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

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

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

Our coasting service is one of great difficulties. The storms which prevail at certain seasons of the year on the Atlantic seaboard are the most severe of any occurring in the usual routes of navigators. The liabilities of foundering at sea or of being driven on shore in a gale are very great unless the vessel is not only seaworthy, in the usual sense of the term, but

especially adapted for the exigencies of the service. The first requisite is great strength of construction. On no other route is this so necessary. One may cross the ocean safely and ride through very severe storms in a vessel which should not be engaged in the Southern trade during the fall or winter months. Remembering this, what shall we say of the Andrew Johnson, which was lost off Currituck beach, a gunboat during the war, well known to our readers under the name of the State of Georgia, suffering badly in several engagements? This is not a solitary exception. A majority of the steamers now engaged in the coasting trade are nothing but altered over Government vessels, many of which have been almost wrenched to pieces by broadsides fired from them. Are these old hulks fit for the fall and winter coasting trade?

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

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

Perhaps the necessary legislation will not be easy to obtain. The attempt eight years ago was unsuccessful. The United States Mail Steamer *Central America* had foundered at sea on the 27th of December, 1857. The New York Board of Underwriters appointed a committee, consisting of Commodore Perry, Charles H. Marshall, John D. Jones, F. S. Lathrop and others, to investigate the cause of the disaster. The *Central America* was not "substantially new;" but had already, under another name, and with different owners, acquired a fame and reputation not calculated to make her popular among those that navigate the sea. The committee, after eliciting what they could in relation to the unfortunate occurrence, pushed their inquiries in the direction of amendments to the navigation laws, and the necessity and means of improvement in the construction, equipment and internal organization of ocean steamers. A bill was framed by them, and after receiving the approval of the Board of Underwriters, was introduced into Congress, where it met with favor. But adverse influences proved too strong, and the measure was finally put to sleep. If the present excitement on account of the catastrophe of the *Evening Star* shall cause action to be resumed in relation to this subject some good will have grown from it. Neglect in these matters will continue until the legislative authority compels the necessary attention. It is probable that if Congress had done its duty in 1858 in regard to this matter, without deference to interested capitalists, the fearful slaughter of the *Evening Star*, and many other similar cases, would never have taken place; nor would it have been the province of the journalist to record the series of disasters to coasting vessels which have occurred within the past few days. It is too late to save the hundreds of lives that have been thus recklessly imperilled and destroyed, but it is yet time to do something to prevent the recurrence of such catastrophes.

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

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

## THE BANK OF ENGLAND.

BY MERCATOR.

(Continued from page 260.)

We now come to 1710, when, by various stratagems and numerous negotiations with the minister, the Directors succeeded in having the capital increased to £6,577,340 17s. 10d., and in obtaining an extension of their privileges until the 1st of August, 1732. From their persevering efforts to achieve the latter object, we may reasonably conclude that they found banking for the nation not a bad trade; but during this year the Government observed that its monetary friends in the city, who had derived so much advantage from a lengthened connection with it, were beginning to imitate "little Moses" in the School for Scandal, and bleed reluctantly, and, moreover, that they had been guilty of some other naughty practices, it therefore resolved to apply both spur and rein, and a bill was introduced and passed to *compel the Bank to exchange bills on demand for ready money*, and to prohibit any person becoming Governor, Deputy-Governor or Director of the Bank of England and of the East India Company at the same time.

In taking a review of the progress of the Bank, we are struck with the continuous exertions upon the part of the Directors and successive administrations, the one side ever desirous to prolong its monopoly, and the other equally anxious to sell its favors at the highest possible price. Thus in 1713 we observe there was another bargain, and the charter was renewed until the 1st August, 1742, by the Statute 12 Anne, cap. 2, which provided that if it should be determined at the expiration of that period to withdraw the privileges, twelve months' notice of the intention to do so would be necessary, and the debt due to the Corporation should be paid in full. This favor was acknowledged by the Bank agreeing to advance a further sum of £1,300,000 at the rate of three per cent. per annum, and an additional sum of £8,000 per annum until all the current Exchequer bills were paid off. To enable the Directors to act in this generous manner, they were allowed to call upon the proprietors for additional capital.

While all was going on thus prosperously and harmoniously, another storm arose in 1714 in consequence of the declining health and ultimate death of Queen Anne, and the stock of the Bank fell from 126 to 116, and a sharp run for gold was again experienced; but it was of brief duration, as the old Queen was soon forgotten, and when George I. ascended the throne and the rebellion of 1715 was quelled, the privileges of the Bank were again extended, for which it agreed to cancel £2,000,000 Exchequer bills at five per cent., and to accept an annuity of £89,751 7s. 10d. in lieu of £186,501 13s. 5d. for Exchequer bills previously cancelled.

The year 1720 was a most unfortunate one for the Bank, as the South Sea Company, encouraged by the Government, entered into competition with it, and outbid it in an offer to take all the redeemable and irredeemable assets of the Exchequer and the Bank. The proposal of the South Sea Company was accepted by Parliament, and its stock rose to 850 per cent. But the bubble, though supported by leading statesmen and other influential persons, was fated shortly to explode. In September, 1720, its



stock had fallen to 175, and its bonds were at a discount of 25 per cent., and it soon blew up with a crash worthy of a gigantic swindle. When the schemes of petty rogues are denounced, let us not forget, the South Sea bubble, which owed its existence to the patronage and support of ministers of the crown, members of both Houses of Parliament, and persons moving in the highest ranks of society. The result of this explosion was a run for cash upon the Bank of England and the private banks, many of which stopped, thereby reducing thousands from splendor to abject want. Numbers of these unfortunate persons, it is related, died heart broken, and others left the country never to return.

