicago.	51,084	786,735	574,162	197,008	169,660	74,795
Milwaukee.	28,034	532,262	6,668	11,938	1,116	5,990
Toledo.	23,597	18,333	29,179	16,895	9,609	3,565
Detroit.	40,161	37,249	3,687	3,329	2,721	—
Totals.	142,876	1,374,629	613,696	229,170	183,097	84,350
Previous week.	138,608	1,157,199	463,513	194,919	93,287	38,748
Corresp'g week '65	129,436	1,283,987	1,073,573	452,543	82,468	60,334

EASTWARD MOVEMENT BY CANAL.—The following will show about what there was afloat last Saturday on canals destined for tide-water :

From Buffalo, week ending	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	bbls.	bush.	bush.	bush.	bush.	bush.
Oct. 8.	—	396,470	506,910	182,680	84,050	78,080
Oct. 1.	1,000	195,180	789,160	149,635	—	31,500
Tot'l, Buffalo 14 d.	1,000	591,650	1,296,070	332,315	84,050	109,580
F'm Oswego, 9 days.	1,988	15,313	74,121	—	382,530	14,965
Total afloat.	2,988	606,963	1,370,191	332,315	466,580	124,545
Previous week.	3,002	334,940	1,793,358	319,395	143,598	63,125
Corresp'g time, '65.	16,578	330,516	2,303,366	378,245	537,616	39,169

THE DRY GOODS TRADE.

FRIDAY, Oct. 12, 1866, P. M.

Conflicting influences have served to render the dry goods trade unsettled, ever since our last issue. The rapid decline in cotton at the close of last, and early part of the present week, stopped trade almost wholly. Prices of goods,

however, were slow to sympathize with those of the raw material, and yet there was a decline of 1@2 per cent. up to Thursday. On that day there was a sharp upward turn again in cotton and increased activity in that market, which caused a returning firmness in the market for dry goods; and to-day it closes with holders very firm at the quotations of last week. The small stocks of leading makes of goods renders the market very susceptible to any advance in cotton. But these fluctuations unsettle trade, and make it fitful and irregular.

BROWN SHEETINGS AND SHIRTINGS of heavy makes are so near to production that any advance in the cotton market compels an advance in those goods, and leading standard makes are scarce, which prevents a decline when the raw material declines. This has interfered with business very much, although all the goods that were to be had were taken last week, and the present advance in cotton has again brought speculators into market, and there is no accumulation of these goods. Goods of lighter make have been steadily advancing during the week to correspond with heavier goods, and this notwithstanding the market for the raw material has been dull. Standards are generally held at 23@23½. Indian Head A were last sold at 23½ cents, Indian Head B are held at 19, do E 34, Nashua X X 23, do fine D 21, Waltham F 28, Wachusett 4-4 23, Atlantic A 24, A H and P H 23½, do A V heavy shirtings 19, do fine shirting 23, Massachusetts A 20, do B 22½, Medford 22½, Newmarket Mfg. Co 33-inch 22½, do heavy do 24, Appleton A 23½.

BLEACHED SHEETINGS AND SHIRTINGS have been more steady in prices, although the demand has been less active. Lonsdale is sold at 34c, Rockdale are active at 31 cents. York Mills are sold up at 45, Wamsutta 40, Washington 7-8, Hallowell ½, 14, Canoe 27 inch 13 Grafton ½, 14, do 7-8, 15, Auburnville 4-4 27½, Aquidneck 4-4 21, do 7-8 19½, White Rock 36 inch 33, O J Rathbun 7-8 19, Social Mill Co., N. Y. 4-4, 21, 30, do C 7-8 18, Manville R 24, do XX 4-4, 26, Boston 18 inch, Kent River 3-4 12, Rockdale B 4-4, 31, Gold Medal 4-4, 26, Harvard 35 inch 22, Montemare, 7-8, 21, Uxbridge imperial 4-4 27½, Waltham L 72 inch 62½, do X 33 inch 23, do W 42 inch 30, do M 81 inch 77½, do N 90 inch 85, Bartlett Steam Mills 33 inch 24, do 7-8 22½, do 4-4, 30½, Newmarket 33 inch 22, do 36 inch 25.

DRILLS are quite active, and prices are firmer. Massachusetts fine sell at 20 cents, do heavy 25, Indian Drills 25.

CANTON FLANNELS are in good demand for the leading finer makes, while poorer grades are over abundant and dull. Globe A A sell at 27, Columbia 26, Mount Vernon 25½, Nashua A 27½, Young America 24, Clay 22, Excelsior 22, Eagle 22.

CORSET JEANS are in good demand, and prices are rather firmer. Indian Orchard sell at 16 cents, Canoe River 15, Hallowell 15, Uncas 15, Newmarket colored 17, and Silver Lake brown 20.

STRIPES AND CHECKS are only moderately active. Hamilton Stripes sell at 31 cents, Willow Brook Checks 22½, Wauregan 3x3 23, do 6x3 24, Albany 3x3 13, do 6x3 14, Louisiana plaids 22½, Ringgold fast plaids 20½, Simpson's Chambrays 22, Philadelphia 16.

TICKS meet with a good demand for leading makes, at steady firm prices. Amoskeag A C A are steady at 62½. Willow Brook Ticks 47½, Farmer's and Miners 52½, Albany 13½, American 20, Glen Allen 3 4 13, Chattanooga ¼ 16, Concord 4-4 22, Pacific Extra ¼ 30, Pacific 4-4 40c, Willow Grove 30 Sacondale ¼ 13, West Branch 4-4 32½, do No. 2 ¼ 25, Windsor ¼ 21, Henry Clay 3-4 19, Suwanee 4-4 23.

DENIMS AND COTTONADES are moderately active for denims, but rather dull for cottonades. Ashton Glenn brown sell at 20 cents, do blue 21, Homestead brown 21, do blue 22, Peabody blue 17½, Woodland 16, Burlington 14½, Madison brown 19, Providence blue 19, Charter Oak 31, Albany 17½, and Wauregan 22, Yantic 21, Arlington 25.

PRINT CLOTHS have been irregular, and not very active at any time. The price is nominally at 14½@14¾.

PRINTS are scarce for leading makes, but there has been a want of confidence among buyers until the present, when goods are taken more readily. Prices are unchanged. Arnolds were last sold at 17½c. Merrimac W 22, D 20, Garner's 22, Amoskeag pink 21, do purple 20, do shirting 19, do dark 19, Swissruby 20, Dutchess B 17, Lowell dark 18, light 18, Naumkeag 16½, York Mourning 17½, Spring Valley 13½, Wamsutta dark 16, light 16, Dusters 16, Hamilton purple 20, do Chocolates 19, Sprague's fancy styles 26½, Double purples 26½, Shirtings 26½, Solid colors 19, Canaries 19, do Chintz 19, Orange polkas 20, Indigo black and green 20, do green and yellow 21, do blue, green and yellow 20, Madder rubies 19, Shirting 21½, pink frocks 21, Purple do 20, Staple style light colors 19½, do dark colors 20, German plaids 19½, Fancy style light colors 19½. Columbia, full madders 16½, Concord madders 17, do purples 18, do pinks 18, do plain shades 18. Glen Cove full madders 13½, Wauregan fancies 18, do rubies 19, do pinks 19, do purples 19.

JACONETS are in moderate steady demand. White Rock, high colors 20, do plain 21.

GINGHAMS are steady for leading styles. Glasgow sell at 26, Roanoke 19, and Lancaster 27.

CAMBRICS are steady. Saratoga 10½, Milton Mills 12½, Hallowell 14½, Pacific 14, and Adriatic 14.

MOUSLIN DE LAINES are in steady request, and no goods are allowed to accumulate. Prices are steady. Pacific and Manchester are sold at 28, Pacific armuers 30, do Robes de Chambre 32½@35, Pacific and Manchester all Wool 42½.

LINSEYS are active and some makes are sold ahead. Prices are steady. Miners Flannels 45, Stillman & Co's 35½, C. S. & Co's 32, Black Hawk 32½, Saco 40, S. C. Carr & Co's 30, Saxony Mills, all wool, 40½, Wool Filling, 32, Laurel Dale, 31½, White Rock 32½.

CLOTHS as well as almost all kinds of heavy woolen goods are dull from the dullness in the wool market and the large stock of undesirable goods in the market. Prices are nominal.

CASSIMERS AND SATINETS are quiet, except for a few leading makes, which are wanted at good prices.

FLANNELS are fairly active at steady prices. White Standard Flannels sell at 85 for No. 3 and 77 1/2 for No. 4. Plain Scarlet and Orange range from 37 1/2 to 65 cents.

AMERICAN LINEN is steady at former prices. Crash bleached 15c, do unbleached 16c. Huckabuck bleached 20c, do unbleached 21c.

FOREIGN GOODS are less active for the various styles of heavy leading goods, but there is more activity and firmness in velvets, trimmings and lace, and white goods and hosiery generally.

MANCHESTER COTTON GOODS' MARKET, LONDON WOOL SALES, ETC.—In reference to these markets, our correspondent in London, writing under the date of Sept. 26, thus alludes:

MANCHESTER, Sept 26.—Owing to the upward movement in the value of cotton at Liverpool, there has been an improved demand both for cotton yarn and cotton goods this week, and considerable business has been transacted. As regards yarns, both home and continental buyers have purchased freely, and prices may be considered about 1/4d. per lb. higher than at the close of last week. In cloth, however, there is no improvement in price. Manufacturers have endeavored to obtain more money; but when higher prices are demanded, business is immediately checked. The transactions in cloth have been to a moderate extent.

WOOL IN THE MANUFACTURING DISTRICTS.—The business doing in wool is but moderate; but as the public sales of colonial wool have closed with firmness, all classes command full prices. The position of the trade for woollen manufactures is similar, the amount of business passing being but moderate, whilst full prices are obtained.

LONDON WOOL SALES.—These sales were brought to a close on the 25th of September. The total supply of wool offered for sale amounted to 140,540 bales, comprising 38,409 bales from the Sydney and Melbourne, 21,045 Port Philip, 7,762 South Australia, 9,518 Van Diemen's Land, 19,501 Cape of Good Hope, and 2,235 bales from sundry places. The consecutive deductions in the rates of discount happened opportunely for these sales, the first reduction in the Bank rate having been effected previously to the commencement of the first sale. Throughout the series, and almost without exception, the biddings have ruled active, and as German buyers have operated with more freedom, the sales have closed with considerable firmness. The advance in prices is from 1/4d. to 1d. per lb., chiefly on the best qualities. The supply taken for export is estimated at 35,000 bales. It is estimated that the supply of Cape wool to be brought forward at the November sales will be at least 30,000 bales. Some of the prices realised are subjoined: AUSTRALIAN and QUEENSLAND. Good flecks 1s. 10d. to 2s.; average do., 1s. 6d. to 1s. 9d.; scoured clothing 1s. 10d. to 2s. 6d.; lambs 1s. 8d. to 2s. in grease 8d. to 1s. PORT PHILIP. Good flecks 1s. 11d. to 2s. 1d.; average do. 1s. 7d. to 1s. 10d.; scoured do. 1s. 10d. to 2s. 6d.; lambs 1s. 10d. to 2s. 4d.; in grease 9d. to 1s. 8d. ADELAIDE. Average to good flecks 1s. 4d. to 1s. 6d.; lambs 1s. 3d. to 1s. 8d.; locks and pieces 10d. to 1s 2d.; in grease 7d. to 1s. NEW ZEALAND. Good flecks 1s. 8d. to 1s. 10d.; average do. 1s. 5d. to 1s. 7d.; in grease 9d. to 1s. 1d. CAPE OF GOOD HOPE. Good flecks 1s. 4d. to 1s. 6d.; medium do 1s. 2d.; grease 7d. to 1s. per lb. About 50,000 bales will be offered at the next series of sales, of which 30,000 bales will consist of Cape produce.

IMPORTATIONS OF DRY GOODS AT THE PORT OF NEW YORK.

The importations of dry goods at this port for the week ending Oct. 11, 1866, and the corresponding weeks of 1864 and 1865, have been as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING OCTOBER 11, 1866.

Table with 3 columns for years 1864, 1865, and 1866. Rows include Manufactures of wool, cotton, silk, flax, and Miscellaneous dry goods, with Pkgs. and Value columns.

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

Table with 3 columns for years 1864, 1865, and 1866. Rows include Manufactures of wool, cotton, silk, flax, and Miscellaneous dry goods, with Pkgs. and Value columns.

ENTERED FOR WAREHOUSING DURING THE SAME PERIOD.

Table with 3 columns for years 1864, 1865, and 1866. Rows include Manufactures of wool, cotton, silk, flax, and Miscellaneous dry goods, with Pkgs. and Value columns.

DETAILED STATEMENT.

The following is a detailed statement of the movement the past week, ending Oct. 11, 1866:

ENTERED FOR CONSUMPTION.

Table with 3 columns for MANUF'S OF WOOL, MANUF'S OF COTTON, and MANUF'S OF SILK. Rows include various textile goods like Hdkfs, Spool, Hose, etc., with Pkgs. and Value columns.

Table with 3 columns for MANUF'S OF WOOL, MANUF'S OF COTTON, and MANUF'S OF SILK. Rows include various textile goods like Hdkfs, Spool, Hose, etc., with Pkgs. and Value columns.

WITHDRAWN FROM WAREHOUSE.

Table with 3 columns for MANUF'S OF WOOL, MANUF'S OF COTTON, and MANUF'S OF SILK. Rows include various textile goods like Hdkfs, Spool, Hose, etc., with Pkgs. and Value columns.

ENTERED FOR WAREHOUSING.

Table with 3 columns for MANUF'S OF WOOL, MANUF'S OF COTTON, and MANUF'S OF SILK. Rows include various textile goods like Hdkfs, Spool, Hose, etc., with Pkgs. and Value columns.

IMPORTS

(OTHER THAN DRY GOODS AND SPECIE) AT THE PORT OF NEW YORK FOR THE WEEK ENDING OCTOBER 5, 1866.

[The quantity is given in packages when not otherwise specified.]

Large table with multiple columns for various import categories like China, Glass & E. ware, Bottles, etc., with Pkgs. and Value columns.

