

# THE Commercial & Financial CHRONICLE,

Bankers' Gazette, Commercial Times, Railway Monitor, and Insurance Journal.  
A WEEKLY NEWSPAPER,  
REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

VOL. 3.

SATURDAY, DECEMBER 22, 1866.

NO. 78.

## Bankers and Brokers.

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

MINING,  
EXPRESS,  
TELEGRAPH,  
RAILROAD,  
AND ALL OTHER STOCKS,  
BONDS AND GOLD  
Bought and Sold on Commission.  
Quotations and sales lists furnished daily on appli-  
cation. Orders promptly executed.

**A. C. GRAHAM,**  
BANKER AND BROKER,  
8 BROAD STREET, NEW YORK,  
DEALER IN  
Foreign and Domestic Exchange,  
Southern Bills on London and Paris,  
Bill on Memphis, New Orleans and Mobile.

**TYLER, WRENN & CO.,**  
BANKERS,  
NO. 18 WALL STREET,  
Buy and Sell at most liberal rates, GOVERNMENT  
SECURITIES, GOLD, &c. Orders for purchase and  
sale of Stocks, Bonds and Gold promptly executed.  
**TYLER ULLMANN & CO., Chicago.**

**J. VAN SCHAIK,**  
38 Broad Street,

BANKER AND STOCK BROKER.  
SOUTHERN BANK NOTES.  
**EDWIN Q. BELL,**  
BANKER AND BROKER,  
In Southern Securities and Bank Bills.  
80 BROADWAY & 5 NEW STREET,  
New York.

Southern Collections.

**HARRISON, GARTH & Co.,**  
BANKERS,  
No. 18 NEW STREET, NEW YORK.  
**Harrison, Goddin & Apperson,**  
BANKERS AND BROKERS,  
RICHMOND, VIRGINIA.

Collections made on all accessible Southern points.

**J. L. Brownell & Bro.,**  
BANKERS & BROKERS,  
28 BROAD STREET, NEW YORK.  
Stocks, Bonds, Government Securities, and Gold  
Bought and Sold exclusively on commission.  
Accounts of Banks, Bankers and Individuals  
received on favorable terms.  
REFERENCES:  
J. H. FONDA, Pres. Nat. Mech. Banking Ass. N.Y.  
C. B. BLAIR, Pres't. Merchants' Nat. Bank, Chicago.

**Barstow, Edey & Co.,**  
BANKERS & BROKERS,  
HAVE REMOVED FROM NO. 30 TO  
No. 36 Broad Street, Office No. 16.  
DEALERS IN GOVERNMENT AND  
OTHER SECURITIES.  
Interest allowed upon deposits of Gold and Cur-  
rency, subject to Check at Sight. Gold loaned to  
Merchants and Bankers upon favorable terms.

## Bankers and Brokers.

**Jacquelin & De Coppet,**  
NO. 26 NEW STREET, N.Y.

Railroad Stocks,  
Bonds,  
Gold, and  
Government Securities,  
BOUGHT AND SOLD ON COMMISSION.  
JOHN H. JACQUELIN. HENRY DE COPPET.

**L. S. WATKINS,**  
NO. 11 BROAD STREET, NEW YORK,  
BANKER,  
And Dealer in all Classes of Govern-  
ment Securities and Gold.  
Collections made in all parts of the United States  
and British America.

**GILLISS, HARNEY & Co.,**  
BANKERS,  
NO. 24 BROAD STREET.  
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.  
Make collections on favorable terms,  
And promptly execute orders for the purchase or  
Sale of Gold, State, Federal and Railroad Securities.

**M. K. JESUP & COMPANY,**  
BANKERS AND MERCHANTS,  
84 BROADWAY.  
Negotiate  
Bonds and Loans for Railroad Co's.  
Contract for  
Iron or Steel Rails, Locomotives,  
Cars, etc.,  
and undertake  
all business connected with Railways.

**Drake Kleinwort & Cohen**  
LONDON AND LIVERPOOL.  
The subscriber, their representative and Attorneys  
in the United States, is prepared to make advances  
on shipments to Messrs. Drake, Kleinwort & Cohen  
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 purposes.  
SIMON DE VISSER,  
52 Exchange Place, New York.

**Lockwood & Co.,**  
BANKERS,  
No. 94 BROADWAY & No. 6 WALL STREET.  
DEALERS IN GOVERNMENT AND  
OTHER SECURITIES.  
Interest allowed upon deposits of Gold and Cur-  
rency, subject to Check at Sight. Gold loaned to  
Merchants and Bankers upon favorable terms.

**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

## Bankers and Brokers.

**SATTERLEE & Co.,**  
70 BROADWAY & 15 NEW STREET.

STOCKS AND BONDS  
BOUGHT AND SOLD ON COMMISSION,  
GOVERNMENT SECURITIES,  
ALL VARIETIES.

**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.

**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 " " 1864,  
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 GOVERN-  
MENT STOCKS TO BANKS AND BANKERS  
Compound Interest Notes of 1864 &  
1865 Bought and Sold.  
VERMILYE & CO.

**TAUSSIG, FISHER & Co.,**  
BANKERS AND BROKERS,  
No. 32 Broad Street, New York.  
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.  
Make Collections on favorable terms,  
And promptly execute orders for the Purchase or  
Sale of Gold, State, Federal, and Rail-  
road Securities.

**ADAMS, KIMBALL & MOORE,**  
BANKERS,  
No. 14 Wall Street, New York.  
Buy and Sell at Market Rates Government Securi-  
ties, of all issues, and execute orders for the pur-  
chase and sale of STOCKS, BONDS, and GOLD.  
Interest allowed on deposits of Gold and Cur-  
rency, subject to check at sight.

Bankers and Brokers.

Fourth National Bank.

Capital.....\$5,000,000

NASSAU STREET, N. E. COR. PINE STREET.

All the Government Loans for sale.

Collections made for Dealers on best terms.

Central National Bank,

818 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. WHEELOCK, President.

WILLIAM H. SANFORD, Cashier.

TENTH NATIONAL BANK.

Capital.....\$1,000,000.

No. 240 BROADWAY.

Designated Depository of the Government. Bankers' and Dealers' Accounts solicited.

D. L. ROSS, President.

J. H. STOUT, Cashier.

The Tradesmen's

NATIONAL BANK.

291 BROADWAY, NEW YORK.

CAPITAL.....\$1,000,000

SURPLUS.....400,000

RICHARD BERRY, President.

ANTHONY HALSEY, Cashier.

C. POWELL, GREEN & CO.

Bankers & Commission

MERCHANTS,

38 BROAD STREET, NEW YORK.

Stocks, Bonds and Governments bought and sold exclusively on Commission.

Wilson, Callaway & Co.,

BANKERS AND COMMISSION MERCHANTS,

No. 44 Broad Street, N. Y.

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., of Liverpool.

JOHN BRYAN & Co.,

BANKERS AND BROKERS,

NO. 35 BROAD STREET, NEW YORK.

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

Orders Promptly Executed.

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 the different Stock Boards.

Collections made in all the States and Canadas.

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

To more fully enable us to carry out this principle, although starting with a sufficient capital, all parties giving orders for stocks, of whatever description or amount, will be required to cover same with probable 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, or will be furnished if desired.

Southern Bankers.

National Bank of the Republic,

309 & 311 CHESTNUT STREET,

PHILADELPHIA,

Capital.....\$500,000

Offers its services to Banks and Bankers on liberal terms.

DIRECTORS:

Joseph T. Bailey, Edward B. Oine, Nathan Hillis, William Ervien, Benjamin Rowland, Jr., Osgood We'sh, Samuel A. Bispham, Frederic A. Hoyt, William H. Rhawn.

WILLIAM H. RHAWN, President, Late Cashier of the Central National Bank.

JOSEPH P. MUMFORD, Cashier, Late of the Philadelphia National Bank.

WASHINGTON.

FIRST NATIONAL BANK OF WASHINGTON,

H. D. COOKE (of Jay Cooke & Co.), Pres't. WM. S. HUNTINGTON, CASHIER.

Government Depository and Financial Agent of the United States.

We buy and sell all classes of Government securities on the most favorable terms, and give especial attention to business connected with the several departments of the Government.

Full information with regard to Government loans at all times cheerfully furnished.

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

R. H. MAURY & Co.,

BANKERS AND BROKERS

No. 1014 MAIN ST., RICHMOND, VA.

Sterling Exchange, Gold and Silver, Bank Notes, State, City, and Railroad Bonds and Stocks, &c, bought and sold on commission.

Deposits received and Collections made on all accessible points in the United States.

N. Y. Correspondent, VERMILYE & Co.

Conner & Wilson,

No. 5 Broad Street, Charleston, S. C.,

BANKERS & DEALERS

IN FOREIGN & DOMESTIC EXCHANGE, SPECIE, BANK NOTES, STOCKS, AND BONDS.

Especial attention paid to Collections.

Refer to Duncan, Sherman & Co., New York; Drexel & Co., Philadelphia; The Franklin Bank, and Johnston Bros., Baltimore; R. H. Maury & Co., Richmond, Va., Charles D. Carr & Co. Augusta, Ga.

Charles D. Carr & Co.,

BANKERS AND BROKERS,

AUGUSTA, GA.

COLLECTIONS PROMPTLY REMITTED FOR.

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, Kleinwirth & Cohen, London and Liverpool.

GEORGE BUTLER,

BANKER AND COMMISSION MERCHANT, GALVESTON, TEXAS.

(Established in 1847.)

Collections promptly attended to and remitted for by Sight Drafts on Messrs. Duncan, Sherman & Co., Bankers, New York.

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.

Eastern Bankers.

Page, Richardson & Co.,

114 STATE STREET, BOSTON,

BILLS OF EXCHANGE ON LONDON

AND JOHN MUNROE & CO., PARIS.

ALSO ISSUE

COMMERCIAL CREDITS for the purchase of Merchandise in England and the Continent.

TRAVELLERS' CREDITS for the use of Travellers abroad.

Dupee, Beck & Sayles,

STOCK BROKERS,

No. 22 STATE STREET, BOSTON.

JAMES A. DUPEE, JAMES BECK, HENRY SAYLES

Western Bankers.

GILMORE, DUNLAP & Co.,

108 & 110 West Fourth Street,

CINCINNATI, OHIO.

Dealers in GOLD, SILVER, UNCURRENT BANK

NOTES, and all kinds of GOVERNMENT BONDS,

COLLECTIONS MADE at all accessible points

and remitted for on day of payment.

Checks on UNION BANK OF LONDON.

FOR SALE.

J. W. ELLIS, Pres't. LEWIS WORTHINGTON, V. Pres't. 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.

J. B. CHAFFEE, 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.

D. A. GIVEN, of Watts, Given & Co., Paducah, Ky. D. W. JONES, of Boyle Co., Ky.

J. M. FLOURNOY, Pres't Commercial Bank of Ky. N. S. RAY, late Cash'r Com'l B'k of Ky., Lebanon, Ky

BANKING HOUSE OF

GIVEN, JONES & Co.,

33 BROAD STREET, NEW YORK.

RAY, GIVEN & Co.,

43 CARONDELET ST., NEW ORLEANS.

Orders for the purchase or sale of Government Securities, Stocks, Bonds, and Gold, promptly executed.

Interest allowed on Deposits, subject to cheques at sight.

Special attention given to the Foreign Exchange Business. GIVEN, JONES & Co. are prepared to draw Sterling Bills, at sight or sixty days, on the Bank of Liverpool, in sums to suit purchasers.

The New Orleans House will make Collections in that City and at all accessible points South, and remit on the day of payment.

We refer to BANK OF AMERICA and NATIONAL BANK OF STATE OF NEW YORK, New York City, and to any of the Kentucky Banks.

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.

# 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.

### Miscellaneous.

**EDMUND COFFIN,**  
 73 CEDAR STREET,

Offers for sale, \$50,000 10-year 7 per cent. bonds of the City of St. Paul, Minn. Interest payable January and July at Third National Bank in the City of New York.

**L. P. Morton & Co.,**  
 BANKERS,

30 Broad Street, New York.

Offer for Sale the

First Mortgage Convertible Bonds

of the

**ST. LOUIS, JACKSONVILLE & CHICAGO RAILROAD CO.,**

REDEEMABLE IN 1894.

Interest Seven per cent., Free of Government Tax

Payable semi-annually on 1st April and 1st

October, in New York.

**PRESENT ISSUE OF BONDS \$900,000**  
 Limited to \$15,000 per mile.

This Road is located in one of the most densely populated and most highly productive sections of Illinois.

The Company have completed and in operation ninety miles of road, and are constructing sixty miles, which will be completed within twelve months.

Under a perpetual agreement this line has been connected with that of the Chicago and Alton Railroad Company, thirty miles from St. Louis, and on completion of the work now in progress will connect with the same road one hundred and twenty-six miles from Chicago. Under this agreement a bonus of ten per cent. is paid to the St. Louis, Jacksonville and Chicago Company, on all traffic delivered to the Chicago and Alton Company, and harmonious action in conducting the traffic upon the two lines is effectually secured.

### FIRST MORTGAGE BONDS

OF THE

**ST. PAUL AND PACIFIC RAILROAD COMPANY** of Minnesota. Interest at Seven per cent., semi-annually, first January and July, free from Government Tax, in the City of New York. Principal payable in 1892.

The road runs through one of the best portions of the State, and has been completed to St. Cloud, eighty miles, at an expense of over \$3,000,000.

THESE BONDS ARE ONLY \$10,000 PER MILE.

Government Bonds at the highest market price will be received in payment. For particulars apply to

**TURNER BROTHERS, Bankers,**

Corner Nassau and Pine Sts., New York.

**SEVEN PER CENT. FIRST MORTGAGE BONDS**  
 OF THE

**NORTH MISSOURI RAILROAD 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 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 \$6,000,000 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 85 cents. At this rate they yield nearly 8½ per cent. income, and add 2½ per cent. to principal at maturity.

Any further inquiries will be answered at our office.

JAY COOKE & CO.

### United States Treasury,

NEW YORK, DECEMBER 10, 1866.

### INTERNAL REVENUE STAMPS

Of all denominations can be obtained at this office at the full commissions allowed by law, viz: On amounts of fifty dollars and upwards, 2 per cent; one hundred dollars and upwards, 3 per cent.; five hundred dollars and upwards 4 per cent.; one thousand dollars and upwards, 5 per cent; the commissions being payable in stamps.

H. H. VAN DYCK,  
 Assistant Treasurer.

**Bankers and Brokers.****L. P. MORTON & Co.,****BANKERS,**

30 BROAD STREET, NEW YORK.

**STERLING EXCHANGE**

At Sight or Sixty Days; also, Circular Notes and Letters of Credit for Travelers' Use, on

**L. P. MORTON, BURNS & CO.,**

(58 Old Broad Street, London,)

AND THE

**UNION BANK OF LONDON,**

Available in all the principal towns and cities of Europe and the East.

Telegraphic orders executed for the Purchase and Sale of Stocks and Bonds in London and New York.

LEVI P. MORTON,

CHARLES E. MILNOR,

WALTER H. BURNS,

H. CRUGER OAKLEY.

JAY COOKE,  
WM. G. MOORHEAD,  
H. D. COOKE,H. C. FAHNESTOCK,  
EDWARD DODGE,  
PITT COOKE.**JAY COOKE & Co.,**  
**BANKERS.**Corner Wall and Nassau Sts.,  
New York.No. 114 South 3d Street,  
Philadelphia.Fifteenth Street,  
Opposite Treas. Department,  
Washington.

In connection with our houses in Philadelphia and Washington we have this day opened an office at No. 1 Nassau, corner of Wall Street, in this city.

Mr. EDWARD DODGE, late of Clark, Dodge &amp; 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.

March 1, 1866.

JAY COOKE &amp; CO.

**Winslow, Lanier & Co.,****BANKERS,**

27 &amp; 29 Pine Street, New York.

DRAW ON LONDON AND PARIS, MOBILE AND NEW ORLEANS.

Issue Circular Letters of Credit for Travellers, available in all parts of Europe.

**Interest Allowed on Deposits.****Pott, Davidson & Jones,****BANKERS AND BROKERS,**

(Messrs. Brown Bros. &amp; Co.'s new building),

59 &amp; 61 WALL STREET, NEW YORK.

Buy and sell **Stocks, Bonds, Gold and Government Securities.** Accounts of **Banks, Bankers, and Merchants** received on favorable terms. Interest allowed on deposits, subject to check at sight. Telegraphic quotations furnished to correspondents.

REFERENCES: James Brown, Esq., of Messrs. Brown Brothers &amp; Co.; John Q. Jones, Esq., President of the Chemical National Bank; James H. Banker, Esq., Vice-President of the Bank of New York N. B. A.

**WARREN, KIDDER & Co.,****BANKERS,**

No. 4 WALL ST., NEW YORK.

Orders for stocks, Bonds, and Gold promptly executed. **FOUR PER CENT. INTEREST ALLOWED** on deposits, subject to check at sight.**Bankers and Brokers.****HEATH & HUGHES,****BANKERS,**DEALERS IN GOVERNMENT SECURITIES  
AND  
GOLD, RAILROAD & MINING STOCK BROKERS  
13 Broad Street, New York.

Deposits received, subject to Check, and Interest allowed.

A. HAWLEY HEATH. T. W. B. HUGHES.  
Member of N.Y. Stock Ex**JACKSON BROTHERS,**

DEALERS IN

**STOCKS, BONDS, GOLD, & GOVERNMENT SECURITIES,**

No. 19 Broad Street, New York.

**GELSTON & BUSSING,**

BROKERS IN

**STOCKS, BONDS, AND GOLD.**

NO. 27 WALL STREET, NEW YORK.

**Drake Brothers,****STOCK BROKERS AND BANKERS,**  
NO. 16 BROAD STREET, NEW YORK,

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

Currency and Gold received on deposit subject to Draft. Dividends and Interest collected and Investments made. **Orders Promptly Executed.****JOHN COCKLE & SON,****BROKERS****In Foreign Exchange, Bonds, Notes, &c., &c.**

82 PINE STREET, NEW YORK.

REFERENCES.—Moses Taylor; John Munroe &amp; Co; C. Savage, U.S. Appraiser; W. Cockle, Peoria, Ill.; Hon. F. E. Spinner, Treasurer U. S. Washington.

**Jones & Westervelt,****BANKERS & BROKERS,****Government Securities, Stocks, Bonds, and Gold, bought and sold on Commission.**

COMMERCIAL PAPER AND LOANS OF GOLD AND CURRENCY NEGOTIATED.

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No. 11 Wall Street. The Directors have this day declared a semi-annual dividend of FIVE Per Cent, free of Government Tax, payable on and after January 1st, 1867.  
JAMES GILMORE, Secretary.METROPOLITAN NATIONAL BANK,  
No. 108 BROADWAY, NEW-YORK, Dec. 18, 1866 }  
**DIVIDEND.—THE DIRECTORS OF THE METROPOLITAN NATIONAL BANK** have this day declared a semi-annual dividend of Six (6) Per Cent., free of Government tax, payable on the first Monday of January next.  
The transfer books will be closed until January 10, 1867.  
GEO. I. SENEY, Cashier.

# THE Commercial & Financial CHRONICLE

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

A WEEKLY NEWSPAPER,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

VOL. 3.

SATURDAY, DECEMBER 22, 1866

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## The Chronicle.

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

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### CONGRESS AND THE BANKING RESERVES.

An important discussion has been introduced by Mr. Sherman into the Senate, relative to the dangerous habit to which the National banks are tempted, of unduly expanding their business, and thus fostering inflation and speculative high prices. The resolution adopted unanimously by the Senate, with the reply sent by Mr. McCulloch, will be found on another page, and offer matter for grave reflection. It is not our present purpose to discuss the numerous questions suggested by the unexpected information that no less than 55 banks were short of the 25 per cent. reserve at the last quarterly report of the 1st October last. We will only express our regret, and the surprise of the public generally, that no hint of this default is given in the official report. This deficiency of reserve is a thing which the public are vitally concerned to know, and it is certainly a singular circumstance, which will not be likely to occur again, that a large number of defaulting banks should be allowed to

have shown a defective condition without so interesting a fact being duly noted in an annual report, which is required to be a faithful, full statement, for the information of Congress and the nation.

We must also refer to the services which the daily press has rendered in bringing to light what otherwise might have remained covered up. The mischief might have spread. Other abuses might have followed in its train. The materials for a conflagration might have been secretly massing together, until at some unexpected moment, the spark being suddenly applied, an explosion might have occurred and a financial revulsion of violence and extent never exceeded before in our financial history.

The truth is, the prevention of banking evils is to be found rather in publicity—in a frequent exposure of the state of the banks to the searching eyes of the intelligent public—than in any other legislative safeguards, such as bureaucratic supervision or official inspection, that have ever yet been devised. With adequate publicity the abuses which led to the disgraceful failure of the Merchants' Bank at Washington, a few months ago, could never have reached such a height or caused such heavy losses to the Government and to individuals.

We are the more earnest in pressing this matter because the abuses in our banking system have probably been exaggerated by common rumor. An uneasy feeling has for some months been generally prevailing relative to the condition of these institutions. This distrust, if it be unfounded, publicity will tend to remove. The banks, we believe, are for the most part doing a good, legitimate business. The deficiencies in the reserve, of which so much has been said, are reported to have been small, and, if so, the announcement of the facts, with the name of each bank, and the amount of its default, would have at once reassured the public mind. On this account it is to be regretted that the inquiries of the Senate were not in all respects fully met. There is very little doubt that Mr. Hulburd's excuse for not giving the names of the banks injured his case. It is now too late, however, to redress the evil till after the holidays. But on the first of January another quarterly report is due, and it has been suggested that immediately on the reassembling of Congress the Secretary of the Treasury be directed to report to the Senate the name of every bank which is a defaulter on its reserve, with the amount of the deficiency then existing. We will venture to predict that the list so presented will be a very short one, and that such deficiencies, if any exist, will be of small amount, and of temporary character.

One good result of the eager attention awakened by the discussions about the reserves will be that more stringent provisions will be adopted. In this, as well as in other re

spects, Mr. Hooper's bill, which is endorsed by the Committee of the House on Banking and Currency, is worthy of special commendation. And as this is the only amendment to the banking law now before Congress which seems to attract public attention or to possess much vitality, there is the more pressing necessity that it should be made as perfect as possible.

The new provision in this bill which regards reserves fully coincides with the temper of the public mind at the present moment. We refer to the prohibiting of banks from reckoning their compound-interest notes as part of their reserve. Six months' interval after the passage of the act should, perhaps, be given to the banks to enable them to make the change; for it is estimated that of the 206 millions of reserve reported Oct. 1st by the banks, at least 100 millions consist of compound notes. After getting rid of this deficit in our system, it should be ever regarded as a vicious principle in our banking legislation to allow the transmuting of the reserve into an interest-bearing investment. Compound notes, though nominally legal-tenders, are really incapable of being paid over the counter or of fulfilling the important functions which, in time of monetary pressure, devolve on the reserve of legal-tender money.

We must now add, however, a word of disapproval. There is another clause of Mr. Hooper's bill relative to reserves which we cannot, in its present shape, defend. On page 8 the provision appears, that "one-half of the 25 per centum in lawful money of the United States required to be in any association" in Boston, Philadelphia, Baltimore, Chicago, Milwaukee, Cincinnati, and the other cities which have been made redeeming centres, "excepting in the city of New York, may consist of money not bearing interest, due from any National bank so selected to redeem the circulating notes of such association."

So far as it operates, this clause reduces the reserve of money by one-half. It would allow a credit in New York, howsoever obtained, to count as a reserve of greenbacks, and clearly requires modification. This defect is the more noticeable, as the new bill in several other respects is characterized by that judicious foresight and practical sagacity for which Mr. Hooper has an established reputation.

#### THE PIERS AND WHARVES OF NEW YORK.

An article published in these columns on December 8th, in regard to the condition of the piers and wharves of New York City, has been extensively commented upon, and copied in the daily press, and has drawn, in this way, an unusual but satisfactory measure of public attention to this very important subject.

The Legislature of the State is now about to meet, and there are already numerous indications that it will be invited to consider and act upon a number of propositions looking to a complete reorganization of the existing wharf and pier system of the metropolis. A leading article in a morning journal asserts that a powerful company has already been formed, for the purpose of passing through the Legislature a charter under which it may proceed to acquire the ownership of the river frontage of the island, and to construct a vast and complete circle of wharves, docks and piers worthy of our actual commerce, and equal to the enormous prospective demands of its increase.

We are disposed to regard this assertion as premature and exaggerated, if not wholly incorrect; and we shall not, therefore, enter, at the present time, upon any discussion of the merits or demerits of such a scheme, nor shall we reiterate to-day these revelations of the actually disgraceful and even perilous condition of our wharf accommodations, for

which we were largely indebted to the Report of the Commissioners of the Port, which have justly awakened so much astonishment and provoked so much and such various criticism. We shall assume that our readers fully understand, and as fully go with us in denouncing as discreditable and dangerous the present state of our wharves and piers. Nothing is more certain than that the want of decent and safe wharf accommodations at this port does already seriously impair our commercial activity; and it is entirely within the limits of possibility that at some not very distant day this scandal of our city, if it be not done away with, may actually result in transferring the bulk of our importations and exportations to some rival more enterprising than ourselves. We have already a striking intimation of the way in which these things are moved in the world in the growth of great steam packet wharves along the Jersey shores of our great harbor. The example of the Cunard Company has been followed by other transatlantic companies, and an important business, which might have swelled the local resources of our own river wards, has been transferred in this way, not only beyond our municipal limits, but actually out of the State of New York itself. So long as the city of New York continues to be the grand *entrepot* of power, and the central point of distribution of our vast trade, it must be clearly to the advantage of our great shipping houses, be they native or foreign, to transact the actual business of their vessels within the limits of the city of New York. If, then, they are forced to leave these limits, it must clearly be because it is simply impossible for them to do justice to their interests without this emigration. This point is so clear that we do not care to insist upon it, and we make it only because it suggests a scope of future perils and losses upon which it is well that our people should reflect while it is yet possible to avert them.

The subject having been once broached, it is really certain that such propositions as we have above adverted to will sooner or later take serious shape, and that those by whom such propositions may be conceived will find ways and means to bring them, in one or another form, not only before the State Legislature, but before the Congress of the United States also. We need not dwell here upon the very many reasons which make it desirable that Federal legislation should not be brought to bear upon such a matter as this. But those who feel most strongly the force of such reasons should be the quickest to remember that the surest method we can adopt for keeping ourselves free of such legislation will be to make it unnecessary, by securing a reorganization of our wharf system through some safer and more appropriate machinery.

Where are we to look for this safer and more appropriate machinery? Of course to our municipal authorities, if our municipal authorities were not what it is notorious they are. But being what they are, it would be a waste of time and words to discuss the possible good to be got out of municipal action in so vast and lucrative a "job," as the reorganization of our wharves would assuredly be made in the hands of a "Ring" to be. Fortunately, however, the city owns a large proportion of this property. Fortunately, we say, for although many of the existing evils are traceable to this ownership, and to the absurdly mistaken policy which the city has pursued, of treating the wharves and piers as greedy landlords do their rickety old tenement houses, getting out of them, that is, the highest possible rents, and expending upon them the smallest possible sums. Yet, as the city owns the majority of our wharves and piers, it will be possible for the Legislature to deal with the subject more freely than it would be if the rights of private owners covered the whole area to be remodelled.