In 1742 there was another renewal of the charter until 1764, by the Act 15, George II, Cap. 13, for which, as usual, a *quid pro quo*, or bribe was given by the Governor and company agreeing to lend the Government a further sum of £3,200,000, at three per cent., which was secured by the Excise. The debt, which, when James II. abdicated, only amounted to £664,263, now had increased to £10,700,000, which in future years was to be enormously augmented by the aid of paper money. In 1745, Charles Edward Stuart, known as the pretender, made another abortive attempt to obtain the throne of his ancestors, and penetrated into England as far as Derby, at the head of a body of enthusiastic Highland followers. The event caused the funds to descend to 49, and the customary run on the Bank took place, when, to avoid bankruptcy, it has been stated it was necessary to have recourse to a curious stratagem.

Parties were employed to present notes at one door, which were paid in small coin to gain time, and to re-enter by another with the cash they had received. Francis in his "History of the Bank," jocularly observes that by this device, "*the bona fide holders of notes could never get near enough to present them.*" The employment of such an artifice, though creditable to the ingenuity of the Directors, proves that the Bank in 1745 could not have been in a very solvent condition.

Having thus far traced the career of the Bank, we must pass over an interval of several years, in which the old system was not departed from of receiving money for national purposes, by perpetuating a monopoly, and come to that period when Mr. Pitt "the heaven born minister," as he has been called, swayed the destinies of his country, and produced, by a very simple process, an extraordinary revolution in its financial affairs. Archimides asserted he could have moved the world if he had only possessed a fulcrum; but William Pitt really performed wonders through the instrumentality of an immense issue of inconvertible paper. He never looked upon the Bank of England as an institution formed to promote commercial enterprise; but as an engine to assist him in his aggressive policy. A war with France, he knew, was the only chance of maintaining his influence with an obstinate and perverse sovereign and a reactionary party in the country; and he was well aware that money could alone enable him to gratify the passion which his patron and supporters cherished.

It was in 1796 that, finding himself inconveniently pressed for supplies, he made the modest proposal to the Bank that it should hand over to the Government £547,000 of *unclaimed dividends*. This demand excited the astonishment of the Directors, and it is creditable to them that they remonstrated against so disgraceful a breach of faith, and even submitted to a sacrifice to prevent it. Pitt, however, was soon to be immortal-

alized by taking a higher flight; and perhaps there never was a bolder measure proposed by an unscrupulous Minister in the most despotic country than that by which the Bank was enabled to defy its creditors, and break its solemn promise to them, by refusing them gold for its notes.

Political causes had, in 1792, produced much discontent; and this occurring in a season of general commercial distress, a panic of no ordinary violence was the result. The Bank of England had become more jealous than ever of its rivals, and the private bankers, who had greatly increased in numbers and influence, regarded it on the other hand with feelings of intense hostility. An obstinate and severe struggle proceeded for a length of time upon both sides, during which the commercial interests of the country seriously suffered, but the crisis ultimately arrived, when, upon the 19th of February, 1793, the Bank returned the paper of Lane, Son & Co., private bankers, who stopped payment next morning for *nearly a million sterling*. Universal distrust now spread abroad with the rapidity of lightning; every man doubted his neighbor, mercantile relations which had subsisted for years to the mutual advantage of both parties, were suddenly snapped asunder, and credit was almost irretrievably destroyed. If an invading army had traversed the country it would not have inflicted more injury upon the country than a monetary corporation established under the pretence of promoting its interests, had, by a single false and foolish step, produced. It is melancholy to, even now, pause to relate that by this application of the "screw," upwards of one hundred country banks were compelled to suspend, *with ample and valid securities at their command which could not be realized*.

The Government became affrighted, and, perceiving the extent of the peril, acted for once with promptitude and sagacity. The merchants and bankers, who had begun to feel the shoe pinck, assembled at the Mansion House and drew up a petition, complaining of the *contracted state of the circulating medium*. Mr. Pitt directly proposed an issue of Exchequer bills on good security for £5,000,000, which had the effect of restoring public confidence and diminishing the pressure. It is worthy to be noted that of this sum not more than £2,000,000 was required to be advanced; and, unlike the Loans given to successive British Sovereigns and Governments, every shilling of it *was repaid*.

The period we are now approaching was, perhaps, one of the most important and eventful in the history of England. From 1793, when France declared war against Great Britain and Holland, which caused a great drain of gold, Mr. Pitt's difficulties as Financial Minister were gradually increasing, and it was not without great and constant pressure he was able to obtain the accommodation he required from the bank. In 1795, the Directors, who had never before been obliged to issue notes for less than £15 or £10, were compelled, in consequence of the inadequacy of the circulation to supply the demand of the public, to issue £5 notes. This, for a time, afforded relief, but the malady was of too formidable a character to be more than temporarily subdued by so mild a remedy. Ultimately, every expedient failed to establish an equilibrium between the metallic resources of the bank and the vast amount of paper money which it had forced into circulation. What was to be done in circumstances so grave and alarming? Make a call on the proprietors for a fresh capital? Such a demand at the time would have been like calling spirits from the

vasty deep, and would have been disregarded. One course was alone left open, namely, to apply that "term" to a powerful minister which had recently been employed with such tremendous effect upon the public through the sides of a legion of unfortunate private bankers. The court of chartered money-changers assembled, therefore, in Threadneedle street, on the 28th of January, 1796, when the following report and resolution were passed :

"The Governor having informed the Court that notice was this morning brought from the Treasury that certain bills drawn on the Commissioners of the Treasury, amounting to the sum of £201,000, would fall due on Wednesday, the 30th of February, and were directed for payment at the bank, and that the sum now advanced on Treasury bills is £1,157,000,"

"Resolved, unanimously, That the Governor give direction to the cashiers not to advance any money for the payment of the bills, nor to discharge any part of the same unless money shall be sent down for the purpose, in which case such money shall be exclusively appropriated to these bills."