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. Merchandise upon which duties have been paid may remain in warehouse in custody of the officers of the customs at the expense and risk of the owners of said merchandise, and if exported directly from said custody to a Foreign Country within three years, shall be entitled to return duties, proper evidence of such merchandise having been landed abroad to be furnished to the collector by the importer, one per centum of said duties to be retained by the Government.

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.

Table listing prices for various commodities including Ashes, Anchors, Beeswax, Bones, Bread, Breadstuffs, Bricks, Bristles, Butter and Cheese, Candles, Cement, Chains, Coal, Cocoa, Coffee, Corks, Cordage, Cotton, Drugs and Dyes, Duck, Dye Woods, Feathers, Fish, Flax, Fruit, and Furs.

Table listing prices for various commodities including Copper, Cordage, Cotton, Drugs and Dyes, Duck, Dye Woods, Feathers, Fish, Flax, Fruit, and Furs.

Table listing prices for various commodities including Licorice Paste, Madder, Nutgalls, Oil, Opium, Phosphorus, Prussiate Potash, Quicksilver, Rhubarb, Salaratus, Sal Ammoniac, Sal Soda, Sarsaparilla, Senna, Seneca Root, Shell Lac, Soda Ash, Sugar Lead, Sulphate Quinine, Sulphate Morphine, Tartaric Acid, Verdigris, Vitriol, Duck, Dye Woods, Feathers, Fish, Flax, Fruit, and Furs.

Table listing various animal skins and furs such as do Cross, do Red, do Grey, Lynx, Marten, Dark, do pale, Mink, dark, Musk rat, Otter, Opossum, and Raccoon with their respective prices.

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

American Window—1st, 2d, 3d, and 4th qualities. (Subject to a discount of 25 @ 30 cent.) Table listing window sizes and prices.

English and French Window—1st, 2d, 3d, and 4th qualities.

(Single Thick)—Discount 2 1/2 @ 35 per cent. Table listing window sizes and prices.

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

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

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

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

Hair—Duty FREE. Rio Grande, mixed, (cash), Buenos Ayres, mixed, Hog, Western, unwashed.

Hardware—Table listing various tools and materials: Axes, Carpenter's Adzes, Cotton Gins, Hinges, Door Bolts, Carriage and Tire Bolts, Door Latches, Door Knobs, Padlocks, Stocks and Dies, Screws, Rivets, Screws, American, Horse Shoes, and Planes.

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

Hemp—Duty, Russian, Manila, Jute, Italian, Sunn and Sisal, Tampico, 1 cent per lb. Table listing different types of hemp and their prices.

Hides—Duty, all kinds, Dry or Salted, and Skins 10 cent ad val.

Dry Hides—Table listing hides from Buenos Ayres, Montevideo, Rio Grande, and Orinoco.

Table listing various types of gold and silver, including California, Mexican, Porto Cabello, Vera Cruz, Tampico, and Texas.

Dry Salted Hides—Table listing hides from Maracaibo, Maranham, Pernambuco, Tampico and Metamoros, Bahia, and Chili.

Wet Salted Hides—Table listing hides from Buenos Ayres, Rio Grande, California, Western, and Country s' ter trim. & cured.

Upper Leather Stock—Table listing leather from B. A. & Rio Gr. Kip, Sierra Leone, and Gambia and Bissau.

Honey—Duty, 20 cents per gallon. Cuba, (duty paid), (gold).

Hops—Duty: 5 cents per lb. Crop of 1865, Foreign.

Horns—Duty, 10 cent ad val. Ox, Rio Grande, Ox, Buenos Ayres.

India Rubber—Duty, 10 cent ad val. Para, Fine, Para, Medium, Para, Coarse.

Indigo—Duty FREE. Bengal, Oude, Madras, Manila, Guatemala, Caraccas.

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 products: Pig, Scotch, No. 1, Pig, American, No. 1, Bar, Swedes, assorted sizes, Bar Swedes, assorted sizes, Bar, English and American, Refined, do 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. East India, Prime, East India, Billiard Ball, African, West Coast, Prime, African, Scrivellos, 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 products: Galena, Spanish, German, English, Bar, Pipe and Sheet.

Leather—Duty: sole 35, upper 30 cent ad val. Oak, Slaughter, light, do do middle, do do heavy, do light Cropped, do middle do, do belies do, Hemlock, B. Ayres, &c., do do middle do, do do heavy do, do California, light do, do do middle do, do do heavy do, do Orinoco, etc., do do middle do, do do heavy do, do do & B. A., dam'gd all weights, do do poor all do, do Slaughter in rough, cash, Oak, Slaughter in rough, light, do do do mid. & h'vy do.

Lime—Duty: 10 cent ad val. Rockland, common, do heavy.

Lumber, Woods, Staves, Etc.—Duty Lumber, 20 cent ad val.; Staves, 10 cent ad val.; Rosewood and Cedar, FREE.

Table listing lumber and wood products: Spruce, Eastern, Southern Pine, White Pine Box Boards, White Pine Merchant, Box Boards.

Table listing various types of pine and other woods: 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 from White oak, pipe, ext. a, 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, and rosewood products: Mahogany, St. Domingo, crotches, do St. Domingo, ordinary logs, do Port-au-Platt, crotches, do Port-au-Platt, logs, do Nuevitas, do Mansanilla, do Mexican, do Honduras (American wood), Cedar, Nuevitas, do Mansanilla, do Mexican, do Florida, Rosewood, Rio Janeiro, do Bahia.

Molasses—Duty: 8 cents per gallon. New Orleans, Porto Rico, Cuba Muscovado, do Clayed, English Islands.

Nails—Duty: cut 1 1/4; wrought 2 1/4; horse shoe cents per lb. Cut, 4d. @ 60d., Clinch, Horse shoe, forged (8d.), Copper, Yellow metal, Zinc.

Naval Stores—Duty: spirits of turpentine 30 cents per gallon; crude turpentine, rosin, pitch, and tar, 20 cent ad val.

Table listing naval stores: Turpentine, soft, Tar, American, do foreign, Pitch, Rosin, common, do strained and No. 2, do No. 1, do Pale and Extra (280 lbs.), Spirits turpentine, Am.

Oakum—Duty free.

Oil Cake—Duty: 20 cent ad val. City thin oblong, in bbls., do in bags, Western thin oblong, in bags.

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

Table listing oils: Olive, quarts per case, 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., Kerosene.

Paints—Duty: on white lead, red lead, 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: 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 brow, dry, do ground in oil, Paris white, No. 1, do Am., Whiting, American, Vermillion, Chinese, do Trieste, do California & English, do American, Venetian N. C.

Table listing various pigments and dyes such as Carmine, China clay, Chalk, and Chrome yellow with their respective prices.

Petroleum—Duty: crude, 20 cents; refined, 40 cents per gallon. Table listing refined petroleum products like 40 @ 47 gravity, do in bond, and Naptha.

Plaster Paris—Duty: lump, free; calcined, 20 cent ad val. Table listing Blue Nova Scotia, White Nova Scotia, and calcined eastern and city mills.

Provisions—Duty: beef and pork, 1 cent; hams, bacon, and lard, 2 cents per lb. Table listing various types of beef, pork, hams, and lard.

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

Rice—Duty: cleaned 2 1/2 cents per lb.; paddy 10 cents, and uncleaned 2 cents per lb. Table listing Carolina and East India rice.

Salt—Duty: sack, 24 cents per 100 lb; bulk, 18 cents per 100 lb. Table listing various types of salt like Turke Islands, Liverpool, Onondaga, and Solar coarse.

Saltpetre—Duty: crude, 2 1/2 cents; refined and partially refined, 3 cents; nitrate soda, 1 cent per lb. Table listing Refined, pure; Crude; and Nitrate soda.

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

Shot—Duty: 2 1/2 cents per lb. Table listing Drop and Buck shot.

Silk—Duty: free. All thrown silk, 35 cent. Table listing Tsatlees, Paysaams, Canton, Japan, and China thrown silk.

Skins—Duty: 10 cent ad val. Table listing Goat, Curacao, Buenos Ayres, Vera Cruz, Tampico, Matamoros, Payta, Madras, Cape, Deer, San Juan, Bolivar, Honduras, Sisal, Para, Vera Cruz, Chagres, and Puerto Cabello.

Soap—Duty: 1 cent per lb, and 25 cent ad val. Table listing Castile soap.

Spelter—Duty: in pigs, bars, and plates, \$1 50 per 100 lbs. Table listing Plates, foreign and domestic.

Spices—Duty: mace, 40 cents; nutmegs, 30 cents; cassia and cloves, 20; pepper and pimento, 15; and ginger root, 5 cents per lb. Table listing Cassia, Ginger, Mace, Nutmegs, Pepper, Pimento, and Cloves.

Steel—Duty: bars and ingots, valued at 7 cents per lb or under, 2 1/2 cents; over 7 cents and not above 11, 3 cents per lb; over 11 cents, 3 1/2 cents per lb and 10 cent ad val. Table listing English, cast; German; American, spring; and English, spring.

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

Sumac—Duty: 10 cent ad val. Table listing Sicily sumac.

Tallow—Duty: 1 cent per lb. Table listing American, prime, country and city tallow.

Tea—Duty: 25 cents per lb. Table listing Hyson, Common to fair; Superior to fine; Ex fine to finest; Young Hyson, Common to fair; Superior to fine; Ex fine to finest; Gunpow. & Imper., Com. to fair; Superior to fine; Ex f. to finest; H. Skin & Twankay, Com. to fair; Superior to fine; Ex f. to finest; Uncolored Japan, Com. to fair; Superior to fine; Ex f. to finest; Oolong, Common to fair; Superior to fine; Ex fine to finest; Souchong & Congou, Com. to fair; Superior to fine; Ex f. to finest.

Tin—Duty: pig, bars, and block, 15 cent ad val. Table listing Banca, Straits, English, Plates, charcoal I. C., do I. C. Coke, do Terne Charcoal, do Terne Coke.

Tobacco—Duty: leaf 35 cents per lb; and manufactured, 50 cents per lb. Cigars \$3 per pound and 50 per cent ad valorem. Table listing Lugs and Common leaf, Medium, Good, Fine, Selections, Conn. a d N.Y. wrappers, New York running lots, Ohio, New York and Ohio fillers, Yara, Havana, fillers, Manufactured (in bond), 10s and 12s—Best Virginia & N.Y., 1/2 lbs—(dark) Best Virginia, do do Medium, do do Common, lbs (Western)—Ex. fine, bright, do do Fine, lbs (Virginia)—Ex. fine, bright, do do Fine, do do Medium, do do Common, Navy lbs—Best Virginia & N.Y., do Medium, do Common, Cigars (domestic), Seed and Havana, per M, Clear Havana, do Codnecticut Seed, New-York Seed, Conn. Wrapper, Penn. do do, Common Cigars.

Whalebone—Duty: foreign fishery, 20 p.c. ad val. Table listing South Sea, North west coast, Ochotsk, and Polar whalebone.

Wines and Liquors—Liquors—Duty. Brandy, first proof, \$3 per gallon, other liquors, \$2.50. Table listing Brandy, J. & F. Martell, Hennessy, Otard, Dupuy & Co., Pinet, Castillon & Co., Renault & Co., J. Vassal & Co., Jules Robin, Marrette & Co., United Vineyard Prop., Vine Growers Co., L'ger freres, Other brands Cognac, Pellevoisin freres, A. Seignette, Hivert Pellevoisen, Alex. Seignette, Arzac Seignette, J. Romieux, Other brands Rochelle, Rum—Jamaica, St. Croix, Gin—Different brands, Whisky—Scotch and Irish, Domestic—N. E. Rum, Bourbon Whisky, Corn Whisky (n bond), Wines—Port, Burgundy Port, Sherry, Madeira, do Marseilles, Sherry d, Malaga, sweet, do dry, Claret, in hhd, do in cases, Champagne.

Wire—Duty: No. 0 to 18, uncovered, \$2 to \$3 50 per 100 lb, and 15 cent ad val. Table listing No. 0 to 18, No. 19 to 26, No. 27 to 36, 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, 7 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. Table listing American, Saxony fleece, do full blood Merino, do 1/2 and 1/4 Merino, Extra, pulled, Superfine, No. 1, pulled, California, unwashed, do common, do pulled, Texas, Peruvian, unwashed, Valparaiso, unwashed, S. American Mestiza, 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.

Zinc—Duty: pig or block, \$1 50 per 100 lbs. sheet. Table listing Sheet zinc.

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 (By Steam): Flour, Wheat, Corn, bulk and bags, Petroleum (sail), Heavy goods, Oil, Beef, Pork. To HAVRE: Cotton, Hops, Beef and pork, Measurement goods, Wheat, in shipper's bags, Petroleum, Lard, tallow, cut meats, etc, Ashes, pot and pearl.

The Railway Monitor.

RAILROAD EARNINGS FOR SEPTEMBER.—The gross earnings of the undermentioned railroads for the month of September, 1865 and 1866, comparatively, and the increase or decrease, are shown in the following statement :

Table with 4 columns: Railroads, 1865, 1866, Difference. Lists railroads like Atlantic & Great Western, Chicago and Great Eastern, etc.

The earnings of the Central Pacific (Cal.) Railroad on 73 miles, for September, were \$114,400 in gold, and the operating expenses \$25,168 (22 per cent.), leaving as net earnings \$89,232.

The following are the gross earnings of Atlantic & Great Western and Chicago & Great Eastern roads for the first nine months of the last three years :

Table with 3 columns: Atlantic & Great Western, Chicago & Great Eastern, and years 1864, 1865, 1866. Shows monthly earnings.

CHICAGO AND GREAT EASTERN.—The City Council of Chicago have granted the right of way to this Company from the western limits of the city easterly through Kinzie and Carroll streets to the river, about 2 1/2 miles. The privilege is very valuable, and will enable the Company to locate their freight and passenger stations in the business sections of the city.

MARYLAND AND DELAWARE.—This road has been completed from

Smyrna (Del. RR.) to Goldsboro', 20 miles, and will be opened to Hillsboro', 12 miles, by Dec. 1.