For to the Legislature of the State, and to some compe

tent and well-digested commission to be organized by the Legislature, it is that we seem to be forced to look for relief. In the example of the Central Park we already have seen how much may be accomplished by a liberal commission, constituted with reference not to low political ends but to a great and creditable public work. It is really not an exaggeration to say that the way in which the Central Park has been carried out, from its waste and desolate beginning to its present condition of beauty and use and comfort, is the most satisfactory illustration to which we can point of the possibilities of the public service in a democratic country.

There is no reason, in the nature of things, why a grand wharf and pier system worthy of this glorious city should not be planned and completed under the supervision of a commission, if only that commission be framed as wisely and left to do its work as freely as the commission of the Central Park.

There is no reason against this, we say, in the "nature of things." That there are many reasons, in the "nature of men," which will make the work difficult, we, of course, do not pretend to question. It will not be easy to adjust the questions of ownership which do exist in the problem. It will not be easy to select commissioners wholly worthy of confidence on the grounds both of ability and of character. It will not be easy, all in all, to keep the commission thus formed out of the circle of debasing and perverting political influences.

But the work must be done. With a commerce rapidly rivalling that of London, New York cannot possibly long continue to be New York if she is to be handicapped with a wharf system which would discredit the decaying harbors of Montego Bay or Carthagena. On sanitary grounds alone we shall be compelled ere long to revise and reform our whole system of wharves and piers, in connection with our wretched city sewerage. It is infinitely better that we should suffer a few additional evils, in the way of political corruption, than that we should go staggering blindly on under our present intolerable disadvantages in the way of wharves and piers and landing places. The opportunity which was offered to London by the great fire in 1666, and which Sir Christopher Wren then proposed in vain to seize, of rebuilding the whole quay front of the Thames, at a moderate cost, and in a style of magnificent solidity, is now being embraced, and the land brought up at a vast price, foot by foot, and yard by yard, as the necessities of London compel. An opportunity like that of London in 1666 is within our reach to-day.

There is not a pier or a wharf in the city to-day (if we except one or two on the North River), which might not be swept out of existence, not only without loss, but with absolute and enormous profit to its owners. With such a river frontage as no other city in the world can show, we may have, we ought to have, and one day, if we are to become the noble capital we are always boasting ourselves to be, we *must* have a system of quays and wharves as grand as those of Paris or St. Petersburg. It surely cannot be that, in this country, democracy will be found wholly unequal to doing what despotism has so splendidly done in Europe.

#### TAXES UPON MANUFACTURES.

The present condition of domestic manufactures demands for them every relief it is within the power of Congress to grant. The prevailing high prices necessitate among the community generally a curtailment of consumption, which forces upon the producers one of two alternatives, either to incur severe losses in producing to the extent of their means, or to leave a portion of their capital idle, and temporarily support prices by keeping the markets lightly supplied with

goods. Under such circumstances a large majority will always be found adopting the former course; and it is because manufacturers have followed that policy since the close of the war that we now find them generally complaining of heavy losses, and in some instances verging upon bankruptcy.

In certain branches of industry the suffering has been so severe that manufacturers are now largely curtailing their production, a course which, if persevered in, will ere long bring them very important relief in the reduction of wages and of the prices of raw materials; and doubtless the chief protection of the producer must lie in his strictly regulating his employment of labor and his purchases of materials by the value at which consumers will be willing to take them. But this is not the only protection of which his circumstances admit. Congress has placed certain obstructions in the path of commerce which should be removed as soon as possible. The existing heavy taxes upon manufactures are a serious impediment to the recovery of industry from the derangements growing out of the war. The products of the leading manufacturers are subject to a duty of five per cent. This impost is levied upon all manufactures of cotton, wool, silk, hemp, worsted, wood, brass, copper, lead, tin, leather, fur, gutta percha; upon engines, boilers, machinery, cars, tools and chemicals; and on the numerous products of iron the duty ranges in some cases much higher, and in none lower.

In order to estimate the bearing of this impost upon the consumption of goods, it must be remembered that the increase of price is not measured by the amount of the duty. Each party through whose hands the goods have to pass in their distribution has to charge his profit upon the tax as a portion of the cost. The manufacturer, the jobber and the retailer in all cases, and in some instances middlemen and speculators also, come in for their quota; so that the five per cent. tax paid by the manufacturer increases the cost of the goods to the consumer at least  $7\frac{1}{2}$  per cent., the consumer being thus a loser to a much greater extent than the Government is a gainer by the tax. Every one familiar with the markets, and who has noted what an important effect upon consumption is produced by but a slight change in the value of products, will readily perceive how oppressive must be the bearing of this impost upon industry. A very large proportion of the more staple products is consumed by persons of limited means, and who at a time when trade is depressed and wages are declining are compelled to contract their purchases just to the extent that prices are enhanced; so that the tax falls with peculiar severity upon the working classes, and, by sympathy, upon all those employing capital in producing goods or commodities for their use. Were this duty levied upon articles of taste or luxury, the consumption of which could be curtailed without affecting the vital resources of society, it might be endured without any serious injury to the community. But it falls directly upon those products most nearly allied with the health and comfort of the masses of population, and upon the multifarious mechanical appliances for production. An increase of  $5@7\frac{1}{2}$  per cent. in the cost of engines and machinery has a direct tendency to prevent capital from using those appliances for the purposes of production, thereby promoting scarcity, and adding another to the numerous influences fostering high prices.

For these reasons the tax upon manufactures must be regarded as most unsound in principle and vitally damaging to industry. There might be some plausible ground for adopting it in the first instance; as it clearly promised a definite amount of revenue at a time when the necessities of the Government would not allow of experimenting upon uncertain resources. So long as the pressing needs of war existed the tax was paid without a word of complaint; and even

now many prefer to suffer injury rather than appear unwilling to carry the burthen assigned them. But the necessities which led to the imposition of this tax no longer exist. The war is past; the finances are in a strong condition; the taxable resources of the country have been thoroughly canvassed, and there can be no difficulty in placing this burthen where it can be borne with less injury. We presume, indeed, that the whole of this tax may be abolished without a compensating increase on some other imposts, and yet the revenues of the Government be adequate to its expenditures. The entire revenue from manufactures during the current fiscal year is not likely to exceed \$90,000,000; and, according to Mr. McCulloch's estimates the revenue for the year 1866-7 will exceed the expenditures by \$85,752,358; so that nearly the entire tax may be abolished without embarrassment to the public finances.

It is certain that the continuance of this class of imposts will so far add to the difficulties of trade as to limit the revenues of the Government generally. The tax is inquisitorial and offensive in its operation; causes a great amount of unnecessary inconvenience to manufacturers; and is very costly in its collection. It is high time, therefore, that our industries were relieved from this unnecessary annoyance; but manufacturers must not presume upon Congress discovering this fact unaided by their own protests. Those of Pennsylvania have now an effective representation at Washington for this purpose. New England and New York also should make themselves heard upon the question. They will be far more likely to succeed with this demand than with any request for an addition to the already enormous duties upon foreign imposts.

#### TUNNELS.

While much which modern research claims as discovery has proved to be what the world had long since forgotten, the construction of highways through mountains and avenues beneath the surface of the earth appears to be able to maintain its claim to originality. Former engineering skill conveyed water over chasms by expensive aqueducts; and the causeway of King Solomon and the roads of the Incas of Peru, are examples of the former progress in this art of making way over the gulfs which are sometimes apparently impassable. But the present method is bolder and more aggressive. Instead of "overturning mountains from their roots," they are pierced through their very centre. Chicago has done a greater feat; that of burrowing under the bed of Lake Michigan for a distance of two miles, to obtain a supply of water pure from the contaminations of foreign matters, and ample for the wants of the millions that are yet to make up the population. London has descended below the surface of the earth to excavate a thoroughfare, and even bridged the river Thames from beneath for the purpose. Now, the people of Chicago are preparing another tunnel under their river, and the capitalists of England are estimating the feasibility of a tunnel and railway under the Channel from Great Britain to France. In a former geological period the sites of London and Paris were under the same lake; how great the contrast if they should be connected by a subterranean and subaqueous railway.

Mr. Hawkshaw, one of the most successful engineers of the United Kingdom, has actually employed two years upon an investigation into the subject of effecting a submarine passage across the English Channel. Borings have been made in the neighborhood of Dover, and likewise between Calais and Boulogne, and also in the mid-channel, to ascertain the geological structure of the crust of the earth, and the practicability of the enterprise. We have not heard of his conclusions; but he proposes the construction of a tunnel

which will communicate on the French side with the North of France Railway, and on the English side with the South-eastern and London, Chatham and Dover railways, so that there will be an unbroken line of railway communication between London and Paris. The excavation itself would be made from both ends; also from shafts in the channel. At the top of the shafts powerful steam engines would be erected for pumping, for drawing up the excavated material, and for supplying power to the machinery employed.

Mr. Joseph Dixon, of the city of New York, has patented a mode of constructing submarine and underground railroads that deserves favorable attention. His plan is to have a tunnel of iron cast in parts and sections, each part and section to vary as circumstances may require. For an underground railroad he would excavate the earth from the surface to the required depth and width; lower the various parts and fit them. For loose or watery soil, or in the case of a subaqueous railway, the sections would have closed sides; the arch and sides to be supported by columns or ribs when necessary, and the joints to be by tongue and groove, and to have felt or sacking between them, so as to render them water-tight. In this way both the Hudson and the East river could be traversed from beneath with ease, safety and celerity, which are not practicable with our present ferry-boats. Mr. Dixon is now pressing this mode of construction upon the members of the "West Side Association," and others interested in the project of a Broadway Underground Railroad.

The most magnificent tunnel scheme of the age, if not in the history of the world, however, is the Lake Tunnel of Chicago. We can think of no analogous undertaking to compare with it, except the *Cloaca* of Rome, constructed in the pre-historical period, for the draining of the lake and marsh which obstructed the growth of the city. The tunnel was obtained by the amended charter of Chicago, approved February 13th, 1863, and by act of Congress, approved January 16th, 1864. A Board of Public Works was created, with power to carry it into effect. The contract was awarded for \$315,139; and the ground selected for the commencement of the work at the foot of Chicago Avenue. Ground was broken on the 17th of March, 1864, with appropriate ceremonies. After sinking a shaft the required depth, and lining it with an iron cylinder so protect it from the shifting quicksand, the work of tunnelling from the shore end was proceeded with.

From the shore shaft the tunnel extends two miles in a straight line at right angles to the shore. Its width is five feet, and the height five feet and two inches; the bottom and the top arches being exact semicircles. It is lined with brick masonry eight inches thick in two rings or shells; the bricks being laid lengthwise of the tunnel, with toothing joints. It had been contemplated by the contractors to make the brick for this purpose from the clay excavated by the workmen; but it was found to be full of little calcareous stones, which on burning were transformed into quicklime, rendering the bricks unfit for use. The bottom of the tunnel is 66 feet below water level, and has a gradual slope toward the shore of two feet per mile, which enables the emptying of the tunnel in case of repairs, the water being shut off by means of a gate. The work has been laid in brick eight inches thick all round, well set in cement. The lower half of the bore is constructed in such a manner that the bricks lie against the clay; while in the upper part they are wedged in between the brick-work and clay. This prevents any dangerous results from the tremendous pressure, which it has been apprehended might burst in the tunnel.

On the 24th of July, 1865, the crib for the eastern end of the tunnel was launched, towed out, and sunk in its place;

Governor Oglesby and other citizens being present. On the 31st of December, the workmen having sunk the shaft, began to excavate toward their fellows, who had dug their way 4,825 feet from the shore. Their progress has been uninterrupted; and so perfect were the calculations of the engineers that when the two excavations met, on the 27th of November, they varied but nine inches from a right course, and one inch on the bottom.

What now remains is to remove the tramway used by the workmen, cleanse the tunnel, and arrange for the introduction of the water. For this latter purpose the top of the cylinder at the crib will be covered with a grating to keep out the floating logs, fish, etc. A sluice will be made in the side to let in the water, and a light-house built above to protect the crib from injury by vessels, and at the same time show the way to the harbor of Chicago.

The tunnel will deliver, under a head of two feet, twelve million gallons of water daily; under a head of eight feet, thirty-eight millions, and under a head of eighteen feet, fifty-seven millions. The velocities for these quantities will be 1.4 miles per hour under a head of two feet; 2.3 miles under a head of eight feet, and 4.2 under a head of eighteen feet. It will be competent, under the latter conditions, to supply a million of people daily with fifty-seven gallons each. The cost of this work has been about six hundred thousand dollars.

The people of Chicago have now undertaken another enterprise; that of a tunnel under the river. The contractors have agreed to finish the tunnel for \$271,646 04. They propose to complete it in March, 1868. The tunnel is to be on Washington street, about 1,800 feet long, and resting on a foundation of concrete two feet thick. The masonry will be protected by a heavy sheathing of lead. That part of the tunnel beneath the bed of the river will be thirty-two feet below low water mark. It will be constructed in sections in coffer dams, so as to obstruct the channel of the river as little as possible. There will be two passage-ways for trains, eleven feet wide and fifteen feet high, and in the part under the river will be also a passage way to be reached by stairs at each end. The project is the first of the kind ever attempted in the United States.

In London the tunnelling enterprise has been perfectly successful. There were engineering difficulties to overcome such as are hardly to be expected elsewhere, the expansive character of the clay, the frequent occurrence of beds of sand and gravel, the sewers and drains—particularly the Great Fleet sewer, the gas and water pipes, the Grand Junction Canal, etc. But it was done at a total cost of \$14,000,000, or \$5,500,000 per mile, including the outfitting and stocking of the railway. The enterprise yields dividends; 5 per cent in 1863; 6½ in 1864, and 7 per cent in 1865. The number of passengers carried in the first six months of 1863 was 4,823,457; in six months of 1864, 5,104,385; in six months of 1865, 7,462,823; in six months of 1866, 10,303,305. The revenue has increased; in the first six months of 1863 it was £53,058, and in the first six months of the present year, £102,947. These figures would seem to demonstrate the feasibility of the proposed tunnel under Broadway as a remunerative enterprise.

The excavation of mountains to permit the carrying through them of railroad tracks is now a matter of everyday occurrence. We may very properly denominate this the Tunnel Age. The Appenines of Italy, the mountains of Provence, the numerous hills of England and Wales have been disembowelled for this purpose. The Bergen Tunnel, near Jersey City, is the admiration of engineers. The Sand Tunnel on the Pittsburg and Connellsville Railroad has just been cut through, a length of 4,700 feet, a thousand more than the long tunnel on the Pennsylvania Central Railway

through the Alleghanies between Altana and Cresson. A tunnel is projected through the Sierra Nevada in California, a length of 1,700 feet for the accommodation of the Pacific Railroad; and fourteen months have been assigned for the time to be consumed in the undertaking.

The Hoosac Tunnel, considered by many to be the Massachusetts Folly, is after all the greatest bore of the Western Continent. Under the auspices of Governor Andrew, the State of Massachusetts has undertaken the work, and is prosecuting it with energy. The cost has been more than three millions of dollars, a pretty serious matter for a little commonwealth of a million and a quarter of inhabitants, and as much more will be required. But it will go through.

The tunnel now in progress under the Alps at Mont Cenis is the boldest work yet undertaken. Heretofore the iron horse had not been able to emulate Hannibal and scale this barrier, although this may yet be done; but the engineer is fast opening for him a way without filling up the valley or bringing low the mountain. When finished it will be a lasting monument to the statesmanship of Cavour. At the time of the cession of Savoy to France ten million francs had been expended in the work; sixty-five millions being the estimate for the whole. A convention between the Governments of France and Italy reserved the right to the latter country of completing the tunnel, both countries dividing equally the expenditure. In the event of the earlier completion of the work than the time contemplated, France will pay a premium. A short time since it had reached 7,600 feet on the French side and 11,800 on the Italian. A thousand workmen are employed at each end of the perforation, divided into three gangs relieving each other every eight hours. They were making their way through quartz at a very slow rate; but the engineers were hoping to reach gypsum, when the work might go on faster. The entire extent of the proposed tunnel is 12,220 metres, of which on the first day of January last 6,900 remained to be perforated. Unless unforeseen circumstances happen, it is hoped that the entire perforation will be completed in three years more, and that the tunnel will be passable from one end to the other on the 1st day of January, 1870.

There lies an obstacle, however, in the way of the construction of these tunnels which bids fair to preclude future undertakings of the sort. They are too costly for private enterprise to undertake them. The tunnel through the Alps would never have been undertaken except for the boldness of Count Cavour, backed by the treasury of the Sardinian, afterward the Italian Government, aided by subventions from France. The Hoosac Tunnel would have been abandoned by the company undertaking it but for the aid granted by the State of Massachusetts. The improvements in the construction of railways and rolling-stock enable the ascent of mountains to be made. A road has already been constructed over Mont Cenis, and is about ready for travel. A part of it which has been already completed on the slope along the carriage road was passed over by a train consisting of several carriages at a rate of 11 miles an hour in ascending, and 9½ in coming down. The incline sometimes attains 8½ feet in the one hundred, and some of the turnings have a radius of only 133 feet.

Great as the importance of those projections will be to travel and commerce, there is likelihood that future undertakings of this character will be superseded by improvements in railway construction.

It has been suggested by engineers that a railroad over Hoosac Mountain would be feasible, which would, if it did not supersede altogether the occasion for the completing of the tunnel, answer for use till that event should take place. The plan of Mr. Fell for the application of steam traction to

ordinary carriage-roads would answer this case admirably. Nevertheless, with all these advantages of economy of construction and earlier completion, our preference remains for the tunnel, wherever it shall be practicable, as being cheaper in the long run, safer to use, and of more permanent benefit.

**RAILROAD EARNINGS FOR NOVEMBER.**

The gross earnings of the following railroads for the month of November 1865 and 1866 comparatively and the difference (increase or decrease) between the two months are exhibited in the following statement :

Railroads.	1865.	1866.	Difference.
Atlantic & Great Western.....	\$497,250	\$614,849	Inc. \$117,599
Chicago & Alton.....	397,919	322,749	Inc. 14,830
Chicago and Great Eastern.....	112,966	138,911	Inc. 25,945
Chicago & Northwestern.....	840,364	1,005,679	Inc.. 165,315
Chicago, Rock Island & Pacific.....	320,804	331,006	Inc.. 10,202
Erie (Incl. Buffalo Division).....	1,637,592	1,417,327	Dec. 220,265
Illinois Central.....	643,887	570,485	Dec. 73,402
Marietta & Cincinnati.....	116,146	110,932	Dec. 5,214
Michigan Central.....	447,669	414,604	Dec. 33,065
Michigan Southern.....	495,072	416,699	Dec. 78,373
Milwaukee & Prairie du Chien.....	226,840	244,854	Dec. 18,014
Milwaukee and St. Paul.....	346,717	327,926	Inc.. 18,791
Ohio and Mississippi.....	412,553	302,426	Dec. 110,127
Pittsburg, Fort Wayne & Chicago.....	712,363	681,558	Dec. 30,810
Toledo, Wabash and Western.....	361,610	354,830	Dec. 6,780
Western Union.....	61,770	75,248	Inc.. 13,478
<b>Total (16 roads).....</b>	<b>\$7,541,521</b>	<b>\$7,330,069</b>	<b>Dec. \$211,453</b>

The earnings of the Erie Railway for November, 1866, do not include those of the Canandaigua & Elmira Railroad which, since November 1, has been operated under contract by the Northern Central Company. Had these been included the decrease would have been much less than is apparent.

The earnings of the same roads for the eleven past months of the same years, are shown in the following tabulation :

Railroads.	1865.	1866.	Difference.
Atlantic & Great Western.....	\$4,882,954	\$5,297,377	Inc. \$414,423
Chicago and Alton.....	3,603,267	3,392,331	Dec. 210,936
Chicago and Great Eastern.....	1,004,312	1,186,752	Inc. 182,440
Chicago and Northwestern.....	7,505,985	8,392,314	Inc. 886,329
Chicago, Rock Island & Pacific.....	3,221,208	3,119,278	Dec. 101,930
Erie (Including Buffalo Division).....	14,976,046	13,542,810	Dec. 1,433,236
Illinois Central.....	6,664,120	5,900,195	Dec. 763,925
Marietta and Cincinnati.....	1,080,357	1,113,851	Dec. 33,494
Michigan Central.....	4,175,677	3,851,401	Dec. 324,276
Michigan Southern.....	3,773,408	3,703,193	Dec. 70,215
Milwaukee & Prairie du Chien.....	1,875,808	1,885,545	Inc. 9,737
Milwaukee and St. Paul.....	2,363,876	2,405,870	Inc. 41,994
Ohio and Mississippi.....	3,508,686	3,098,970	Dec. 409,716
Pittsburg, Ft. Wayne and Chicago.....	7,908,099	6,904,822	Dec. 1,003,277
Toledo, Wabash and Western.....	2,679,655	3,490,234	Inc. 810,579
Western Union.....	651,553	759,563	Inc. 108,010
<b>Total (16 roads).....</b>	<b>\$69,875,011</b>	<b>\$67,993,299</b>	<b>Dec. \$1,881,712</b>

The aggregate earnings of these sixteen roads for November, as compared with those of the previous month, show the following result :

	1865.	1866.	Difference.
November.....	\$7,541,521	\$7,330,069	Decrease..... \$211,453
October.....	8,108,623	8,284,082	Increase..... 175,459
Decrease in November.....	\$567,102	\$954,054	Decrease..... \$386,912
do do p. c.....	6.99	11.52	Decrease..... 4.53

The net aggregate result of the eleven months shows a falling off from the same months last year of \$1,881,712, or 2.66 per cent. The decrease of November, 1866, from November, 1865, is 2.51 per cent.

**RECEIPTS OF BREADSTUFFS AT NEW YORK.**

The Albany *Argus*, a few weeks since, published a statement showing that the shipments of breadstuffs by tows from that city were very much larger than the published receipts at this market from that direction. One of our reporters, in his weekly breadstuffs report, saw fit to notice this statement, and to account for the discrepancy in part by one or two facts which appeared to have escaped the notice of the writer in the *Argus*. First, our reporter claimed that a considerable portion of the shipments from Albany are to other markets, through the Morris and Essex canal, and second, that another portion is laden on board schooners which, on reaching this city, proceed direct to various New England ports, &c. Of course, if a part of the shipments published by the *Argus* take the direction indicated, they should have been deducted by the writer in that paper from his statement, and all that was claimed in the *CHRONICLE* was that they were not deducted, and that the discrepancy was thus in a measure accounted for.

Our Albany cotemporary now publishes what he claims is a reply to our reporter's remarks, not only putting in a general denial, but also a few special pleas, in one of which he appears to us to admit the truth of our reporter's principal assertion. "That some portion," he says "of the shipments hence by the tows (during the barley season for in-

stance) go to other markets is true." According to this admission then there are some shipments which he well knew ought to have been deducted from his first statement, but were not. Our information would indicate that the portion thus shipped, and which should have been deducted is larger than our Albany friend even now supposes, and we think on further inquiry he will find that the error in his statement was more important than he at present admits.

Then, again, not only are shipments made to other markets, in the manner indicated, but between tide water and New York there are five cities and several large towns, containing mills and breweries, dependent for supplies upon the receipts at tide water. If with these facts in mind we compare the reported receipts at New York and at tide water we shall see how nearly correct the New York figures must be. Below are the receipts at the two points (bringing New York down one week later than Troy) for the season :

**RECEIPTS AT NEW YORK AND TIDE WATER THIS SEASON.**

	At tide water.	At New York.
Wheat..... bushels.	6,853,000	5,916,000
Corn.....	24,193,000	23,204,000
Rye.....	1,521,000	1,870,000
Barley.....	6,801,000	5,758,000
Oats.....	10,240,000	8,696,000
<b>Total.....</b>	<b>49,608,000</b>	<b>43,946,000</b>

From this statement it appears that only about one-eighth of the receipts at tide water failed to be reported at New York, notwithstanding the large supplies furnished from that source, to all the other markets we have indicated.

If now we turn to the consumption and exports at New York, and compare them with the receipts and stocks, we shall possess additional proof that the published receipts at this market must be very nearly correct. We will take wheat as an illustration :

Stock of wheat on hand January 1, 1866..... bush	3,100,000
Receipts at New York thus far in 1866.....	5,916,000
<b>Total supply at New York..... bush</b>	<b>9,016,000</b>
Exports from New York..... bush	483,000
Stock this date.....	2,300,000—
<b>Remaining for local consumption.....</b>	<b>6,233,000</b>

We thus have, according to the published receipts, about six and one-quarter million bushels of wheat, or about 20,000 bushels per day for the local consumption, which is the full estimate of our Produce Ex. change.

It is probably unnecessary to pursue this inquiry further. The figures which are the subject of criticism are of course unofficial, and are obtained at the expense of the New York press through a corps of reporters. Their work is a very difficult one, and we would naturally expect to find inaccuracies at times; but it would appear, from the facts given above, that it is quite thoroughly done, and will command the confidence of the trade in the future as in the past. We have not noticed the outside remarks of the *Argus* Editor, being unwilling to spoil his delight over his "ludicrous" discoveries. Still, it may be some satisfaction to him to know that Athens had been heard of in New York, even before he so kindly volunteered information with regard to it, and so also the barges (not "propellers") which carry in large quantities flour to Boston.

**Latest Monetary and Commercial English News.**

**RATES OF EXCHANGE AT LONDON, AND ON LONDON, AT LATEST DATES.**

EXCHANGE AT LONDON— DEC. 4.			EXCHANGE ON LONDON.		
ON—	TIME.	RATE.	LATEST DATE.	TIME.	RATE.
Amsterdam...	short.	11.16 @ 11.17	Dec. 4.	short.	11.77% @ —
Antwerp.....	3 months.	25.40 @ 25.45	"	"	25.20 @ 25.22%
Hamburg.....	"	13.8% @ 13.9	"	"	13.6% @ —
Paris.....	"	25.85 @ 25.40	"	"	25.19
Paris.....	short.	25.15 @ 25.20	"	8 mo's.	25.25
Vienna.....	3 months.	13.30 @ 13.35	"	"	—
Berlin.....	"	6.25% @ 6.26%	"	"	—
St. Petersburg	"	30% @ 31%	Dec. 4.	3 mo's.	31% @ —
Cadiz.....	"	48% @ 48%	"	"	—
Lisbon.....	90 days.	51% @ 51%	Nov. 26.	3 mo's.	53%
Milan.....	"	—	"	"	—
Genoa.....	"	—	"	"	—
Naples.....	"	—	"	"	—
New York.....	"	—	Dec. 3.	60 days.	109%
Jamalca.....	"	—	Oct. 24.	"	2% p. c. prem.
Havana.....	"	—	Oct. 18.	"	27% @ —
Rio de Janeiro	"	—	Nov. 9.	"	24% @ 24%
Buenos Ayres.	"	—	Oct. 30.	"	49% @ 49%
Valparaiso....	"	—	Oct. 3.	"	44% @ —
Pernambuco....	"	—	Nov. 5.	"	24% @ 25
Singapore.....	60 days.	4s. 5% d.	Oct. 22.	6 mo's.	4s. 5% d. @ 4 6
Hong Kong....	"	4s. 5% d.	Oct. 28.	"	4s. 6% d. @ —
Ceylon.....	"	1 p. c. prem.	Oct. 31.	"	2% @ 3 p. c. disc.
Bombay.....	"	1s 11 d @ —	Nov. 23.	"	2s. 0% d.
Madras.....	"	1s 11% d @ —	Nov. 20.	"	2s. 0% d.
Calcutta.....	"	1s 11% d @ —	Nov. 22.	"	2s. 0% d.
Sydney.....	30 days.	2 p. c. dis.	Oct. 14.	30 days.	2% p. c. prem.

[From our own Correspondent.]

LONDON, Wednesday, Dec. 5, 1866.