Here, then, we behold that institution styled the Bank of England, virtually declaring the *British Government bankrupt*. The Directors of the Bank, however, were masters of the situation; they knew that in the end they must triumph, and with confidence they dispatched the Governor and Deputy-Governor to Mr. Pitt to present him with a copy of the above resolution. He took the document, and when he glanced at its contents, his countenance betrayed his agitated feelings, and he tremulously replied that "*he would look into the situation of his affairs.*" What a reply for a "Heaven-born minister" at such a crisis!

Affairs could not have long remained in this state, as the refusal of the Bank to accommodate the Government in its pecuniary embarrassment was the topic of conversation in every circle, and excited the utmost alarm. Simple folk could not well comprehend how Mr. Pitt and his colleagues were to get on in Downing-street without money, and we fancy the Minister himself was equally puzzled upon the subject. In every crisis the merchants and bankers within the sound of Bow Bells, and adjacent to Change Alley, were to be found assembled in some quarter in the city, remonstrating about these grievences, and complaining in unmeasured terms of the numerous sins of omission and commission with which the Bank stood charged. Who could have thought that the Bank which had been patronised by successive governments—which professed to be a national institution—which enjoyed a monopoly upon the assumption that it had rendered long and valuable services to the commercial interests of the country—should have been deserving of the censure which the cream of the mercantile classes of London cast upon it in the following resolutions, passed at a meeting held in the London Tavern :

"That it is the opinion of this meeting that there has existed for a considerable time past, and does exist at present, *an alarming scarcity of money in the city of London.*"

"2. That the scarcity proceeds chiefly, if not entirely, from an increase in the commerce of the country, and from the great decrease of commercial discounts, which the Bank of England has thought proper to introduce in the conduct of the establishment during the last three months."

Pitt now hit upon a bold plan to extricate himself, the Bank, and—we suppose we must add—the *country*, from difficulty and danger. It was

simply this :—The Bank had promised to pay gold in exchange for its notes when demanded; but to have pressed it to do this would have reduced it to insolvency. This would have placed the Government and him in an unpleasant position, as it owed an enormous debt to the Bank, and it would have been extremely awkward for it upon future occasions, when its necessities might compel it to seek further accommodation in the shape of loans. To prevent, therefore, a stoppage of the Bank and the cutting off of supplies, which were absolutely requisite to enable the wheels of Government to keep in motion, Pitt requested the king to come from Windsor, *upon a Sunday morning*, to be present at a privy council at Whitehall; and immediately afterwards another meeting was held in Downing Street, which was attended by the Ministers, the Governor, Deputy Governor, and the Directors of the Bank, when the following order was issued :—

“ Upon the representation of the Chancellor of the Exchequer, stating from the result of the information he has received, and of the enquiries which it has been his duty to make respecting the effect of *the unusual demands for specie* that have been made upon the metropolis in consequence of the ill-founded or exaggerated alarm in different parts of the country, it appears, unless some measure is immediately taken, there may be reason to apprehend a want of a sufficient supply of cash to supply the exigences of the public service that the Directors of the Bank of England should *forbear issuing any cash in payment*, until the sense of Parliament can be obtained on that subject, and the proper measures adopted thereon for obtaining the means of circulation, and supporting the public and commercial credit of the kingdom at this important conjuncture. And it is ordered that a copy of this minute be transmitted to the Directors of the Bank of England, and they are hereby required, in the exigency of the case to enforce thereto, until the sense of Parliament be taken as aforesaid.”

[Signed,] WILLIAM FAUKENER.

Mr. Pitt had now obtained his object, and by stepping between the Bank and its creditors, had established a precedent for any British Minister, who might find himself embarrassed committing an act of gross dishonesty and injustice.

When Parliament assembled, he was indemnified for his conduct, and through his influence, the celebrated British restriction act was passed on the 3d May, 1797. It continued in operation until the 2d July, 1819, when the memorable statute was passed to provide for the *gradual resumption* of cash payment, and to permit the exportation of gold and silver.

(To be continued.)

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### BREECH-LOADING ARMS—THEIR INVENTION AND HISTORY.

The recent war in Germany having resulted in the success of Prussia (an event that was deemed very doubtful at the incipiency of the contest), the Powers of the world have unanimously decided that to the breech-loading rifle alone belongs the honor of having humbled the power of Austria. This rifle, the *zundnadelgewehr* or needle-gun, as it is called, was the weapon used by the Prussian armies, and, although it is in reality a very inferior arm, its superiority over the muzzle-loading musket and rifle was made apparent in the battle of Königgrätz and on all of the battle-fields in Bohemia. The brilliant successes achieved through its instru-

mentality have occasioned much apprehension and activity in Europe, and all the prominent European governments are preparing to furnish their armies with either this gun or with some description of breech-loading rifle deemed superior in finish and effectiveness.