NORTH MISSOURI.—The gross earnings, operating expenses and profits of this important railroad for the four years ending March 1, 1866, were as follows :

Table with 4 columns: Fiscal Year, Gross earnings, Operating expenses, Net earnings. Shows data for 1862-63, 1863-64, 1864-65, 1865-66.

The amount of net earnings accumulated during construction and since the opening of the line to Macon City, 170 miles from St. Louis, sums up to \$1,050,586 92, which, though more than equalled by interest and discount in bonds (\$1,292,599 96), is a highly favorable statement, and shows that the line has a business capacity which will eventually pay largely to the stockholders.

The paid-up capital is now \$2,469,539 95; the debt to the State of Missouri, \$4,350,000 00, and other items on the debit side of the ledger, including net earnings as above, \$1,206,821 54, making a total of \$8,026,361 49. The cost of the road to Macon City, including rolling stock and interest and discount on bonds, has been \$7,638,195 50, the amounts to balance being for sundry minor accounts.

The extension of the road to the Iowa line is now progressing, and in connection with lines through Iowa and Minnesota, will form a great line from St. Louis, Mo., to St. Paul, Minn. A branch from the main line is also being constructed westward to Leavenworth, where a union will be formed with the Pacific Railroad already open to Fort Riley, and well progressed for 60 miles beyond that point. For these purposes the State of Missouri has authorized the Company to give a lien for \$5,000,000 on the portion finished.

The equipment of the road consists of 23 locomotives, and cars, as follows: 19 passenger, 4 baggage, 56 freight, 76 combination, 59 stock, 57 flat, 20 hand and 61 gravel.

The report of the Company, which gives the statements in full, may be obtained from the office at St. Louis.

COMPARATIVE MONTHLY EARNINGS OF PRINCIPAL RAILROADS.

Large table with multiple columns for different railroads: Chicago and Alton, Chicago & Northwestern, Chicago and Rock Island, Cleveland and Pittsburg, Erie Railway, Illinois Central, Marietta and Cincinnati, Michigan Central, Mich. So. & N. Indiana, Mil. and Prairie du Chien, Milwaukee & St. Paul, Ohio & Mississippi, Pittsb., Ft. W., & Chicago, St. L., Alton & T. Haute, Toledo, Wab. & Western, Western Union. Each column shows monthly earnings for 1864, 1865, and 1866.

RAILROAD, CANAL, AND MISCELLANEOUS STOCK LIST.

Table with columns: COMPANIES, Stock out-standing, Dividend, FRIDAY, Bid, Ask. Includes sections for Railroad, Canal, and Miscellaneous.

RAILROAD, CANAL AND MISCELLANEOUS BOND LIST.

DESCRIPTION.	Amount outstanding.	INTEREST.		FRIDAY.		DESCRIPTION.	Amount outstanding.	INTEREST.		FRIDAY.	
		Rate.	Payable.	Principal payable.	Bid.			Ask'd.	Rate.	Payable.	Principal payable.	Bid.	Ask'd.
N. B.—The sums placed after the name of Company shows the total Funded Debt.						N. B.—The sums placed after the name of Company shows the total Funded Debt.					
Railroad:						Railroad:					
<i>Alexandria and Fredericksburg</i> : 1st Mortgage (gold coupons)	1,000,000	7	J'ne & Dec. 1896			<i>Detroit and Milwaukee</i> (\$3,500,000): 1st Mortgage, convertible	\$2,500,000	7	May & Nov. 1875		
<i>Atlantic & Gt. Western</i> (\$30,000,000): 1st Mortgage, sinking fund, (Pa.)	\$2,500,000	7	Ap'l & Oct. 1877	70	80	2d do	1,000,000	8	do 1864		
2d do	1,000,000	7	do 1882			<i>Detroit, Monroe & Toledo</i> (\$734,000): 1st Mortgage	734,000	7	Feb. & Aug 1876		
1st Mortgage, sinking fund, (N. Y.)	1,014,000	7	do 1879	70	80	<i>Dubuque and Sioux City</i> (\$900,000): 1st Mortgage, 1st section	300,000	7	Jan. & July 1863	76	
2d do	800,000	7	do 1881			1st do 2d section	600,000	7	do 1894		
1st Mortgage, sinking fund, (Ohio)	4,000,000	7	do 1876	70	80	<i>Eastern, Mass.</i> (\$1,798,600): Mortgage, convertible	420,000	5	Jan. & July 1872		
2d do	4,000,000	7	Jan. & July 1883			do do	739,200	6	Feb. & Aug 1874		
1st Mortgage S'k'g Fund (Buff. ex Consolidated Bonds)	2,000,000	7	Ap'l & Oct. 1884			<i>East Pennsylvania</i> (\$598,000): Sinking Fund Bonds	598,000	7	Ap'l & Oct. 1888		
<i>Atlantic & St. Lawrence</i> (\$1,472,000): Dollar Bonds	988,000	6	Ap'l & Oct. 1866			<i>Elmira & Williamsport</i> (\$1,570,000): 1st Mortgage	1,000,000	7	Jan. & July 1873		
Sterling Bonds	484,000	6	May & Nov. 1878			<i>Erie Railway</i> (\$22,370,982): 1st Mortgage	3,000,000	7	May & Nov. 1876	103	
<i>Baltimore and Ohio</i> (\$10,112,584): Mortgage (S. F.) of 1834	1,000,000	6	Ja Ap Ju Oc 1867			2d do convertible	4,000,000	7	M'ch & Sep 1879	101½	
do do 1855	1,128,500	6	Jan. & July 1875	99		3d do	6,000,000	7	do 1883	98½	99
do do 1850	700,000	6	do 1880			4th do convertible	4,441,600	7	April & Oct 1880	94	95
do do 1853	2,500,000	6	Ap'l & Oct. 1885	97½		5th do do	926,500	7	June & Dec 1888	94	95
<i>Bellevue</i> (\$1,745,000): 1st Mortgage	1,225,000	7	Jan. & July '70-'79			Sterling convertible	3,816,582	6	M'ch & Sep 1875		
2d do	433,000	7	do 1870			<i>Erie and Northeast</i> (\$149,000): Mortgage	149,000	7	Jan. & July 1870		
<i>Belvidere Delaware</i> (\$2,193,000): 1st Mort. (guar. C. and A.)	1,000,000	6	J'ne & Dec. 1867			<i>Gal. & Chic. U.</i> (incl. in C. & N. W.): 1st Mortgage, sinking fund	1,963,000	7	Feb. & Aug 1882		
2d Mort. do	500,000	6	M'ch & Sep 1885			2d do do	1,086,000	7	May & Nov. 1875	100	
3d Mort. do	589,500	6	Feb. & Aug 1877			<i>Grand Junction</i> (\$927,000): Mortgage	927,000	6	Jan. & July 1870		
<i>Blossburg and Corning</i> (\$150,000): Mortgage Bonds	150,000	6	May & Nov. 1871			<i>Great Western, Ill.</i> (\$2,350,000): 1st Mortgage West. Division	1,000,000	10	April & Oct 1868	95½	
<i>Boston, Conc. & Montreal</i> (\$1,050,000): 1st Mortgage	364,000	7	Feb. & Ang 1865			do do East. do	1,350,000	7	Jan. & July 1888		
1st do	250,000	7	Jan. & July 1870			2nd do do			do 1893	74½	75
2d do	100,000	6	do 1870			<i>Hannibal & St. Joseph</i> (\$7,177,600): Land Grant Mortgage	3,437,750	7	April & Oct 1881		
2d do	100,000	6	do 1870			Convertible Bonds	633,600	7	Jan. & July 1883		
Sinking Fund Bonds	200,000	6	do 1889			<i>Harrisburg & Lancaster</i> (\$700,000): New Dollar Bonds	700,000	6	Jan. & July 1883		
<i>Boston and Lowell</i> (\$400,000): Mortgage Bonds	400,000	6	Jan. & July 1879			<i>Hartford & New Haven</i> (\$927,000): 1st Mortgage	927,000	6	Feb. & Aug 1883		
<i>Buffalo, N. Y. and Erie</i> (\$2,395,000): 1st Mortgage	2,000,000	7	J'ne & Dec. 1877	96		<i>Hartf., Prov. & Fishkill</i> (\$1,936,940): 1st Mortgage	1,037,500	7	Jan. & July 1876		
2d Mortgage	330,000	7	May & Nov 1872			2d do sinking fund	1,000,000	6	do 1876		
<i>Buffalo and State Line</i> (\$1,200,000): 1st Mortgage	500,000	7	Ap'l & Oct. 1866			<i>Housatonic</i> (\$191,000): 1st Mortgage	191,000	6	Jan. & July 1877		
Income	200,000	7	Jan. & July '69-'72			<i>Hudson River</i> (\$7,762,840): 1st Mortgage	3,890,000	7	Feb. & Aug 1869	102	103
Erie and Northeast	400,000	7	do 1870			1st do	110,000	6	do 1869		
<i>Camden and Amboy</i> (\$19,264,463): Dollar Loans	1,700,000	6	Feb. & Ang 1883			2d do sinking fund	1,907,000	7	J'ne & Dec. 1885	104	
Dollar Loan	867,000	6	May & Nov. 1889			3d do	192,000	7	May & Nov. 1875		
Consolidated (\$5,000,000) Loan	4,269,400	6	J'ne & Dec. 1893			Convertible	523,000	7	do 1867		
<i>Camden and Atlantic</i> (\$983,000): 1st Mortgage	490,000	7	Jan. & July 1873			<i>Huntingdon & Broad Top</i> (\$1,436,082): 1st Mortgage	500,000	6	May & Nov 1870		
2d do	493,000	7	Ap'l & Oct. 1879			2d do	500,000	6	Feb. & Ang 1875		
<i>Catawissa</i> (\$141,000): 1st Mortgage	141,000	7	Feb. & Ang 1882			<i>Illinois Central</i> (\$13,231,000): 1st Mortgage, convertible	6,837,000	7	April & Oct 1875	108½	
<i>Central of New Jersey</i> (\$1,509,000): 1st Mortgage	909,000	7	Feb. & Ang 1870	103		1st do Sterling	2,896,500	6	do 1875		
2d do	600,000	7	May & Nov. 1875	104½		Redemption bonds	2,563,000	6	do 1890		
<i>Central Ohio</i> (\$3,673,000): 1st Mortgage W. Div.	450,000	7	Feb. & Ang 1890			<i>Illinois and Southern Iowa</i> : 1st Mortgage		7			
1st do E. Div.	800,000	7	May & Nov 1890			2d do		7			70
2d do	800,000	7	M'ch & Sep 1865			<i>Indiana Central</i> (\$11,254,500): 1st Mortgage, convertible	600,000	7	Jan. & July 1866		
<i>Cheshire</i> (\$600,000): Mortgage Bonds	600,000	6	Jan. & July '75-'80			2d do	364,000	10	do 1870		
<i>Chicago and Alton</i> (\$3,619,000): 1st Mortgage (Sk'g Fund), pref.	519,000	7	May & Nov. 1877	100½		<i>Indianapolis and Cinc.</i> (\$1,362,284) 1st Mortgage	500,000	7	Jan. & July 1866		
1st do	2,400,000	7	Jan. & July 1893	99½		<i>Indianapolis & Madison</i> (\$640,000): 1st Mortgage	640,000	7	May & Nov. 1881		
2d do income	1,100,000	7	Ap'l & Oct. 1883	93	94	<i>Jeffersonville</i> (\$621,000): 2d Mortgage	187,000	7	April & Oct 1873		
<i>Chic., Burl. and Quincy</i> (\$5,754,406): Trust Mortgage (S. F.) convert.	356,000	8	Jan. & July 1883	111		<i>Joliet and Chicago</i> (\$500,000): 1st Mortgage, sinking fund	500,000	8	Jan. & July 1882		
do do inconvert.	3,169,000	8	do 1883			<i>Joliet and N. Indiana</i> (\$800,000): 1st mortgage	800,000	8	Jan. & July 1874		
Bonds, (dated Sept. 20, 1860)	680,000	7	M'ch & Sep 1890			<i>Kennebec and Portland</i> (\$1,280,000): 1st Mortgage	800,000	6	April & Oct 1870		
<i>Chicago and Gt. Eastern</i> (\$5,600,000): 1st Mortgage	5,600,000	7	Ap'l & Oct. 1895	60		2d do	230,000	6	do 1861		
<i>Chicago and Milwaukee</i> (\$2,000,000): 1st Mortgage (consolidated)	2,000,000	7	Jan. & July 1898	95		3d do	250,000	6	do 1862		
<i>Chicago and Northwest</i> (\$12,020,433): Preferred Sinking Fund	1,250,000	7	Feb. & Ang 1885	96	98½	<i>La Crosse & Milwaukee</i> (\$1,903,000): 1st Mortgage, Eastern Division	903,000	7	May & Nov. 1872		
1st Mortgage	3,600,000	7	do 1885	89½	90	2d do do	1,000,000	7	Jan. & July 1869		
Interest Bonds	756,000	7	May & Nov. 1863	82½	84	<i>Lehigh Valley</i> (\$1,477,000): 1st Mortgage	1,465,000	6	May & Nov. 1873		
Consol. S. F. Bonds, conv. till 1870	2,000,000	7	Quarterly. 1915			<i>Little Miami</i> (\$1,400,000): 1st Mortgage	1,300,000	6	May & Nov 1883		
Extension Bonds	484,000	7	Feb. & Ang 1885			<i>Little Schuylkill</i> (\$960,000): 1st Mortgage, sinking fund	960,000	7	April & Oct 1877		
<i>Chicago, Rock Island & Pacific</i> : 1st Mortgage	1,397,000	7	Jan. & July 1870	101½	101½	<i>Long Island</i> (\$932,000): Mortgage	500,000	6	Jan. & July 1870		
1st do (new)	6,000,000					Extension Bonds	225,000	7	May & Nov. 1890		
<i>Cinc., Ham. & Dayton</i> (\$1,629,000): 1st Mortgage	379,000	7	Jan. & July 1867			<i>Louisville and Nashville</i> (\$3,297,000): 1st Mortgage	1,304,000	7	Feb. & Ang 1883		
2d do	1,250,000	7	May & Nov 1880			1st Memphis Branch Mortgage	300,560	7	do 1883		
<i>Cincinnati & Zanesville</i> (\$1,300,000): 1st Mortgage	1,300,000	7	May & Nov 1893			<i>Marietta & Cincinnati</i> (\$3,688,385): 1st Mortgage	2,362,800	7	Feb. & Ang 1892	87	90
<i>Cleveland, Col. and Cinc.</i> (\$475,000): 1st Mortgage	475,000	7	Jan. & July 1890			Scioto and Hocking Valley mort	300,000	7	May & Nov. 1888		
<i>Cleveland & Mahoning</i> (\$1,752,400): 1st Mortgage	850,000	7	Feb. & Ang 1873			<i>McGregor Western</i> : 1st Mortgage	1,000,000	7	Jan. & July 1885	60	
2d do	244,200	7	M'ch & Sep 1864			<i>Maine Central</i> : (\$2,733,800) \$1,100,000 Loan Bonds	1,092,900	6	Feb. & Ang. '90-'90		
3d do	648,200	8	do 1875			\$400,000 Loan Bonds	314,100	6	June & Dec. '70-'71		
<i>Cle., Pain. & Ashtabula</i> (\$1,500,000): Dividend Bonds	900,000	7	Feb. & Ang 1880			1st Mortgage (P. & K.R.R.) Bonds	681,000	6	Apr. & Oct. 74-'75		
Sunbury and Erie Bonds	500,000	7	do 1874			2d do (do) Bonds	399,000	6	Feb. & Ang. 1874		
<i>Cleveland & Pittsburg</i> (\$3,880,848): 2d Mortgage	1,129,000	7	M'ch & Sep 1873	92	95	<i>Michigan Central</i> , (\$7,463,489): Dollar, convertible	2,242,500	8	Feb. & Ang 69-'72		111
3d do convertible	1,619,500	7	do 1875	93½		Sinking F'nd do	4,253,500	8	April & Oct 1882	108	
4th do	1,108,124	6	Jan. & July 1892	77		<i>Mich. S. & N. Indiana</i> : (\$8,537,175) 1st Mortgage, sinking fund	4,855,000	7	May & Nov. 1885		99
<i>Cleveland and Toledo</i> (\$2,746,280): Sinking Fund Mortgage	2,081,000	7	Jan. & July 1885	103	103½	2d do	2,253,500	7	do 1877		
Mortgage Bonds of 1866	300,000	7	do 1886			Goshen Air Line Bonds	651,000	7	Feb. & Ang 1868		
<i>Connecticut River</i> (\$250,000): 1st Mortgage	250,000		M'ch & Sep 1878			<i>Milwaukee & Prairie du Chien</i> : 1st Mortgage, sinking fund	402,000	7	Jan. & July 1891		99
<i>Conn. and Passumpsic R.</i> (\$250,000): 1st Mortgage	800,000		J'ne & Dec. 1876		96	<i>Milwaukee and St. Paul</i> : 1st Mortgage	4,600,000	7	Jan. & July 1893	90	92
<i>Cumberland Valley</i> (\$270,500): Mortgage Bonds	270,500	8	Ap'l & Oct. 1904			2d do	1,500,000	7	April & Oct 1893	79½	81½
<i>Dayton and Michigan</i> (\$3,782,430): 1st Mortgage	283,000	8	Jan. & July 1867			<i>Mississippi and Missouri River</i> : 1st Mortgage, convertible	1,000,000	7	Jan. & July 1875		
2d do	2,622,000	8	do 1881			2d do sinking fund	400,000	8	do 1876		
3d do	642,000	7	do 18—			1st Land Grant Mortgage	3,612,000	7	May & Nov. 1877	65	70
Toledo Depot Bonds	169,500	7	do 18—			2d do do	695,000	7	do 1888		
<i>Delaware</i> (\$500,600): 1st Mortgage, guaranteed	500,000	6	Jan. & July 1875			<i>Morris and Essex</i> : 1st Mortgage, sinking fund	3,500,000	7	May & Nov. 1915		
<i>Desa., Lacka. & Western</i> (\$3,491,500): 1st Mortgage, sinking fund	1,500,000	7	Jan. & July 1875	99							