Owing to the approaching close of the year, an increasing number of failures, and a continued indisposition on the part of the public to enter into extensive engagements, the general state of affairs here remains inactive. There is very little business passing in any commodity, and the position of prices is less favorable than was the case at this period last week. The failures at present recorded are not, however, of any great importance, and the liabilities, even in the aggregate, reach a very moderate total. One or two old-established firms have, however, succumbed, the one bearing the most importance being that of a Manchester firm of long standing. The other embarrassments are chiefly in the Colonial trade, and, so far as can be ascertained at present, the result of the existing depression in the tea trade.

During the present week there has been a good demand for discount both at the Bank of England and in the open market. On Monday it was chiefly in connection with the engagements to be met on the "fourth," but even to-day the inquiry has ruled active, notwithstanding that the stock of bullion at the Bank of England would justify a reduction in the rates of discount. As, however, the Bank has experienced a good demand for accommodation during the week, whilst the open market approximates, within a fraction, the official rates, it is not expected that a decline will take place. The rates, so far as the best paper is concerned, are now as under:

Bank minimum.....	4 @	3 months' bills.....	4 @
Open market rates:		4 & 6 months' trade bills....	4 1/2 @ 5
30 to 60 days' bills.....	3 1/2 @ 4	4 & 6 months' bank bills....	4 @ 4 1/2

The Continental money markets are mostly quiet. There is no change to notice in the quotations. The rates at the leading cities are as under:

	Bank rate.	Open market.		Bank rate.	Open market.
At Paris.....	3	2 1/2 %	Turin.....	6	—
Vienna.....	5	5 1/2	Brussels.....	3	2 1/2
Berlin.....	4 1/2	4	".....	3 1/2	adv
".....	5 adv	—	Madrid.....	7	—
Frankfort.....	3 1/2	3 1/2	Hamburg.....	—	3 1/2
Amsterdam.....	5	5	St. Petersburg.....	7	8 @ 9

The foreign rates of exchange were without material change yesterday. On the whole, however, they were rather more favorable to this country.

At the biddings for bills on India at the Bank of England to-day, a considerable reduction was made in the quotations. The minimum on each of the three Presidencies was fixed at 1d. 11s. per rupee. There is scarcely any demand for remittance to the East. The dollars brought by the West Indian steamer are held at 4s. 11 1/2d.; but only 4s. 11 1/2d. per ounce is bid. Fine bar silver is quoted at 60 1/2 per ounce. The Norfolk from Australia has arrived to-day, with gold to the value of £113,000. Telegraphic advices state that the shipments of gold from Melbourne during the month ending October 27 were 34,375 ounces to England, and 80,000 ounces to Galle, the latter partly for India and partly for transmission to England via Egypt.

The consol market during the week has been very quiet, and prices have shown rather strong symptoms of weakness. Yesterday, however, the public appeared to be operating more freely; but to-day the market is in a very torpid state, and at the close the quotations are weak and drooping. The highest and lowest prices on the days enumerated are subjoined:

	Monday.	Tuesday.	Wed'day.
Consols for money.....	88 1/2 @ 1/2	88 1/2 @ 1/2	88 1/2 @ 1/2

In American securities there has been a great want of activity, and in most cases the tendency of prices has been downwards. Not a single transaction is recorded in the market for United States Five-twenty bonds to-day, and in other securities the dealings have been exceedingly few. United States Five-twenty bonds close to-day at 70 1/2 @ 1/2, Atlantic and Great Western Railway debentures 56 to 57, do. Consolidated mortgage bonds 41 to 41 1/2, Erie Railway shares 47 1/2 to 48, and Illinois Centrals 77 to 78. The latest prices of United States Five-twenties on the Continent are: At Amsterdam 74 1/2, at Berlin 75 1/2, at Hamburg 68 1/2.

The wheat trade during the present week has ruled extremely heavy, English produce has declined in value 2s. to 3s.; and foreign 1s. to 2s. per quarter. The arrivals of Russian flour have fallen off considerably; but there is a large arrival of sack flour into Liverpool this week. To-day's wheat trade was very inactive, and the tendency was to further reduced rates.

**English Market Reports—Per Cable.**

The money market at London has worked remarkably easy throughout the past week, and prices have advanced considerably. Consols for money closed on Thursday at 89 1/2, being 1/2 higher than at the close on the same day of the previous week. American Securities have also advanced; U. S. 6's (5-20's) of 1862 from 71 to 71 1/2; Illinois Central

shares from 77 1/2 to 78 1/2; and Erie shares from 47 1/2 to 49. The following shows the closing quotations on each day:

	Fri. 14.	Sat. 15.	Mon. 17.	Tues. 18.	Wed. 19.	Thur. 20.
Consols for money.....	88 1/2	88 1/2	89	89 1/2	89 1/2	89 1/2
U. S. 5-20's, 1862.....	71 1/2	71 1/2	71 1/2	71 1/2	71 1/2	71 1/2
Illinois Central shares..	77 1/2	77 1/2	77 1/2	78	77 1/2	79 1/2
Erie Railway shares....	47 1/2	47 1/2	47 1/2	47 1/2	48	49

The latest (19th) report from Frankfort quotes the old 5-20's at 75 1/2 @ 75 1/2.

The minimum rate of discount at the Bank of England was reduced from 4 to 3 1/2 per cent. on Thursday last.

The Liverpool cotton market has been very active, and prices have advanced on the week fully 1/2d. for middlings, having closed on Thursday steady at 14 1/2d. per pound. Both spinners and speculators have been free buyers—the former to replace their stocks, which are reported as being rapidly reduced. Total sales of the week, 107,000 bales.

At Manchester there is a marked improvement for both goods and yarns, and cotton goods generally have an upward tendency.

In the Liverpool breadstuffs market quotations have not been materially changed, but there has been a want of activity throughout the week which contrasts broadly with the buoyant tone of a few weeks ago. Corn (Western mixed) is quoted at 38s. per qr. of 480 lbs.

The latest (18th) quotation for beef was 106s. per tierce for prime mess. Bacon was 49 @ 50s. per cwt. (112 pounds) for short clear. The market is reported flat.

Petroleum is steady at 17 1/2 @ 18d. per gallon for Pennsylvania refined. American tallow is reported firm.

**COMMERCIAL AND MISCELLANEOUS NEWS.**

**IMPORTS AND EXPORTS FOR THE WEEK.**—The imports this week show a decrease both in dry goods and in general merchandise, the total being \$3,002,597, against \$4,628,292 last week, and \$2,927,680 the previous week. The exports are \$4,095,672 this week, against \$3,101,416 last week, and \$3,480,885 the previous week. The exports of cotton the past week were 9,608 bales, against 6,723 bales last week. The following are the imports at New York for week ending (for dry-goods) Dec. 14, and for the week ending (for general merchandise) Dec. 15:

	1863.	1864.	1865.	1866.
Dry goods.....	\$1,343,291	\$308,704	\$1,888,802	\$1,123,269
General merchandise.....	1,732,359	1,706,240	1,451,256	1,879,623
Total for the week.....	\$3,075,650	\$2,014,944	\$3,340,058	\$3,002,597
Previously reported.....	164,010,062	197,905,236	195,542,325	280,594,153
Since January 1.....	\$177,085,712	\$199,920,180	\$198,882,383	\$233,597,050

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 Dec. 17:

	1863.	1864.	1865.	1866.
For the week.....	\$2,606,113	\$3,444,838	\$4,910,189	\$4,095,672
Previously reported.....	163,294,343	202,502,454	166,423,887	178,485,838
Since January 1.....	\$165,900,456	\$205,947,340	\$171,234,076	\$182,551,010

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

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...	\$2,254,801	\$3,918,918	Cuba.....	\$149,600	\$4,002,583
France.....	248,258	3,760,981	Hayti.....	.....	628,293
Holland & Belg.	57,661	2,341,005	Other W. I .....	227,798	3,627,659
Germany.....	183,632	5,149,001	Mexico.....	274,210	1,144,521
Other N. Europe .....	199,583	199,583	New Granada...	19,652	2,084,963
Spain.....	105,460	955,050	Venezuela.....	10,583	385,828
Other S. Europe .....	13,134	3,513,238	Br. Guiana.....	51,174	621,520
East Indies.....	.....	6,750	Brazil.....	45,900	1,615,337
China.....	20,473	1,470,253	Other S.A. ports	406,646	1,877,755
Australia.....	.....	1,615,933	All other ports..	.....	892,433
Br. N A Colonies	26,691	2,377,573			

The following will show the exports of specie from the port of New York for the week ending Dec. 15, 1866:

Dec. 12—S.S. Scotia, Liverpool—	Dec. 14—S.S. America, Bremen—
Gold bars.....	Mexican silver.....
227,189	\$35,000
" 14—S.S. Europe, Havre—	Silver bars.....
Gold bars.....	194,317
220,800	Foreign coin.....
Spanish gold.....	2,500
101,222	American gold .....
Spanish Doubloons	66,000
124,500	
" 14—S.S. City of Paris, L'pool—	Total for the week.....
American gold.....	343,563
72,540	Previously reported.....
Gold bars.....	59,149,044
259,495	
Total since Jan. 1, 1866.....	\$60,497,607

Same time in	1865.	1858.	Same time in	1858.
1865.....	\$29,226,453	.....	1858.....	\$25,210,837
1864.....	47,357,724	.....	1857.....	41,329,191
1863.....	47,675,789	.....	1856.....	36,711,423
1862.....	58,107,292	.....	1855.....	27,207,015
1861.....	3,449,671	.....	1854.....	37,147,350
1860.....	42,161,909	.....	1853.....	25,751,971
1859.....	69,153,653	.....	1852.....	24,586,820

**TRADE OF NEW YORK FOR ELEVEN MONTHS.**—The gold receipts for customs duties at New York, from January 1st, compare as follows:

	1864.	1865.	1866.
First quarter.....	\$21,314,324 49	\$14,415,083 83	\$35,618,902 52
Second quarter.....	21,188,889 49	22,280,493 24	31,929,287 26
Third quarter.....	13,900,000 15	35,821,581 79	36,105,092 08
In October.....	3,610,188 38	10,973,513 01	11,002,048 08
In November.....	3,455,156 53	9,233,483 76	7,716,883 67
11 months.....	\$63,496,275 04	\$93,424,155 63	\$122,372,231 61

The imports at New York, for eleven months from January 1st, compare as follows:

	1864.	1865.	1866.
Entered for consumption.....	\$100,545,269	\$113,966,549	\$155,351,565
Entered for warehouse.....	94,888,563	73,234,644	110,127,920
Free goods.....	10,606,184	9,496,900	12,053,589
Specie and bullion.....	2,150,646	1,996,227	9,225,930
Total entered at port.....	\$208,190,662	\$198,694,320	\$286,761,010
Withdrawn from warehouse.....	62,379,814	76,891,680	95,676,446

For November, the imports at New York compare as follows:

	1864.	1865.	1866.
Entered for consumption.....	\$3,363,359	\$16,655,761	\$10,688,544
Do for warehouse.....	4,160,582	9,184,116	8,345,859
Free goods.....	911,976	1,159,248	873,514
Specie and bullion.....	161,727	236,526	802,937
Total entered at port.....	\$8,597,594	\$27,235,651	\$20,710,854
Withdrawn from warehouse.....	5,828,884	4,249,381	6,186,725

The exports from New York to foreign ports in the month of November are subjoined:

	1864.	1865.	1866.
Domestic produce.....	\$12,015,064	\$22,763,327	\$13,651,464
Foreign merchandise, free.....	64,914	109,155	268,600
do do dutiable.....	1,126,059	208,091	64,001
Specie and bullion.....	7,267,662	2,046,180	3,766,690
Total exports.....	\$20,473,699	\$25,126,753	\$17,750,75
do exclusive of specie.....	13,206,037	23,080,573	13,984,035

The corresponding figures in former years show a total, exclusive of specie, of \$11,854,073 in 1863, \$14,390,691 in 1862, and \$14,528,906 in 1861.

The exports from New York to foreign ports from January 1st are subjoined:

	1864.	1865.	1866.
Domestic produce.....	\$182,607,461	\$151,684,620	\$169,838,354
Foreign merchandise, free.....	1,717,227	914,570	662,218
do do dutiable.....	16,191,593	3,201,804	4,415,445
Specie and bullion.....	44,721,444	27,251,522	59,256,480
Total exports.....	\$245,237,725	\$183,052,517	\$234,172,447
do exclusive of specie.....	200,516,281	156,800,994	174,916,017

STATEMENT OF REVENUE AND EXPENDITURES FOR THE YEAR 1866.

The report of the Register of the Treasury gives the following interesting items of the revenue receipts from various sources for the fiscal year ending June 30, 1866:

RECEIPTS.		EXPENDITURES.	
From customs duties, im-ports and tonnage.....	\$179,046,651	Civil list.....	\$12,287,838
From internal revenue.....	309,226,813	Foreign intercourse.....	1,338,388
From direct tax.....	1,974,754	Navy Department.....	43,324,118
From public lands.....	665,031	War Department.....	284,449,701
From miscellaneous.....	67,119,369	Pensions.....	15,605,352
Total exclusive of loans and Treasury notes.....	558,032,620	Indians.....	3,247,064
From loans and Treasury notes.....	712,851,553	Miscellaneous.....	27,430,774
Total.....	\$1,818,916,791	Total of ordinary ex-penditure.....	\$387,683,198
Interest on public debt.....	620,321,725		
Principal of public debt.....	753,389,467		
Total debts and loans.....			
Total expenditures.....			\$1,141,072,666

The smallest amount received and expended in any year since the beginning of the government was in that of 1793, the third year of its existence, when the total amount of receipts from all sources was \$5,720,624, the expenditures amounting to only \$7,529,575.

THE NATIONAL BANK RESERVES.—The following is the reply of the Acting Comptroller of the Currency to a resolution of inquiry offered by Mr. Sherman, of the Senate, respecting the bank reserves:

TREASURY DEPARTMENT,  
COMPTROLLER OF THE CURRENCY.  
WASHINGTON, Dec. 14.

I have the honor to acknowledge the receipt of the following resolutions:  
*Resolved.* "That the Secretary of the Treasury be directed to report to the Senate the names of the several national banking associations which have failed to comply with the provision of the law requiring a reserve of money on hand, and that he report what legislation, if any, is necessary to enforce against such associations the provisions of the law."

To the inquiry contained in this resolution I reply that by the provisions of Section 24 of the Currency Act all national banking associations are required to make a report, exhibiting in detail, under appropriate heads, the resources and liabilities of the association on the first Monday of January, April, July, and October of each year. In addition to such quarterly reports, each association is required to make a monthly statement of the following items, to wit: average amount of loans and discounts; specie, and other lawful moneys; deposits and circulation; and other associations in other places than those cities mentioned in the thirty-first section of the act, shall also return the amount due them available for the redemption of their circulation. The monthly statements thus required are of no practical value in determining whether the banks have complied with the law relative to maintaining the reserve of lawful money, because they exhibit averages and do not show the actual state of affairs at any given date. The quarterly statements alone set forth the facts fully upon this point, so as to enable the Comptroller to decide whether banks have complied with the requirements in question. You will observe, therefore, that the details are furnished but four times a year. The latest official information now at hand is derived from quarterly reports received October 1st; at that date some fifty-five banks were more or less deficient in their reserve of lawful money. They were immediately notified in accordance with the second clause of section 31, not to increase their liabilities by making any new loans or discounts, otherwise than by discounting, or purchasing bills of exchange, payable at sight, nor make any dividends of their profits, until the required proportion of their circulation, deposits, and their reserves of lawful money, should be restored. Special statements were called for, to be made under oath, once each week for four consecutive weeks, for the purpose of demonstrating their compliance with the law. The returns in every case were prompt and satisfactory. I am of opinion, however, that the detailed statements now made quarterly ought to be made more frequently, and I have recommended in my report that the law should be so amended as to require monthly returns exhibiting the

condition of the banks in detail. By this plan the condition of each bank would be brought to the knowledge of the Comptroller once every month, and he would be enabled to exercise a much more thorough and vigilant supervision than it is possible to do under the law as it now stands. The recently reported deficiencies in the lawful money reserve in New York City banks has come to my knowledge through the press. Some of the banks so reported have voluntarily made statements showing that their failures to comply with the law was temporary, and has since been amended. It is possible that as clearing houses are recognized in section 31 that the managers of these institutions in Boston, New York and Philadelphia might be required to report weekly to the Comptroller of the Currency all banks that exhibited a deficiency in the reserve of lawful money, and that the effect of such a requirement would be salutary. I have only to say, in conclusion, that the date of my information relative to the subject matter of the resolution is so long past that a list of the banks deficient in their reserve would be of little present importance, particularly as the deficiencies were of short duration and were promptly rectified. If it should be desired, however, the list of banks will be furnished.

Very respectfully yours,  
H. R. HURLBURD,  
Deputy Acting Comptroller.  
(Signed)  
To Hon. HUGH McCULLOCH, Secretary of Treasury.

The Bankers' Gazette.

DIVIDENDS.

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

NAME OF COMPANY.	RATE P. C'T.	PAYABLE.		BOOKS CLOSED.
		WHEN.	WHERE.	
<b>Banks.</b>				
Bank of N. Y., Nat. B. Ass.	5	Jan. 2 '67	At Bank.	Dec. 20 to Jan. 5.
Seventh Ward.....	5	Jan. 2 '67	At Bank.	Dec. 27 to Jan. 2.
Tradesman's National.....	7 1/2	Jan. 2 '67	At Bank.	
Ninth National.....	6	Jan. 2 '67	At Bank.	Dec. 22 to Jan. 2.
Metropolitan National.....	6	Jan. 7 '67	At Bank.	Dec. 18 to Jan. 10.
National Butch. & Drovers	5	Jan. 2 '67	At Bank.	Dec. 19 to Jan. 2.
Eighth National.....	5	Jan. 2 '67	At Bank.	Dec. 21 to Jan. 2.
Manufacturers & Merchants	5	Jan. 2 '67	At Bank.	Dec. 24 to Jan. 2.
Mechanics' National.....	5	Jan. 2 '67	At Bank.	Dec. 19 to Jan. 2.
Grocers' National.....	5	Jan. 2 '67	At Bank.	
Continental National.....	5	Jan. 2 '67	At Bank.	Dec. 22 to Jan. 3.
East River National.....	5	Jan. 2 '67	At Bank.	
National Shoe & Leather	5	Jan. 2 '67	At Bank.	Dec. 23 to Jan. 2.
National Park.....	7	Jan. 2 '67	At Bank.	Dec. 22 to Jan. 2.
Peoples.....	5	Jan. 2 '67	At Bank.	Dec. 21 to Jan. 2.
<b>Railroad.</b>				
Philadelphia & Reading.....	5	Dec. 31.	Philadel. Office.	Dec. 18 to Jan. 15.
Boston & Providence.....	5	Jan. 1.	Company's Office	
Michigan Central.....	\$5	Jan. 1.	Farm. L. & T. Co	Dec. 20 to Jan. 1.
New York & Harlem.....	4	Jan. 2.	Company's Office	Dec. 26 to Jan. 3.
Boston & Worcester.....	5	Jan. 1.	Company's Office	
Rome, Water. & Ogdens..	5	Jan. 15.	Company's Of- fice & Mercan. { Nat. Bank NY	Dec 25 to Jan 15.
Pitts. Fr. W. & Chic. Q'tly	2 1/2	Jan. 16.	{ Winslow, L. &	Dec. 29 to Jan. 17.
do do 3d M. S.A.	3 1/2	Jan. 16.	{ Co, 27 Pine St.	
Hartford & New Haven...	\$3	Jan. 2.	Company's Office	Dec. 27 to Jan. 2.
<b>Insurance.</b>				
Great Western Marine.....	3 1/2	Jan. 2	Company's Office	Dec. 24 to Jan. 2.
Hamilton Fire.....	5	Jan. 1.	Company's Office	
Excelsior Fire.....	5	Jan. 2.	Company's Office	Dec. 19 to Jan. 2.
<b>Telegraph.</b>				
Western Union.....	2	Jan. 21.	145 Broadway.	Dec. 19 to Jan. 22.
<b>Miscellaneous.</b>				
Union Trust Co.....	4	Jan. 1.	73 Broadway.	Dec. 20 to Jan. 2.
Gt. Falls Manuf. Co.....	3	Jan. 1.	Company's Office	

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'y.	Week.
Bank Shares.....	110	62	95	60	40	125	492
<b>Railroad shares, viz.:</b>							
Central of New Jersey...			200	55		154	280
Chicago & Alton.....				152		100	255
Chicago, Burlington & Q.....		40					292
Chicago & Great Eastern.....		200				100	300
Chicago & Milwaukee.....	25						25
Chicago & Northwestern.....	19,400	39,350	27,935	22,955	27,138	39,935	176,713
Chicago, R. Isl. & Pacific.	2,750	4,820	9,600	3,900	3,300	7,000	81,370
Cleveland, Col. & Cincin.	105			100			205
Cleveland & Pittsburgh.....	7,300	8,700	3,100	2,600	4,300	8,000	34,000
Cleveland and Toledo.....	1,200	7,000	20,200	11,000	17,700	6,665	63,765
Erie Railway.....	8,000	15,900	26,400	9,700	11,800	15,350	87,150
Hannibal & St. Joseph.....	100	100					200
Hudson River.....	400		200	100	100	200	1,000
Illinois Central.....	200	100	900	100	1,100	700	3,100
Indianapolis & Cin.....						300	300
Michigan Central.....	200	400	2,710	700	2,150	500	6,660
Michigan Southern.....	8,000	16,800	9,100	11,700	11,400	10,200	67,200
Mil. & Prairie du Chien..		20				600	620
Milwaukee & St. Paul.....	300	1,900	500	900	200	100	3,700
Morris & Essex.....				100	200	100	400
New York Central.....	1,500	2,250	6,200	2,344	4,530	3,900	20,770
Ohio & Mississippi (\$100)	200	1,100	2,800	650	1,500	1,200	7,450
Pitts., Ft. Wayne & Chic.	1,800	7,375	3,300	2,300	1,900	5,600	22,375
Reading.....	3,830	10,100	10,100	9,700	14,900	9,700	58,330
St. Louis, Alton & T. H..		100				300	500
Stonington.....	10	50		8	50	80	198
Toledo, Wabash & West'n	400	1,500	800		700	1,700	5,400
Warren (N. J.).....						42	42
<b>Miscellaneous shares, viz.:</b>							
Coal, Butler.....	300		1,400	700	400		2,800
" Central.....			100				100
" Cumberland.....	1,000	100	1,900	1,200		1,600	5,800
" Delaw'e & Hud. Can	50	50				300	400
" Spring Mountain.....	100						100
" Wilkesbarre.....		600	500	400	100		1,600
Mining, Mariposa.....	500	100	100	600	500	1,600	3,400
" Quicksilver.....				300	400	900	1,600
Land, Bos'n Water Power.	300	600	1,500	2,500	1,000	600	6,500
" Canton.....	500	100		200	300	400	1,500
Telegraph, West'n Union.	1,200	1,300	2,350	400	1,300	1,700	8,250
" (Russian).....	24	5	43			45	117
Steamship, Atlantic Mail..		600	500	1,400	500	1,100	4,000
" Pacific Mail.....		100	20	225	235	1,265	1,895
" S. Am. Nav. &			625		350	250	1,275
" M. R.R.....	50						50
" Union Nav.....	2,000	1,800	3,900	1,700	3,700	3,600	16,700
Express, Adams.....	15	410					425
" American.....	7	8				10	40
Gas, Manhattan.....					50	21	21

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

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.	Week.
U. S. 6's, 1881 .....	\$3,000	\$23,000	\$12,000	\$12,000	\$5,000	\$5,000	\$43,000
U. S. 6's (5-20's) .....	120,000	121,500	142,000	107,000	159,500	415,500	1,065,500
U. S. 6's (old) .....	.....	.....	.....	.....	.....	.....	.....
U. S. 5's (10-40's) .....	7,500	.....	34,500	10,000	4,500	.....	56,500
U. S. 5's (old) .....	.....	.....	5,000	13,000	.....	.....	18,000
U. S. 7-30 notes .....	104,500	61,000	4,000	62,500	37,500	19,900	289,000
State bonds, viz.:							
Kentucky 6's .....	.....	.....	.....	.....	.....	5,000	5,000
Missouri 6's .....	5,000	21,000	193,000	63,000	107,000	41,000	435,000
New York 6's .....	.....	.....	.....	.....	.....	2,000	2,000
New York 7's .....	.....	.....	2,000	.....	6,000	1,000	9,000
N. Carolina 6's .....	23,000	5,000	10,000	16,000	10,000	.....	66,000
Tennessee 6's .....	33,000	40,000	37,000	16,000	20,000	30,000	176,000
City Bonds, viz.:							
New York 6's .....	.....	10,000	.....	.....	.....	.....	10,000
Railroad Bonds, viz.:							
Various .....	12,000	19,200	89,000	13,900	56,000	17,000	157,100

FRIDAY, Dec. 21, 1866, P. M.

**THE MONEY MARKET.**—The course of monetary affairs has changed but little during the week. The balance of exchange at the West still favoring this city, there has been a moderate influx of currency from that section; which, however, has been to a considerable extent set off by a continued movement hence to New Orleans and Mobile. The general dulness of business throughout the country naturally causes the concentration of idle balances in the banks; but as there is usually at the close of the year a certain amount of money wanted by the general public for settling accounts and by financial and other corporations for the payment of interest and dividends, the banks have not made these balances available for loans to the extent which they otherwise might.

The banks are now in a comparatively strong position; and the only contingency which appears likely to prevent their lending on easier terms after the opening of the New Year, is the fact that large amounts of cotton are being shipped from the South on account of New York firms, which may cause an active movement of currency to the Southern ports.

Yesterday and to-day attempts have been made to produce an appearance of tightness in the money market for Stock Exchange purposes. Large sums have been inquired for at 7 per cent., the loans not having been taken up; this has produced to-day an appearance of a tendency toward higher rates; but the banks generally report having ample resources, and are ready to lend at 6 per cent. on stock collaterals, and 5 per cent. on Governments.

The discount market continues quiet, rather from the indisposition to buy paper than from any lack of bills seeking buyers. There is still a considerable amount of 6 months' bills upon the market, which are found almost unsalable, no matter how good the names they may bear. Prime bills are generally discounted at 7 per cent., with rare exceptions at 6½ per cent.

The following are the quotations for loans of various classes

	Per cent.		Per cent.
Call loans .....	5 @ 7	Good endorsed bills, 3 & 4 months .....	@ 7
Loans on bonds & mort. ..	6 @ 7	do single names .....	7 @ 8
Prime endorsed bills, 2 months .....	6½ @ —	Lower grades .....	8 @ 10

**UNITED STATES SECURITIES.**—Governments, though active, have been generally weak throughout the week. The further decline in gold, without a corresponding advance in 5-20's abroad, has caused a decline in bonds of 1862 of ¼ per cent., in which other gold interest bonds have sympathized. Five twenties of 1864 have declined ½ per cent.; do. 1865, ¾; do. 1865, new issue, ¾; and 10-40's ¾. Seven-thirties have held the quotations of last week, the decline of gold having tended rather to improve their value than otherwise.

We learn that advices from London uniformly represent the supply of bonds in the hands of dealers as having been well distributed; and a further export thither is anticipated, upon the relative prices there and here admitting of such a movement.

There is still a steady investment demand from the interior. The unsettled condition of business affairs generally has a tendency to induce a demand for bonds for the employment of funds which would otherwise seek investment in business.

The total transactions in bonds at the board for the last six days amount to \$1,183,400, against \$1,208,600 for last week.