#### THE INVENTION OR BREECH-LOADERS.

Precisely 326 years have elapsed since a breech loading firearm was invented. In the year 1540 Henry II. of France conceived the idea of loading muskets at the breech, and (so far as can be learned) his invention was tested on several occasions. In a curiously-written description of the manner in which the gun was loaded, we ascertain that the barrel opened on hinges and exposed the breech, into which the load was deposited. But this is evidently an obscure description. No doubt the gun was made to work in the following manner: The band hung upon a hinge, say three inches from the hammer, and in those three inches the load was deposited, and the barrel then closed down over it, being fastened at the side opposite the hinge by an iron pin. Of course, such a weapon was not as effective as the muzzle-loaders. The escape of gas through the aperture would have been sufficient to destroy its effect, did no other obvious objections interpose. A gun of the above description, with some 50 or 60 of other patterns, are now in the Museum of Paris, thus proving beyond a doubt that the invention of the French monarch was not entirely lost to the world, but was the subject of many attempts at improvement. Indeed, we are made certain that breech-loaders long attracted the attention of military men, from the number of guns bearing the names of prominent officers. Among the breech-loaders which were made, and of which nearly all failed to be serviceable, were the fusils of Marshal Saxe, Tourette of St. Etienne Pauli, Robert, Le Roy, Lefaucheux, Charroi, J. L. Montigny, Pierre Montigny, the Norwegian and Swedish fusils, the Prussian needle-rifle, Clerville, Treuille, Thomas, Riera, Prince's: Musketon Lepage, Gilby's, Gillet of Liege, Potet and Chassepot, with others whose names are lost to history.

#### FOREIGN BREECH-LOADERS.

Of the above-named arms, but few have ever been regarded as worthy of practical attention. Pauli's was invented in 1809, and tested in the presence of the great Napoleon. It proved a decided failure on account of its mechanical complications. In the hands of an expert the weapon would have been of some value, but to an army of soldiers it was utterly useless. The present famous needle-gun is but an improvement upon Pauli's—a decided one, it is true, but still greatly inferior to nearly every one of the breech-loading rifles made in this country. There is no simplicity whatever about it. It is complicated, and should there be the slightest injury to the sere the weapon would be utterly useless. In appearance the needle-gun differs in external appearance from every other firearm. The engravings that have reached this country represent it to be a rifle, without a hammer, and with a small iron knob directly in the rear of the breech and in front of the barrel. This knob is a portion of the breech, which can either be turned in the cylindrical breech receiver or be made to slide longitudinally. The breech being opened, the cartridge is inserted, when it (the breech) is again closed, and ready for firing



Here, now, we have a complication. According to the *American Artisan*, into the front part of the breech is screwed the needle tube, through which the needle slides freely. The needle is attached to the needle bolt, which slides within the lock, and this latter slides within the breech. There is an air chamber in rear of and in communication with the cartridge chamber of the barrel, around the front part of the needle bolt. The main spring, by which the needle is shot forward, is of spiral form, and coiled around the needle bolt in rear of the collar. This collar forms a catch for the sere, and thus keeps the bolt drawn back when the hammer is cocked. In the same piece, with the sere, is the sere spring, at the end of which is the trigger. To load and fire this gun the following motions are required: First, pulling back the knob to withdraw the needle from the breech; second, opening the breech; third, inserting the cartridge; fourth, closing the breech; fifth, turning the knob, so as to bring it in front of the shoulder; sixth, firing the piece. It must be remembered that these are only the motions connected with the machinery of the gun; if we include the "lowering" of the piece, handling of the cartridge, raising of the piece, aiming, &c., we have not less than thirteen to fifteen motions. But it is of the piece itself that we write, and its defects may be stated as follows: First, the presence of the handle on the side of the barrel, which must, to some extent, destroy the accuracy of the aim; second, the necessity of pulling back the knob before loading, and the danger of a premature discharge in consequence thereof. (It is stated that the needle bolt can be drawn back by a handle attached to the lockspring independently; but this only further complicates the gun, and renders it more objectionable.) Third, the extreme nicety of its mechanical construction, by which the slightest irregularity will render it useless; fourth, its inability to fire with sufficient rapidity; fifth, the tendency of the needle to break. All that is known about it is, that the passage of the needle through the powder creates a friction which sets fire to the fulminate as soon as the needle reaches it. In making this last objection it must be remembered that we are treating solely of breech-loading guns, and judging each by its actual merits or defects. That the needle-gun has merits is undeniable; but as a breech-loader it is perhaps the most inferior of its kind now before the world. Its merits are simply these: First, the construction of the cartridge, and second the *zundspiegel*, or igniting material. In the first the use of copper is rendered unnecessary—the cartridge being encased in paper. The powder is first placed; then follows a compressed paper sabot, which cleans the bore of the gun, and in which is fitted the bullet. The fulminate is placed in front of the gundowder, and between it and the sabot. When the gun is fired the needle first pierces the gunpowder, but does not fire it until it enters the fulminate, when the explosion instantly takes place. And this brings us to the *zundspiegel*, which, translated, means igniting glass. This is a secret known only to the inventor, and whether the power of ignition lies in the needle alone, or by contact with the fulminate, cannot be told. By this we mean that it is not stated whether the fulminate could be ignited by other means than by the needle. From all that can be ascertained, it is evident that no other ammunition than that expressly made for the gun can be used, so that the only conclusion to arrive at is that the fulminate possesses some secret power by means of which ignition takes place the instant the needle is brought into con-

tact with it. The mere passage of a needle through the fulminate of one of our metallic cartridges would fail to explode it, a sharp blow from a solid front being required. As this article progresses we will compare the needle gun with many of our own make.

PRINCE'S, LINDNER'S AND SNIDER'S.