RAILROAD, CANAL AND MISCELLANEOUS BOND LIST (continued).

DESCRIPTION. The sums placed after the name of Company show the total Funded Debt.	Amount outstand- ing.	INTEREST.		Principal payable.	FRIDAY		DESCRIPTION. The sums placed after the name of Company shows the total Funded Debt.	Amount outstand- ing.	INTEREST.		Principal payable.	FRIDAY	
		Rate.	Payable.		Bid.	Ask'd			Rate.	Payable.		Bid.	Ask'd
Railroad:													
<i>Naugatuck</i> (\$300,000):	300,000	7	Jan. & July	1876			<i>St. Louis, Alton & T. H.</i> (\$6,700,000):	2,200,000	7	Semi an'y	1894	92%	94
1st Mortgage (convertible)							1st Mortgage	2,800,000	7	do	1894	83%	84
<i>New Haven & N. London</i> (\$766,000):	450,000	7	M'ch & Sep	1861			2d do preferred	1,700,000	7	May & Nov.	1894	78	
1st Mortgage	200,000	6	Jan. & July	1868			2d do income						
2d do							<i>St. Louis, Jacksonville & Chicago:</i>						
<i>N. Haven & Northampton</i> (\$650,000):	\$500,000	7	Jan. & July	1869			1st Mortgage		7	April & Oct.			
1st Mortgage							2d do		7				
<i>New Jersey</i> (\$805,000):	485,000	6	Feb. & Aug	1873			<i>Sandusky, Dayton and Cincinnati:</i>						
Ferry Bonds of 1853							1st Mortgage (extended)	1,000,000	7	Feb. & Aug	1900		
<i>New London Northern</i> (\$140,000):	140,000	6	Jan. & July	1885			2d do	201,500		May & Nov	1875		
1st General Mortgage							<i>Sandusky, Mansfield and Newark:</i>						
<i>New York Central</i> (\$14,627,443):	6,917,598	6	May & Nov	1883	95%		1st Mortgage	1,290,000	7	Jan. & July	1875		
Premium Sinking Fund Bonds	2,925,000	6	June & Dec	1887	94%		<i>Second Avenue:</i>						
Bonds of October, 1863 (renewal)	165,000	6	May & Nov.	1883	93		1st Mortgage	500,000	7	June & Dec	1867		
Real Estate Bonds	663,000	6	do	1883	93		<i>Shamokin V. & Pottsville</i> (\$791,597):	700,000	7	Feb. & Aug	1872		
Subscrip. Bonds (assumed stocks)	1,398,000	7	Feb. & Aug	1876	106		1st Mortgage						
Sink. Fund B'ds (assumed debts)	604,000	7	do	1876	113		<i>South Carolina:</i>						
Bonds of August, 1859, convert.		7	do	1876	116		Sterling Loan	2,000,000	5	Jan. & July	1866		
Bonds of 1865							Domestic Bonds	1,070,000	5	Various.	68-74		
<i>New York and Harlem</i> (\$6,098,045):	3,000,000	7	May & Nov.	1872	103	105	<i>Staten Island:</i>						
1st General Mortgage	1,000,000	7	Feb. & Aug	1893			1st Mortgage	200,000	7	Jan. & July	1871		
Consolidated Mortgage	1,000,000	7	do	1868			<i>Syra. Bing. and N. Y.</i> (\$1,595,191):	1,400,000	7	April & Oct	1876		
3d Mortgage							1st Mortgage						
<i>N York and New Haven</i> (\$2,000,000):	1,088,000	6	April & Oct	1875	90		<i>Terre Haute & Indianapolis</i> (\$60,000):	60,000	7	Mch & Sept	1866		
Mortgage Bonds	1,000,000	7		1886			1st Mortgage, convertible						
Mortgage Bonds							<i>Third Avenue (N. Y.):</i>	1,180,000	7	Jan. & July	1870		
<i>N. Y. Prov. and Boston</i> (\$232,000):	232,000	6	Feb. & Aug	73-78			1st Mortgage						
1st Mortgage							<i>Toledo, Peoria and Warsaw:</i>	1,391,000	7	June & Dec	1894		
<i>Northern Central</i> (\$5,211,244):	1,500,000	6	Jan. & July	irred.			1st Mortgage						
State Loans	2,500,000	6	Jan. & July	1885			<i>Toledo Wabash and West</i> (\$6,653,868):	900,000	7	Feb. & Aug	1865	91%	93
2d Mortgage Sinking Fund							1st Mort. (Toledo & Wabash)	2,500,000	7	do	1884	91%	
<i>Northern New Hampshire</i> (\$151,400):	149,400	6	April & Oct	1874			1st do (extended)	1,000,000	7	May & Nov.	1875	80%	84
Plain Bonds							2d do (Toledo and Wabash)	1,500,000	7	do	1875	80%	84
<i>North Missouri:</i>	6,000,000	7	Jan. & July	1896			2d do (Wabash and Western)	152,355	7	do	1865		
1st General Mortgage							Sinking Fund Bonds (T. W. & W.)	600,000	7	Jan. & July	1874	70	73
<i>North Pennsylvania</i> (\$3,105,785):	2,500,000	6	April & Oct	1880			Equipment bonds						
Mortgage Bonds	360,000	10	do	1887			<i>Troy and Boston</i> (\$1,452,000):	300,000	7	Jan. & July	1887		
Chattel Mortgage							1st Mortgage	300,000	7	Apr. & Oct.	1885		
<i>North-Western Virginia:</i>	1,500,000	6	Jan. & July	1873		98	2d do	650,000	7	May & Nov.	1875		
1st Mortgage (guar. by Baltimore)	1,000,000	6	do	1873		98	3d do	200,000	7	Mar. & Sep.	1882		
2d do (guar. by B. & O. RR.)	500,000	6	do	1885			Convertible						
3d do (do do do)	500,000	6	do	1885			<i>Troy Union</i> (\$680,000):	500,000	6	Jan. & July	1863		
3d do (not guaranteed)	500,000	6	do	1885			Mortgage Bonds	180,000	6	do	1867		
<i>Norwich and Worcester</i> (\$580,000):	100,000	7	Jan. & July	1874			do do						
General Mortgage	300,000	7	Feb. & Aug	1870			<i>Vermont Central</i> (\$3,500,000):	2,000,000	7	June & Dec	1861	118	118%
Steamboat Mortgage							1st Mortgage	1,135,000	7	Jan. & July	1867		
<i>Ogdensburg and L. Cham.</i> (\$1,494,000):	1,494,000	7	April & Oct	1869		101	2d do (no interest)						
1st Mortgage							<i>Vermont and Massachusetts:</i>	550,600	6	Jan. & July	1883		
<i>Ohio and Mississippi</i> (\$3,650,000):	2,900,000	7	Jan. & July	1872		92	1st Mortgage		8		1876	108%	
1st Mortgage	750,000	7	do	1874			<i>Verm. Cen. & Verm. & Can. Bonds:</i>						
2d do (W. D.)							<i>Warren</i> (\$600,000):	600,000	7	Feb. & Aug	1875		
<i>Oswego and Rome</i> (\$350,000):	350,000	7	May & Nov.	1916			1st Mortgage (guaranteed)						
1st Mortgage (guar. by R. W. & O.)							<i>Westchester & Philadelphia</i> (\$962,300):	399,300	7	Jan. & July	1873		
<i>Oswego and Syracuse</i> (\$311,500):	225,000	7	Jan. & July	70-80			1st Mortgage (convert.) Coupon	564,908	8	April & Oct	1878		
1st Mortgage							2d do registered						
<i>Pacific, (S. W. Branch):</i>	1,139,000	6	Jan. & July	72-87			<i>Western (Mass.)</i> (6,269,520):	4,319,520	5	April & Oct	68-71		
Mortgage, guar. by Mo.							Sterling (£399,900) Bonds	850,000	6	do	1875		
<i>Panama:</i>	416,000	7	April & Oct	1870			Dollar Bonds						
1st Mortgage, sterling	346,000	7	do	1875			<i>Western Maryland:</i>	596,000	6	Jan. & July	1890		
1st do do	1,150,000	7	Feb & Aug.	1872			1st Mortgage	200,000	6	do	1890	96	96%
2d do do							1st do guaranteed						
<i>Peninsula (Chic. & N. W.):</i>	1,029,000	7	Mch & Sept	1884			<i>York & Cumberland</i> (North. Cent.):	175,000	6	May & Nov.	1870		
1st Mortgage							1st Mortgage	25,000	6	Jan. & July	1871		
<i>Pennsylvania</i> (\$16,750,124):	4,980,000	6	Jan. & July	1880			2d do	500,000	6	do	1877		
1st Mortgage	2,621,000	6	April & Oct	1875			Guaranteed (Baltimore) Bonds						
2d do	2,283,840	6	do	1875			Canal						
2d do sterling							<i>Chesapeake and Delaware:</i>						
<i>Phila. and Balt. Central</i> (\$575,000):	575,000	7	Jan. & July	1876			1st Mortgage Bonds	2,356,509	6	Jan. & July	1886		
1st Mortgage							<i>Chesapeake and Ohio:</i>						
<i>Philadelphia and Erie</i> (\$13,000,000):	1,000,000	7	April & Oct	1877			Maryland Loan	2,000,000	6	Ja Ap Jun Oc	1870		
1st Mortgage (Sunbury & Erie)	5,000,000	6	April & Oct	1881			Sterling Bonds, guaranteed	4,375,000	5	do	1890		
1st do (general)	4,000,000	6	April & Oct	1901			Preferred Bonds	1,699,500	6		1885		
2d do (general)							<i>Delaware Division:</i>	800,000	6	Jan. & July	1878		
<i>Phila. and Germant. & Norristown:</i>	183,000	6	Jan. & July	1865			1st Mortgage						
Convertible Loan							<i>Delaware and Hudson:</i>	641,000	7	Mch & Sept	1870		
<i>Philadelphia & Reading</i> (\$6,900,663):	408,000	5	Jan. & July	1867			Mortgage, sinking fund						
Sterling Bonds of 1836	182,400	5	do	1880			<i>Erie of Pennsylvania:</i>	752,000	7	Jan. & July	1865		
do do do	2,856,600	6	April & Oct	1870			1st Mortgage Bonds	161,000	6	do	1868		
Dollar Bonds of 1849	106,000	6	Jan. & July	1871			Interest Bonds						
do do 1861	1,521,000	6	do	1880			<i>Lehigh Navigation:</i> (\$3,081,434).	414,158	6	Mch & Sept	1870		
do do 1843-4-8-9	976,800	6	do	1880			Loan of 1871	2,667,276	6	do	1884		
Sterling Bonds of 1843	564,000	6	do	1886			Loan of 1884						
Dollar Bonds, convertible	60,000	7	do	1886			<i>Monongahela Navigation:</i>	182,000	6	Jan. & July	1876		
Lebanon Valley Bonds, convertible							Mortgage Bonds						
<i>Philadelphia and Trenton</i> (\$200,000):	200,000	6	May & Nov.	1868			<i>Morris:</i>	750,000	6	April & Oct	1876		94
1st Mortgage							Mortgage Bonds						
<i>Phila. del., Wilming. & Baltimore:</i>	516,000	6	Jan. & July	1884			<i>Pennsylvania & New York:</i>	590,000	6	May & Nov.	1876		
Mortgage Loan							1st Mortgage (North Branch)						
<i>Pittsburg and Connellsville:</i>	400,000	6	Feb. & Aug	1889			<i>Schuylkill Navigation:</i>	1,764,330	6	Mch & Sept	1872		
1st Mort. (Turtle Cr. Div.)							1st Mortgage	3,980,670	6	Jan. & July	1882		85
<i>P'b'g, Ft. W. and Chic.</i> (\$12,573,500)	5,200,000	7	Semi an'y	1912	103	98	2d do	586,500	6	May & Nov.	1870		
1st Mortgage	5,160,000	7	do	1912			Improvement						
2d do	2,000,000	7	April & Oct	1912			<i>Susquehanna and Tide-Water:</i>	1,000,000	6	Jan. & July	1865		
3d do	200,000	7	Jan. & July	1884			Maryland Loan	1,100,000	6	do	1878		
<i>Akron Branch:</i> 1st mortgage.							Coupon Bonds	325,000	6	do	1864		
<i>Pittsburg and Steubenville:</i>	1,000,000	7	Feb. & Aug										