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

	Nov. 16.	Nov. 23.	Nov. 30.	Dec. 7.	Dec. 14.	Dec. 21.
U. S. 6's, 1881 coup .....	113%	112%	113	113	112	111½
U. S. 5-20's, 1862 coupons ..	109%	108%	108%	108%	107%	106%
U. S. 5-20's, 1864 .....	107	106%	106%	106%	106	105%
U. S. 5-20's, 1865 .....	107	106%	107%	107	106	105%
U. S. 5-20's, 1865, N. iss. ..	108%	107%	108%	108%	108%	108
U. S. 10-40's, .....	100%	99%	100	100%	99%	99
U. S. 7-30's 1st series .....	106%	105%	105%	105%	105	105
U. S. 7-30's 2d Series .....	105%	104%	105%	105%	105	105
U. S. 7-30's 3rd series .....	105%	104%	105	105%	105	105

**RAILROAD AND MISCELLANEOUS STOCKS.**—The course of stock speculation during the week has been fitful, but unusually active. The total transactions at both boards, for the six days, amount to 649,419 shares, against 551,083 for last week. There has been a severe contest between the parties favoring respectively a decline and a fall, the contestants having consisted chiefly of leading brokers with perhaps a small number of outside operators. At the beginning of the week one or two "corners" were successfully operated by the parties committed to higher prices, and the whole railroad list advanced in sympathy with the control which the "bull" party appeared to have acquired. This, however, brought out the full power of the opposite side, which, by an expert use of Wall street stratagems, have effected yesterday and to day a heavy decline in nearly every railroad stock on the list, Erie to-night having touched 68½. After board hours to-night the market was much demoralized, and quotations were unsettled and weak. The comparative facility with which the market has been broken down has the effect of shaking confidence in the prospect of stocks recovering permanently their late quotations.

Chicago and Northwestern has again been very largely dealt in, the transactions for the six days aggregating 176,713 shares; but the movement appears to have been principally a realizing one, the price of the common stock having declined 7½, closing at 47. Michigan Southern has been active, but weak, the total transactions amounting to 67,200 shares. In Erie the sales aggregate 87,150, Cleveland and Toledo 63,765, and Reading 58,330.

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

	Nov. 9.	Nov. 16.	Nov. 23.	Nov. 30.	Dec. 7.	Dec. 14.	Dec. 21.
Cumberland Coal .....	69½	—	66	.....	.....	65½	65%
Quicksilver .....	53%	51	46	44%	43%	45%	44
Canton Co. ....	57	54½	45%	.....	46	46	45%
Mariposa pref. ....	29%	23%	24%	27	31%	31%	30%
New York Central .....	118%	111%	109%	113	110%	110%	119%
Erie .....	85	78	72%	71%	71%	71%	69
Hudson River .....	.....	123½	122	.....	.....	122½	119%
Reading .....	117	113%	112%	111%	110%	109%	x.d. 103%
Mich. Southern .....	91%	85%	80%	81%	79%	81%	80%
Michigan Central .....	115	113	111	112%	110%	112	x.d. 107%
Clev. and Pittsb. ....	92%	87%	83%	85	84%	90%	85%
Clev. and Toledo .....	119%	114	112	113%	112%	113%	124%
Northwestern .....	57%	52	41%	45	51%	54%	47
" preferred .....	79%	74%	70%	73	70%	76%	78%
Rock Island .....	110%	106%	102%	104%	103%	103%	102%
Fort Wayne .....	109%	106%	103	105%	105	104%	104%
Illinois Central .....	124%	122	119	119	118%	117%	116%

The following statement shows the volume of transactions in shares, at the regular and open boards conjointly, on each day of the week closing with this day's business:

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Week.
Bank shares .....	110	62	95	60	40	125	49½
Railroad .....	55,720	118,105	124,045	79,064	103,172	112,298	592,400
Coal .....	1,460	750	3,900	2,300	500	1,900	10,000
Mining .....	500	100	100	900	900	2,500	5,000
Improv't .....	800	700	1,500	2,700	1,300	1,000	8,000
Telegraph .....	1,224	1,305	2,393	400	1,300	1,745	8,367
Steamship .....	2,050	2,500	5,045	3,325	4,835	6,115	23,870
Express .....	23	413	.....	.....	10	20	465
Gas .....	.....	.....	.....	.....	.....	21	21
At Regular Board .....	22,876	43,235	49,978	32,249	51,107	54,524	253,969
At Open Board .....	49,000	80,700	87,100	56,500	66,950	71,200	395,450
Total current week .....	61,876	123,935	137,078	88,749	112,057	125,724	649,419
Previous week .....	30,300	81,414	105,464	94,086	116,071	123,798	551,083

The transactions in shares weekly since the commencement of September are shown in the following statement:

Week ending	Regular Board.	Open Board.	Both Boards.	Week ending	Regular Board.	Open Board.	Both Boards.
Friday .....	343,038	332,301	675,339	Nov. 2 .....	219,824	320,535	540,359
Sept. 7 .....	107,208	165,050	272,258	Nov. 9 .....	255,433	383,250	638,683
Sept. 14 .....	133,403	150,914	284,317	Nov. 16 .....	349,156	387,550	736,706
Sept. 21 .....	189,497	223,170	412,667	Nov. 23 .....	192,545	230,750	423,295
Sept. 28 .....	198,822	245,400	444,222	Nov. 30 .....	167,349	233,700	401,049
Oct. 5 .....	386,276	454,600	840,876	Dec. 7 .....	228,683	322,400	551,083
Oct. 12 .....	284,213	292,580	576,793	Dec. 14 .....	253,969	395,450	649,419
Oct. 19 .....	299,236	365,030	664,266	Dec. 21 .....	.....	.....	.....
Oct. 26 .....	290,988	338,305	629,293	.....	.....	.....	.....

The following is a summary of the amount of Government bonds and notes, State and City securities, and railroad and other bonds sold at the Regular Board on each day of the past week:

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.	Week.
U. S. Bonds .....	\$127,500	\$124,500	\$204,500	\$142,000	\$164,000	\$420,900	\$1,183,400
U. S. Notes .....	104,500	61,000	4,000	62,500	37,500	19,500	289,000
State & City b'nds .....	63,000	76,000	247,000	95,000	143,000	79,000	703,000
Company B'nds .....	12,000	19,200	39,000	13,900	56,000	17,000	157,100
Total Cur. w'k .....	\$307,000	280,700	494,500	313,400	400,500	536,400	2,332,500
Previous week .....	387,300	519,000	285,400	462,150	329,500	337,400	2,318,750

The totals for the eight last weeks are shown in the following statement:

Week ending	Governments		State & City	Railroad	Total amount.
Friday .....	Bonds.	Notes.	City.	Bonds.	.....
Nov. 2 .....	\$1,762,000	\$650,300	\$403,500	\$350,500	\$3,166,300
Nov. 9 .....	2,369,100	807,600	820,000	538,000	4,334,700
Nov. 16 .....	1,347,800	446,400	511,900	355,100	2,663,200
Nov. 23 .....	2,920,650	960,500	368,000	161,000	4,410,150
Nov. 30 .....	1,031,000	325,550	658,000	141,000	2,155,550
Dec. 7 .....	1,912,000	638,600	909,000	192,500	3,552,100
Dec. 14 .....	1,208,600	239,850	681,000	189,300	2,318,750
Dec. 21 .....	1,183,400	289,000	703,000	157,100	2,332,500

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

1866.	Governments		State, &c.	RR. & other	Total
	Bonds.	Notes.	Bonds.	Bonds.	amount.
January	\$4,827,200	\$3,340,100	\$952,900	\$3,035,500	\$12,155,700
February	3,846,500	2,591,900	1,691,500	1,692,100	9,822,000
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	833,700	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	1,614,000	515,700	12,078,750
July	10,476,250	2,193,750	1,633,000	455,500	14,765,500
August	10,987,850	2,577,000	1,986,990	993,000	16,544,750
September	6,451,300	2,425,350	2,984,000	879,200	12,739,850
October	10,282,300	2,703,250	2,792,300	1,234,700	17,012,550
November	8,337,550	2,973,550	2,576,400	1,365,600	15,253,100

For the details of the week's transactions, the reader is referred to the tables headed "Business at the Stock Boards," in the next previous page.

**THE GOLD MARKET.**—The downward tendency in gold has been continued during the week, the price having fallen four points from our last quotation. The prevailing view on the market is that there is nothing at present to sustain the premium, while all the elements controlling the price appear to favor lower quotations; and when the whole current of speculation runs in one direction the movement is naturally excessive. Perhaps during no week since the close of the war has the volume of speculative transactions equalled that of the last six days. The clearances of gold to-day at the Gold Exchange Bank reached the immense total of \$123,000,000.

The demand for customs duties is quite nominal. Foreign exchange is weak, and ranges 1½ per cent. below the rate at which specie could be advantageously shipped. Bonds in Europe keep so nearly on a par with the quotations of this market that it is found impracticable to import 5-20's. The activity in the Liverpool cotton market raises the expectations of a large export of cotton, while the reduction in the Bank of England rate of discount encourages the anticipation of continued firmness in this staple. At the same time, the Treasury will disburse at the beginning of next month about \$10,000,000 of coin upon coupons due Jan. 1st. These are the principal considerations which contribute to the present weakness of the premium; and, judging from the present tone of the market, it would scarcely appear that they have had their full effect. The market is constantly largely oversold; but there are not operators bold enough to attempt "to corner the shorts." Loans have been made to-day "flat" to ½ per cent. per day.

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

	Highest.	Lowest.		Highest.	Lowest.
Dec. 15	137½	137¼	Dec. 19	137½	136¾
Dec. 17	137½	137¼	Dec. 20	135½	134¾
Dec. 18	138½	137¾	Dec. 21	134½	133¾

The transactions for last week at the Custom House and the Sub-Treasury were as follows:

	Custom House.		Sub-Treasury		
	Receipts.	Payments.	Receipts.	Payments.	
Dec. 10	\$255,014 10	\$4,761,059 31	\$5,138,543 70		
" 11	275,077 99	1,918,583 44	1,994,927 30		
" 12	178,834 93	1,440,920 71	857,727 97		
" 13	212,287 41	2,035,606 45	1,471,224 19		
" 14	285,555 54	385,932 93	1,580,649 41		
" 15	264,429 76	761,283 07	1,660,084 46		
Total	\$1,471,199 73	\$10,703,385 91	\$12,793,157 03		
Balance in Sub-Treasury morning of Dec. 10			106,689,404 98		
			\$119,392,562 01		
Deduct payments during the week			10,703,385 91		
Balance on Saturday evening			\$108,689,176 10		
Increase during the week			1,993,771 12		

The following table shows the aggregate transactions at the Sub-Treasury since Nov. 1:

	Nov. 3	Nov. 10	Nov. 17	Nov. 24	Dec. 1	Dec. 8	Dec. 15
Loans	2,262,774	84,527,538	20,133,229	86,389,713	Dec. 14,394,308		
Specie	2,055,292	28,749,895	34,167,947	91,807,769	Inc. 5,418,051		
Legal Tenders	1,964,529	16,605,487	21,165,694	96,367,967	Inc. 4,560,207		
Deposits	1,624,704	18,765,711	25,035,903	102,638,169	Inc. 6,270,192		
Clearings	1,173,516	15,277,328	15,094,432	102,455,273	Dec. 182,895		
Balance	1,419,235	16,155,328	20,389,460	106,689,404	Inc. 4,234,131		
Total	1,471,199	10,703,385	12,793,157	108,689,176	Inc. 1,999,771		

**FOREIGN EXCHANGE.**—The course of exchange during the week has been downward. There has been an increased supply of cotton bills from the Southern ports, as well as from this city; besides which foreign bankers here have made bills freely against consignments of cotton from the Southern ports. Sterling bills are ½ per cent. below the quotations of last week, prime bankers, 60 days, being quoted at the close 108½@109, and sight bills 109½@109¾.

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

	Nov. 30.	Dec. 7.	Dec. 14.	Dec. 21.
London Comm'l.	108½@108¾	108½@108¾	108½@108¾	107½@108¼
do bkrs' lmg	107½@109	109½@109¾	109½@109¾	108½@109
do do shrt	110 @110¾	109½@110¾	110½@110¾	109½@109¾
Paris, long	5.15 @5.13½	5.16½@5.15	5.15 @5.12½	5.17½@5.15
do short	5.12½@5.11½	5.13½@5.12½	5.11½@5.11	5.15 @5.12½
Antwerp	5.20 @5.17½	5.20 @5.17½	5.18½@5.17½	5.21½@5.17½
Swiss	5.20 @5.17½	5.20 @5.17½	5.18½@5.17½	5.21½@5.17½
Hamburg	36½@36¾	36½@36¾	36½@36¾	36½@36¾
Amsterdam	41½@41¾	41½@41¾	41½@41¾	41½@41¾
Frankfort	41½@41¾	41½@41¾	41½@41¾	41½@41¾
Bremen	79 @79¼	79 @79¼	79 @79¼	79 @79¼
Berlin	72¼@72½	72¼@72½	72¼@72½	72¼@72½

**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 Saturday, Dec. 15, 1866:

BANKS.	Loans and discounts.	Specie.	Average amount of		Legal Tenders.
			Circulation.	Net deposits.	
New York	\$7,435,124	\$2,804,949	\$821,948	\$7,106,928	\$3,321,416
Manhattan	5,644,109	547,897	12,774	4,068,557	1,182,281
Merchants'	6,695,979	890,143	744,098	5,026,226	1,697,365
Mechanics'	5,221,927	277,579	563,002	4,066,323	1,310,720
Union	4,332,165	192,207	449,946	2,926,988	669,182
America	9,435,806	1,864,960	2,445	8,737,578	1,769,290
Phenix	4,136,280	201,767	232,627	3,052,142	684,742
City	3,751,720	779,557		2,792,984	592,707
Tradesmen's	3,004,367	48,004	726,624	2,000,400	894,239
Fulton	2,091,697	147,203	18,949	2,139,444	1,143,136
Chemical	5,387,105	574,772	18,153	5,249,994	1,624,511
Merch'ts Exchange National	3,536,664	36,794	453,622	2,707,170	826,368
Butch. & Drovers..	2,572,216	224,445	498,075	801,040	233,654
Mech's & Traders..	2,279,975	35,999	243,893	1,633,853	365,022
Greenwich	1,921,948	21,667	175,000	1,439,347	420,540
Leather Manufact's	1,444,136	5,578	5,127	949,061	250,268
Seventh Ward	3,291,373	209,133	185,000	2,563,217	822,625
State of N. York	1,279,598	35,714	177,526	718,111	280,006
American Exc'ge..	5,189,303	422,974	9,684	4,480,061	1,690,702
Commerce	10,814,828	544,200	937,639	5,987,426	1,805,726
Broadway	23,773,791	901,157	5,743,530	8,633,807	5,718,751
Ocean	8,434,876	164,966	900,000	8,073,424	2,174,766
Mercantile	3,346,542	46,694	800,000	2,771,527	1,041,116
Pacific	3,388,519	59,517	482,264	3,069,010	966,501
Republic	1,859,124	15,902	130,429	1,622,254	518,117
Chatham	4,824,474	347,883	765,363	4,014,572	1,355,807
People's	1,829,173	85,407	130,310	1,808,984	601,239
North America	1,341,519	25,301	7,073	1,233,289	219,652
Harover	2,577,581	169,903	340,183	2,472,429	827,486
Irving	2,669,809	87,116	292,283	1,525,429	551,074
Metropolitan	1,706,000	9,000	196,750	1,630,000	583,000
Citizens'	10,646,885	221,968	1,616,450	5,789,168	2,080,500
Nassau	1,287,555	20,163	140,519	1,267,137	418,853
Market	2,271,103	122,633	4,463	1,751,032	359,426
St. Nicholas	2,694,819	81,235	531,717	2,055,400	771,352
Shoe and Leather	2,865,734	47,809	766,247	1,420,675	555,621
Corn Exchange	5,288,000	58,709	920,826	3,682,160	1,283,330
Continental	4,351,150	16,787	11,307	3,505,960	206,000
Commonwealth	4,170,961	140,926	550,272	2,365,798	635,000
Oriental	2,724,323	64,400	211,927	2,933,787	777,694
Marine	1,300,518	9,552	16,743	1,130,780	282,440
Atlantic	1,911,994	95,963	265,000	1,701,750	57,650
Imp. & Traders	1,430,062	9,897	93,357	1,261,757	379,908
Park	5,260,027	59,377	504,541	4,253,680	1,253,437
Mech. Bank'g Ass'n	13,618,054	758,204	1,600,000	17,026,942	3,886,643
Grocers'	1,081,666	25,078	307,360	1,055,734	596,246
North River	1,535,932	6,146	83,550	1,877,745	728,640
East River	1,235,411	26,308	11,863	972,446	182,579
Manuf. & Merch'ts	973,742	8,170	283,500	628,234	240,135
Fourth National	1,520,258	19,463	1,067	1,173,307	239,063
Central	10,669,139	135,920	2,891,422	12,594,530	3,969,819
Second National	12,794,794	102,959	1,616,498	12,768,857	3,518,607
Ninth National	1,127,783	270,060	270,060	859,030	266,260
First National	5,330,776	72,962	923,616	6,685,116	1,834,891
Third National	2,592,279	9,674	449,459	2,751,419	1,240,96
N. Y. Exchange	3,254,782	48,019	796,284	2,279,782	766,238
Tenth National	1,016,737	6,755	269,197	791,815	308,237
Dry Dock	2,372,800	10,400	911,700	1,346,200	615,400
Bull's Head	239,639	4,639	10,900	224,788	29,006
Croton National	1,287,263	7,114	17,961	1,431,022	.....
	661,452	11,500	120,000	678,659	178,859

Totals	\$258,452,330	\$13,991,200	\$31,797,655	\$206,458,271	\$63,994,369
Clearings for the week ending Dec. 8, 1866				\$647,315,763	61
Clearings for the week ending Dec. 15, 1866				556,150,833	85
Balances for the week ending Dec. 8, 1866				22,487,903	64
Balances for the week ending Dec. 15, 1866				20,533,016	08

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

Loans	Dec. \$2,167,697	Deposits	Inc. \$2,781,449
Specie	Dec. 590,850	Legal Tenders	Inc. 3,047,452
Circulation	Dec. 3,002		

The large reduction in the aggregate clearings is due chiefly to the operations of the new Gold Exchange Bank, through which a large proportion of the settlements of gold transactions are effected, so far diminishing the exchanges at the Clearing House.

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

	Loans.	Specie.	Circulation.	Deposits.	Legal Tenders.	Aggregate Clearings.
Nov. 3	271,790,435	9,176,623	30,466,207	224,841,695	74,990,842	761,934,453
Nov. 10	275,698,288	13,145,381	30,968,940	226,325,317	71,512,495	776,604,339
Nov. 17	273,333,390	15,511,121	31,233,502	221,892,500	63,120,361	842,575,299
Nov. 24	267,940,415	15,202,865	31,361,418	213,414,984	62,359,254	917,436,876
Dec. 1	263,011,668	14,957,007	31,393,849	208,889,177	61,485,458	649,081,442
Dec. 8	260,620,027	14,582,050	31,794,653	203,676,822	60,946,857	647,315,736
Dec. 15	258,452,330	13,991,200	31,797,655	206,458,271	63,994,309	556,15

SALE-PRICES AT THE NEW YORK STOCK EXCHANGE.

REPRESENTED BY THE LAST SALE REPORTED OFFICIALLY ON EACH DAY OF THE WEEK ENDING FRIDAY, DECEMBER 21.

STOCKS AND SECURITIES.							STOCKS AND SECURITIES.						
	Satur.	Mon.	Tues.	Wed.	Thurs.	Fri.		Satur.	Mon.	Tues.	Wed.	Thurs.	Fri.
<b>American Gold Coin (Gold Room)</b> .....	137%	138%	137%	136%	134%	133%	<b>Railroad Stocks:</b>						
<b>National:</b>							Central of New Jersey.....	100				125	124
United States 6s, 1867..... registered.							Chicago and Alton.....	100		110%	110		
do do 6s, 1868..... coupon.							do do preferred.....	100					
do do 6s, 1868..... registered.							Chicago, Burlington and Quincy.....	100	130%		131		131
do do 6s, 1881..... coupon.		113	112%	112%		111%	Chicago and Great Eastern.....	100	34				
do do 6s, 1881..... registered.			108%				Chicago and Milwaukee.....	100					
do do 6s, 5-20s (1st issue)..... coupon.	107%	107%	107%		107%	106%	Chicago and Northwestern.....	100	68				
do do 6s, 5-20s..... registered.	106		106%		106%	106%	do do preferred.....	100	53%	54%	53%	52%	52
do do 6s, 5-20s (2d issue)..... coupon.		106	106%		106%		Chicago, Rock Island and Pacific.....	100	76%	79%	79%	78%	79%
do do 6s, 5-20s do..... registered.					106%		Cleveland, Columbus and Cincinnati.....	100	104	105%	105%	104%	103%
do do 6s, 5-20s (3d issue)..... coupon.	106	106%		106%	106%	105%	Cleveland and Pittsburgh.....	100	109%		116		102%
do do 6s, 5-20s do..... registered.							Cleveland and Toledo.....	50	90%	90%	89%	86%	85%
do do 5-20s (new issue)..... coupon.	105%	108%	108%	108%	108%	108	Delaware, Lackawanna and Western.....	50	113%	114%	117%	121%	124%
do do 5-20s do..... registered.							Erie.....	100	72%	73%	74%	73%	71
do do 6s, Oregon Wa- 1881.....							do preferred.....	100	85%		86		85%
do do 6s, do do. (1/2 yearly).....							Hannibal and St. Joseph.....	100	59				
do do 5s, 1871..... coupon.					108		do do preferred.....	100	63				
do do 5s, 1871..... registered.							Harlem.....	50					
do do 5s, 1874..... coupon.							do preferred.....	50					
do do 5s, 1874..... registered.			102				Hudson River.....	100	120%				119%
do do 5s, 10-40s..... coupon.	99%		100	100			Illinois Central.....	100	118	118%	118	117	116%
do do 5s, 10-40s..... registered.					99%		Indianapolis and Cincinnati.....	50					87
do do 6s, Union Pacific R. R. (cur.).....							Joliet and Chicago.....	100					
do do 7-30s Treas. Notes..... 1st series.	105	105%		105%	105%	105	Long Island.....	50					
do do do do..... 2d series.	105	105%	105%	105%	105%	105	McGregor Western.....	100					
do do do do..... 3d series.	105		105%			105	Marietta and Cincinnati, 1st preferred.....	100					
do do do do.....							do do 2d preferred.....	100					
<b>State:</b>							Michigan Central.....	100	111%	112%	113	112%	104
California 7s.....							Michigan So. and N. Indiana.....	100	81	82%	82%	81%	81%
Connecticut 6s.....							do do guaranteed.....	100					80%
Georgia 6s.....							Milwaukee and Prairie du Chien.....	100					
do 7s (new).....							do do do 1st pref.....	100		98%			
Illinois Canal Bonds, 1860.....							do do do 2d pref.....	100					
do Registered, 1860.....							Milwaukee and St. Paul.....	100		52%	52%		50%
do 6s, coupon, '79, after 1860-62-65-70.....							do do preferred.....	100	66	68%	68%	68	66%
do do do 1877.....							Morris and Essex.....	100			60	60	80
do do do 1879.....							New Jersey.....	100					
do War Loan.....							New York Central.....	100	110%	111%	111%	110%	109%
Indiana 6s, War Loan.....							New York and New Haven.....	100					
do 5s.....							New Haven and Hartford.....	100					
Kentucky 6s, 1868-72.....						96	Norwich and Worcester.....	100					
Louisiana 6s.....							Ohio and Mississippi Certificates.....	29	29%	29%	29	28%	22%
Michigan 6s.....							do do preferred.....	100					
do 7s, War Loan, 1878.....							Panama.....	100					
Minnesota 8s.....							Pittsburg, Fort Wayne and Chicago.....	100	105	107%	107%	106%	105%
Missouri 6s.....							Reading.....	50	110	111%	107	105%	104%
do 6s, (Hannibal and St. Joseph RR.).....		92	93	93	93	93	St. Louis, Alton and Terre Haute.....	100		41		40	39%
do 6s, (Pacific RR.).....	92	91%	93	93	93%		do do do preferred.....	100					
New York 7s, 1870.....						100	Second avenue.....	100					
do 6s, 1867-77.....							Sixth avenue.....	100					
do 5s, 1868-76.....							Stonington.....	100	100		99%	99%	99
do 7s, State Bounty Bonds (coupon).....					108		Toledo, Wabash and Western.....	50	43%	44%	44%	43%	41%
North Carolina 6s.....		52	50	50%			do do preferred.....	50					
do 6s, (new).....		54%	50%	50%			<b>Railroad Bonds:</b>						
Ohio 6s, 1870-75.....							Atlantic and Great Western, 1st mort.....						
do 6s, 1881-86.....							Buffalo, New York and Erie, 1st mort., 1877.....	95					
Rhode Island 6s.....							Central of N w Jersey, 1st mortgage.....						
Tennessee 6s 1868.....							Chicago and Alton, Sinking Fund.....						
do 6s 1890.....		69%	69%	69%	69%	69%	do do 1st mortgage.....			101%			
do 6s, (new).....	68%	69%	69%			70	do do Income.....						
Virginia 6s, coupon.....							Chicago, Burlington and Quincy, 8 per cent.....						
<b>Municipal:</b>							Chicago & Great Eastern, 1st mortgage.....						
Brooklyn 6s.....							Chicago and Milwaukee, 1st mortgage.....						91%
do 6s, Water Loan.....							Chicago and Northwestern, Sinking Fund.....						
do 6s, Public Park Loan.....							do do Interest.....						
do 6s, Improvement Stock.....							do do Extension.....						
Jersey City 6s, Water Loan.....							do do 1st mortgage.....	88	88%			84%	87%
New York 7s.....		100					do do consolidated.....			84		84%	
do 6s.....							Chicago and Rock Island, 1st mortgage.....						
do 5s.....							Chicago, R. I. and Pacific, 7 per cent.....	94	94			98%	
<b>Miscellaneous Shares:</b>							Cleveland and Pittsburgh, 2d mortgage.....						
Coal.—American.....	100						do do 3d mortgage, conv.....						
Ashburton.....	50						do do 4th mortgage.....						
Butler.....	19%		19%	20%	19%		Cleveland and Toledo, Sinking Fund.....						
Central.....	100		50				Delaware, Lackawanna and Western, 1st mort.....						
Consolidated.....	100						do do 2d mort.....						
Cumberland.....	100	65	65%	67	68%	65%	Erie, 1st mortgage, 1868.....						
Delaware and Hudson.....	100	52	154			154	do 2d mortgage, 1879.....						
Lehigh & Susquehanna.....	50						do 3d mortgage, 1883.....	99					
Pennsylvania.....	50						do 4th mortgage, 1880.....	93%			93%		
Schuylkill.....	100						do 5th mortgage, 1888.....						
Spring Mountain.....	100						Galena and Chicago, extended.....						
Spruce Hill.....	10						do do 2d mortgage.....						
Wilkesbarre.....	100		63	63%	63		Great Western, 1st mortgage.....						
Wyoming Valley.....	100						do do 2d mortgage.....						
Gas.—Brooklyn.....	25						Hannibal and St. Joseph, 1st Mortgage.....						
Citizens (Brooklyn).....	20						Harlem, 1st mortgage, 1869-72.....						
Harlem.....	50						do Consolidated and Sinking Fund.....						
Jersey City and Hoboken.....	20						do 2d mortgage, 1868.....						
Manhattan.....	50						Hudson River, 1st mortgage, 1869.....						
Metropolitan.....	100					148	do 2d mortgage, (S. F.), 1835.....						
New York.....	50						do 3d mortgage, 1875.....						
Williamsburg.....	50						do convertible, 1867.....						
Improvement.—Boston Water Power.....	20	28%	29%	31%	31%	31%	Illinois Central 7s, 1875.....	106			106		
Brunswick City.....	100						Lackawanna and Western Bonds.....						
Canton.....	100	45%		45%	45%	45%	McGregor Western, 1st mortgage.....						
Cary.....	100						Marietta and Cincinnati, 1st mortgage.....						
Telegraph.—American.....	100						Michigan Central 8s, 1869-72.....						
United States.....	100						do do 8s, new, 1882.....					111	110
Western Union.....	100		49	48%	48%	45%	Michigan Southern, Sinking Fund.....	96	95%	95%		96	
Western Union, Russian Extension.....	97	96%	96%				do do 2d mortgage, 7s.....						
Steamship.—Atlantic Mail.....	100	108%	109	109	109	109%	do do Goshen Line, 1868.....						
Pacific Mail.....	100	170%	171%	170	163	162	Milwaukee and Prairie du Chien, 1st mort.....						
S. Am. Nav. & Mar. Railway.....	100	112	113	113	113%	113%	Milwaukee and St. Paul, 1st mortgage.....						
Union Navigation.....	100	104%	105%	105%	106	106%	do do 2d mortgage.....						
Transit.—Central American.....	100						Mississippi and Missouri, Land Grants.....						
Nicaragua.....	100						Morris and Essex, 1st mortgage.....						
Trust.—Farmers' Loan and Trust.....	25						New York Central 6s, 1883.....		95			96%	94
New York Life and Trust.....	100						do do 6s, 1887.....			94			
Union Trust.....	100						do do 7s, 1876.....			105%		105%	
United States Trust.....	100						do do 7s, convertible, 1876.....						