The first-named of these breech-loading rifles was experimented with at Brussels in 1856, and favorably reported on. Its recoil was found to be less than that of any other gun in Belgium, with a charge of 70 grains of powder and 470 grains of lead; the length of the ball being 1.18 inch, length of cone double that of the cylinder, and the diameter 0.59 inch. At a distance of from 1,640 to 1,986 yards it was claimed by the inventor that the bullets would carry with sufficient force to inflict a dangerous, and often mortal wound. The gun was, however, never adopted, because of its being too complicated for the use of any others than experts in the use of firearms. The Lindner gun is merely the conversion of a muzzle-loader into a breech-loader, and it contains so many objectionable features that it can never be adopted as a military arm. The conversion is as follows: The breech piece of the muzzle-loader is cut away, and the barrel lengthened over the small of the stock. In this lengthening piece is a bolt, which, when moved backward opens the breech, and when moved forward closes it. At the rear end of the bolt is a handle, which moves it longitudinally, or turns it, as the case may be. The bolt is threaded internally and a portion externally, so as to enable it to work freely backward and forward. On the front end of the bolt is a loose conical piece, from which projects a pin, forming a claw for extracting the sabot of the cartridge. On the front end of the bolt is a screw pin, which enters a slot provided for the purpose, and thus prevents it from coming out of the lengthening piece of the barrel. To open the breech the bolt is turned to one side for the purpose of freeing the threads, and then drawn back the required distance. By reversing the movement the conical piece is tightly screwed up and the breech thoroughly closed. The lock is of the old pattern, and the cartridges are encased in paper, a cap being placed upon the nipple of the gun to discharge it. Altogether, the Lindner "converted" rifle is even inferior to the needle gun, by reason of the length of time required to load and fire a charge. The Snider rifle is also merely a conversion from a muzzle-loader, although it is a much more effective weapon than either of the guns already described. The upper part of the barrel is cut away at the breech for a length of about two inches, for the purpose of forming a breech receiver. Into this a solid breech block is fitted, the same swinging on a hinge to the right side of the barrel. As this block is thrown open the shell of the cartridge is partially ejected by the backward movement of an attached spur. The cartridges are metallic, and the firing is effected by the hammer striking upon a sliding pin, which transmits the blow to the fulminate. Notwithstanding the fact that the British Government is converting large numbers of its Enfield rifles into this arm, and the claim that the rifle has been fired 13 times in a minute, it can never become a prominent weapon. The breech block is nothing more than a "trap door" (as it is generally termed), through which the gas can escape in such quantities as to quickly foul the gun. All weapons of this description are necessarily unreliable, from the fact that they present no solid

front to the fulminate. In addition, to load them requires almost as much trouble as the muzzle-loaders. Taking the Snider as an example, we have: First, opening the breech, which requires two motions; second, turning the gun to permit the exploded shell to fall out; third, introducing the cartridge; fourth, shutting down the trap, which requires two motions; fifth, cocking the piece; sixth, firing. We thus have eight positive motions with the machinery alone.

#### THE FUSIL JARRE AND THE CHASSEPOT RIFLE.

Of these recent French inventions we know but little, the inventors, either from patriotic motives or in obedience to the orders of the imperial government, keeping a profound silence in regard to their constructions. The Fusil Jarre is claimed to be the most destructive firearm in the world, it being capable of firing fifty shots per minute. This, however, is very doubtful; but, if even true, no mortal man could sustain the fatigue which would necessarily result from so rapid an operation. The Chassepot rifle is less pretentious, and therefore most likely to be the best weapon. It can be fired twelve times per minute without material fatigue. On what principle it is constructed none others than the French government and those engaged in the construction of the rifle can tell. It is more than likely, however, that it is an improvement on the Prussian needle gun. The Chassepot has been adopted by the French government, and the monster foundries of St. Etienne are engaged in manufacturing the rifle for the use of the French army.

#### AMERICAN BREECH-LOADERS.

Turning from foreign to American breech loading firearms, we discover that they are of two descriptions. One is a single loader and the other a repeater, so called because of its having a magazine either in the stock or under the barrel, by means of which a number of shots can be fired without stopping to load at each shot. The objects of our inventors have been to make a weapon which would unite simplicity with effectiveness; and the attention which has been paid to breech-loading firearms within the past six years has resulted in the inventions of several which, for effectiveness, have no equal in the world. And this assertion is not merely a boast. It is perfectly true that no European inventor has yet exhibited a weapon which for rapidity of firing, superiority of finish and simplicity of construction can equal the "Spencer," "Ballard," "Henry" or "Peabody" breech-loading rifles. While to Europe belongs the honor of having invented the arm, to the United States must be credited the having made such improvements as renders a formerly complicated contrivance into a dangerously effective weapon. Not that American breech-loaders are without defects—for there is still a wide room for improvement—but that we will, in the following descriptions of a few, prove that our own weapons are in every respect superior to the needle-gun, or any other European breech-loader, except, perhaps, the "Chassepot," of which no minute description has ever been made public:—