INSURANCE STOCK LIST.—FRIDAY.

Table with columns: MARKED LISTS (*) are participating, and († write Marine Risks., Dec. 31, 1866., Capital, Assets, DIVIDEND., Periods, Last paid, Bid, Ask ed. Lists various insurance companies like Adriatic, Aetna, American, etc.

PETROLEUM STOCK LIST.

Table with columns: COMPANIES., Bid, Askd, COMPANIES., Bid, Askd. Lists petroleum companies like Adamantine Oil, Alleghany, Allen Wright, Bainbridge, etc.

MINING STOCK LIST.

Table with columns: COMPANIES., Bid, Askd, COMPANIES., Bid, Askd. Divided into Copper and Gold sections. Lists mining companies like Adventure, Albany & Boston, Algonah, etc.

MARINE MUTUAL INSURANCE SCRIP.

Table with columns: COMPANIES., Bid, Ask ed., COMPANIES., Bid, Ask ed., COMPANIES., Bid, Ask ed. Lists marine insurance scrip companies like Atlantic 1864, do 1865, do 1866, etc.

FIRST MORTGAGE BONDS

OF THE
CENTRAL PACIFIC RAILROAD CO.
 OF CALIFORNIA.

Interest at the rate of Six per Cent. per annum, payable
 Semi-Annually, on the First days of January and July.

Principal and Interest payable in U. S. Gold Coin in the
 City of New York.

Amount of Issue, \$7,336,000. In Coupon Bonds of \$1,000 each.

The Bonds have Thirty Years to run, and are secured by a First Mortgage, constituting an absolute prior lien on that portion of the Road, Equipments, Franchises, and Entire Property of the Central Pacific Railroad Company, located in the State of California, and extending from Sacramento City to the California State Line, forming a part of the GREAT PACIFIC RAILROAD ROUTE, adopted and aided by the UNITED STATES GOVERNMENT.

The amount of these First Mortgage Bonds to be issued per mile, is limited by law to the amount of United States Bonds allowed and issued to aid the construction of the Road, and the Mortgage by which they are secured is declared by Act of Congress to constitute a lien prior and superior to that of the United States Government.

The aid received from the Government (in amount equal to this First Mortgage) is economically and judiciously applied to the construction and equipment of the road, together with nearly \$7,000,000, received from Stock Subscriptions and other sources. The First Mortgage therefore amounts to but about 35 per cent. of the actual cost and value of the Property which it covers.

The road is now completed, equipped and running from Sacramento City to Alta, a distance of 73 miles, and the earnings for the three months ending August 1st, were as follows, viz.:

May, 1866.....	\$65,115 83
June "	67,429 78
July "	85,000 00

IN GOLD.

The earnings are steadily increasing, and are estimated at over \$100,000 in gold for the month of August—the official report for that month not having been received at this date.

The construction of the road is going vigorously forward—24 miles additional being nearly ready for the cars—and it will probably be in full operation to the California State Line—156 miles from Sacramento City—during the summer of 1867, when its earnings must be very large, as the entire trade of Nevada, and a large proportion of that of Utah, Idaho, and Montana must pass over its line. It has been shown by reliable statistics that in 1863 over \$13,000,000 in Gold was paid for freighting goods from California to Nevada alone.

This part of the Great Pacific Railroad Route is destined to be one of the most profitable lines of railroad in the world, and its First Mortgage Bonds are among the best secured and most desirable investments ever offered.

Over \$1,000,000 has already been expended in grading beyond the point to which the road is now running, and the iron is bought and paid for sufficient to lay the track the entire distance to the State line.

The Road has been completed and equipped thus far without the sale of a single dollar of its First Mortgage Bonds, and they are now offered to the public for the first time, after the earnings of the Road have reached the sum of \$100,000 per month in Gold, only about twenty-five per cent. of which is required for operating expenses.

The Bonds are offered at 95 per cent. and accrued interest from July 1st, in Currency. Orders may be forwarded to us direct, or through the principal Banks and Bankers in all parts of the country.

Remittances may be made in drafts on New York, or in Legal Tender Notes, National Bank Notes, or other funds current in this city, and the Bonds will be forwarded to any address by Express, free of charge. Inquiries for further particulars, by mail or otherwise, will receive punctual attention.

FISK & HATCH, Bankers,
 No. 5 Nassau Street, N. Y.

N. B.—All kinds of Government Securities received at the full market price in exchange for the above Bonds,

United States Treasury, INTEREST DEPARTMENT.

NEW YORK, October 9, 1866.

Schedules of (30) Thirty or more (5.20) Coupons falling due on the 1st of November proximo will now be received for examination at the Interest Department of the United States Treasury.

H. H. VAN DYCK,
 Assistant Treasurer United States.

OFFICE OF E. S. MUNROE & Co.,
 No. 80 BROADWAY AND No. 5 NEW ST.,
 NEW YORK, SEPT. 22, 1866.

WE OFFER FOR SALE IN SUMS TO suit, Coupon Sixes of 1881, in denominations of \$50 and \$100. Interest payable yearly in gold. Also, same class of bonds in \$500, payable semi-annually Jan. 1 and July 1. These bonds are called the Oregon War Debt, but are precisely of the same rank and tenor as the regular Sixes of 1881, and will be sold on more favorable terms.

OFFICE OF THE PANAMA RAILROAD CO.,
 TONTINE BUILDINGS, No. 88 Wall St.,
 NEW YORK, SEPT. 24, 1866.

38th DIVIDEND—THE BOARD OF Directors have this day declared a DIVIDEND of FOUR PER CENT. out of the earnings of the road for the three months ending 30th inst., and TWO PER CENT. out of the earnings of steamers, sailing vessels, etc., payable to the stockholders, or their legal representatives, on and after October 5. Transfer Books will be closed from the evening of the 26th September until the morning of Oct. 8. HENRY SMITH, Treasurer.

City of Keokuk New 8 per cent. Bonds!

20 YEARS TO RUN.

Payable at the Central National Bank
 in the City of New York.

FULLY SECURED THROUGH PAYMENTS
 MADE AND COLLATERALS PLACED
 IN THE HANDS OF

HENRY A. SMYTHE, Trustee.

Total Authorized Issue..... \$300,000

These Bonds are deemed secured beyond any per
 adventure, and unequalled as a

RELIABLE 8 PER CENT. INVESTMENT.

A limited amount may be had at par only, by ap
 plying to the

CENTRAL NATIONAL BANK,
 320 Broadway, New York.

SEVEN PER CENT. FIRST MORT- GAGE BONDS

OF THE

NORTH MISSOURI RAIL- ROAD COMPANY.

We offer for sale the Seven Per Cent. First Mortgage Bonds of the North Missouri Railroad Company, having thirty years to run. Coupons payable in New York on January 1 and July 1, in each year.

Before accepting the agency for sale of these bonds, we made careful inquiry into the condition and prospects of the road, which was examined by Mr. Wm. Milnor Roberts and others, on our behalf and their highly satisfactory report enables us to recommend the bonds as first-class securities, and a safe and judicious investment.

The proceeds of these bonds (\$6,000,000 in all) will be used in extending a road, already completed 170 miles into North Missouri, to the Iowa State line, where it is to connect with the railroads of Iowa, and also westward to the junction with the Pacific Railroad (at Leavenworth) and other railroads leading up the Missouri River, so that the mortgage of \$5,000,000 will cover a complete and well-stocked road of 389 miles in length, costing at least \$10,000,000, with a net annual revenue after the first year of over \$1,500,000, or a sum nearly four times beyond the amount needed to pay the interest on these bonds, the income of the road of course increasing every year.

The Railroad connects the great City of St. Louis, with its 200,000 inhabitants, not only with the richest portions of Missouri, but with the States of Kansas and Iowa and the great Pacific Railroads.

The first 500,000 have been sold at 80 cents, and the remainder are now offered at 75 cents. At this rate they yield nearly 8½ per cent. income, and add 20 per cent. to principal at maturity.

Any further inquiries will be answered at our office,

JAY, COOKE & CO.

Commercial Cards.

S. H. PEARCE & Co.,

No. 353 BROADWAY,

Importers of

EUROPEAN AND CHINA SILKS,

and Manufacturers of

SILK AND COTTON HANDKERCHIEFS,

Oiled Silk,

Imitation Oiled Silk.

Our "Imitation" has a very superior finish, and costs but half as much as real silk, which it equals in appearance and durability.

Agents for the sale of the

Patent Reversible Paper Collars,

the most economical collar ever invented.

E. R. Mudge, Sawyer & Co.

AGENTS FOR

WASHINGTON MILLS,

BURLINGTON WOOLEN CO.,

CHICOPEE MANUF. CO.,

VICTORY MANUF. CO.,

MILTON MILLS,

Will remove about October 1st to new store

Nos. 43 & 45 WHITE STREET.

Tracy, Irwin & Co.,

NO. 400 BROADWAY,

IMPORTERS AND JOBBERS

OF

Foreign and Domestic Dry Goods,

including a superb stock of

DRESS GOODS,

AND

HOSIERY and WHITE GOODS.

DOUBLEDAY & DWIGHT,

MANUFACTURERS OF

Umbrellas & Parasols,

49 MURRAY ST., NEW YORK.

Bankers, Merchants,

And others should send by the

HARDEN EXPRESS, 65 Broadway, as they have unsurpassed facilities for the rapid and safe forwarding of GOLD SILVER, JEWELRY, & MERCHANDISE of every description. Also for the collection of notes drafts and bills, bills accompanying goods, etc.

VANDEBURGH, WELLS & CO., EAST CORNER FULTON & DUTCH STREETS, (Two blocks from Broadway, N.Y.)

Types, Presses, Chases, Cases, Imposing Stones and Frames.

Lye and Proof Brushes, Rollers, Moulds, Slabs, Composing Sticks, Inks, Mallets, Plainers, Quoins, Shooting Sticks, Gallies, Furniture, Stereotype Blocks, Bello vs, Pattern Letters, Metal, Saws, Mitre Boxes and Machines, Lead, Rule, Paper and Card Cutters.

Eagle and other Cabinets,

Bodkins, Tweezers, Spatulas, Ink, Slices, Cuts, Borders, Ovals, Circles, Dashes, Leads, Brass Rule, and everything required in Printing Offices, in the shape of First Class Printers' Materials at Regular Makers' Prices.

Orders respectfully solicited by VANDERBURGH, WELLS & CO., 110 Fulton and 16 & 18 Dutch st., New York.

JOSEPH GILLOTT'S STEEL PENS, OF THE OLD STANDARD QUALITY.

JOSEPH Or Descriptive TRADE MARK: GILLOTT, Name and Designation. WARRANTED. rating Number

NEW SERIES, GOOD AND CHEAP, from No. 700 to No. 761.

JOSEPH With TRADE MARK: GILLOTT, Designating BIRMINGHAM. Numbers.

For sale by

JOSEPH GILLOTT & SONS, No. 91 John-st., New York

HENRY OWEN, Sole Agent.

Commercial Cards.

W. H. Schieffelin & Co.

SUCCESSORS TO

SCHIEFFELIN BROTHERS & CO.,

IMPORTERS AND JOBBERS OF

DRUGS,

INDIGO, CORKS, SPONGES,

FANCY GOODS, PERFUMERY, ETC., ETC.,

170 & 172 WILLIAM ST.

NEW YORK.

JOSEPH H. WESTERFIED. WILLIAM A. GELLATLY.
WILLIAM H. SCHIEFFELIN, WILLIAM N. CLARK, JR.

E. S. THACKSTON,

Tobacco, Note and Exchange Broker.

No. 12 OLD SLIP, COR. WATER ST.

NEW YORK.

COTTON DUCK,

All Widths and Weights,

A LARGE STOCK ALWAYS ON HAND.

THEODORE POLHEMUS & CO.,

MANUFACTURERS AND DEALERS.