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Dec. 21.

The approach of the holidays is a check to business. But, under the circumstances, trade may be called good; and, notwithstanding the decline in gold, confidence in prices that are now ruling is pretty well established.

Cotton and Breadstuffs have advanced on the week. In Groceries and Tobacco there are no new features of importance.

Provisions have been unsettled. Pork and Hog products have experienced a general and very considerable decline. The quality of much of the Summer packing is defective, and this fact, with liberal supplies, keeps speculators out of the market. There has been some revival of shipments of Bacon to Great Britain at about 7c. gold for Cumberland cut, with freight at 25c. by steamer to Liverpool, and Exchange equal to par. But, as yet, there is very little Pork or Lard going forward to Great Britain. The shipments of Lard to the continent have been quite liberal. England has been taking more Beef and Cheese than for some time past. At the close there is a slight recovery in Hog products from the lowest prices reached yesterday. The receipts of hogs, here and at the West, have diminished, and prices advanced 1/4c. per lb, in two days, with the weather very favorable to packing operations.

Packing has commenced pretty generally at all the leading places in the West, but to a great extent on owners' account, excepting at Cincinnati, Chicago, St. Louis and Louisville. The receipts of hogs at Cincinnati, by all routes, were 47,950; previously reported, 131,486; total for season, 179,436; same time in 1865, 165,041; same time in 1864, 230,346; same time in 1863, 307,596; same time in 1862, 435,917. The receipts of hogs at Chicago last week sum up as follows, viz.: Dressed, 2,596; live, 24,613; total, 27,209; and the shipments, 814. The packing to the present time approximates to 101,000 head of hogs and 20,000 cattle. Last year Chicago had only packed some 40,000 hogs to the same date.

East India goods have experienced a decline. Hemp, linseed and gunnies are fully 5 per cent. lower, and dull.

Petroleum has been supported, in the face of the decline in gold, but the demand has been limited throughout the week. Oils are very dull.

Naval stores have experienced wide fluctuations, with considerable decline from the highest point, towards the close. The market is subject to speculative manipulations, and quotations of spirits turpentine and rosins vary almost hourly.

Fruits have been in light demand. At a material decline there have been large sales of dry cod, mackerel, herring, and other fish. Hops have become very dull, and must be quoted lower. Hides have slightly improved in gold prices, with a very light stock on sale. Tallow has declined. Whiskey remains quite unsettled, the receipts are largely increased. Wool is slightly more active, and in some Provincial markets there has been a large business.

Freights have been irregular. The offerings of cotton for Liverpool have been so large as to cause an advance in rates, and by causing a need for ballast, lower rates are made for grain and other weight. For cotton to Liverpool, 5-16d. by sail, and 9-16d. @ 3d by steam, with grain from a penny to three pence per bushel.

The following table shows the exports of leading articles of commerce from the port of New York since July 1, 1866, the principal 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 export for the past week can be obtained by deducting the amount in the last number of the CHRONICLE from that here given:

Exports of Leading Articles from New York.

ARTICLES.	Great Britain.	France.	Holland & Belg.	Germany.	Other N. Europe.	Spain.	Other S. Europe.	East Indies.	China.	Australia.	Br. N. A. Colonies.	Cuba.	Hayti.	India.	Other W. Indies.	Mexico.	New Granada.	Venezuela.	British Guiana.	Brazil.	Other S. Amer. n. Ports.	Total since July 1, 1866.	Total since January 1, 1866.	Same time in 1865.
Ashes—Pots	97																					4,495	903,311	8,488
Breadstuffs—Flour	59,556																					4,495	903,311	1,332,229
Corn meal	416																					4,495	903,311	116,518
Wheat	328,309																					4,495	903,311	2,235,608
Rye	15,637																					4,495	903,311	244,659
Corn	6,759,583																					4,495	903,311	4,107,800
Oats	438,463																					4,495	903,311	71,304
Candles	10																					4,495	903,311	85,118
Coffee	1,549																					4,495	903,311	29,250
Cotton	89,195																					4,495	903,311	363,863
Domestics	52																					4,495	903,311	200,218
Drugs	404																					4,495	903,311	194
Hardware	388																					4,495	903,311	194
Hops	2,066																					4,495	903,311	194
Naval stores—Turpentine	80																					4,495	903,311	194
Sp'ts Turpentine	6,829																					4,495	903,311	194
Rosin	45,232																					4,495	903,311	194
Tar	2,345																					4,495	903,311	194
Oil cake	227,554																					4,495	903,311	194
Oils—Petroleum	6,136,969																					4,495	903,311	194
Whale oil	143,009																					4,495	903,311	194
Lard oil	180																					4,495	903,311	194
Beef	3,752																					4,495	903,311	194
Bacon	13,235																					4,495	903,311	194
Butter	2,951																					4,495	903,311	194
Cheese	298,545																					4,495	903,311	194
Lard	2,383																					4,495	903,311	194
Tea	13,701																					4,495	903,311	194
Tallow	9,631																					4,495	903,311	194
Tobacco leaf	777																					4,495	903,311	194
Tobacco	706,174																					4,495	903,311	194
do, manufactured	69,908																					4,495	903,311	194
Whalebone																						4,495	903,311	194

**Imports of Leading Articles.**

The following table shows the foreign imports of certain leading articles of commerce at this port for the week ending Dec. 14, 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	33	5,652	3,770	Hardware	204	13,233	5,307
Coal, tons	240	422,797	304,544	Iron, RR b'rs	851	234,421	213,011
Cocoa, bags	179	16,056	5,812	Lead, pigs	11,219	444,459	212,420
Coffee, bags	11,793	674,111	684,637	Spelter, lbs.	97,727	10,162,932	4,155,491
Cotton, bales	1,966	29,533	29,533	Steel	3,089	188,033	90,389
Drugs, &c.				Tin, bxs.	6,529	780,149	596,520
Bark, Peruv	49,721	4,855	4,855	Tin slabs, lbs	84,404	6,582,423	7,047,405
Blea p'wd'rs	625	23,489	18,871	Rags	421	42,639	32,039
Brimst, tns.	91	15,786	8,932	Sugar, hhds,			
Cochineal	7	1,081	2,212	tcs & bbls.	1,218	371,338	280,096
Cr Tartar	5	1,227	1,156	Sugar, bxs & bg	10,118	390,286	409,718
Gambier	24,098	4,343	4,343	Tea	506	683,019	629,337
Gums, crude	20	13,792	6,744	Tobacco	612	22,402	29,937
Indigo	28	4,289	4,229	Waste	99	14,252	12,772
Madder	17	3,426	6,169	Wines, &c.			
Oils, ess	351	8,043	4,728	Champ, bkts	652	109,243	62,765
Oil, Olive	9	4,124	2,695	Wines	4,071	374,309	112,097
Opium	114	89,525	37,029	Wool, bales	1,094	57,130	56,525
Soda, bi-carb	1,906	139,927	65,865	Articles reported by value.			
Soda, sal.	365	36,242	15,975	Cigars	\$8,933	\$1,243,736	\$897,557
Soda, ash	362	38,761	29,477	Corks	386	161,988	135,863
Flax	4	9,377	11,309	Fancy goods	42,855	4,116,979	3,190,886
Furs	15	4,527	5,851	Fish	3,758	844,264	890,912
Gunny cloth	24,637	3,785	3,785	Fruits, &c.			
Hair	87	4,863	3,076	Lemons	8,470	514,757	250,865
Hemp, bales	7,007	121,401	72,183	Oranges	2,495	308,814	325,798
Hides, &c.				Nuts	16,955	941,162	1,000,336
Bristles	12	2,439	1,408	Raisins	33,077	1,067,878	776,363
Hides, dres'd	107	11,181	6,535	Hides, undrsd.	55,741	6,521,794	5,085,424
India rubber	286	24,853	25,425	Rice	20,297	774,363	1,061,549
Ivory	1,307	2,227	2,227	Spices, &c.			
Jewelry, &c.				Cassia	1,345	151,735	217,362
Jewelry	18	771	676	Ginger		46,309	49,470
Watches	15	1,141	963	Pepper		230,386	132,542
Linseed	900	232,140	108,924	Saltpetre		144,799	97,494
Molasses	1,741	127,490	143,667	Woods			
Metals, &c.				Fustic		33,315	68,339
Cutlery	26	5,449	3,019	Logwood		153,159	186,608
				Mahogany	3,910	119,199	219,702

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

The receipts of domestic produce for the week ending Dec. 21, 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.	Same time '65		This week.	Since Jan. 1.	Same time '65
Ashes, pkgs	66	5,894	*17,105	Rosin	6,358	391,254	131,377
Breadstuffs				Tar	1,156	46,356	18,376
Flour, bbls	36,886	2,708,595	3,613,285	Pitch	11	2,888	....
Wheat, bush	22,168	5,911,250	9,160,095	Oil cake, pkgs	2,131	105,327	....
Corn	87,557	6,883,499	15,487,020	Oil, lard	....	4,155	5,890
Oats	102,277	22,678,464	9,682,840	Oil, Petroleum	17,116	1,046,886	544,990
Rye	....	1,804,549	888,135	Peanuts, bags	578	16,831	....
Malt	8,100	526,208	....	Provisions			
Barley	34,890	4,861,993	*2,990,195	Butter, pkgs.	6,698	444,154	651,930
Grass seed	1,722	138,869	....	Cheese	11,558	716,470	613,520
Flaxseed	159	66,177	....	Cut meats	229	10,989	103,160
Beans	216	46,814	....	Eggs	934	149,459	....
Peas	22,771	414,543	....	Pork	3,349	128,871	217,870
C. meal, bbls.	186	195,180	278,515	Beef, pkgs.	2,628	68,491	101,585
C. meal, bags.	5,181	265,202	....	Lard, pkgs.	1,018	101,893	98,580
Buckwheat & B.W. flour, bg	446	81,310	....	Lard, kegs	700	8,481	....
Cotton, bales	17,633	635,897	779,105	Rice, pkgs.	167	4,101	....
Copper, bbls	220	16,844	....	Starch	1,553	76,220	....
Copper, plates	368	7,055	....	Stearine	118	8,097	....
Driedfruit, pkgs	657	22,429	....	Spelter, slabs	....	3,967	....
Grease, pkgs	17	6,581	....	Sugar, hhds & bbls	240	5,488	....
Hemp, bales	40	2,958	....	Tallow, pkgs.	454	7,027	12,485
Hides, No.	3,448	363,639	....	Tobacco, pkgs.	1,406	165,850	....
Hops, bales	170	19,181	27,615	Tobacco, hhds.	459	63,313	....
Leather, sides	27,711	2,252,122	2,081,700	Whiskey, bbls.	3,193	100,233	68,590
Lead, pigs	....	6,819	....	Wool, bales	360	119,392	135,100
Molasses, hhds & bbls	1,830	22,051	....	Dressed Hogs, No.	246	82,015	....
Naval Stores—Crude trp, bbl	688	36,649	29,150	Rice, rough, bush	....	....	....
Spirits turp.	394	58,008	17,450				

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

**COTTON.**

FRIDAY, P. M., Dec. 21, 1866.

The receipts of Cotton the past week at all the ports amount to 73,012 bales, (being the largest receipts for any week this season,) against 63,941 bales the previous week, making the total receipts since September 1, this year, 594,715 bales, against 741,388 bales for the same period in 1865. For the corresponding week of 1865 the receipts were 70,922 bales. The exports from all the ports this week amount to 31,664 bales (against 24,281 bales last week,) of which 28,120 bales were to Liverpool, 362 bales to Havre, 1,153 bales to Bremen, 1,090 to Barcelona, 938 to Mexico, as follows:

	Exported this week to—					Total.
From	Liverpool.	Havre.	Bremen.	Barce-lona.	Mexico.	
New York	8,028	262	1,153	65	....	9,608
Boston	920	....	....	....	....	920
New Orleans	14,917	....	....	1,025	938	16,880
Charleston	899	....	....	....	....	899
Mobile	2,684	....	....	....	....	2,684
Galveston	673	....	....	....	....	673
<b>Total this week</b>	<b>28,121</b>	<b>362</b>	<b>1,153</b>	<b>1,090</b>	<b>938</b>	<b>31,664</b>

The total foreign exports from the United States since September 1 now amount to 214,841 bales, against 362,266 bales last year. Below we give our usual 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—			Total.	SHIP-MENTS TO NORTH. PORTS.	STOCK.
		Great Britain	France	Other for'gn.			
N. Orleans, Dec. 14.	253,816	57,199	18,259	4,477	79,935	95,552	198,708
Mobile, Dec. 14.	94,885	14,290	....	801	15,091	60,627	67,380
Charleston, Dec. 14.	52,255	11,655	20	....	11,675	34,222	13,870
Savannah, Dec. 14.	75,732	8,702	....	....	8,702	56,065	18,802
Texas, Dec. 7.	33,706	3,254	....	....	3,254	9,094	23,628
New York, Dec. 21*	23,959	82,095	1,951	8,008	92,054	....	110,000
Florida, Dec. 14†	11,156	....	....	....	....	11,156	1,952
N. Carolina, Dec. 21	14,188	....	....	....	....	14,188	....
Virginia, Dec. 21	28,286	....	....	....	....	28,286	....
Other p'ts, Dec. 21*	6,642	3,868	....	261	4,130	....	150,000
<b>Total</b>	<b>594,715</b>	<b>181,064</b>	<b>20,230</b>	<b>13,547</b>	<b>214,841</b>	<b>309,190</b>	<b>484,340</b>

The market this week has shared but little in the excitement which the cable telegrams lead us to suppose has prevailed in Liverpool. And yet the failure of this market to respond is more apparent than real since a decline of four per cent. in gold, and a small advance in freights, have of course had their natural influence in offsetting the rise in Liverpool. Receipts at the ports have slightly increased, and stocks now reach a very high figure, amounting in the aggregate to 484,340 bales. Goods continue dull, and it is not improbable that unless an improvement takes place after the holidays, the production of the mills will be reduced. The sales of the week foot up about 17,000 bales, and while currency prices are but a trifle higher the cost of laying down cotton in Liverpool has advanced about a half penny, sterling.

The following are the closing quotations:

	N. Orleans	Upland.	Florida.	Mobile.	& Texas
Ordinary	30	30	30	30	31
Good Ordinary	32	32	32	33	33
Low Middling	33	33	33	34	34
Middling	34½	35	35	35	35½
Good Middling	37	37	38	38	39

Exports of Cotton from New York the past week amount to 9,608 bales, of which 8,028 were to Liverpool, 362 to Havre, 1,153 to Bremen, and 65 to Barcelona, as follows:

To Liverpool per steamers Denmark, 1,754, City of Paris 525, Scotia 1,227, Manhattan 1,984, per ship James Porter, jr., 1,604, Antarctic 934	8,028
Total bales	8,028
To Havre per steamer Europe, 362. Total bales	362
To Bremen per steamer America, 1,153. Total bales	1,153
To Barcelona per brig Etna, 65. Total bales	65

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.
	Nov. 27.	Dec. 4.	Dec. 11.	Dec. 18.		
Liverpool	8,578	7,898	6,101	8,028	81,911	144,011
Other British Ports	....	....	....	....	184	3,708
<b>Total to Gr. Britain</b>	<b>8,578</b>	<b>7,898</b>	<b>6,101</b>	<b>8,028</b>	<b>82,095</b>	<b>147,719</b>
Havre	....	80	5	362	1,951	5,416
Other French ports	....	....	....	....	....	....
<b>Total French</b>	<b>....</b>	<b>80</b>	<b>5</b>	<b>362</b>	<b>1,951</b>	<b>5,416</b>
Bremen and Hanover	294	406	....	1,153	4,354	1,811
Hamburg	446	515	617	....	2,591	4,473
Other ports	....	....	....	....	203	89
<b>Total to N. Europe</b>	<b>740</b>	<b>921</b>	<b>617</b>	<b>1,153</b>	<b>7,148</b>	<b>6,373</b>
Spain, Oporto and Gibraltar	....	....	....	....	860	169
All others	....	....	....	65	....	....
<b>Total Spain, etc.</b>	<b>....</b>	<b>....</b>	<b>....</b>	<b>65</b>	<b>860</b>	<b>169</b>
<b>Grand Total</b>	<b>9,318</b>	<b>8,899</b>	<b>6,723</b>	<b>9,608</b>	<b>92,054</b>	<b>59,677</b>

Receipts of cotton at the port of New York for the week and since Sept. 1:

\* The receipts given for these ports are only the shipments from Tennessee, Kentucky, &c., not otherwise enumerated.  
 † These are the receipts at all the ports of Florida to December 7 except Apalachicola, which are only to November 8.  
 ‡ Estimated. The stock at New York is also estimated.

From	This week.	Since Sept. 1.	From	This week.	Since Sept. 1.
New Orleans	4,775	53,266	South Carolina	2,345	24,055
Texas		6,250	North Carolina	1,214	11,871
Savannah	2,463	45,294	Norfolk, Baltimore, &c.	2,291	24,754
Mobile		13,042	Per Railroad	3,740	24,704
Florida	805	7,023	Foreign		57
Total for the week			17,333		
Total since Sept. 1			210,316		

The following are the receipts of cotton at Boston, Philadelphia and Baltimore for the last week, and since September 1:

Receipts from—	—Boston—		—Philad'phia—		—Baltimore—	
	Last week.	Since Sept. 1.	Last week.	Since Sept. 1.	Last week.	Since Sept. 1.
New Orleans	2,931	24,963	614	3,523		618
Texas						207
Savannah	400	5,729				207
Mobile	1,731	13,723		3,022	64	3,901
Florida		36				
South Carolina		2,879	119	1,127	160	3,664
North Carolina		236	43	549	8	486
Virginia	1,005	4,176			290	4,288
New York, &c*	1,073	19,301				
Tennessee, Kentucky, &c...	799	6,412				
Total receipts..... bales	7,639	77,685	776	8,221	542	13,164

\* Reshipments.

The cotton exports this week from Boston were 920 bales to Liverpool per steamer Propontis. There have been no exports from Philadelphia or Baltimore during the week.

NEW ORLEANS, Dec. 15.—The mail returns for the week ending Dec 14 show the receipts to be 31,979 bales, against 25,299 bales last week. The shipments for the last week were 25,408 bales, of which 14,917 bales were to Liverpool, 1,405 per steamship Alice, 3,991 per Matterhorn, 3,068 per bark Aberdeen, 3,752 per ship Thos. Harward, 2,611 per bark Merryman, 1,025 to Barcelona, 600 per bark Angelita, 425 per bark Jaruco, 938 to Mexico, 3,535 to New York, and 1,945 to Boston. Stock on hand Nov. 30 was 180,426 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 Oct. 5, were as follows:

Date.	Rec'ps.	Sales.	Exp.	Stock.	Price Mid.	—Freights—		Price gold.
						To Liver.	To New York.*	
Oct. 5	7,586	9,410	17,009	83,839	40@—	9-16@%	1@—	143@145
" 12	12,652	10,400	3,163	93,388	40@—	9-16@%	1@—	143@149
" 19	16,560	14,000	11,731	99,991	38@39	9-16@%	1@—	147@148
" 26	21,500	16,550	10,443	112,521	37@38	9-16@%	1@—	148@148½
Nov. 2	22,019	19,500	8,592	126,215	37@38	9-16@%	1@—	147@148
" 9	25,662	17,559	16,145	137,561	nominal.	½@9-16	1@—	146@147
" 16	21,968	9,210	17,457	147,328	nominal.	½@9-16	1@—	143½@143¾
" 23	27,703	15,900	10,667	166,022	34@—	½@9-16	1@—	138@139
" 30	23,836	22,400	16,316	180,426	33@—	½@9-16	1@—	140@—
Dec. 7	25,299	22,900	9,170	190,426	31@31	½@9-16	1@—	139@—
" 14	31,979	40,000	25,408	193,703	32@—	9-16@—	1½@—	137@137½

\* By steam.

The transactions in cotton during the week have been more liberal than any previous week of the season, the sales amounting to 40,000 bales. Prices are also better, under the favorable advices from New York and Liverpool. Ordinary closed 26@27, good ordinary 28@29, low middling 30@31, and middling at 32. Sterling exchange is quoted nominally 146 for bill of lading bills, 146½@147½ for commercial, and 148@149 for bank.

MOBILE, Dec. 15.—By mail we have received one week's later dates from Mobile. The receipts for the week ending Dec. 14 were 12,719 bales, against 10,447 bales last week, and the shipments were 6,272 bales, of which 2,684 bales were to Liverpool per ship National Eagle, 1,106 bales were to New York, 857 bales to Boston, 444 bales were to Philadelphia, and 1,181 bales to New Orleans, leaving the stock on hand and on shipboard, not cleared, of 67,380 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:

Date.	Receipts.	Sales.	Exp's.	Stock.	Price of mid.	—Freight—		Price of gold.
						To Liver.	To New York.	
Oct. 5	3,086	3,650	3,891	22,350	37@—	1½@	1½@	143@144
" 12	2,847	3,800	1,927	23,270	37@—	1½@	1½@	150@151
" 19	7,366	2,350	2,580	28,556	37@—	1½@	1½@	147@148½
" 26	8,680	4,300	3,875	32,861	35@—	1½@	1½@	146@148
Nov. 2	7,393	4,900	4,823	35,431	35@—	1½@	1½@	145@147
" 9	9,100	4,950	5,054	39,477	3@34½	1½@	1½@	145@147½
" 16	9,863	4,300	3,192	46,151	30@31	1½@	1½@	143@145
" 23	10,193	5,35	9,168	47,176	31@	1½@	1½@	139@140
" 30	9,640	5,150	3,451	53,365	31@	1½@	1½@	140@142
Dec. 7	10,447	7,100	2,879	60,933	30@	1½@	1½@	138@139½
" 14	12,719	11,050	6,272	67,380	30@31	1½@	1½@	137@138½

There has been a good degree of activity through the week, and prices have improved slightly under the more favorable advices from Liverpool and New York, yet the decline in gold has checked the upward tendency. The market closed quiet at 30@31 for middling, and 28@29 for low middling. Sterling Exchange closed at 145@146.

SAVANNAH, Dec. 15.—The receipts for the week ending Dec. 14 were 5,230 bales (of which 81 were from Florida), against 5,331 bales last week. The shipments this week were 3,527 bales, of which 2,325 were to New York, and 1,202 were to Boston. Below we give the receipts, shipments, prices, &c., for a series of weeks:

Date.	Receipts.	Shipm'ts.	Stock.	Price Mid.
Oct. 5	2,847	3,274	3,296	38 @39
" 12	5,939	3,726	5,509	36 @37
" 19	4,991	4,154	5,346	36 @37
" 26	8,563	4,644	9,560	36 @—
Nov. 2	8,169	3,505	14,234	35 @35½
" 9	7,614	6,953	14,880	33½@34
" 16	8,496	6,170	17,206	31 @32
" 23	7,917	8,562	15,691	31 @32
" 30	6,469	5,944	16,107	31½@32
Dec. 7	5,831	8,240	15,819	31 @—
Dec. 14	5,230	3,527	18,802	31 @31½

CHARLESTON, Dec. 15.—The receipts for the week ending Dec. 14 amount to 5,619 bales, against 5,221 bales last week. Shipments for this week amount to 2,444 bales, against 5,267 bales last week, of which 899 were to Liverpool (per brig Albert), 1,179 were to New York, 126 to Boston, 152 to Philadelphia, 23 to Savannah, and 65 to Baltimore. 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 Oct. 5, were as follows:

Date.	Rec'ls.	Sales.	Ship-ments.	Stock.	Price of mid.	—Freight for Up'd—		Price gold.
						To Liver- pool.	To New York.	
Oct. 5	2,096	1,500	1,076	3,148	38 @39	½@—	½@—	143@148
" 12	2,663	1,153	3,851	2,620	35 @36	½@—	½@—	143@150
" 19	2,956	1,177	2,666	2,608	39 @40	½@—	½@—	146@148
" 26	5,395	2,686	1,699	6,401	36 @—	½@—	½@—	147@149
Nov. 2	4,667	2,191	5,854	5,651	36 @36½	½@—	½@—	146@148
" 9	5,096	3,472	4,135	7,479	36 @36½	½@—	1 @—	147@149
" 16	6,882	1,400	3,673	10,618	32 @—	½@—	1 @—	145@147
" 23	5,383	1,900	5,901	10,105	31 @32	½@—	1 @—	143@145
" 30	4,899	1,879	8,680	11,124	32 @—	½@—	½@—	143@145
Dec. 7	5,221	2,358	2,267	10,695	31 @—	½@—	½@—	140@142
" 14	5,619	3,712	2,444	13,870	32 @32½	½@—	1 @—	140@141

The business done the early part of the week was small, and on Saturday and Monday prices were lower. On Tuesday, under the advices from Liverpool, a very active demand sprung up, and the sales amounted to 1,400 bales. Wednesday and Thursday there was a good demand, and prices advanced considerably, the market closing firm at 30 for ordinary, 31 for low middling, 32@32½ for middling, and 33@33½ for strict middling. Sterling 60 day bills were selling at 65@66.

Early in the week the market was quiet; Wednesday and Thursday, on receipt of advices of better prices, at Liverpool, considerable activity was manifested at higher rates, but the market closes quiet at 31@31½ for middling, 32@32½ for strict middling, and 26@28 for ordinary.