#### THE BURNSIDE AND SPENCER RIFLES.

In the year 1857 several breech-loading rifles were by order of the Uni-

ted States government experimented with at West Point. Of some fifteen or twenty different kinds the "Burnside" rifle carbine was declared the best, and was recommended for adoption. The principle on which this weapon is made is this:—It has a movable chamber which opens by turning on hinges. The aperture through which the gas would escape if left open is covered by an embossed portion of a thin brass cartridge case, and thus cuts off the escape of the gas. The gun has the same objection as Lindner's—viz.: the trap door—and it soon gave way before the Spencer and other breech-loading rifles of superior construction. With regard to the Spencer, much can be said in its favor, but it is still open to serious objections. The construction of the gun is simpler than that of the needle-gun, but is still very complicated. The breech is formed of two pieces, one of which is the breech pin and the other the block on which the cartridges are carried. The breech pin is attached to the lever, which forms the trigger guard, and the carrier block is pivoted into the breech receiver by a pin which is situated below and in rear of the hinge of the lever. Between the block and the breech pin is a pin which presses the latter upward, and behind the breech pin is a curved piece of steel, which guides the cartridges to the breech. This guide is worked by a spring situated near the hammer, and in front of it is the shell ejector, which also works by its action. On the left side of the breech pin is a slide upon which the hammer strikes to fire the priming. The magazine is situated along the entire length of the interior of the butt stock, and is composed of a stationary outer tube and an inner tube which slides in and out. The inner tube is simply a steel box, with a spiral spring for pressing the cartridges forward to the barrel as soon as the breech is opened. To operate the gun the following motions are required:—Supposing that the magazine is already filled with the cartridges (of which there are seven) and secured in the butt stock by turning the handle to a longitudinal position with the hammer. First, the lever is pulled down, which first throws the breech pin below the chamber of the barrel, and then makes the carrier pin and block slide back, ejecting the exploded shell and enabling the fresh cartridge to pass over the breech pin; the cartridge being, of course, pushed forward by the spiral spring, which becomes relieved from confinement the moment the lever is pulled down, and the block and breech pin swung backward. The cartridge is then directly in front of the chamber of the breech, and as soon as the lever is moved back it is forced into the barrel by the breech pin, which presses it up from the rear. The chamber and magazine are thus effectually closed by the block and breech pin, and it only remains to cock the hammer and draw the trigger. While this gun has been successfully used in the United States army, it is undeniably unfit for adoption as the regular arm. Like the needle-gun it is entirely too complicated, the construction is too nice, and the dangers of injury too many. It contains too many delicate springs which are liable, and indeed exposed, to injury at every moment. If we take the spring which works the cartridge guide, for instance, it will be seen that there is a danger of its slipping from beneath the guide at any moment, and thus preventing the gun from working. Again, the shell extractor, or ejector, is a delicate piece of steel that can be snapped with the finger. This is exposed every time the lever is pulled down, and if not broken a few grains of dirt falling into the vacuum left by the backward movement of

the block and breech pin would render it inoperative. So far as the merit of the gun is concerned as a repeater we shall consider that hereafter.

#### THE BALLARD RIFLE.

This gun (and the Peabody, which will be next described) is one of the simplest and most effective of American breech loaders that we have seen. It is made of four pieces—the hammer, mainspring, trigger and double spring—the mainspring being encased in the lock, and thus protected from being broken. The principle on which the gun is made is simple, and but for one defect, which shall be mentioned, it would stand the equal of all competitors. The lever which protects the trigger being pulled down, the lock, including the hammer, falls below the breech, leaving the chamber of the barrel exposed. Under the chamber and about two inches from the breech is a small knob attached to a spring, which, being pushed towards the breech, ejects the exploded shell entirely from the piece and leaves the chamber free for the insertion of another cartridge. When the lever is pulled down the hammer is half cocked by the action, so that on the lever being drawn up and the breech effectually closed all that remains is to complete cocking the hammer and to fire the gun. In addition to its adaptability for metallic cartridges the Ballard rifle can be fired with paper cartridges and percussion caps. Directly in front of the hammer, and on the breech block, a nipple is fixed, so that in the event of metallic cartridges giving out the old system can be followed, still loading by the breech. As will be seen by the above description, the weapon is free from all complicated machinery and can be fired with great rapidity. Experiments with this gun have been made on several occasions, with various results. As many as twenty shots per minute have been fired from the carbine, and the inventors claim that in the hands of an expert twenty-five shots can be fired. Last year fifty-one breech loading rifles were examined at Springfield by order of the United States government, and of this number five were selected as being the best adapted to army use. The "Ballard," "Peabody," "National" and "Berdan" rifles, with two others, were the ones selected. Notwithstanding the many merits of the Ballard rifle, it still has one defect. As the gun is made at present the ejector and the lever require two motions to work them. By attaching them together, and thus causing the shell of the cartridge to be ejected, the instant the lever is pulled down and the breech is opened, the last fault in the weapon would be removed. It is understood that this improvement will be made, and when it is, the rifle will be a most dangerous arm in the hands of a well drilled soldier. The Ballard rifle is well made and elegantly finished, possessing great strength, united with lightness. The carbine weighs about seven pounds, and the army gun, when made, will weigh about nine pounds. At a distance of 1,200 yards, with a load of forty-five grains of powder and 285 grains of lead, the rifle is very accurate, retaining its initial force throughout that distance.

#### THE PEABODY RIFLE.

This weapon is constructed upon the same principle as the Ballard gun, with the exception that the opening of the breech and the ejection of the exploded shell take place simultaneously. The breech block is a solid



piece of steel, hollowed out at the top to receive the cartridge. When the lever is pulled down this block falls below the chamber, and exposes the breech; the cartridge is then inserted, the lever pulled back and the breech closed. And here is the only objectionable feature in the Peabody rifle. Unless the cartridge is inserted into the chamber, flush up with the breech, there is great danger of a premature discharge from the sudden contact of the breech block with the fulminate. As it now stands the utmost care is needed in loading the piece. It seems to us that by giving the end of the breech block a slight incline the danger would be removed, for if even the cartridge was not shoved home, instead of a sudden shock there would be a gradual pressure which would force it into its proper position. While the Peabody rifle is undeniably an excellent weapon of warfare, there is a lack of finish about it which requires correction. Like the Ballard rifle it can be fired twenty times per minute.