59 Broad Street, corner of Beaver.

Henry Lawrence & Sons,

MANUFACTURERS OF CORDAGE

FOR EXPORT AND DOMESTIC USE,

192 FRONT STREET, NEW YORK.

METALS,

THOS. J. POPE, 92 John Street.

Anthracite and Charcoal Pig Irons, Ingot Copper, Spelter, Tin, Antimony, &c., Old and New Railroad Iron, Bloom Irons, Car Wheel Pig Irons.

Railroad Iron,

AMERICAN AND FOREIGN, FOR

Steam and Street Roads,

FOR SALE BY

S. W. HOPKINS & Co.,

69 & 71 Broadway.

J. A. BOSTWICK,

COMMISSION MERCHANT

IN

Cotton, Produce and Provisions,

40 and 42 BROADWAY AND 53 NEW ST., N. Y.

Reference,

TILFORD & BODLEY, Bankers, N. Y.

A. P. MERRILL, JR.,

Formerly of Mississippi.

SUCCESSOR TO

Goodman & Merrill,

GENERAL COMMISSION MERCHANT

36 NEW STREET & 38 BROAD STREET,

NEW YORK CITY.

Advances made on consignments of Cotton, Tobacco, and other produce.

Machinery and Agricultural Implements of every description supplied.

Southern Real Estate Bought and Sold on Commission.

REFERENCES:

Messrs. Duncan, Sherman & Co., New York.

U. A. Murdock, Esq., New York.

W. R. Dixon, Esq., Pres. Hoff an Ins. Co., N. Y.

Dr. W. N. Mercer, New Orleans.

George S. Mandeville, Esq., New Orleans.

Messrs. Crane, Beed & Co., Cincinnati.

A. E. Addison, Esq., Virginia.

Geo. S. Cameron, Esq., South Carolina.

Hon. W. B. Ogden, Chicago.

Ogden, Fleetwood & C., Chicago.

D. B. Molloy, Esq., Memphis.

Messrs. Porter, Fairfax & Co., Louisville, Ky.

Francis Surget, Esq., Natchez, Miss.

H. B. Plant, Esq., Augusta, Ga.

H. N. Milton Brown, Mobile.

W. Mead Addison, Esq., Baltimore.

A. P. MERRILL, JR.,

86 New Street, New York City.

Commercial Cards.

J. M. CUMMINGS & Co.,

DISTILLERS

AND

Commission Merchants,

58 BROAD STREET, NEW YORK,

Offer for sale, IN BOND, fine BOURBON and RYE WHISKIES, from their own and other first-class Distilleries, Kentucky.

Jeremiah M. Wardwell,

(of the late firm of Neilson Wardwell & Co.)

Importer and Dealer in Hardware, and Commission Merchant,

45 CLIFF STREET, NEW YORK.

All orders entrusted to him will receive prompt attention. Consignments of Cotton, Wool, Hides, &c., solicited. Best of references given if required.

MARSH GLENN,

ATTORNEY AND COUNSELLOR AT LAW.

Strand Street, Galveston, Texas,

Is prepared to attend to, and collect PROMPTLY, all Claims or other business committed to his charge in Middle or Southern Texas.

REFERENCES:

J. M. Wardwell, }
Burtis, French & Woodward, } New York City.

J. H. Brower & Co.,

H. B. Clifford, } New Orleans, La.

Campbell & Strong, } New Orleans, La.

Hon. J. H. Reagan, Palestine, Texas.

Judge G. F. More, Austin, Texas.

T. H. McMahan & Gilbert, } Galveston, Texas.

J. S. Sellers & Co.,

J. W. & T. P. Gillian, Houston, Texas.

ST. GERMAIN STUDY AND OFFICE

Lamp,

PATENTED MARCH, 1863, BY C. A. KLEEMAN

FOR SALE BY

C. F. A. HINRICHS, 150 Broadway,

Sole Agents for the United States, Cuba, West Indies, Canadas, and all of North and South America.

These Lamps burn Kerosene, and give a very superior steady light, without smoke or smell, are economical in burning, easily managed and kept clean, and pronounced by highest authority safe against explosion.

ALBERT H. NICOLAY,

STOCK AUCTIONEER,

BANKER & BROKER,

NO. 43 PINE STREET, NEW YORK,

(Established 15 years.)

Government Securities, Gold, City, County and State Bonds, Insurance, Bank, Railroad, Gas-light, Telegraph, Express, Mining and Petroleum Stocks and Bonds, &c., &c., bought and sold at all the Stock Boards, at Private Sale and Public Auction, on commission.

A large variety of Securities, always on hand for sale, at the lowest rates for Investments.

Files of this Paper Bound to Order.

BLANK BOOKS.

STATIONERY,

ENGRAVING,

PRINTING, &c., &c.

COOPER & SHERIDAN,

26 EXCHANGE PLACE,

Corner of William St

YOUR CUSTOM SOLICITED BY

Francis & Loutrel,

STATIONERS, PRINTERS AND BLANK-BOOK MANUFACTURERS.

45 Maiden Lane, New York.

We supply everything in our line for Business, Professional and Private use, at Low Prices. Orders receive prompt attention.

OFFICE OF THE CHICAGO AND

GREAT EASTERN RAILWAY COMPANY, No. 37

WILLIAM STREET, NEW YORK, September 25,

1866.—The Interest Coupons of the First Mortgage

Bonds of this Company due October 1, will be paid

on and after that date (less government tax), upon

presentation at the office of the Company in this

city, H. MORGAN, Treasurer,

Steamship and Express Co's.

PACIFIC MAIL STEAMSHIP COMPANY'S
THROUGH LINE
To CALIFORNIA,



And Carrying the United States Mail,
LEAVE PIER NO. 42 NORTH RIVER, FOOT of Canal street, at 12 o'clock noon, on the 1st, 11th, and 21st of every month (except when those dates fall on Sunday, and then on the preceding Saturday), for ASPINWALL, connecting, via Panama Railroad, with one of the Company's steamships from Panama for SAN FRANCISCO, touching at ACAPULCO.

SEPTEMBER:
1st—ARIZONA, connecting with GOLDEN CITY.
11th—HENRY CHAUNCEY, connecting with St. Louis
21st—NEW YORK, connecting with SACRAMENTO.

Departures of 1st and 21st connect at Panama with steamers for South Pacific ports; 1st and 11th for Central American Ports. Those of 1st touch at Manzanillo.

Baggage checked through. One hundred pounds allowed each adult.
An experienced Surgeon on board. Medicines and attendance free.

For passage tickets or further information, apply at the Company's ticket office, on the wharf, foot of Canal street, North River, New York.
F. W. G. BELLOWES, Agent.

**THE UNITED STATES & BRAZIL
Mail Steamship Comp'y,**



Under contract with the governments of the UNITED STATES AND BRAZIL
For the carriage of the Mails, will despatch one of their

NEW FIRST-CLASS STEAMSHIPS, each over 2,000 tons burden, ON THE 2ND OF EACH MONTH commencing in JULY, FROM THE PORT OF NEW YORK,

For the following named ports, at the following rates of passage, payable in coin:

New-York to St. Thomas	First Cabin,	\$80
New-York to Para.	"	\$150
New-York to Pernambuco	"	\$170
New-York to Bahia	"	\$180
New-York to Rio de Janeiro	"	\$200

Steerage at half these rates, meals included.
An experienced Surgeon is attached to each vessel.
For further information, freight or passage, Apply to

GARRISON & ALLEN, Agents,
No. 5 Bowling Green.
The elegant sidewheel steamship "North America" L. F. Timmerman, commander, will sail Saturday, July 21, punctually at 3 o'clock P.M. from Pier 43 N.R.
GARRISON & ALLEN,
No. 5 Bowling Green



PANAMA, NEW-ZEALAND AND AUSTRALIAN ROYAL MAIL COMPANY.
OPENING OF STEAM COMMUNICATION BETWEEN NEW YORK AND AUSTRALASIA VIA PANAMA.

The service of the above Company will be commenced from Panama to Wellington, New-Zealand, on the 24th June, by the Steamship KAKAIA, followed by the KAIKOURA on the 24th July.

Passengers and goods will be forwarded from Wellington to Auckland, Otago, Nelson, Canterbury, Sydney, Melbourne, and other parts of New-Zealand and Australia, by the Company's Inter-Colonial steamers.

Arrangements are in progress for the conveyance of passengers and goods from New York, at through fares and rates to all the principal ports in the Australasian Colonies.

The opening voyages of the Company's ships, in conjunction with those of the Pacific Mail Steamship Company, will be as follows:

OUTWARD.
From New York, June 11.
From Panama, June 24.
From Wellington, N. Z., July 21.
Arriving at Sydney July 29.

TIME.
From New York to Wellington, 40 days.
From Panama to Wellington, 28 days.
To Sydney or Melbourne, 8 days additional.

HOMeward.
From Sydney, 31st May or June 1.
From Wellington, N. Z., June 8.
From Colon, (Aspinwall) July 12.
Arriving at New York July 20.

TIME.
Wellington to New York, 42 days.
Wellington to Panama, 28 days.
From Sydney or Melbourne, 8 days additional.

The service will be continued monthly in unison with the foregoing dates.

Particulars of fares and freight on application to Pacific Mail Steamship Company, Office No. 59 Wall St., New York, or

CHAS. W. WEST, Agent,
No. 23 William St., New York.
WM. G. SEALY, Agent, Panama.
NEW YORK, May 23, 1866.

OFFICE OF THE CHICAGO AND ALTON RR. Co., }
CHICAGO, Ill., Sept. 20, 1866. }

COUPONS OF INCOME BONDS OF
the Chicago and Alton Railroad Company, due Oct. 1, 1866, will be paid on and after that date, at the office of Messrs. M. K. JESSUP & CO., No. 84 Broadway, less government tax.
W. M. LARRABEE, Treasurer.

Miscellaneous.



NATIONAL STEAM NAVIGATION Co.

(LIMITED.)

STEAMERS WEEKLY TO LIVERPOOL, CALLING AT QUEENSTOWN.

Leaving Pier No. 47, North River, as follows:

SCOTLAND	Sails Saturday, Sept. 22
ENGLAND	" Saturday, Sept. 29
ERIN	" Saturday, Oct. 6
HELVETIA (Ogilvie)	" Saturday, Oct. 13

Cabin passage, \$100; Steerage, \$30.
Steerage passage tickets, to bring parties from Liverpool or Queenstown, for \$35 in currency.

Through passage to Paris, Antwerp, Hamburg, Bremen, &c., at low rates.

Drafts issued for any amount, payable at any Bank in Great Britain or on the Continent.

For Freight and Cabin Passage apply at THE OFFICE OF THE COMPANY, 57 BROADWAY.

And for Steerage Tickets, at the Passage Office of the Company, 27 Broadway, and 275 Pearl street, near Fulton.

F. W. J. HURST, Manager.

Bank Statements.

STATEMENT

SHOWING THE CONDITION OF THE

NINTH NATIONAL BANK, OF THE CITY OF NEW YORK,

NO. 363 BROADWAY,

On Monday Morning, October 1, 1866.

RESOURCES.

Loans and Discounts	\$5,171,962 63
Government Securities	1,751,363 60
Furniture and Fixtures	13,000 00
Taxes paid	20,322 24
Specie and Legal Tender Notes	2,767,036 31
Cash Items and Exchanges	718,535 69
Due from Banks and Bankers	1,206,864 60
Contingent Expenses	66,391 28
	\$11,645,476 35

LIABILITIES.

Capital Stock	\$1,000,000 00
Surplus Profits	315,846 10
Dividends Unpaid	2,490 00
Circulation	945,585 00
Deposits	9,381,555 25
	\$11,645,476 35

JOSEPH U. ORVIS, President.

JOHN T. HILL, Cashier.

QUARTERLY REPORT OF THE

CONDITION OF "THE METROPOLITAN NATIONAL BANK IN NEW YORK," on the morning of the first Monday of October, 1866:

RESOURCES.

Notes and Bills Discounted	\$7,809,179 55
Indebtedness of Directors	217,473 08
Bonds and Mortgages	50,881 56
New York State Bonds	800,000 00
Banking House	230,000 00
Overdrafts	8,315 22
Due from National Banks	524,517 45
Due from other Banks and Bankers	50,818 81
Current Expenses	24,048 57
U. S. Bonds deposited with U. S. Treasurer to secure Circulating Notes	1,350,000 00
Cash on hand in Circulating Notes of other National Banks	7,850 00
Cash on hand in Circulating Notes of State Banks	37,613 26
Specie	18,792 00
Legal Tender Notes	2,786,000 00
Fractional Currency	1,150 00
Cash Items (including Rev. Stamps)	99,754 34
	\$14,016,396 44

LIABILITIES.

Capital Stock paid in	\$4,000,000 00
Surplus Fund	1,410,490 63
Circulating Notes received from Comptroller	\$1,197,500
Less amount on hand	80,000
Amount outstanding	1,117,500 00
Individual Deposits	4,122,130 04
Due National Banks	2,463,312 24
Due to other Banks and Bankers	694,276 54
State Bank Circulation outstanding	27,500 00
Discount	145,976 11
Exchanges	819 81
Interest	7,601 50
Profit and Loss	10,073 51
Dividends unpaid	16,716 00
	\$14,016,396 44

State of New York, County of New York: I, GEORGE I. SENEY, Cashier of the METROPOLITAN NATIONAL BANK, do solemnly swear that the above statement is true, to the best of my knowledge and belief.

GEORGE I. SENEY, Cashier.

Sworn to, and subscribed before me this 5th day of October, 1866.

ROBERT OWEN, Notary Public.

Bank Statements.

QUARTERLY REPORT, — STATEMENT showing the true condition of the Bank of America, an associated bank, on the morning of Saturday, the 29th day of September, 1866:

RESOURCES.