GALVESTON, Dec. 8.—We have received one week's later statement by mail from Galveston. The receipts for week ending Dec. 7 were 4,468 bales, against 5,405 last week, and the shipments were 2,040 bales, of which 673 bales were to Liverpool, per bark Irma, 1,311 to New York, and the balance to New Orleans. 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:

Date.	—Receipts—		Exp.	Stock.	Price mid.*	—Freights—		Price gold.
	1866.	1865.				To Liver- pool.	To New York.†	
Oct. 5	690	3,214	6	6,427	24@25	½@9-16	1 @½	143 @145
" 12	746	3,928	1,195	6,181	23@24	½@9-16	1 @½	150 @—
" 19	1,419	3,561	8	7,592	26@27	½@—	1 @¾	145 @148
" 26	1,663	5,524	1,494	8,111	26@—	½@—	1 @¾	145 @148
Nov. 2	2,119	5,778	71	10,159	25@—	½@—	1 @¾	147 @150
" 9	4,419	4,950	3,072	11,506	25@—	½@—	1 @¾	147 @149
" 16	4,061	8,967	46	15,524	22½@23	½@—	1 ½@—	146½@147½
" 23	3,572	5,432	753	16,343	22½@—	13-10@%	1 ½@—	138 @140
" 30	5,405	4,671	2,493	21,255	22½@23	½@—	1 ½@—	142 @144
Dec. 7	4,453	5,667	2,090	23,628	21½@22	½@—	1 ½@—	139 @140½

\* Specie.

† Per steamer.

The unfavorable advices from Liverpool and New York had a depressing influence on the market, and the sales only amounted to about 700 bales, at rather lower prices. Factors were, however, unwilling to meet the views of buyers, and the market closed unsettled and nominal.

TOBACCO.

FRIDAY, P. M., DEC. 14.

The exports of Tobacco from all the ports show a large decrease this week, New York having shipped only 495 hhds. of leaf, against 1,495 hhds. last week. As, however, there is a slight increase from Baltimore, the total from all the ports is 2,222 hhds., 14 cases, 324 bales, 10 boxes, 131 hhds. stems, and 81,093 manufactured lbs., as may be seen in the following:

Exported from	Hhds.	Cases.	Tierc.	Bals.	Pkgs. & bxs.	—Stems—	Man'd lbs.
New York	495	13	...	253	...	86	68,345
Baltimore	1,694	...	...	...	...	45	11,743
Boston	26	1	...	71	10	...	...
Philadelphia	7	...	...	...	...	...	1,005
New Orleans	...	...	...	...	...	...	...
Total this week	2,222	14	...	324	10	131	81,093
Total last week	3,122	554	...	230	66	111	93,031

Below we give our usual table showing the total exports of Tobacco from all the ports of the United States, and their direction, since November 1, 1866:

Exports of Tobacco from the United States since November 1, 1866.

To	Hhds.	Cases.	Bales.	Cer's & Stps.	—Stems—	Pkgs. & bxs.	Man'd lbs.
Great Britain	1,708	247	...	141	...	...	208,235
Germany	5,993	3,063	607	...	800	229	87,393
Belgium	527	...	...	...	...	...	...
Holland	796	...	...	...	...	...	...
Italy	1,927	8	...	...	...	...	...
France	3,430	4	...	...	...	...	36,411
Spain, &c	1,663	96	...	...	...	...	462
Mediterranean	800	50	...	...	...	50	155,357
Austria	14	...	...	...	...	...	31,546
Africa	338	41	79	...	...	...	...
China, India, &c.	...	555	...	...	...	...	218
Australia	...	...	...	...	...	...	1
B. N. Am. Prov.	62	14	...	...	...	...	405
South America	16	122	249	...	...	...	60,584
West Indies	218	321	837	...	...	...	341
East Indies	...	244	...	...	...	...	83,313
Mexico	...	...	...	...	...	...	...
All others	...	...	...	...	...	50	313
Total since Nov. 1, '66	17,497	4,765	1,772	141	800	229	1,558
							1,704,646

The following table indicates the ports from which the above exports have been shipped :

From	Hhds.	Cases.	Bales.	Tcs. & crns.	Strips.	Bxs. & pkgs.	Stems.	Lbs.
New York	6,917	3,830	1,522	141	...	364	464	229 1,637,257
Baltimore	9,325	3	...	...	...	2	336	16,324
Boston	425	918	250	...	...	862	...	...
Portland	20	14	...	...	...	330	...	...
New Orleans	801	...	...	...	...	...	...	...
Other ports	9	...	...	...	...	...	...	1,005
Total since Nov. 1.	17,497	4,765	1,773	141	...	1,558	800	229 1,704,646

The market this week for Kentucky leaf was quiet until yesterday, when about 1,100 hhds. were taken by a city manufacturer at 8½. The export demand has been very limited, and only about 75 hhds. of the better grades have been taken, at steady prices. Manufactured tobacco has also been very quiet. Foreign tobacco has been pressed for sale, and at lower prices there has been more done. The sales embrace 200 bales Havana, at 75@90c., and 270 bales Yara, at 60@70c. The sales of foreign tobacco have been mostly for re-exportation. Seed leaf tobacco has been but moderately active. The sales of the week amount to about 400 bxs., but do not embrace any important lines. Quotations are unchanged; 40 cs. Pennsylvania sold at 9c.; 98 cs. Ohio, 6@6½c.; 25 cs. State, at 13c.

KENTUCKY LEAF (HHDS.).

Ky. Light	H'vy West.	Leaf & Cl'ksv'le.	Good Leaf	Leaf & Cl'ksv'le.
Common Lugs	4c@4½c.	— @ —	11c @12½	15 @17c.
Good do	5 @ 5½	5c @ 7c.	Fine do	13 @15
Common Leaf	6 @ 7½	7½@10½	Selections	16 @18
Medium do	8 @10	11 @14		21 @22

SEED LEAF (BOXES).

Conn.—Prime	wrappers	45 @60c	N. Y. State.—Fillers	4½@ 6c
Average	30 @45c	Ohio.—Good running lots	7½@10c	
Com. " to b'd'rs	16 @25c	Average	5 @ 7c	
Fillers	10 @12c	Penn.—Running lots	3 @ 5c	
N. Y. State.—Wrappery lots	12 @20c	Fillers	3 @ 5c	
Running "	7½@12c			

MANUFACTURED.

West. & City.	Virginia.	Tax paid.	Navy ½ lbs. and lbs.	West. & City.	Virginia.	Tax paid.
Black work.—5s, 10s, ½ and ¼ lbs.—			Common	30 @ 40	30 @ 40	
Common	30c@ 40c	30c@ 40c	Good and fine	60 @ 72	60 @ 70	
Medium	45 @ 55	45 @ 55				In bond
Good and fine	60 @ 72	60 @ 70	Black.—Common	23c@ 25c	20c@ 22c	
Bright work.—½ lbs. and lbs.—			G'd & fine	27 @ 30	25 @ 30	
Common	35 @ 45	35 @ 45	Bright.—Common	25 @ 35	25 @ 35	
Medium	50 @ 60	50 @ 60	G'd & fine	50 @ 75	50 @ 80	
Good and fine	75 @1.00	75 @1.15				

FOREIGN.

Havana.—Fillers—Common	75@ 80	Havana.—Wrappers	1 50@3 00
" Good	80@ 95	Yara	75@1 05
" Fine	95@1 10		

The receipts of tobacco at New York this week, and since Nov. 1, have been as follows :

RECEIPTS AT NEW YORK SINCE NOVEMBER 1, 1866.

From	This week	Previously	T'l sin. Nov. 1
Virginia	159	1,381	1,540
Baltimore	171	15	186
New Orleans	...	...	...
Ohio, &c.	129	10	139
Other	...	...	...
Total	459	1,406	1,865

The following are the exports of tobacco from New York for the past week :

EXPORTS OF TOBACCO FROM NEW YORK.\*

From	Stems, Mfd.	Other W.
Liverpool	32,069	...
London	51	...
Bremen	170	...
Antwerp	18	...
Cadiz	330	...
Cuba	17,140	...
Total for week	496	13 253 86 63,854

\*The exports in this table to European ports are made up from the manifests.

LOUISVILLE.—The market through the week has been moderately active, but the quality offered has been mostly of low grades and non-descript leaf. We notice sales of 3 hhds. at \$2 85@2 90, 7 at \$3@ 3 55, 3 at \$4@4 50, 4 at \$5@5 70, 2 at \$6 25@6 90, 2 at \$7 95@ 8 35, 1 at \$9 60, 3 at \$10 50@10 75, 2 at \$11 25@12 50, 2 at \$13 25@14 25, and 2 at \$17 75@18 25-

The following are the Louisville tobacco statistics for the month of November :

Warehouses	hhd.	Value.	Warehouses	hhd.	Value.
Pickett	598	\$42,871 25	Boone	309	26,469 40
Ninth street	433	34,857 29			
Louisville	344	26,759 77	Total	1,684	\$130,957 71

hhd.	Value.	hhd.	Value.
The stock on hand Nov. 1, 1866	4,768	Receipts this week—country	207
Rec. from the country to Dec. 1	898	Receipts this week—local	28
Local	144	Total	6,694
Total	5,808	Deliveries this week	354
Deliveries to Dec. 1	1,439	Stock on hand December 8	4,340

NEW ORLEANS.—For the week ending the 15th several buyers on

foreign account have been looking around, but factors, who are very firm in their views, are asking higher prices than buyers are willing to pay, and very little is doing in consequence. The sales are confined to about 140 hogheads, of which 40 Clarksville lugs at 4c., 4 and 24 new Clarksville leaf at 8c., 1 and 2 at 12c., 20 do at 6@8c., and sundry hogheads for the city trade at full prices. Receipts for the week, 84 hhds. Exports, none. Stock on hand, 5,282.

MARYLAND.—We still notice a steady fair demand for Maryland descriptions, for both Bremen and Holland, with sales of 400@500 hhds. within our range annexed. Of Ohio, we report sales of 200 hhds. low grades, on private terms; nothing doing in Kentucky leaf. Inspections this week, 516 hhds. Maryland, 7 Ohio—total, 523 hhds. Cleared this week, 1,225 hhds. to Marseilles, and 514 to Bremen.

CINCINNATI.—Market unchanged. Sales of 15 hhds. and 10 bxs., viz : 8 hhds. West Virginia (new); 1 at \$9 75; 2 at \$8 50; 1 at \$12 25; 1 at \$14 25; 1 at \$17 75; 1 at \$35; 1 at \$42. Seven hhds. Owen Co. (new): 1 at \$2 25; 1 at \$3; 1 at \$8; 2 at \$11 25; 2 at \$17 75. Ten bxs. Ohio, ranging from \$3 to \$6. Sales of 20 hhds. Leaf, viz: 5 hhds. Mason Co.: 1 at \$2 45; 1 at \$5 50; 2 at \$6@6 75; 1 at \$7 35. Fifteen hhds. and bxs. Southern Ky: 2 at \$5@5 90; 1 at \$40; 1 at \$11; 2 at \$12 25@12 50; 1 at \$14 25; 1 at \$15; 1 at \$16 50; 1 at \$21 75; 1 at \$34; 1 at \$36; 1 at \$38; 1 at \$42; 1 at \$44 50.

BREADSTUFFS.

NEW YORK, Dec. 21, 1866.

The speculative feeling noted in our last, continued until Tuesday, since when, the market has been dull and drooping.

In Flour, some speculative sales of Extra State, for January delivery, have been made at \$11; but for immediate delivery there is considerable pressure to sell, and prices have yielded an average of 25c. per bbl. from the highest figures for the week, yet holders do not offer large lots freely from store; the depression is mostly in parcels afloat or just landed. The receipts at all the Western markets are very small; there are no considerable stocks, except at Chicago and Oswego, and holders are generally looking for a fresh advance after the holidays.

Wheat was taken very freely early in the week by local millers and for shipment East and South, and prices on Tuesday showed an advance of about 25c. above the lowest point of the previous week. Of this advance fully 5c. have since been lost.

Corn touched \$1.16 early in the week, but has again materially declined. Yesterday, with nearly nominal freights, about 50,000 bushels were shipped to Liverpool and Glasgow; but a further decline in gold has rendered a further decline in corn necessary, to go on with this business. Rye has been buoyant, and closed firm. Oats shared in the late speculative advance, but has since relapsed 2c. per bushel. In Peas, there has been less doing.

STOCKS OF GRAIN IN STORE.

	Dec. 10.	Dec. 17.		Dec. 10.	Dec. 17.
Wheat, bush	1,352,700	1,593,900	Malt, bush	84,300	74,300
Corn, bush	3,051,500	3,083,600	Peas, bush	21,300	89,100
Oats, bush	2,210,600	2,343,200			
Rye, bush	507,800	482,800	Total bushels	8,809,800	9,267,500
Barley, bush	1,581,000	1,660,600			

Also afloat about half as much as in store.

The following are the closing quotations :

Flour, Superfine.. 9 bbl \$8 30@ 9 85	Wheat, Chicago Spring	
Extra State..... 10 40@11 75	per bushel.....	\$1 90@ 2 45
Shipping R. hoop Ohio. 11 00@11 75	Milwaukee Club.....	2 00@ 2 40
Extra Western, com-	Red Winter.....	3 00@ 3 10
mon to good..... 9 75@12 75	Amber do.....	3 05@ 3 10
Double Extra Western	White.....	3 00@ 3 35
and St. Louis..... 13 00@16 50	Corn, Western Mixed....	1 09@ 1 12
Southern supers..... 10 85@12 50	Western Yellow.....	1 11@ 1 13
Southern, fancy and ex.	Western White.....	1 11@ 1 13
12 75@16 25	Rye.....	1 07@ 1 32
Canada, common to	Oats, Western cargoes...	63@ 66
choice extra..... @ ..	Jersey and State.....	68@ 69
Rye Flour, fine and super-	Barley.....	25@ 1 18
fine..... 6 00@ 7 50	Malt.....	1 20@ 1 35
Corn meal, Jersey and	Peas, Canada.....	1 34@ 1 58
Brandywine..... 5 00@ 5 40	White beans.....	2 00@ 2 00

The movement in breadstuffs at this market has been as follows :

RECEIPTS AT NEW YORK.

	1866.	1865.		
For the w'k. Since Jan. 1.	For the w'k. Since Jan. 1.	For the w'k. Since Jan. 1.		
Flour, bbls.....	99,150	2,735,480	94,295	3,613,285
Corn meal, bbls.....	3,380	255,195	3,695	278,215
Wheat, bush.....	515,365	5,915,795	9,590	9,160,095
Corn, bush.....	745,615	22,203,540	28,575	15,487,020
Rye, bush.....	125,605	1,370,070	2,780	888,185
Barley, &c., bush.....	374,835	5,757,670	16,025	2,990,105
Oats, bush.....	592,080	8,698,225	25,205	9,682,840

FOREIGN EXPORTS FROM NEW YORK.

	Flour, C. meal,	Wheat,	Rye,	Corn,	Oats,
	bbls.	bbls.	bush.	bush.	bush.
Gt. Britain, this week..	7,952	34,225	82,679	13,228	
since July 1	59,556	416	328,309	15,637	6,759,583
Br. N. A. Col. this week	722	20			
since July 1	146,800	23,174			57,223
West India, this week.	4,662	2,273			3,033
since July 1	124,047	48,772			60,737
Total Export, this week	26,556	2,648	31,255	5,960	98,342
since July 1	419,835	79,196	352,793	45,459	6,938,242
since Jan. 1, '66	903,311	144,550	474,287	244,659	11,029,939
same time 1865	1,332,229	116,518	2,235,603	169,296	4,107,800

**RECEIPTS AT TIDE-WATER.**—The quantity of flour and grain left at tide-water by the State canals, for three seasons, to Dec. 7, is as follows:

	1864, April 30.	1865, May 1.	1866, May 1.
Canal opened,			
Flour, bbls.....	1,184,300	934,300	450,800
Wheat, bush.....	15,465,900	9,998,400	6,852,700
Corn, bush.....	10,352,400	18,106,700	24,193,400
Barley, bush.....	3,045,900	4,269,100	6,801,600
Oats, bush.....	12,177,500	10,482,900	10,240,305
Rye bush.....	620,300	1,239,900	1,521,800
Malt, bush.....		505,100	427,000

**WEEKLY RECEIPTS AT LAKE PORTS.**—The following shows the receipts at the following lake ports for the week ending Dec. 15:

	Flour. bbls.	Wheat. bush.	Corn. bush.	Oats. bush.	Barley. bush.	Rye. bush.
Chicago.....	20,863	70,708	35,450	22,361	15,261	5,250
Milwaukee.....	3,673	23,226	6,556	6,604	1,887	2,596
Toledo.....	6,106	25,435	9,275	4,575	908	695
Detroit.....	7,211	526	3,165	4,735	284	.....
Totals.....	37,858	119,889	54,446	38,275	18,440	8,541
Previous week.....	60,721	225,272	102,066	74,978	29,048	9,562
Corresp'g week 65	39,606	202,920	106,729	107,098	16,978	10,432

**COMPARATIVE RECEIPTS.**—The following shows the receipts of flour and grain at five Western Lake ports, including Chicago, Milwaukee, Toledo, Detroit, and Cleveland, and receipts at tide-water from January 1st to December 8, 1866:

	Tide-water. bbls.	Five Lake pts. bush.	Tide-water. bush.	Five Lake pts. bush.
Flour, bbls.....	450,800	3,966,956	6,801,600	2,022,299
Wheat, bush.....	6,852,700	27,122,826	1,521,800	2,215,004
Corn, bush.....	24,193,100	33,212,104	Total, bush..	49,609,500
Oats, bush.....	10,240,300	13,013,715		82,625,948

It appears from the foregoing that the receipts at tide-water are 33,000,000 bushels less than the receipts at the five Western lake ports before mentioned. The amount of grain making up this difference has been shipped to other lake ports by lake and some by rail to points outside not destined for New York.

There have been exported this year from Montreal by sea-going ships to foreign countries 6,439,239 bushels of grain and 158,479 bbls. of flour, a considerable portion of which came from Lake Michigan ports.

**THE MILWAUKEE WHEAT TRADE.**—The following is from the Circular of Geo. I. Jones & Co., of Milwaukee:

The last shipment of the season by lake having been made, a brief review of the wheat business at this port, since the beginning of the year, seems appropriate. The season has been a remarkable one in many respects. Never before, probably, has the attention of operators in all quarters of the country been so generally directed to this market, and, probably, at no previous time has Spring wheat entered into such general consumption, and in very few seasons have prices fluctuated so widely, and reached so high. The Spring wheat crop of 1865, in the country supplying the market, was of unusually fine quality, and very abundant, while in other sections the quality was inferior, and the yield light. This, in connection with the almost complete failure in many States of the Winter wheat crops of 1865 and 1866, caused buyers to flock here in great numbers during the Spring and Summer, and the transactions were very large, both for shipment and speculation. The shipping demand was constant and vigorous, but the orders were chiefly from milling points, the inquiry from the seaboard being extremely limited, owing to the European markets ruling relatively lower than those in this country. The great scarcity of Winter Wheat compelled a very large number of millers and consumers, who had previously been much prejudiced against Spring Wheat, and who had never before used it, to consume it freely, and the result has been to overcome their objections. Many of the operators who came to this city for the purpose of buying and speculating, were from Ohio, Indiana, and other Winter Wheat States, and their actual observations of the short supply at home gave them great confidence in high prices, and decided advantage over others less informed in regard to the wants of the country at large. The speculative transactions during the Fall months were less numerous than earlier in the season, but the demand for shipment and milling was strong and active, and scarcely slackened at any time from harvest to the close of navigation. The Spring wheat crop in this quarter this year was apparently in a most flourishing condition up to the second week in August, and promised to be heavier than ever before, and of very superior quality. The high expectations of a crop of more than usual magnitude were, however, suddenly overthrown by the disastrous storm that occurred about the time harvesting began. This storm was soon followed by almost continuous wet weather for nearly six weeks. The yield, instead of being 20 to 30 bushels per acre, as was generally expected, probably did not exceed an average of 12 bushels. The rains caused the wheat to sprout in the field and stack, so much so that about 30 per cent. of the crop was rendered unsound. On threshing it was found that the extreme heat of July had shriveled the berries badly. In consequence, only about one-eighth of the crop thus far marketed has been heavy enough to inspect as No. 1. This is in great contrast to last year, the proportion of No. 1 in the entire crop then being rather more than three-quarters. This year the proportion of No. 2 has been fully fifty per cent. For the purpose of separating more carefully the sprouted and damaged wheat from the sound, a new grade was established and called No. 3 Spring, and of this quality the proportion thus far has been about one quarter. The impression is that the great bulk of the damaged wheat has already been marketed. The proportion of rejected thus far has been about one-eighth. Notwithstanding this year's crop has graded so much below that of last year, it has met with ready sale, and the farmers have probably realized nearly as much as last season. The soundness of the policy of strictly maintaining our well known and reliable standards of inspection has been evidenced all through the year by the comparatively high figures our grades have commanded in this and other markets. Our grades of No 1 and No. 2, though of not quite as handsome outward appearance as last season, have met with much favor, and been pronounced by millers

and others to be fully equal in regard to strength, yield and color of flour, to last year's crop.

The receipts of wheat have been larger than any previous years, with the exceptions of 1861, 1862 and 1863, the total quantity received from 1st January to date summing up nearly 13,000,000 bushels. The largest arrivals in any one month this year from the crop of 1865, were in May, when about 2,000,000 bushels came in. The largest monthly arrivals since last harvest were in October, when about 3,000,000 bushels were received. The smallest receipts in any one month were in March. The receipts for the year would have been considerably larger but for the fact that a much greater quantity than usual was taken from Minnesota and Iowa by river to St. Louis, Cincinnati, Pittsburgh, and other points on the Mississippi and Ohio.

The shipments from 1st January to date aggregate about 11,600 bushels. Of this quantity about 700,000 bushels went forward by railroad, a new feature in the trade. The quantity taken for Cleveland, Toledo and Sandusky shows how important that branch of the business was. The season of lake navigation opened on 28th April, the first shipments passing through the Straits of Mackinaw that day. The last shipment was on 1st December. The season thus extended over 217 days. In several previous years propellers have left here for Buffalo as late as 10th December, and in 1861 a propeller sailed from here for that port on 21st December, and met with no detention.

The stock in store at no time during the season has been allowed to accumulate as heavily as in many previous years. The stock in store at date is reported as 318,409 bushels. The receipts are now only averaging about 7,500 bushels per day, and as the requirements of our city mills, when running full time, are about 12,000 bushels daily, the accumulation is not likely to be very rapid—especially if the demand for shipment by rail should continue, unless the arrivals increase materially. There is considerable diversity of opinion as to the probable quantity still to come forward. The general impression, however, is that there is much less in this section than at this time last year. The total range of prices for the season has been \$1 16 to \$2 25 on No. 1 Spring. The Winter Wheat crop in this section usually bears but a very small proportion to that Spring Wheat. The former being a decided failure this year, the transactions have been very small, and we have kept no record of them.

Below are the receipts and shipments for the year:

RECEIPTS OF WHEAT IN 1866.			
Sources of supply.	Total.	Sources of supply.	Total.
Mil. and P. du Chien R. R. . . . .	5,014,590	Huron Div. St. P. R. R. . . . .	230,750
Mil. and St. Paul Railroad. . . . .	4,727,944	Received by teams . . . . .	410,978
Mil. and Minnesota Rail'ad . . . . .	1,141,271	In store January 1st, 1866. . . . .	852,237
Mil. and Chicago Railroad. . . . .	993,662		
Lake. . . . .	172,797	Total . . . . .	13,544,229
		SHIPMENTS OF WHEAT IN 1866.	
By Chic. & Milwaukee RR. . . . .	635,433	To Port Sarnia. . . . .	18,205
By Detroit & Milwaukee RR. . . . .	58,886	Port Colborne. . . . .	271,975
To Lake Shore ports. . . . .	124,098	Kingston. . . . .	183,015
Buffalo. . . . .	5,366,065	Cape Vincent. . . . .	52,300
Oswego. . . . .	2,370,724	Dunkirk. . . . .	110,706
Ogdensburg. . . . .	732,339	St. Catherines. . . . .	252,770
Cleveland. . . . .	1,075,014	Saginaw. . . . .	13,950
Sandusky. . . . .	47,643	Port Huron. . . . .	44,571
Toledo. . . . .	175,960	Montreal. . . . .	42,166
Total. . . . .		Total. . . . .	11,575,820

**GROCERIES.**

FRIDAY, P. M., Dec. 21.

The Grocery Trade has been generally more animated up to yesterday, when the decline in gold somewhat unsettled prices, and business was rather irregular. In a few branches the trade has been fairly active, and prices are still well sustained. A considerable export demand for sugars has prevailed, and the decline in gold has less affected that branch of trade.

**TEA.**

TEA was fairly active from first hands and among jobbing houses during the early part of the week, but later the demand fell off, and the decline in gold has completely unsettled the market and stopped business. The sales of the week are reported at 9,000 half chests Oolonge, to arrive.

The imports of Tea this week have been 4,561 hf chests per "Challenge" from Hong Kong (consisting of 30,200 lbs. Congou and Sou-chong, 72,470 lbs. Pouchong, 21,600 lbs. Oolong, Ningyong, and 34,700 lbs. Japan) and 299 pkgs. per Wm. Penn from Liverpool.

The following table shows the shipments of tea from China and Japan to the United States, from June 1 to Oct. 15, 1866, and importations at New York and Boston since Nov. 1:

SHIPMENTS FROM CHINA AND JAPAN.				IMP'TS AT N. Y. & BOSTON.		
To Atlantic ports.		To San Francisco.		Direct at New York.	Indirect at New York & Boston.	
Oct. 1 to Oct. 15.	Oct. 1 to Oct. 15.	in '65.	in '65.	lbs.	At New York.	At Boston.
lbs.	lbs.	lbs.	pkg.	lbs.	pkgs of all sorts.	ton.
Congou & Sou. . . . .	176,872	53,166		30,200	From G't Britain.	
Pouchong . . . . .	42,300	200,670		734,470	1,947	
Oolong & Ning. . . . .	499,600	685,137	250,768	106,200	From Europe.	
Twankay. . . . .	82,130	201,892				
Hyson skin. . . . .		55,845				
Hyson. . . . .	252,940	341,920	23,568	6,800	From East Indies.	
Young Hyson. . . . .	200	734,371	1,617,410	29,800		
Imperial. . . . .		194,784	264,623	16,000		
Gunpowder. . . . .	3,300	184,172	338,584		From other ports.	
Japans. . . . .	1,846,196	262,851		740,305	1,234	23
Total. . . . .	545,900	4,357,272	3,387,055	23,568	1,068,975	3,181

**COFFEE.**

COFFEE further declined early in the week, but with a steady, fair demand, which continues up to this time. The sales of the week are 1,100 bags St. Domingo, and 10,500 bags Rio, principally on private terms. The market is steady at our quotations.

The imports of coffee for the week have been—of Rio 4,500 bags



33 inch 20, Bartlett 31 inch 18, do 83 inch 20, Webster 4-4 15 1/2, Newmarket A do 20, do C do 22 1/2, Great Falls K do 19, Bartletts do 22 1/2, Bates BB do 23 1/2, Indian River X do 21, Attawaugan XX do 21, Lawrence B do 22 1/2, Fountain do 22 1/2, Hope do 22 1/2, Tip Top do 25, Masonville do 26, do XX do 32 1/2, Androscoggin L do 26, Wauregan do 29, do F do 21 1/2, Bates XX do 30, Wamsutta H do 32 1/2, do O do 32 1/2, Atlantic Cambric do 38 1/2, New York Mills do 42 1/2, Hill do 25, Amoskeag 42 inch 26, Chickopee 42 inch 26, Lyman R 5-4 24, Naumkeag W do 30, Boott W do 30, Bates do 32 1/2, Wamsutta do 42 1/2, Amoskeag 46-inch 32 1/2, Mattawamkeag 6-4 inch 45, Pepperell do 45, Oneida do 45, Utica do 52 1/2, Waltham 8-4 62 1/2, Pepperell do 62 1/2, Pepperell 9-4 75, Utica do 95, Phoenix 10-4 65, Monadnock do 70, Baltic do 72 1/2, Bates do 75 1/2, Waltham do 85, Allendale do 75, Pepperell do 87 1/2, Utica do \$1, Massabesic 11-4 87 1/2, Amoskeag do 87 1/2, Pepperell do 85.