#### BERDAN'S BREECH-LOADER.

For converting muzzle loaders, Colonel Berdan's invention is perhaps the best before the public. The manner in which the conversion is effected is as follows: About three inches of the upper part of the barrel in front of the breech pin is cut away, leaving the breech pin intact, so that it may form the recoil bearing for the breech. The breech is composed of two pieces of steel, one being in front of the other. The front piece constitutes the breech piece proper, and the rear one a brace which sustains the breech piece against the recoil, in firing. The breech piece is hinged to a band which is clamped around the barrel, and a brace is hinged to it. The rear end of the brace and the recoil bearing are so formed that the breech cannot rise until the brace rises by a movement in the hinge. In opening the breech for loading, a knob on the right hand side of the brace is pressed upwards with the finger, thus relieving the brace from the recoil bearing, against which it was pressed by the force of the recoil. The brace is lifted up from the recoil bearing until a stop upon it comes in contact with a stop on the breech piece, above the hinge. The breech piece and brace are then moved together from their position, and thrown forward in the direction of the muzzle, thus exposing the chamber of the band. The firing pin is made of two pieces which meet at the hinge joint, so that the pin does not prevent or interfere with the opening of the breech, which it would assuredly do were it constructed of one piece. To eject the exploded shell, there is a small spur upon the hinged part of the breech piece. This catches hold of the end of the fulminate, and as soon as the breech piece is thrown forward, the shell is thrown completely out. For the purpose of preventing the escape of gas into the breech piece, from the charge, after it is fired, there is a projection upon the right hand side of the brace, behind the knob, so arranged that the hammer must pass over it as it descends. This is an excellent arrangement, for should the brace not be in its proper place, the head of the hammer slides over the projection, forcing the brace down, and effectually closing the breech. The description of Berdan's rifle as given here is taken from drawings published in the *American Artisan*, and prepared under the personal supervision of Colonel Berdan, the inventor. As we stated before, the gun possesses considerable merit, and if the breech piece could be so improved as to simplify it, and thus do away with a portion of its mechanical arrangement, the weapon would become more valuable.

## THE REMINGTON RIFLE.

Much has been said about this weapon, and the inventor has been assiduous in his efforts to convince the public that his rifle is the most effective firearm extant. But an examination of the weapon proves the fallacy of this claim. That it is simple in construction is quite true, and before going any further we will describe the gun. Unlike most of the other breech loaders, the breech block works backward and forward with the hammer, thus necessitating a full cocking of the gun before the piece can be loaded. The breech block is a solid piece of steel pierced by a firing line and acting in conjunction with a tumbler attached to the hammer. At the lower part of the chamber of the barrel, is a spur for ejecting the exploded shell, which is connected with the breech block by a spring. The mode of operation is as follows: The hammer is first cocked to its fullest extent, then the breech block is pulled backward to the hammer which catches it by a nip, and thus keeps the breech open. On the cartridge being inserted, the block is pushed forward, and the breech closed. Nothing then remains but to fire the piece. The defects in the gun are these: In the first place, unless the breech block is kept thoroughly well oiled, the greatest difficulty is experienced in pulling it backwards with the fingers. Now as in active service soldiers have no time to take out the block and "grease" it every day, it will be seen that a great delay in loading must ensue. In the next place the spur or shell ejector is entirely too small, and will not eject the shell unless it (the shell) is also thoroughly well greased. In the presence of the writer one of these guns was operated with, and the result was that even with the shell well greased the spur failed to eject it oftener than once in five times. A great deal of trouble was experienced in forcing back the breech block, in consequence of the inability of the spur to eject the shell. When the block was at last forced back it was found that the spur had merely cut through the metal without ejecting the shell. We are thus minute in mentioning the defects of the Remington gun because of the claim for superiority made by the inventor. How the defects can be remedied it would be difficult to explain. The breech block is really the stumbling block. Without a shell in the chamber, it is pulled back with comparative ease; but with the exploded shell resisting the forward action of the spur it requires a finger of uncommon strength to operate it. So far as the "greasing" of the cartridges is concerned the statement that such greasing is a necessity only renders the gun more objectionable. In nearly all of the other breech loaders now prominently before the public it is immaterial whether the metallic cases of the cartridges are well greased or not, the spurs possessing sufficient width and bottom to eject the exploded shells entirely from the chamber of the barrel. It is stated that the Austrian government has adopted this weapon; but the statement has no foundation in fact. Austria has not yet adopted any particular breech loading firearm for her army.

## COCHRAN'S BREECH-LOADER.

This weapon does not rank among the first of American inventions, but it contains merits which are peculiarly its own. The housing is light, but strong, and into this the barrel is screwed. The breech block, having a

rolling bearing at its rear end, is fitted to the housing, with a pin inserted into the bearing for the purpose of keeping the breech block in its proper place. The front of the breech block against which the cartridge rests, when the breech is closed is a spherical convex, and is so positioned with the barrel, that the pressure of the shell aids in keeping it firmly locked. The operating lever of the breech block forms the trigger guard, and is somewhat similar in appearance to the Ballard rifle. There is one feature in it, however, which no other breech-loader's lever possesses. The end of the lever, instead of resting near or on the stock, is turned up and enters the stock, so that when the breech is open there is no possible chance of its lever catching against anything. The piece in the stock is elastic and has a kind of hook at the top, which catches hold of a notch (in the stock) and serves either to keep the breech effectually locked or to prevent the lever from coming out of the stock entirely when the breech is opened. The lever being pulled down the breech block is forced upward by the action of the hinged end of the lever against the rear end of the lever against the rear portion of the block. The breech is thus exposed and the cartridge is inserted into the barrel, under the breech block, or, if not under, the gun must be turned over. This is a very awkward manner of loading, and notwithstanding its originality, is the most objectionable feature of the gun. It is true, that to facilitate loading, the under part of the breech block is made hollow, but this only weakens the block, while it does not, to any great extent, facilitate loading. It is urged by the inventor that one of the advantages arising from this method of loading is, that should there be a premature discharge, the powder will escape downward, and not upward, so as to injure the face. This is very doubtful, inasmuch as that all explosions have an upward tendency, and the result of a premature discharge of the cartridge would be the blowing out of the breech piece directly toward the face of the soldier. The shell ejector is, perhaps, the best feature in the gun, although it is not equal to the ejector of the Peabody rifle. It consists of a straight piece which slides on a guide formed between the lower portion of the barrel and the breech receiver. A rod of steel connects it with the operating lever, which is contained in the breech receiver, to the right of the block. On the lever, or trigger guard, being pulled down the rod is pushed backward, carrying with it the ejector and consequently the exploded shell. On the lever being liberated, the spring at the end of the ejecting rod straightens itself, throwing the ejector forward and drawing the lever back to its proper place. By means of a notch under the breech receiver the ejector can be operated with the finger and independently of the lever; but as this would only increase the time required for firing it will seldom be used. Should the connection with the lever become destroyed it would then be of use, but not otherwise. As stated before, the Cochran rifle possesses merits, but as a military arm it can scarcely become a favorite. The difficulty, or rather discomfort, of loading from beneath the breech block is a most serious objection.