Loans and Discounts, except to Directors and brokers	\$5,741,608 02
All sums due from Director of this Bank	577,900 00
Total of Loans and Discounts	\$6,348,908 02
Stocks (U. States, &c.)	\$3,105,000 00
Promissory and U. S. 7-3-10 Notes and Indebtedness Certificates	450,000 00—3,565,000 00
Real Estate	150,000 00
Loss and expense account	25,578 58
Overdrafts	936 72
Specie	857,906 95
Cash items (say checks in exchange &c.)	1,927,422 73
United States Legal Tender Notes	\$2,64,400 00
Bills of Solvent Banks and United States	6,029 83—2,870,429 89
Due from Banks, viz.: from Solvent Banks on demand	434,521 90
	\$16,150,096 78

LIABILITIES.

Capital	3,000,000 00
Profits	1,348,973 54
Due Depositors on demand	7,262,432 62
Unpaid Dividends, &c.	89,401 76
Due Banks on demand	4,446,578 86
Circulation Registered	\$5,165 00
Less Notes on hand	2,455 00— 2,710 00
	\$16,150,096 78

State of New York, City and County of New York, ss.—J. PUNNETT, President, and WM. L. JENKINS, Cashier of the above-named bank, an associated bank, located and doing business at the city of New York, in said county, being duly and severally affirmed, each for himself saith, that the foregoing is, in all respects, a true statement of the condition of the said bank before the transaction of any business on the morning of Saturday, the twenty-ninth day of September, one thousand eight hundred and sixty-six, in respect to each and every of the items and particulars above specified, according to the best of his knowledge and belief; and that the business of the said bank has been and is transacted at the location aforesaid.

J. PUNNETT, President.

W. L. JENKINS, Cashier.

Severally subscribed and affirmed by both deponents, the 5th of October, 1866.

FREDERIC BULL,
Notary Public.

QUARTERLY REPORT OF THE

condition of THE NATIONAL BANK OF THE COMMONWEALTH, in the City of New York, in the State of New York, on the morning of the first Monday of October, 1866.

RESOURCES.

Notes and Bills discounted	\$1,867,090 76
Indebtedness of directors	184,057 21—\$2,051,147 97
Overdrafts	5,055 24
Banking-house	183,879 06
Current expenses	\$10,637 21
Premiums	31,480 01— 42,117 22
Cash items (including Rev. Stamps)	736,427 91
Due from National Banks	246,270 92
Due from other banks and bankers	4,984 98
U. S. bonds deposited with U. S. Treasurer to secure circulating notes	250,000 00
U. S. bonds deposited with U. S. Treasurer to secure deposits	200,000 00
U. S. bonds and securities on hand	236,950 00
Cash on hand in circulating notes of other Nat. Banks	\$12,809 00
Cash on hand in circulating notes of State Banks	4,592 00— 17,401 00
Specie	43,385 46
Fractional currency	674 80
Legal tender notes	1,275,747 00
Compound interest notes	66,140 00
	\$5,425,181 56

LIABILITIES.

Capital stock paid in	\$750,000 00
Surplus fund	12,185 38
Circulating notes received from Comptroller	\$200,000 00
Amount outstanding	200,000 00
Individual deposits	3,234,623 89
United States deposits	220,007 55
Deposits of U. S. disbursing officers	2,270 03
Due National Banks	582,621 74
Due to other banks and bankers	302,376 57
State Bank circulation outstanding	12,927 00
Discount	\$16,286 70
Exchange	1,454 91
Interest	12,784 42
Profit and Loss	77,643 37— 108,169 40
	\$5,425,181 56

I, GEORGE ELLIS, Cashier of the NATIONAL BANK OF THE COMMONWEALTH in the City of New York, do solemnly swear that the above statement is true, to the best of my knowledge and belief.

GEORGE ELLIS, Cashier.

State of New York, County of New York: Sworn to and subscribed before me, this Fourth day of October, 1866.

R. M. HEDDEN, Notary Public.

Insurance.

The Mutual Life Insurance Company of New York.

CASH ASSETS, Sept. 1st, 1865, OVER \$13,500,000 00
 FREDERICK S. WINSTON, President.
 R. A. McCURDY, Vice-President.
 Secretaries, { ISAAC ABBATT,
 THEO. W. MORRIS.
 Actuary, SHEPPARD HOMANS.

Marine & Fire Insurance.

METROPOLITAN INSURANCE CO.,
 NO. 108 BROADWAY, NEW YORK.

Cash Capital.....\$1,000,000
 Assets Nov. 1, 1865, over.....1,600,000

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,
 JAMES LORIMER GRAHAM, JR., 2d V. P.
 HENRY H. PORTER, Secretary.

Sun Mutual Insurance

COMPANY.

(INSURANCE BUILDINGS,)

49 WALL STREET.

ASSETS, Dec. 31, 1865 - - \$2,716,424 32

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.

The Mercantile Mutual

INSURANCE COMPANY.

OFFICE No. 35 WALL STREET, NEW YORK.

Assets, Jan. 1st, 1866.....\$1,366,699

ORGANIZED APRIL, 1844.

The Company has paid to its Customers, up to the present time, Losses amounting to over

EIGHTEEN MILLIONS OF DOLLARS.

For the past nine years the cash dividends paid to Stockholders, made from ONE-THIRD of the net profits, have amounted in the aggregate to

One Hundred and Twenty-one and a half per cent.

Instead of issuing a scrip dividend to dealers, based on the principle that all classes of risks are equally profitable, this Company will hereafter make such cash abatement or discount from the current rates, when premiums are paid, as the general experience of underwriters will warrant, and the net profits remaining at the close of the year, will be divided to the stockholders.

This Company continues to make Insurance on Marine and Inland Navigation and Transportation Risks, on the most favorable terms, including Risks on Merchandise of all kinds, Hulls, and Freight.

Policies issued making loss payable in Gold or Currency, at the Office in New York, or in Sterling, at the Office of Rathbone, Bros. & Co., in Liverpool.

TRUSTEES.

Joseph Walker, Aaron L. Reid,
 James Freeland, Ellwood Walter,
 Samuel Willets, D. Colden Murray,
 Robert L. Taylor, E. Haydock White,
 William T. Frost, N. L. McCready,
 William Watt, Daniel T. Willets,
 Henry Eyre, L. Edgerton,
 Cornelius Grinnell, Henry R. Kunhardt,
 E. E. Morgan, John S. Williams,
 Her. A. Schleicher, William Nelson, Jr.,
 Joseph Slagg, Charles Dimon,
 Jas. D. Fish, A. William Heye,
 Geo. W. Hennings, Harold Dollner,
 Francis Hathaway, Paul N. Spofford.
 ELLWOOD WALTER, President
 CHAS. NEWCOMB, Vice-Prest.
 C. J. DESPARD, Secretary.

Insurance.

Queen Fire Ins. Comp'y

OF LIVERPOOL AND LONDON.

Authorized Capital - £2,000,000 Stg.
 Subscribed Capital - £1,885,220 Stg.
 Paid up Capital &
 Surplus - - - - - \$1,392,115

Special Fund of \$200,000, deposited in the Insurance Department at Albany.

United States Branch No. 117 Broadway, N. Y.

GEORGE ADLARD, Manager.

WILLIAM H. ROSS, Secretary.

Hanover Fire Insurance

COMPANY,

No. 45 WALL STREET.

JANUARY 1st 1866.

Cash capital.....\$400,000 00
 Surplus.....156,303 98
 Gross Assets.....\$556,303 98
 Total Liabilities.....24,550 00

BENJ. S. WALCOTT,
 President.

J. REMSEN LANE, Secretary.

Niagara Fire Insurance

COMPANY.

NO. 12 WALL STREET.

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

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

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

GERMANIA FIRE INS. CO.,

NO. 175 BROADWAY, N.

CASH CAPITAL.....\$500,000 0

SURPLUS, Jan. 1st, 1866.....205,989 83

TOTAL ASSETS.....\$705,989 83

RUDOLPH GARRIGUE, President.

JOHN E. KAHL, Secretary.

H O P E

FIRE INSURANCE COMPANY,

OFFICE, NO. 92 BROADWAY.

Cash Capital - - - - - \$200,000 00
 Assets, March 9, 1866 - - - - - 252,559 22
 Total Liabilities - - - - - 26,850 00
 Losses Paid i. 1865 - - - - - 201,588 14

This Company insures against Loss or Damage by Fire on as favorable terms as any other responsible Company.

ONLY FIRST CLASS RISKS SOLICITED.

Board of Directors:

HENRY M. TABER, THOS. P. CUMMINGS,
 JOSEPH FOULKE, ROBERT SCHELL,
 STEF. CAMBRELENG, WILLIAM H. TERRY,
 THEODORE W. RILEY, FRED. SCHUCHARDT,
 JACOB REESE, JOSEPH GRAFTON,
 JNO. W. MERSEREAU, L. B. WARD,
 D. LYDIG SUYDAM, JOSEPH BRITTON,
 WILLIAM REMSEN, AMOS ROBINS,
 HENRY S. LEVERICH.

JACOB REESE, President.

CHAS. D. HARTSHORNE, Secretary.

Miscellaneous.

OFFICE OF THE ST. LOUIS, JACKSONVILLE
 AND CHICAGO RAILROAD CO.,
 JACKSONVILLE, Ill., Sept. 20, 1866.

COUPONS OF THE ST. LOUIS, JACKSONVILLE AND CHICAGO RAILROAD COMPANY, 1st mortgage bonds due Oct. 1, 1866, will be paid on and after that day, at the office of Messrs. M. K. JESUP & CO., No. 84 Broadway, free of government tax.

D. B. HOWARD, Treasurer.

UNITED STATES PETROLEUM COMPANY,
 No. 38 Pine street,
 NEW YORK, Sep. 19, 1866.

NOTICE.—The Trustees of the UNITED STATES PETROLEUM COMPANY have this day declared a Dividend of Three Per Cent. for the month of September, inst., payable on and Monday, October 1. The Transfer-books will be close on Tuesday, the 25th inst., and re-opened on Tuesday, October 2. By order,
 P. G. FENNING, Secretary.

Insurance.

OFFICE OF

The Atlantic Mutual

INSURANCE COMPANY.

NEW YORK, JANUARY 27TH, 1866,

The Trustees, in Conformity to the Charter of the Company, submit the following Statement of its affairs on the 31st December, 1865.

Premiums received on Marine Risks, from 1st January, 1865, to 31st December, 1865.....\$6,933,146 80

Premiums on Policies not marked off 1st January, 1865.....2,019,324 73

Total amount of Marine Premiums..\$8,952,471 53

No Policies have been issued upon Life Risks; nor upon Fire Risks disconnected with Marine Risks.

Premiums marked off from 1st January, 1865 to 31st December, 1865.....\$6,764,146 38

Losses paid during the same period.....\$3,659,178 45

Returns of Premiums and Expenses.....\$992,341 44

The Company has the following Assets, viz.:

United States and State of New York Stock, City, Bank and other Stocks, \$4,823,585 03

Loans secured by Stocks, and otherwise.....3,330,350 00

Real Estate and Bonds and Mortgages, 221,260 00

Dividends on Stocks, Interest on Bonds and Mortgages and other Loans, sundry notes, re-insurance and other claims due the Company, estimated at.....144,964 43

Premium Notes and Bills Receivable..3,283,801 96

Cash in Bank, Coin.....80,462 00

do do U. S. Treasury Note Currency.....310,551 78

Total Amount of Assets.....\$12,199,975 17

Six per cent interest on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday the Sixth of February next.

Fifty per cent of the outstanding certificates of the issue of 1864, will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday the Sixth of February next, from which date interest on the amount, so redeemable, will cease. The certificates to be produced at the time of payment, and cancelled to the extent paid.

A dividend of Thirty-five Per Cent is declared on the net earned premiums of the Company, for the year ending 31st December, 1865,

for which certificates will be issued on and after Tuesday the Third of April next.

By order of the Board,

J. H. CHAPMAN,

Secretary.

TRUSTEES:

John D. Jones, Wm. Sturgis,
 Charles Dennis, Henry K. Bogert
 W. H. H. Moore, Joshua J. Henry,
 Henry Coit, Dennis Perkins,
 Wm. C. Pickersgill, Joseph Gaillard, Jr.
 Lewis Curtis, J. Henry Burgy,
 Charles H. Russell, Cornelius Grinnell,
 Lowell Holbrook, C. A. Hand,
 R. Warren Weston, B. J. Howland,
 Royal Phelps, Benj. Babcock,
 Caleb Barstow, Fletcher Westray,
 A. P. Pillot, Robt. B. Minturn, Jr.
 William E. Dodge, Gordon W. Burnham,
 Geo. G. Hobson, Frederick Chauncey,
 David Lane, James Low,
 James Bryce, George S. Stephenson,
 Leroy M. Wiley, William H. Webb.
 Daniel S. Miller.

JOHN D. JONES, President,
 CHARLES DENNIS, Vice-President
 W. H. H. MOORE, 2d Vice-Prest,
 J. D. HEWLETT, 3d Vice-Prest.

Miscellaneous.

OFFICE OF L. P. MORTON & CO., BANKERS, 30 BROAD ST., EET, NEW YORK, Oct. 11, 1866.

WANTED.

Dubuque and Sioux City R. R. Preferred and Common Stock and Scrip. L. P. MORTON & CO,

MANHATTAN COMPANY.

STATEMENT OF THE MANHATTAN COMPANY, of the City of New York, of the average daily balance of the following accounts, for the week ending Saturday morning, the 6th day of October, 1866 :

Table with 2 columns: Average amount of Loans and Discounts, Average amount of Specie, Average amount of Circulation, Average amount of Deposits.

City and County of New York, ss.: I, JOHN S. HABERGER, Cashier of the MANHATTAN COMPANY, of the City of New York, being duly sworn, depose and say that the above statement is correct, to the best of my knowledge and belief.

J. S. HABERGER, Cashier. Sworn before me this Sixth day of October, 1866. M. F. READING, Notary Public.

THE Commercial & Financial CHRONICLE

IS: First—Exclusively devoted in its Editorial Columns to the discussion of subjects relating to the interests of Finance and Commerce, to the exclusion of politics and other general topics. Second—Furnishes the most accurate information to the Merchant and Banker on all matters relating to their occupations—by means of thorough and well prepared reports and full statistical tables. Third—Affords a weekly record, of convenient form to be kept on file, and bound at the end of each volume, (half-yearly) and so furnish a complete history of Commercial and Financial transactions.

CONTENTS.