Ticks have been quiet, and prices are unchanged. Amoskeag A C A 55, do A 42, do B 37, do D 27, do C 32, Brunswick 22, Blackstone River 25, Hamilton 37 1/2, do D 32 1/2, Somerset 20, Thorndike 28, Pearl River 50, Oriental 41, Harvest 36, Hancock A A 31, Pittsfield 14 1/2, Bunkerhill 26, York 52 1/2, do 39, Omega B 37 1/2, do A 50, do C 27 1/2, Cordis A A A 45, Everett 28, Imperial 35, Boston A A 39 1/2, Lehigh Valley A 22 1/2, do B 20, do A C A 22 1/2, Swift River 25, Pacific 30, Winnebago 13 1/2, Baltic 15 1/2, Hampden CC. 30, Albany 14 1/2.

STRIPES have also been steady in price, but with but little business doing. Amoskeag 29 and 30, Uncasville 23 and 24, Whittenton A A 85, do A 3-3 30, do B B 25, Pittsfield 3-3 14, Pemberton Awn 47 1/2, Haymaker 28, Everett 27 inch 26, Massabesic 6-3 28 and 29, Andover 25, Boston 25, Harvesters 3-3 22@27, do 6-3 22@27, American 22@23, Eagle 19, Hamilton 28, Arkwright 23, Easton 21, Jewett City 22@23, Sheridan G 21.

CHECKS have been dealt in to a light extent, but without material change in price. Large lots could be purchased at a concession. Park Mills Red 25, Lanark 4x2 17 1/2, Lanark Fur 18 1/2, Union 50 4x2 37 1/2, do 50 2x2 37 1/2, do 20 4-2 35, do 20 2-2 35, Caledonia 35, do 29, Lancaster fur 18, Kennebeck 35, Wamsutta 20, Farmers & Mechanics 30, Star No. 800 16 1/2, do No. 800 2-2 22, do No. 900 4-2 26, Cameron No. 91 22 1/2, do No. 80 20, Miners & Mechanics 32.

DENIMS AND COTTONADES are in light steady demand, but some concessions have been made to close out larger lots, and the market is not very firm. Amoskeag sell at 37 cts, Haymaker 30, do brown 30, York 37 1/2, Warren brown 25, Boston Manufacturing Co. 25, Union 30, Monitor 21, Manchester Co. 27, Clark's brown 27 1/2, Suffolk 27, Marlboro 22, Blue Hill 24, Tremont 32 1/2.

BROWN DRILLS are quiet but steady from the advance in cotton. Winthrop sell at 18 cents, Amoskeag 23, Laconia 24, Androscoggin 14, Minerva 18, Pepperell 23, do fine jean 22, Stark A 23, Massachusetts G 20, Woodward duck bags 32 1/2, National bags 40, Stark A do 67 1/2, Liberty do 37 1/2.

PRINT CLOTHS have been fairly active and somewhat higher. The sales are made at 12@12 1/2 for 64x64 square cloth.

PRINTS are steady and moderately active. Agents still hold their stocks of dark goods above the prices of jobbers, and the light trade and not very favorable prospects for the opening of spring business, makes buyers cautious. A few styles have been sold at slight concessions. The following are the prices in Jobbers' hands: American 17 1/2, Amoskeag dark 16 1/2, do purple 18, do pink 18 1/2, do shirting 16 1/2, Merimac D dark 18, do purple 18, do W dark 20, do purple 20, do pink 20, Sprague's dark 18, do purple 19, do shirting 19, do pink 19, do indigo blue 17, London Mourning 16 1/2, Simpson Mourning 16 1/2, Amoskeag Mourning 15 1/2, Garners light 18 1/2, Dunnell's 17 1/2, Allen 17, Richmond 17, Arnolds 15, Gloucester 17, Wamsutta dark 14, Pacific dark 18, Freeman 15, Cocheco 19, Lowell 15, Naumkeag 14 1/2, Hamilton 18, Victory 14, Glen Cove, 12 1/2, Home, 12 1/2, Empire State 11 1/2, Lancaster 19.

DOMESTIC GINGHAMS are very quiet and prices are somewhat nominal. Lancaster 23 1/2, Hartford 18, Caledonia (new) 21, Glasgow 22, Clyde 17, Berkshire 23, German 20, Roanoke 17 Bates 23 1/2, Manchester 20.

CANTON FLANNELS are in fair request for the firmer makes while low grades are entirely nominal. Ellerton N, Bro. 40, do O, do 38 1/2, do P, do 33 1/2, Laconia do 30, Slaterville do 24, Hamilton do 30, Suffolk do 23, Rockland do 17, Naumkeag do 28, Tremont do 22 1/2, Scot's extra do 20, Whittenton do 22 1/2, Ellerton N Blea. 42 1/2, do O do 33 1/2, do P do 35, Methuen 32 1/2, Naumkeag do 28, Nashua A 24.

CORSET JEANS are in fair request at steady prices. Androscoggin 15 1/2, Bates colored 15, do bleached 14 1/2, Naumkeag 21, Pepperell 23, Naumkeag, satteen 25, Laconia 21 and 22, Amoskeag 21 and 22, Newmarket 16 1/2, Lewiston 15, Indian Orchard 16, Berkeley 21 1/2, Quinnebang 13 1/2, Tremont 12 1/2.

CAMBRICS AND SILESIAS are in light, steady request at unchanged prices. Lonsdale Silesias sell at 23 cents, Victory 22 1/2, Indian Orchard 22 1/2, Ward 22 1/2. Washington glazed Cambrics sell at 14 1/2, Victory 13, do E 14, do high colors 15 1/2, Hudson Mill 12 1/2, Fox Hill 11, Superior 11 1/2, Smithfield 13, Waverly 13 1/2. S. S. & Sons paper cambrics sell at 18 cents, do high colors 20, English 20, White Rock 18, Masonville 19, Warren 18.

WOOLEN GOODS are in improved demand, but trade is rather irregular so near the close of the year.

AMERICAN PRINTED DE LAINES are rather more active in both agents and jobbers' hands, but prices are steady. All dark 25, Hamilton Co 25, Manchester dark 25, Pacific dark 25, Armures dark 27, High colors 28, Pacific Merinos 40, Mourning 25, Shepherd checks 25, all wool 42 1/2, Skirtings 35.

LINSEYS are also in good request and prices are firm. Washington 35, Park 45 inch 38, do 35 inch 27 1/2, do 60 inch 27 1/2, do 70 inch 52 1/2, do 70 inch 57 1/2, Kensington 26, Union cotton and wool 25, Park Mills No. 65 42 1/2, Todd's 32 1/2, Black Rock 30.

CARPETS are quiet but steady. Velvets, J. Crossley's best \$4, do A 1 qual. \$3 75, do patent \$3 25. Body Brussels, Roxbury \$2 75, do Bigelow \$2 75. Tapestry, Brussels, S. Crossley \$1 90, Lowell, ex 3 p \$2 15, do super \$1 75, do med sup \$1 60. Hartford Carpet Co. ex 3-ply \$2 25,

do Imp 3-ply \$2 12 1/2, do superfine \$1 75, do med sup \$1 60. Med and low pri Ingrains \$1 25@1 45, Hemp pl, 33 inch 40@50, do 36 inch 40@50, do twil 36 inch 55@60.

AMERICAN LINEN is steady and quite uniform in demand. Prices are unchanged.

LINEN THREAD—There is a light, steady business in linen thread at uniform prices. Barbour's No. 35s in boxes of 60 hanks \$2 15 per lb., No. 40s 72 hanks \$2 40 per lb. Barbour's machine thread No. 25s to 80s, 3 cord, 200 yards, \$1 60 per doz., less discounts.

FOREIGN GOODS are very quiet. The absence of auction sales and the close of the year causing less business. There is a light trade in fancy and staple dress goods, and for these prices are steady. Most other goods are selling at 25@33 per cent below cost of importation.

IMPORTATIONS OF DRY GOODS AT THE PORT OF NEW YORK.

The importations of dry goods at this port for the week ending Dec. 20, 1866, and the corresponding weeks of 1864 and 1865, have been as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING DECEMBER 13, 1866.

	1864.		1865.		1866.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of wool...	491	\$11,001	1,674	\$681,534	936	\$145,785
do cotton...	45	11,827	1,792	613,992	390	140,443
do silk...	59	34,626	408	369,356	151	154,098
do flax...	513	122,791	1,539	403,630	754	170,480
Miscellaneous dry goods.	150	36,765	998	181,114	648	105,490
Total.....	1263	\$317,011	6,411	\$2,249,726	2,279	\$716,295

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

	1864.		1865.		1866.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of wool...	239	\$83,566	148	\$66,898	457	\$208,932
do cotton...	129	40,928	207	68,323	121	43,347
do silk...	18	22,972	40	63,465	53	55,514
do flax...	374	95,306	181	59,070	458	139,437
Miscellaneous dry goods.	415	21,724	566	15,216	200	5,390
Total.....	1,165	\$264,566	1,152	\$274,572	1,289	\$455,620
Add ent'd for consumpt'n	1,263	317,011	6,411	2,249,726	2,279	716,295
Total thrown upon mak't	2,428	\$581,587	7,563	\$2,524,298	3,568	\$1,171,915

ENTERED FOR WAREHOUSING DURING THE SAME PERIOD.

	1864.		1865.		1866.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of wool...	93	\$32,396	944	\$399,727	1176	\$525,645
do cotton...	23	10,266	1035	333,689	943	290,299
do silk...	9	11,186	92	89,310	123	174,760
do flax...	237	62,265	761	215,010	2027	501,005
Miscellaneous dry goods.	18	2,656	714	17,445	193	66,861
Total.....	385	\$118,769	3,546	\$1,055,181	4,462	\$1,558,710
Add ent'd for consumpt'n	1,263	317,011	6,411	2,249,726	2,279	716,295
Total entered at the port	1,649	\$335,780	9,957	\$3,304,907	6,741	\$2,275,005

IMPORTS

(OTHER THAN DRY GOODS AND SPECIE) AT THE PORT OF NEW YORK FOR THE WEEK ENDING DECEMBER 14, 1866.

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

	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
China, Glass & E. ware—						
China.....	363	21,556	1,613	68,323	42	10,598
Earth'nw'c.....	2096	86,538	5,923	24,923	7	3,596
Glass.....	170	1,426	153	1,426	714	14,324
Glassware.....	79	3,991	15	5,078	37	2,897
Glass plate.....	33	15,219	3	1,662		
Drugs, &c.—						
Annatto.....	647					
Albumen.....	1,588					
Assafetida.....	661					
Alkali.....	29	5,267				
Acids.....	11	514				
Ammonia.....	4	222				
Arrow root.....	7	385				
Argols.....	57	7,372				
Barytes.....	1081	7,023				
Blea Powder.....	625	12,045				
Brimstone.....	91	2,666				
Cantharides.....	1,239					
Cream Tartar.....	6	1,162				
Chickory.....	59	902				
Cochineal.....	7	1,061				
Gums, crude.....	20	850				
do Arabic.....	23	2,574				
Gypsum.....	200	1,698				
Indigo.....	17	3,853				
Iodine, pot.....	5	1,531				
Leeches.....	14	349				
Lic paste.....	60	2,565				
Lic root.....	1,522	4,919				
Madder.....	351	73,228				
Magnesia.....	70	926				
Nut galls.....	2,597					
Oils.....	36	1,067				
do ess.....	9	240				
do linseed.....	33	3,120				
do olive.....	114	538				
Paints.....	7,221					
Potash, bich.....	1,047					
do Pruss.....	5	710				
Soda, bicarb.....	1,900	7,860				
do sal.....	365	1,679				
do ash.....	363	13,384				
do caustic.....	192	4,767				
do nitrate.....	970					
Sponges.....	62	1,169				
Sumac.....	159	805				
Vermillion.....	36	8,831				
Verdigris.....	8	2,090				
Whiting.....	150	1,167				
Other.....	169	8,190				
Furs, &c.—						
Furs.....	15	8,018				
Fruits, &c.—						
Bananas.....	103					
Citron.....	4,838					
Currants.....	1,467					
Dried fruit.....	327					
Figs.....	2,510					
Lemons.....	8,470					
Nuts.....	16,955					
Oranges.....	2,495					
Plums.....	682					
Prunes.....			1,613			
Raisins.....			33,077			
Sauces and pres.			5,923			
Other.....			153			
Instruments—						
Musical.....			15	5,078		
Optical.....			3	1,662		
Jewelry, &c.—						
Jewelry.....			18	51,048		
Watches.....			15	33,827		
Leather, Hides, &c.—						
Bristles.....			12	2,274		
Boots & shoes.....			2	335		
Hides, dress- ed.....			107	43,532		
Hides, undress- ed.....				55,741		
Horns.....				126		
Liquors, Wines, &c.—						
Brandy.....			2,502	46,709		
Beer.....			85	667		
Cordials.....			109	981		
Gin.....			119	4,297		
Porter.....			50	499		
Rum.....			11	1,287		
Wines.....			4,071	41,834		
Champagne, baskets.....			652	6,248		
Metals, &c.—						
Brass Goods.....			22	1,219		
Bronzes.....			2	578		
Chains & anch.....			47	1,560		
Copper.....			40	4,542		
Cutlery.....			26	13,392		
Guns.....			27	4,589		
Hardware.....			204	18,064		
Iron, hoop, tons.....			76	3,843		
Iron, pig tons.....			375	14,160		
Iron, R. R., bars.....			351	14,522		
Iron, sheet, tons.....			229	13,661		
Iron, other, tons.....			571	33,6		

PRICES CURRENT.

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.

Table listing various goods and their prices, including Anchors, Ashes, Beeswax, Bones, Bread, Cracker, Bricks, Bristles, Butter and Cheese, Butter, Candles, Cement, Chains, Coal, Cocoa, Coffee, Copper, Cordage, Corks, Cotton, and Drugs and Dyes.

Table listing various goods and their prices, including Bark, Bi Carb. Soda, Bleaching Powder, Borax, Brimstone, Castor Oil, Chlorate Potash, Citric Acid, Cream Tartar, Cutch, Chamomile Flowers, Benzola and Gamboge, Ginseng, Gum Arabic, Gum Benzoin, Gum Myrrh, Gum Senegal, Gum Geeda, Hyd. Potash, Ipecac, Lic. Paste, Manna, Oil Anis, Oil Lemon, Oil Cassia, Oil Bergamot, Opium, Oxalic Acid, Phosphorus, Pruss. Potash, Redd, Rhubarb, Quicksilver, Sal Aratus, Sal Soda, Sarsaparilla, Shell Lac, Soda Ash, Sugar Lead, Sulph. Quinine, Sulph. Morphine, Tartaric Acid, Verdigris, Blue Vitriol, Etherial Preparations, Acid, Citric, Alcohol, Aloes, Socotrine, Alum, Annato, Antimony, Argols, Arsenic, Assafetida, Balsam Copaivi, Balsam Peru, Bark Petayoa, Berries, Bi Carb. Soda, Bi Chromate Potash, Bleaching Powder, Borax, Brimstone, Borax, Brimstone, Camphor, Camphor, Cantharides, Carbonate Ammonia, Cardamoms, Castor Oil, Chamomile Flower, Chlorate Potash, Caustic Soda, Caraway Seed, Coriander Seed, Cochineal, Cochineal, Copperas, Cream Tarar, Cubebs, Cutch, Epsom Salts, Extract Logwood, Fennel Seed, Flowers, Gambier, Gamboge, Ginseng, Gum Arabic, Gum Benzoin, Gum Myrrh, Gum Senegal, Gum Tragacanth, Hyd. Potash, Iodine, Ipecacuanna, Jalap, Lac Dye, Licorice Paste, Licorice Paste Spanish, Licorice Paste Greek, Madder, Mustard Seed, Mustard Seed, Nutgalls, Oil Anis, Oil Cassia, Oil Bergamot.

Table listing various goods and their prices, including Oil Lemon, Oil Peppermint, Opium, Oxalic Acid, Phosphorus, Prussiate Potash, Quicksilver, Rhubarb, Sago, Salaratus, Sal Am'ac, Sal Soda, Sarsaparilla, Seneca Root, Senna, Shell Lac, Soda Ash, Sugar L'd, Sulp Quinine, Sulphate Morphine, Tart'c Acid, Tapioca, Verdigris, Vitriol, Duck, Ravens, Scotch, Cotton, Dye Woods, Feathers, Fish, Flax, Fruits, Furs, Glass, American Window, English and French Window.

Table listing various goods and their prices, including Groceries, Gunny Bags, Gunny Cloth, Gunpowder, Hair, Hardware, Hinges, Locks, Hay, Hemp, Hides, Honey, Hops.

**Horns**—Duty, 10 cent ad val.  
 Ox, Rio Grande... C 14 00 @ 14 00  
 Ox, Buenos Ayres... 12 00 @ 14 00

**India Rubber**—Duty, 10 cent ad val.  
 Para, Fine... 75 @ 80  
 Para, Medium... 65 @ 70  
 Para, Coarse... 50 @ 55  
 East India... @  
 Carthagen, &c... @

**Indigo**—Duty FREE.  
 Bengal... (old) 1 00 @ 1 65  
 Oude... (gold) 75 @ 1 35  
 Madras... (gold) 65 @ 90  
 Manila... (gold) 65 @ 1 10  
 Guatemala... (gold) 80 @ 1 15  
 Caracacas... (gold) 70 @ 90

**Iron**—Duty, Bars, 1 to 1 1/2 cents per lb.  
 Railroad, 70 cents per 100 lb; Boiler and Plate, 1 1/2 cents per lb; Sheet, Band, Hoop, and Scroll, 1 1/2 to 1 3/4 cents per lb; Pig, 3/4 cent per lb; Polished Sheet, 3 cents per lb.  
 Pig, Scotch, No 1... 49 00 @ 51 00  
 Pig, American, No. 1... 9 00 @ 51 00  
 Bar, Ref'd Eng & Amer 96 0 @ 195 00  
 Bar, Swedes, assorted sizes (in gold)... 95 00 @ 100 00

**Bar Swedes, assorted sizes**... @ 170 00  
**Bar, English and American, Refined**... 115 00 @  
 do do do Common 105 00 @  
**Scroll**... 115 00 @ 95 00  
**Ovals and Half Round** 140 00 @ 150 00  
**Band**... @ 145 00  
**Horse Shoe**... 140 00 @ 150 00  
**Rods, 5-8 to 3-16 inch**... 110 00 @ 175 00  
**Hoop**... 1 00 @ 215 00  
**Nail Rod**... 9 1/2 @ 1 1/4  
**Sheet, Russia**... 20 @ 22  
**Sheet, Single, Double and Treble**... 6 1/2 @ 3  
**Rails, Eng. (g'd) per ton** 55 0 @  
 do American... 85 00 @ 90 00

**Ivory**—Duty, 10 cent ad val.  
 East India, Prime per lb 8 25 @ 3 50  
 East Ind, Billiard Ball 8 50 @ 4 50  
 African, W. C., Prime 8 25 @ 3 40  
 African, Scrivel., W. C. 2 00 @ 2 50

**Lead**—Duty, Pig, 3/2 cent per lb; Old Lead, 1 1/2 cents per lb; Pipe and Sheet, 2 1/2 cents per lb.  
 Galena... per 100 lb @  
 Spanish... (gold) 6 62 @ 6 75  
 German... (gold) 6 62 @ 6 75  
 English... (gold) 6 75 @ 7 1 1/4  
 Bar... net @ 10 00  
 Pipe and Sheet... net @ 10 25

**Leather**—Duty: sole 35, upper 30 cent ad val.  
 Oak, Slaughter, light... 33 @ 38  
 do do middle... 38 @ 44  
 do do heavy... 40 @ 47  
 do light Cropped... 44 @ 47  
 do middle do... 48 @ 53  
 do bellies do... 14 @ 21  
 Hem'lk, B. A., &c., l't... 3 1/2 @ 3 1/4  
 do do middle... 32 @ 33  
 do do heavy... 35 @ 36  
 do Califor., light... 30 @ 31  
 do do middle... 31 @ 32  
 do do heavy... 34 @ 35  
 do Orino., etc. l't... 29 @ 30  
 do do middle... 31 @ 32  
 do do heavy... 30 @ 31  
 do do B. A... 23 @ 30  
 do do poor do... 21 @ 24  
 do Slauch. in rough... 33 @ 35  
 Oak, Slauch. in rou., l't... 33 @ 42  
 do do do mid... 36 @ 46  
 and heavy... 36 @ 46

**Lime**—Duty: 10 cent ad val.  
 Rockland, com. per bbl... @ 1 70  
 do heavy... @ 2 20

**Lumber, Woods, Staves, etc.**  
 —Duty: Lumber, 20 cent ad val.; Staves, 10 cent ad val.; Rosewood and Cedar, FREE.  
 Spruce, East. per M ft 20 00 @ 21 00  
 Southern Pine... 40 00 @ 45 00  
 White Pine Box B'ds 30 00 @ 32 00  
 White Pine Merch.  
 Box Boards... 33 00 @ 33 00  
 Clear Pine... 80 00 @ 100 00  
 Lath, Eastern. per M 8 50 @  
 Poplar and White wood B'ds & Pl'k. 55 00 @ 65 00  
 Cherry B'ds & Plank 80 00 @ 90 00  
 Oak and Ash... 60 00 @ 65 00  
 Maple and Birch... 85 00 @ 40 00  
 Black Walnut... 100 00 @ 120 00

**STAVES**—  
 White oak, pipe, extra... per M... @ 300 00  
 do pipe, heavy... @ 250 00  
 do pipe, light... @ 200 00  
 do pipe, culls... 150 00 @ 180 00  
 do hhd., extra... @ 250 00  
 do hhd., heavy... @ 200 00  
 do hhd., light... @ 12 00  
 do hhd., culls... @ 100 00  
 do bbl., extra... @ 175 00  
 do bbl., heavy... @ 140 00  
 do bbl., light... @ 110 00  
 do bbl., culls... @ 60 00  
 Red oak, hhd., h'vy... @ 130 00  
 do hhd., light... @ 90 00

**HEADING**—White oak, hhd... @ 150 00

**Mahogany, Cedar, Rosewood**—Duty free.  
 Mahogany, St. Domingo, crotches, per ft... 25 @ 50

do St. Domingo, ordinary logs... 7 @ 10  
 do Port-au-Platt, crotches... 30 @ 40  
 do Port-au-Platt, logs... 12 @ 16  
 do Nuevitas... 12 @ 15  
 do Mansanilla... 12 @ 16  
 do Mexican... 15 @ 17  
 do Honduras (American wood)... 14 @ 20  
 Cedar, Nuevitas... 14 @ 15  
 do Mansanilla... 14 @ 15  
 do Florida, per c. ft... 50 @ 1 00  
 Rosewood, R. Jan per lb 5 @ 8  
 do Bahia... 4 @ 6

**Molasses**—See special report.

**Nails**—Duty: cut 1 1/4; wrought 2 1/4; horse shoe 2 cents per lb.  
 Cut, 4d, 60d, per 100 lb 6 75 @ 7 00  
 Clinch... @ 8 50  
 Horse shoe, f'd (8d) per lb 22 @ 30  
 Horse shoe, pressed... 22 @ 24  
 Copper... 48 @  
 Yellow metal... 32 @  
 Zinc... @ 20

**Naval Stores**—Duty: spirits of turpentine 36 cents per gallon; crude Turpentine, rosin, pitch, and tar, 20 cent ad val.  
 Turpentine, f. (28) lb 6 00 @ 6 50  
 Tar, Am ric... bbl 2 25 @ 3 00  
 Pitch... @ 4 10  
 Resin, common... 4 50 @  
 do strained and No. 2... 4 75 @ 5 50  
 do No. 1... 5 50 @ 7 50  
 do Pale and Extra (280 lbs)... 8 00 @ 11 00  
 Spirits turp., Am. per g... 73 @ 75

**Oakum**—Duty fr. per lb 9 1/2 @ 11 1/2

**Oil Cake**—Duty: 20 cent ad val.  
 City thin obl'g, in bbls... per ton 58 00 @  
 do in bags 56 00 @ 56 10  
 West. thin obl'g, do 54 00 @

**Oils**—Duty: linseed, flaxseed, and rape seed, 23 cents; olive and salad oil, in bottles or flasks, \$1; burning fluid, 50 cents per gallon; palm, seal, and cocoa nut, 10 cent ad val.; sperm and whale or other fish (foreign fisheries), 20 cent ad val.  
 Olive, qs (gold) per case 4 25 @  
 do in casks, per gall... 1 70 @  
 Palm... per lb... @ 11  
 Linseed, city... per gall... 1 34 @ 1 35  
 Whale... do refined winter... 1 30 @ 1 35  
 Sperm, crude... 2 65 @  
 do do unbleach... 2 90 @ 3 00  
 Lard oil... 1 25 @ 1 30  
 Red oil, city distilled... 90 @ 1 00  
 Bank... 1 10 @  
 Straits... 1 10 @  
 Paraffine, 28-30 gr... 45 @ 65  
 Kerosene... (free)... 53 @

**Paints**—Duty: on white lead, red lead, and litharge, dry or ground in oil, 3 cents per lb; Paris white and whiting, 1 cent per lb; dry ochres, 56 cents per 100 lb; oxides of zinc, 1 1/2 cents per lb; ochre, ground in oil, \$1 50 per 100 lb; Spanish brown 25 cent ad val.; China clay, \$5 per ton; Venetian red and vermilion 25 cent ad val.; white chalk, \$10 per ton.  
 Litharge, City... per lb 12 @ 12 1/2  
 Lead, red, City... 12 @ 12 1/2  
 do white, American, pure, in oil... @ 15  
 do white, American, pure, dry... @ 18 1/2  
 Zinc, white, American, dry, No. 1... 9 @ 9 1/2  
 do white, American, No. 1, in oil... 10 @ 11  
 do white, French, in oil... 1 @ 15  
 Ochre, yellow, French, dry... per 100 lb 2 50 @ 3 50  
 do gr'd in oil per lb 2 @ 10  
 Spanish brown, dry per 100 lb... 1 50 @  
 do gr'd in oil per lb 8 @ 9  
 Paris wh., No. 1 per 100 lb 3 75 @  
 Whiting, Amer... @ 2 1/2  
 Vermilion, Chinese per lb 1 40 @ 1 45  
 do Trieste... 1 10 @ 1 15  
 do Cal. & Eng... 1 35 @ 1 50  
 do American... 30 @ 40  
 Venet. red (N.O.) per cwt 3 25 @  
 Carmine, city made per lb 16 00 @ 20 00  
 China clay... per ton 30 00 @ 32 00  
 Chalk... per bbl 5 00 @  
 Chrome yellow... per lb 15 @ 40  
 Bar'tes, oreign... 40 @ 45

**Petroleum**—Duty: crude, 20 cents; refined, 40 cents per gallon.  
 Crude, 40 @ 47 grav. per gal... 19 @  
 Refined, free... 40 @ 45  
 do in bond... 30 @  
 Naptha, refined... 25 @ 27  
 Residuum... per bbl 4 75 @

**Plaster Paris**—Duty: lump, free; calcined, 20 cent ad val.  
 Blue Nova Scotia per ton... @ 4 50  
 White Nova Scotia... 5 00 @ 5 50  
 Calcined, eastern per bbl... @ 2 40  
 Calcined, city mills... @ 2 50