- 1st. EDITORIAL ARTICLES—prepared with great care by competent writers, upon subjects relating to Finance, Commerce, and other questions of general interest to business men. 2d. LITERATURE—Notices of new books. 3d. FOREIGN NEWS—It is with great pleasure we are able to announce that we have secured the services of one of the editors of the leading London journal—The Economist—who will, in a weekly letter, report the foreign markets specially for THE CHRONICLE, furnishing the freshest and most reliable information with regard to commercial and financial affairs. 4th. COMMERCIAL & MISCELLANEOUS NEWS. 5th. THE BANKERS GAZETTE—Giving a list of all Dividends Declared and Bonds lost or stolen for the week; a review of the Money Market, Stock, Gold, and Foreign Exchange Markets for the week; Bank Statements for the week, with comparative statements; progress and condition of National Banks, Foreign Banking, and a Bank Stock List. 6th. A TABLE OF SALE PRICES, on each day of the week, at the New York Stock Exchange of Stocks and Securities sold. 7th. A TABLE OF NATIONAL, STATE AND CITY SECURITIES. 8th. THE COMMERCIAL TIMES—Containing an epitome of the movements of trade for the week; complete tables of the Total Receipts of Domestic Produce for the week and since Jan. 1. Also, of Exports and Imports for the week and year of all leading articles of commerce, with a comparative statement of the previous year. A special Report on Cotton, acknowledged to be the best and most complete published in the United States. A special Report on Breadstuffs A Dry Goods Report. 9th. WHOLESALE PRICES CURRENT, containing full quotations of the prices, on Friday, of all leading articles of Commerce in the New York Market. 10th. THE RAILWAY MONITOR. 11th. A TABLE OF RAILWAY, CANAL AND MISCELLANEOUS BONDS. 12th. A TABLE OF RAILWAY, CANAL AND MISCELLANEOUS STOCKS. 13th. THE INSURANCE AND MINING JOURNAL.

TERMS OF SUBSCRIPTIONS PER YEAR, EXCLUSIVE OF POSTAGE: THE CHRONICLE with DAILY BULLETIN, \$12 00 THE CHRONICLE without do 10 00 THE DAILY BULLETIN, alone, 500 William B. Dana & Co., PUBLISHERS, 30 William Street, New York

Bankers and Brokers.

JAY COOKE, WM. G. MOORHEAD, H. D COOKE, H. C. FAHNESTOCK, EDWARD DODGE, PITT COOKE.

JAY COOKE & Co., BANKERS.

In connection with our houses in Philadelphia and Washington we have this day opened an office at No. Nassau, corner of Wall Street, in this city. Mr. EDWARD DODGE, late of Clark, Dodge & Co., New York, Mr. H. C. FAHNESTOCK, of our Washington House, and Mr. PITT COOKE, of Sandusky, Ohio, will be resident partners. We shall give particular attention to the PURCHASE, SALE, and EXCHANGE of GOVERNMENT SECURITIES of all issues; to orders for purchase and sale of STOCKS, BONDS and GOLD, and to all business of National Banks. JAY COOKE & CO. March 1, 1866.

VERMILYE & Co., BANKERS.

No. 44 Wall Street, New York, Keep constantly on hand for immediate delivery a issues of UNITED STATES STOCKS INCLUDING 6 Per Cent Bonds of 1881, 6 Per Cent 5-20 Bonds of 1862, 6 " " 1861, 6 " " 1865, 5 Per Cent 10-40 Bonds, 7 3-10 Per Cent Treasury Notes, 1st, 2d, & 3d series 6 Per Cent Currency Certificates.

New York State 7 per cent. Bounty Loan. LIBERAL ADVANCES MADE ON GOVERNMENT STOCKS TO BANKS AND BANKERS Compound Interest Notes of 1864 & 1865 Bought and Sold.

VERMILYE & CO.

D. C. & R. H. FISK, DEALERS IN U. S. SECURITIES, NO. 16 NASSAU STREET,

UNDER THE FOURTH NATIONAL BANK, Buy and Sell at Market Rates: U. S. 6s of 1881, U. S. 5-20 Bonds, U. S. 10-40 Bonds, U. S. 7-30 Treasury Notes, U. S. Certificates of Indebtedness, U. S. Compound Interest Notes. And all classes of Government Securities.

JOHN MUNROE & Co., AMERICAN BANKERS, NO. 7 RUE SCRIBE, PARIS

AND NO. 8 WALL STREET, NEW YORK, Issue Circular Letters of Credit for Travelers in a parts of Europe, etc., etc. Also, Commercial Credits

LOCKWOOD & Co., BANKERS,

No. 94 BROADWAY AND No. 6 WALL ST. Dealers in Government and other Securities. Interest allowed upon deposits of gold and currency subject to check at sight. Gold loaned to merchants and bankers upon favorable terms.

ADAMS, KIMBALL & MOORE, BANKERS,

No. 14 Wall Street, New York. Buy and Sell at Market Rates Government Securities, of all issues, and execute orders for the purchase and sale of STOCKS, BONDS, and GOLD. Interest allowed on deposits of Gold and Currency, subject to check at sight.

C. POWELL, GREEN & CO. Bankers & Commission

MERCHANTS, 38 BROAD STREET, NEW YORK. Stocks, Bonds and Governments bought and sold exclusively on Commission.

DUNCAN, SHERMAN & Co., BANKERS,

CORNER 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.

Banks and Bankers.

FOURTH NATIONAL BANK.

Capital \$5,000,000 NASSAU STREET, N. E. COR. PINE STRE All the Government Loans for sale. Collections made for Dealers on best terms.

Tenth National Bank, No. 240 BROADWAY.

Designated Depository of the Government. J. H. STOUT, Cashier. D. L. ROSS, President

Central National Bank, 318 BROADWAY.

Capital \$3,000,000. Has for sale all descriptions of Government Bonds—City and Country accounts received on terms most favorable to our Correspondents. Collections made in all parts of the United State and Canadas. WILLIAM A. WHELOCK, President WILLIAM H. SANFORD, Cashier.

The Tradesmens NATIONAL BANK.

291 BROADWAY, NEW YORK. CAPITAL \$1,000,000 SURPLUS 400,000 RICHARD BERRY, President. ANTHONY HALSEY, Cashier.

B. C. MORRIS & SON, STOCK COMMISSION HOUSE, NO. 17 WILLIAM STREET.

Government Securities, Railways, Petroleum Mining, Insurance Stocks and Scrip Miscellaneous shares of all descriptions, bought and sold at different Stock Boards.

Collections made in all the States and Canadas.

For the more thorough protection of all—by Broker and "Principal"—our business will be conducted entirely on the basis of Certified Check; none given or received unless certified.

To more fully enable us to carry out this principle, although starting with a sufficient capital; all pass giving orders for stocks, of whatever description amount, will be required to cover same with payable amount at time of leaving order. Receipts for such deposits given until stocks are delivered.

No Stocks purchased or sold on "Option."

Out-of-town orders solicited, and those complying with above requirements will receive special and prompt attention.

Quotations can be had daily upon application and will be furnished if desired.

Drake Kleinwort & Co

LONDON AND LIVERPOOL. The subscriber, their representative and Attorney in the United States, is prepared to make advances on shipments to Messrs. Drake, Kleinwort & Co. in London and Liverpool, and to grant mercantile credits upon them for use in China, the East and West Indies, South America, &c. Marginal credits of the London House issued for the same purpose. SIMON DE VISSER, 52 Exchange Place, New York.

Lawrence Brothers & Co.,

BANKERS, NO. 16 WALL STREET, N. Y. GOVERNMENT SECURITIES, AND OTHER STOCKS, BONDS, &c., bought and sold on Commission for CASH ONLY. DEPOSITS received subject to check at sight, as with Banks. DEWITT C. LAWRENCE, Member New York Stock Exchange. CYRUS J. LAWRENCE, JOHN R. CECIL, late Butler, Cecil, Rawson & Co. WM. A. HALSTED.

Bankers and Brokers.

W. H. WHITTINGHAM,
No. 8 Broad Street.

COMMERCIAL PAPER

Bought, Sold and Collected.

STOCKS,

BONDS,

GOLD, AND

GOVERNMENT SECURITIES

Bought and Sold on Commission.

J. VAN SCHAICK,

38 Broad Street,

BANKER AND STOCK BROKER.

JOHN BRYAN & Co.,

BANKERS AND BROKERS,

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Government Securities, Stocks, Bonds, and Gold bought and Sold on Commission.

Orders Promptly Executed.

HENRY H. ELLIOTT,

LIBERTY STREET, NEW YORK,

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Will take the Management of Estates for Trust Companies, Executors, Residents or Non-residents,

AND

T R A V E L L E R S ,

WILL FURNISH

TRAVELERS' CREDITS.

Collect Rents and Incomes, and make advances on Mortgages, Coupons or other evidences of Income. Will Hire and Rent Stores, Houses or other Property, Buy and Sell Real Estate, and make Investments in Stocks and Securities.

REFERENCES: Hon. Samuel R. Betts, U. S. District Judge; Hon. John A. Dix; Hon. John T. Hoffman, Mayor of New York; Messrs. Spofford, Tileston & Co., New York; Messrs. Phelps, Dodge & Co., New York; The President or Cashier of the "First National Bank" of New York; Messrs. H. B. Wood & Macy, Bankers, No. 30 Wall street, New York.

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BANKERS AND BROKERS,

No. 32 Broad Street, New York.

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Solicit accounts from MERCHANTS, BANKERS, and others, and allow interest on daily balances, subject to Sight Draft.

Make Collections on favorable terms,

and promptly execute orders for the Purchase or Sale of Gold, State, Federal, and Railroad Securities.

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

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on 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

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Bankers and Brokers.

REMOVAL.

GILLISS, HARNEY & Co.,

BANKERS,

Have Removed to No. 24 Broad St.
Buy and Sell at Market Rates.

ALL UNITED STATES SECURITIES.

Solicit accounts from MERCHANTS, BANKERS and others, and allow interest on daily balances, subject to Sight draft.

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and promptly execute orders for the Purchase or Sale of Gold, State, Federal and Railroad Securities.

Drake Brothers,

STOCK BROKERS AND BANKERS,

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Buy and Sell on Commission Government Securities, Gold, Railroad, Bank and State Stocks and Bonds, Steamship, Telegraph, Express, Coal, Petroleum and Mining Stocks.

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BANKER AND BROKER,

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New York.

Jones & Westervelt,

BANKERS & BROKERS,

Government Securities, Stocks, Bonds, and Gold, bought and sold on

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Wilson, Callaway & Co.,

BANKERS AND COMMISSION MERCHANTS,

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Government Securities, Stocks, Bonds, and Gold bought and sold on the most liberal terms. Merchants, bankers, and others allowed 4 per cent. on deposits. The most liberal advances made on Cotton, Tobacco, &c., consigned to ourselves or to our correspondents, Messrs. J. K. GILLIAT & CO., or COLIN CAMPBELL & SON, of Liverpool.

Southern Bankers.

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

The Corn Exchange

NATIONAL BANK,

PHILADELPHIA.

Attends to business of Banks & Bankers on liberal terms.

J. W. TORREY, Cashier.

T. H. McMAHAN & Co.

COMMISSION MERCHANTS

and Dealers in Domestic and Foreign Exchange.

GALVESTON, TEXAS.

Special attention given to Collections of all kinds, having prompt and reliable correspondents at all accessible points in the State, and

REMITTANCES PROMPTLY MADE IN SIGHT EXCHANGE AT CURRENT RATES.

REFER TO

National Park Bank, Howes & Macy, and Spofford, Tileston & Co., New York. Second National Bank and J. W. Seaver, Esq., Boston. Drexel & Co. and D. S. Stetson & Co., Philadelphia. T. F. Thirkield & Co., Cincinnati. Third National Bank and Jos. E. Elder & Goodwin, St. Louis. Fowler, Stanard & Co., Mobile. Pike, Lapeyre & Bro., New Orleans. Drake, Kleinwo & Cohen, London and Liverpool.

GEORGE BUTLER,

BANKER AND COMMISSION MERCHANT,

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(Established in 1847.)

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References in New York:—Duncan Sherman & Co.; I. H. Frothingham, Esq., Pres't. Union Trust Co.; Moses Taylor, Esq.; R. H. Lowry, Esq., Pres't. Bank of Republic; Henry Swift & Co.; H. B. Claflin & Co.

Office in New York No. 71 Broadway.

Southern Bankers.

ROBT H. MAURY, JAS. L. MAURY, ROBT T. BROOKE

R. H. MAURY & Co.,

BANKERS AND BROKERS

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Designated Depository and Financial Agent of the Government.

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S. A. GLOVER, Cashier.

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BANKERS,

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Dealers in GOLD, SILVER, UNCURRENT BANK

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COLLECTIONS MADE at all accessible points

and remitted for on day of payment.

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THEODORE STANWOOD, Cashier.

THE FIRST NATIONAL BANK

Of Cincinnati.

Collections made on all points WEST and SOUTH, and promptly remitted for. **Capital stock,**

\$1,000,000. Surplus Fund, \$250,000.

DIRECTORS.—John W. Ellis, Lewis Worthington, L. B. Harrison, William Glenn, R. M. Bishop, William

Woods, James A. Frazer, Robert Mitchell, A. S. Winslow.

EDWARD P. TESSON. EDWARD M. TESSON.

TESSON, SON & Co.,

BANKERS,

(No. 45 Second Street, corner of Pine),

ST. LOUIS, MO.,

Founded in 1847, under the Style of

Tesson & Danjen.

J. B. CHAFFE, Pres.

H. J. ROGERS, V. Pres. GEO. T. CLARK, Cashier.

FIRST NATIONAL BANK

Of Denver,

DESIGNATED DEPOSITORY OF THE U. S.

Authorized Capital - - - \$500,000

Paid in Capital - - - \$200,000

Transact a General Banking business corner of

Blake and F. Sts. **DENVER, COLORADO.**

GEO. T. CLARK & CO., BANKERS,

CENTRAL CITY, COLORADO.

The Stockholders of the First National Bank of

Denver, constitute the firm, and are responsible for

all Deposits and Business transacted by the House.