**Provisions**—Duty: beef and pork, 1 ct; lams, bacon, and lard, 2 ts per lb.  
 Beef, plain mess per bbl... 12 00 @ 17 00  
 do extra mess... 17 00 @ 23 00  
 Pork, mess, new... 20 25 @ 20 75  
 do mess, Old... 19 25 @ 19 50

do prime, do... 17 50 @  
 Lard... per lb 1 1/2 @ 1 1/2  
 Hams... 10 @ 1  
 Shoulders... 9 @ 10

**Rice**—Duty: cleaned 2 1/2 cents per lb; paddy 10 cents, and uncleaned 2 cents per lb.  
 Carolina... per 100 lb 8 75 @ 9 25  
 East India, dressed... 9 0 @ 9 50

**Salt**—Duty: sack, 24 cents per 100 lb; bulk, 18 cents per 100 lb.  
 Turks Islands per bush... 55 @ 56  
 Cadiz... @  
 Liverpool, gr'd per sack 2 00 @  
 do fine, Ashton's (g'd) 2 75 @  
 do fine, Worthing's... @ 2 75  
 Onondaga, com. fine bls. 2 50 @ 2 60  
 do do 210 lb bgs. 1 90 @ 2 00  
 do do per bush... 42 @ 45  
 Solar coarse... 50 @ 52  
 Fine screened... 43 @ 50  
 do... per pkg... @ 3 25  
 F. F... 240 lb bgs. 2 85 @ 3 00

**Saltpetre**—Duty: crude, 2 1/2 cents; refined and partially refined, 3 cents; nitrate soda, 1 cent per lb.  
 Refined, pure... per lb... @ 16  
 Crude... 9 1/2 @ 10  
 Nitrate soda... gold 4 @

**Seeds**—Duty: linseed, 16 cts; hemp, 1 cent per lb; canary, \$1 per bushel of 60 lb; and grass seeds, 30 cent ad val.  
 Clover... per lb 14 @ 1 1/4  
 Timothy, reaped per bus 3 25 @ 3 62  
 C. v. ary... per bus 4 25 @ 5 00  
 Linseed, Am. clean per tee... @  
 do Am. rough per bus 2 75 @ 2 50  
 do Calcutta... gold @

**Shot**—Duty: 2 1/2 cents per lb.  
 Drop... per lb 10 1/2 @  
 Buck... 11 1/2 @

**Silk**—Duty: free. All thrown silk, 35 cent.  
 Tsatlees, No. 1 @ 3. per lb 12 50 @ 13 00  
 Faysaams, superior, No. 1 @ 2... 11 50 @ 12 00  
 do medium, No. 3 @ 2... 9 00 @ 10 50  
 Canton, re-reel, No. 1 @ 2... 9 50 @ 9 75  
 Japan, superior... 11 50 @ 13 50  
 do Medium... 10 00 @ 11 00  
 China thrown... @

**Skins**—Duty: 10 cent ad val.  
 Goat, Curacao per lb gold... @  
 do Buenos A... gold 85 @ 37 1/2  
 do Vera Cruz... gold @ 50  
 do Tampico... gold @  
 do Matamoros... gold 45 @  
 do Payta... gold 85 @ 87  
 do Madras, eac cash... @  
 do Cape... cash @  
 Deer, San Juan per lb gold 50 @ 52 1/2  
 do Bolivar... gold @ 60  
 do Honduras... gold 55 @ 60  
 do Sisal... gold 57 1/2 @  
 do Para... gold @ 10  
 do Vera Cruz... gold 55 @ 60  
 do Chagres... gold 52 @ 55  
 do Puerto Cab... gold @ 45

**Soap**—Duty: 1 cent per lb, and 25 cent ad val.  
 Castile... per lb 18 @ 18 1/2

**Spelter**—Duty: in pigs, bars, and plates, \$1 50 per 100 lbs.  
 Plates foreign per lb gold 6 1/2 @ 6 1/2  
 do domestic... @ 11

**Spices**—See special report.

**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 cts per lb; over 11 cents, 3 1/2 cents per lb and 10 cent ad val. (Store prices.)  
 English, cast, per lb... 18 1/2 @ 24  
 German... 15 1/2 @ 17 1/2  
 American, spring... 12 @ 15  
 Amer can cast... 19 @  
 English, spring... 11 1/2 @ 13  
 English b ister... 12 1/2 @ 20  
 English machine... 14 @ 16

**Sumac**—Duty: 10 cent ad val.  
 Sicily... per ton... 150 00 @ 225 00

**Sugar**—See special report.

**Tallow**—Duty: 1 cent per lb.  
 American, prime, country and city per lb... 12 @ 12 1/2

**Teas**—See special report.

**Tin**—Duty: pig, bars, and block, 15 cent ad val. Plate and sheets and terne plates, 25 per cent ad val.  
 Banca... per lb (gold) 23 @ 28 1/2  
 Straits... (gold) 21 1/2 @ 24  
 English... (gold) 21 1/2 @ 21 1/2  
 Plates, char. I. C. per box 18 00 @ 13 50  
 do I. C. Coke... 10 00 @ 12 75  
 do Terne Charcoal 18 00 @ 13 50  
 do Terne Coke... 9 75 @ 10 00

**Tobacco**—See special report.

**Whalebone**—Duty: foreign fishery, 20 p. c. ad val.  
 South Sea... per lb... @ 1 20  
 North west coast... @ 1 37  
 Ochotsk... @  
 Polar... @

**Wines and Liquors**—Liquors—Duty: Brandy, first proof, \$3 per gallon; other liquors, \$2.50. Wines—Duty: value net over 50 cents per gal.

lon 20 cents per gallon and 25 cent ad valorem; over 5 and not over 100, 50 cents per gallon and 25 cent ad valorem; over \$1 per gallon, \$1 per gallon and 25 cent ad val.

**Brandy**—  
 J. & F. Martell (gold) 5 20 @ 10 50  
 Hennessy... (gold) 5 20 @ 10 50  
 Otard, Dup. & Co. do 5 15 @ 10 50  
 Pinet, Castil. & Co. do 5 00 @ 10 00  
 Renault & Co. do 5 10 @ 10 50  
 J. Vassal & Co. do 5 00 @ 10 00  
 Jules Robin... do 5 20 @ 10 00  
 Marrotte & Co. do @  
 United V. Prop. do @  
 Vine Grow. Co. do 5 15 @ 10 50  
 Leger freres... do @  
 Other br'ds Cog. do 5 0 @ 7 00  
 Pellevoisin freres do 4 90 @ 5 00  
 A. Seignette... do 4 90 @ 5 00  
 Hiv. Pellevoisin do 4 85 @ 4 90  
 Alex. Seignette. do 4 85 @ 4 95  
 Arzac Seignette do 4 75 @  
 J. Romieux... do 4 75 @  
 Other Rochelle. do 4 25 @ 4 55  
 Rum—Jamaica... do 4 25 @ 6 00  
 St. Croix... do 3 50 @ 3 60  
 Gin—Differ. brands do 2 90 @ 3 50  
 Whisky—S. & Ir. do 4 00 @ 4 90  
 Dom'c—N.E. Rum. cur. 2 45 @ 2 60  
 Bourbon Whisky. cur. 2 40 @ 6 00  
 Corn Whisky (n bond) 41 @ 43  
 Wines—Port... (gold) 2 00 @ 3 00  
 Burgundy Port. do 85 @ 1 20  
 Sherry... do 1 15 @ 3 00  
 Madeira... do 4 00 @ 8 00  
 do Marcellis do 75 @ 1 10  
 Sherry do do 75 @ 1 10  
 Malaga, sweet... do 1 15 @ 1 75  
 do dry... do 1 10 @ 1 50  
 Claret, in hhd. do 3 00 @ 150 00  
 do in cases. do 2 25 @ 30 00  
 Champagne... do 11 00 @ 25 00

**Wire**—Duty: No. 0 to 18, uncovered \$2 to \$3 5. per 100 lb, and 15 cent ad val.  
 No. 0 to 18... 10 & 5 cent. off list.  
 No. 19 to 26... 25 & 5 cent. off list.  
 No. 27 to 36... 80 & 5 cent. off list  
 Telegraph, No. 7 to 11  
 Plain... per lb 9 @ 10  
 Brass (less 15 per cent) 47 @  
 Copper do 57 @

**Wool**—Duty: costing 12 cents or less per lb, 3 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 1 cent ad valorem; on the skin, 1 cent ad val.  
 Amer., Sax. fleece per lb 10 @ 65  
 do full bl'd Merino... 48 @ 58  
 do 1/2 and 1/3 Merino... 40 @ 45  
 Extra, pulled... 50 @ 55  
 Superfine... 40 @ 50  
 No. 1, pulled... 80 @ 40  
 California, unwashed... 80 @ 40  
 do common... 20 @ 25  
 do pulled... 80 @ 45  
 Texas... 30 @ 32  
 Peruvian, unwashed... 23 @ 31  
 Valparaiso, unwashed... 27 @ 30  
 S. Amer. Mestiza, unw... 32 @ 34  
 do common, unw... 18 @ 28  
 Entre Rios, washed... @  
 do unwashed... 22 @ 24  
 S. American Cordova... 40 @ 46  
 Donskol, washed... 42 @ 45  
 Persian... 25 @ 30  
 African, unwashed... 15 @ 25  
 do washed... 30 @ 40  
 Mexican, unwashed... 20 @ 25  
 Smyrna, unwashed... 22 @ 25  
 do washed... 35 @ 45

**Zinc**—Duty: pig or block, \$1 50 per 100 lbs.; sheets 2 1/2 cents per lb.  
 Sheet... per lb 1 1/2 @ 18

**Freights**—  
 To LIVERPOOL: s. d. a. d  
 Cotton... per lb... @ 2 0  
 Flour... per bbl... @ 2 0  
 Petroleum... @ 4 6  
 Heavy goods... per ton 17 6 @  
 Oil... @ 20 0  
 Corn, b'k & bags per bus... @ 5  
 Wheat, bulk and bags... @ 5 1/2  
 Beef... per tee... @ 3 0  
 Pork... per bbl... @ 2 6  
 To LONDON:  
 Heavy goods... per ton 20 00 @ 22 00  
 Oil... @ 21 0  
 Flour... per bbl... @ 2 3  
 Petroleum... @ 5 6  
 Beef... per tee... @ 4 0  
 Pork... per bbl... @ 3 0  
 Wheat... per bush... @ 6 1/2  
 Corn... @ 6 1/2  
 To GLASGOW (By Steam):  
 Flour... per bbl... @ 2 0  
 Wheat... per bush... @ 6  
 Corn, bulk and bags... @ 6  
 Petroleum (sail) per bbl... @ 5 0  
 Heavy goods... per ton 20 0 @ 30 0  
 Oil... @ 25 0  
 Beef... per tee... @ 5 0  
 Pork... per bbl... @ 3 6  
 To HAVRE:  
 Cotton... per lb... @ 1 0  
 Hops... @  
 Beef and pork... per bbl... 1 00 @  
 Measur. g'ds per ton 10 10 @  
 Wheat, in shipper's bags... per bush... @  
 Flour... per bb... @  
 Petroleum... 5 6 @ 6  
 Lard, tallow, cut in t etc... @  
 Ashes, pot and pear... @

The Railway Monitor.

LAWRENCE RAILROAD—This road is nearly complete. It will give, with its connections, an independent line between Pittsburg and Cleveland.

RICHMOND AND YORK RIVER RAILROAD.—The work on this line, which had been interrupted by the non arrival of a steamer with rails, has been resumed.

BATTLE CREEK AND LANSING RAILROAD ROUTE.—The ceremony of breaking ground at Battle Creek, Mich., took place on the 29th ult.

EASTERN SHORE.—This line was opened for through travel on the 5th inst. An express train leaves Wilmington, Del., at twelve o'clock each night, passing through Princess Anne and arriving at Crisfeld (Somer's Cove) at 7 o'clock in the morning.

CINCINNATI AND FORT WAYNE RAILROAD.—The President of this Company stated in a recent report to the citizens of Fort Wayne that about 600 hands are engaged on the grading of the road between Richmond and Winchester.

SOUTH AND NORTH ALABAMA RAILROAD.—The Senate of Alabama, on the 6th inst., passed a bill authorizing the City of Mont-

gomery to issue bonds to the extent of \$1,000,000 in aid of the South and North Alabama Railroad Company.

TENNESSEE RAILROADS.—A bill lately enacted into a law by the Tennessee Legislature, authorizes the Governor of that State to issue bonds to the following railroads and to the amount named for each road: To the Memphis and Ohio Railroad, \$200,000; the Mississippi and Tennessee Railroad, \$150,000; the Cincinnati, Cumberland Gap and Charleston Railroad, \$500,000; the East Tennessee and Virginia Railroad, \$300,000; the Knoxville and Kentucky Railroad, \$300,000; the Nashville and Northwestern Railroad, \$200,000; the Winchester and Alabama Railroad, \$150,000; the Atlantic, Tennessee and Pacific Railroad, \$100,000; the East Tennessee and Western North Carolina Railroad, \$150,000—making a total appropriation of \$2,350,000.

CHARLESTON AND SAVANNAH RAILROAD.—The company under this title has become defunct, the second lien bondholders having purchased the property, and organized under the title of the Savannah and Charleston Railroad Company.

CHARTERS VALLEY RAILROAD.—This railroad, after many years suspension, is about to be resuscitated. It has been purchased by an agent of the Pennsylvania Railroad Company and is to be completed within eighteen months.

SUSQUEHANNA BRIDGE.—The formal opening of the bridge across the Susquehanna River, belonging to the Philadelphia, Wilmington and Baltimore Railroad Company, was celebrated at Havre de Grace on the 26th ult.

SAN FRANCISCO CENTRAL PACIFIC RAILROAD.—The Company proposing to construct this road was organized on the 29th of September. The line will commence at Washington, opposite Sacramento City, and extend to Benicia, a distance of 54 1/2 miles. Capital authorized \$1,500,000.

COMPARATIVE MONTHLY EARNINGS OF PRINCIPAL RAILROADS.

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) and rows for months (Jan-Dec) and years (1864-1866).

RAILROAD, CANAL AND MISCELLANEOUS BOND LIST.

Table with columns: DESCRIPTION, Amount outstanding, INTEREST (Rate, Payable, Principal payable), FRIDAY (Bid, Ask'd), DESCRIPTION, Amount outstanding, INTEREST (Rate, Payable, Principal payable), FRIDAY (Bid, Ask'd). The table lists various railroad and canal bonds with their respective terms and interest rates.

RAILROAD, CANAL AND MISCELLANEOUS BOND LIST (continued).

Table with columns: DESCRIPTION, Amount outstanding, INTEREST (Rate, Payable), Principal payable, FRIDAY (Bid, Ask'd), DESCRIPTION, Amount outstanding, INTEREST (Rate, Payable), Principal payable, FRIDAY (Bid, Ask'd). Rows include Railroad, Canal, and Miscellaneous bond listings.

RAILROAD, CANAL, AND MISCELLANEOUS STOCK LIST.

Table with columns for COMPANIES, Stock out-standing, Dividend, FRIDAY, and Bid. Ask. The table is divided into sections for Railroad, Canal, and Miscellaneous, listing various companies and their financial details.

PETROLEUM STOCK LIST.

Table with columns: COMPANIES, Bid, Askd, COMPANIES, Bid, Askd. Lists various petroleum companies like Allen Wright, Bemis Heights, etc.

INSURANCE STOCK LIST.

Table with columns: COMPANIES, Bid, Askd, COMPANIES, Bid, Askd. Lists various insurance companies like Adriatic, Aetna, American Exch'e, etc.

COPPER MINING STOCK LIST.

Table with columns: COMPANIES, Bid, Askd, COMPANIES, Bid, Askd. Lists various copper mining companies like Adventure, Aetna, Albany & Boston, etc.

\* Capital \$1,000,000, in 20,000 shares. † Capital \$500,000, in 100,000 shares. ‡ Capital \$300,000, in 20,000 shares. § Capital of Lake Superior companies generally \$500,000, in 20,000 shares.

GOLD AND SILVER MINING STOCK LIST.

Table with columns: COMPANIES, Bid, Askd, COMPANIES, Bid, Askd. Lists various gold and silver mining companies like Alpine, Abin, American Flag, etc.

MISCELLANEOUS STOCK LIST.

Table with columns: COMPANIES, Bid, Askd, COMPANIES, Bid, Askd. Lists various miscellaneous companies like Copake Iron, Foster Iron, etc.

ADVERTISEMENTS.

TERMS FOR ADVERTISING.

The rate for advertising in the CHRONICLE is 15 cents a line for each insertion. A discount on this rate will be made when the advertisement is continued for three months or more.

INDEX TO ADVERTISEMENTS.

Table listing various categories of advertisements such as Commercial Cards, Steamship Companies, Insurance, etc.

Insurance.

**THE MUTUAL  
Life Insurance Company  
OF NEW YORK.**

OFFICE:

Corner Broadway & Liberty Street.

F. S. WINSTON, President.

Cash Assets November 1, 1866,

**\$17,316,001 83.**

This Company issues Life Endowment and Paid-up Policies, in various forms, and at rates as favorable as is consistent with security.

DIVIDENDS, ANNUAL AND IN CASH, which may be used in payment of Premiums, or on Paid-up Policies, as an ANNUAL CASH INCOME TO THE ASSURED.

Attention is called to the

**INSTALMENT FEATURE,**

securing to the beneficiaries Annuities for any number of years after the death of the assured.

RICHARD A. McCURDY, Vice-Pres't  
SHEPPARD HOMANS, Actuary.

ISAAC ABBATT,  
JOHN M. STUART, } Secretaries.

**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 cases 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.

**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. BENSON LANE, Secretary.

Insurance.

**Security Insurance Co.,**

No. 119 BROADWAY,

Cash Capital, One Million Dollars,  
(\$1,000,000.)

**FIRE AND INLAND INSURANCE.**

A. F. HASTINGS, President.

FRANK W. BALLARD, Secretary.

**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.

**The Mutual Life Insurance Company of New York.**

CASH ASSETS, Sept. 1st, 1866, OVER \$16,000,000 00

FREDERICK S. WINSTON, President.

R. A. McCURDY, Vice-President.

Secretaries, } ISAAC ABBATT  
                  } JOHN M. STUART.

Actuary, SHEPPARD HOMANS.

**Niagara Fire Insurance  
COMPANY.**

NO. 12 WALL STREET.

CASH CAPITAL..... \$1,000,000  
SURPLUS, JANUARY 1st, 1865..... 270,853

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. Y.

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 in 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,  
STEP. 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 ROBBINS,  
HENRY S. LEVERICH.

JACOB REESE, President.

CHAS. D. HARTSHORNE, Secretary.

Insurance.

**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.

**Steamship Companies.**

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 13 o'clock noon, on the 1st, 11th, and

1st 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.

**NOVEMBER:**

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.

S. K. HOLMAN, Agent.

**STEAM COMMUNICATION BETWEEN NEW-YORK AND AUSTRALASIA via PANAMA.**

The Panama, New-Zealand and Australian Royal Mail Company dispatch a steamer on the 21th of each month from Panama to Wellington, N. Z., and the Australian Colonies, connecting with the steamer of the Pacific Mail Steamship Company leaving New-York for Aspinwall (Colon) on the 11th of each month. First and second class passengers will be conveyed under through ticket at the following rates: From New-York to ports in New-Zealand, or to Sydney or Melbourne, \$346 to \$364 for first class, and \$218 to \$243 for second class.

The above rates include the transit across the Isthmus of Panama, and the first class fares are for forward cabins of the Australian steamer; after cabin, latter \$25 additional. Fares payable in United States gold coin.

Special steamers run to the newly-discovered gold region of Hokitika, New Zealand.

Children under three years, free; under eight years, quarter fare; under twelve years, half-fare; male servants, one-half fare; female do., three-quarters fare; men servants berthed forward, women do. in ladies' cabin.

A limited quantity of merchandise will be conveyed under through bill of lading.

For further information, application to be made to the Pacific Mail Steamship Company, No. 59 Wall-st., Or to CHARLES W. WEST, Agent, No. 23 William-st., New-York.

**Atlantic Mail Steamship  
Company,**

FOR ST. THOMAS AND BRAZIL.—REGULAR UNITED STATES MAIL STEAMERS.

Sailing on the 22d of every month.

NORTH AMERICA, Capt. L. F. Timmerman... Oct. 22.

SOUTH AMERICA, Capt. E. L. Tinklepaugh. Nov. 22.

GUIDING STAR, Capt. W. C. Berry..... Dec. 22.

These fine steamers sail on schedule time, arriving at St. Thomas 29th, and making connection with steamships of the French, Spanish, West India, and Royal Mail Companies, to and from all ports of the West Indies and Spanish Main.

Arrive at Para, Brazil, 8th; Pernambuco, 15th; Bahia, 17th; and Rio de Janeiro, 20th. Connecting thence by semi-monthly steamers to Montevideo and Buenos Ayres.

For further information, of freights or passage,

Apply to GARRISON & ALLEN, Agents, No. 5 Bowling Green

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To Bankers, Brokers and Dealers in Government and other Securities.

**BONDS STOLEN!**

**\$10,000 Reward!**

The ROYAL INSURANCE COMPANY will pay a REWARD OF TEN THOUSAND DOLLARS for the recovery of Government Securities contained in a tin box stolen from their Safe on the 10th instant, and will pay in that proportion for the recovery of any portion of the said Securities. The public are cautioned against negotiating said Securities.

**5 per cent Coupon 1874 Bonds, \$1,000 Each.**

- Nos. 1656, 1657, 1658, 1659, 4931, 10695, 10696, 11341, 12950, 12951, 12952, 12953, 12954, 12955, 12986, 12987, 12988, 12989, 12990, 14493, 14494, 14495, 14496, 14962, 15159, 15160, 15161, 16761, 16762, 16763, 16764, 16765, 16766, 16767, 16768, 16769, 16770, 16771, 16772, 16773, 16774, 16775, 16776, 16777, 16778, 16779, 16780, 16781, 16782, 16783, 16784, 16785, 16786, 16787, 16788, 16789, 16790, 16791, 16792, 16793, 16794, 16795, 16796, 16797, 16798, 16799, 16800, 5989, 14026.]

**6 per cent. Coupon 1881 Bonds, \$1,000 Each.**

Payable to the order of Adam Norrie and Benjamin B. Sherman, Committee, and not endorsed.

- Nos. 65997, 65998, 65999, 66000, 66001, 66002, 66003, 66004, 66005, 66006, 66007, 66008, 66009, 66010, 66011, 66012, 66013, 66014, 66015, 66016, 66017, 66018, 66019, 66020, 66021, 66022.

**7-30 Bonds, \$1,000 Each.**

- Nos. 12099, 20899, 25045, 25046, 25047, 25940, 34556, 75599, 116634, 117827, 117828, 117829, 117830, 117831, 118903, 124,719.

**5-20 Bonds, \$1,000 Each.**

- Nos. 36551, 28370, 38806, 38805, 38807, 38804, 38808, 28867, 28868.

**6 per cent. 1882 Bonds, \$1,000 Each.**

- Nos. 8902, 8903, 8903, 8894, 8903, 8910, 8909, 8911, 8907, 8904, 8899, 8905, 8901, 8900, 8898, 8893, 8897, 8895.

**U. S. Coupon Bonds 5 per cent. 10-40.**

- Nos. 36239, 98813, 98814, 102542, \$1,000 each.
- Nos. 35275, 35276, 35277, 35278, 35279, 35280, 35281, 35282, \$500 each.

**Registered Stock of 1881, \$10,000 Each.**

- Nos. 9662, 9663, 9664.

**Registered Stock of 1881, \$5,000 Each.**

- Nos. 7224, 7278, 7279, 7280, 7281, 7282, 6911, 2613.

**Registered Stock of 1881, \$1,000 Each.**

- Nos. 17404, 18838, 18839, 18840, 18,254.

**7-30 per cent. Bonds.**

- Nos. 1732, 1736, \$5,000 each. 11273, \$1,000

56 WALL STREET, NEW YORK  
DECEMBER 11, 1866.

**Commercial Cards.**

**FLOUR, GRAIN, SEEDS AND PROVISIONS.**

**Blair, Densmore & Co.,**

COMMISSION MERCHANTS,

165 WASHINGTON STREET.

Chicago, Ills.

EDWARD P. TESSON. EDWARD M. TESSON.

**TESSON, SON & Co.,**

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(No. 45 Second Street, corner of Pine),  
ST. LOUIS, MO.,

Founded in 1847, under the Style of  
Tessen & Danjen.

**Bankers, Merchants, and**

others should send by the HARNDEN EXPRESS, 65 Broadway, as they have unsurpassed facilities for the rapid and safe forwarding of Gold, Silver, Jewelry, and Merchandise of every description. Also for the collection of notes, drafts, and bills, bills accompanying goods, &c.

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ERICSSON CALORIC ENGINES

PORTABLE AND STATIONARY

**Steam Engines,**

Mills, Pumps, Cotton Gins, Hoisters, and General Jobbing.

164 Duane St., Cor. Hudson, New York.

**Pecora White Lead, Zinc and Color Company.**

150 North 4th Street,

Philadelphia.

SMITH BOWEN, Sec'y.

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R. BROWN, INDIAN All persons are forbidden to trade in PECORA PAINT unless the name of the agent is on the package.  
RED, YELLOW S. BOWEN, Agent.  
UMBER AND BLACK. 150 N. 4th St., Phil.

This Company's **WHITE LEAD** is the whitest and most durable Lead known. The Colors are the **BEST PAINT** known for **HOUSES, BRIDGES, RAILROAD CARS, IRON FRONTS, TIN ROOFS, and DAMP WALLS.** Pecora Dark costs  $\frac{1}{2}$  that of Lead and wears longer than Lead.

This Company's **ZINC** is equal to "FRENCH," at a **COST OF 25 PER CENT. LESS.** The **ENAMEL CHINA GLOSS** made by this Company produces a surface similar to French China, requiring only a damp cloth to remove soil, and will wear for years.

**Best No. 1 Furniture & Carriage Varnishes.**

**Varnish Drying Japan.**

**Metallic Paints.**

**White Lead.**

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**A SUBSTITUTE FOR VARNISHES.**  
PECORA WHITE LEAD, ZINC, AND COLOR COMPANY.

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All Widths and Weights,

A LARGE STOCK ALWAYS ON HAND.

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**P. P. OLDERSHAW,**

ACCOUNTANT,

62 BROAD STREET, NEW YORK,

Books Examined. Accounts Adjusted.

REFERENCES:

STEWART BROWN, C. S. BODLEY,  
DAVID WALLACE, S. L. M. BARLOW,  
C. H. HARNEY, McANDREW & WARR.

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SIXTY-SIXTH ANNUAL DISPLAY OF  
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Also, Toys and Games, comprising all that is new and suitable for Holiday Presents, and of as large variety as can be found in the city, at

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

**JOSEPH** With  
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Oiled Silk,

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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.

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No. 101 Franklin Street,

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Directs the attention of the trade to his samples of

NOVELTIES JUST RECEIVED.

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FLAX THREAD SPINNERS,

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Foreign and Domestic Dry Goods,

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In full assortment for the  
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NO. 134 CHURCH STREET,

Will Remove on January 1, to their new Warehouse

198 &amp; 200 CHURCH STREET,

SCOTCH AND IRISH LINEN GOODS,  
SPANISH LINEN, DUCKS, DRILLS,  
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Of all sizes and capacity, ranging from 50 to 1,000  
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Over 500 in Daily Use. Portable Engines, Small  
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