#### THE HENRY AND WINCHESTER RIFLES.

Almost every reader of this paper has heard of the Henry repeating rifle, and the fact that it contains a magazine under the barrel, into which sixteen cartridges are stored at one time. It is merely the Spencer rifle

reversed, and as a repeater has the same objections. The magazine is composed of a tube running under the barrel, from the breech to within five inches of the muzzle, and is partially open along its entire length, at the bottom. At the top of the magazine and up to the muzzle is a tube which moves on hinges to one side, exposing the chamber of the magazine, so as to admit the cartridges. This tube contains a follower, which is pressed forward by a spiral spring, thus forcing a cartridge into the breech as fast as the lever is pulled down. On entering the breech the cartridge is forced into the barrel by an upward movement of the main spring. The shell is ejected by a spring catch, which seizes it by the rim and ejects it, room being left in the barrel for it to rise over the rim. An improvement on this rifle has been recently made, and the new weapon is called the "Winchester." Instead of the magazine being partially open it is entirely closed up, and instead of loading from the top the cartridges are inserted into the magazine from the breech, thus enabling the gun to be used as a single loader or as a repeater. By this manner of loading the cartridge last inserted is the last one fired. The cartridges are inserted in the magazine through an opening in the side of the frame, back of the lower block. A spring lid, grooved on the top, and of a length to correspond with the size of the cartridge, opens inward by a slight pressure of the cartridge, which is then pushed forward, and as it drops in its place is held there by a shoulder, the lid then rises to its place and closes the aperture. If the Henry rifle was condemned for its complications, the "Winchester" has certainly not improved the defects. However terrible both weapons would be in the hands of experts, they are totally unfit for military service. The charm of being able to fire sixteen rounds of ammunition without cessation would be quickly dispelled by the slightest injury to any one part of the delicate and complicated machinery contained in the Henry and Winchester rifles.

#### SHARP'S, BERG'S, ALLEN'S AND STARR'S.

Lack of space will compel us to abstain from elaborate descriptions of the above named firearms. They have in reality almost gone out of use, having been found unequal to their promises. Sharp's, it is true, still retains some prominence, but the "trap door" system, so universally condemned, will prevent its ever being adopted as a military arm. The Berg gun is too complicated for effective use, and requires too much time to operate it. To load it the barrel has to be thrown over the shoulder, after having been released from the stock. Priming or percussion caps and paper cartridges are used with this gun. The Allen gun is also on the "trap door" system. To operate it the hammer is first half cocked; the lever is pulled down and the breech exposed, the shell being ejected at the same time. The cartridge is then introduced, the breech closed, and the hammer being pulled back to a full cock, the gun is ready for firing. Starr's rifle is on the trap system, and is so made that much difficulty is experienced in inserting the cartridge.

#### OTHER BREECH-LOADERS.

Within the past four years a large number of breech-loading firearms have been invented in the United States, and it will not be exceeding the actual figures when we assert that between \$150,000 and \$200,000 have

been spent during that time for the manufacture of models. Of the large number which have been invented, not more than six or eight have risen to prominence. Among those which may be considered relics of the past are the Warner, Montstorm, Cosmopolitan, Gibbs, Gallagher, Josselyn, Allyn, Maynard, and Burnside. Some others, such as the Merrill (revolving), Bell's (repeater), Burke and General Roberts, have not yet been brought sufficiently before the public for their merits and defects to be pronounced upon.

#### POULTENEY BREECH-LOADING MUSKET.

Through the kindness of Colonel S. Crispin, the efficient Ordinance Officer of this State, the writer has been enabled to furnish a description of the above-named weapon. It is of recent invention, and although not yet known to the public at large, promises to become one of the most popular firearms in the United States. While the gun is made on the principle of rotation, it is almost devoid of mechanical work. The breech block consists of a solid piece of steel, connected with the lever, which forms the trigger guard, and swinging on an axis. Attached to the lever is the only spring about the gun, and it is merely the lock which keeps the breech block properly closed up against the chamber of the barrel. Attached to the block is a spur, which ejects the exploded shell entirely from the breech simultaneously with the pulling down of the lever. The block, as stated before, swings upon an axis, but instead of falling downward when the lever is pulled down, it moves backward, thus exposing the breech. This system of operation is very superior, for should the shell not be pushed into the breech sufficiently, as soon as the lever is pulled back the face of the block comes in contact with the cover of the cartridge and shoves it home, without the slightest danger of a premature discharge. Another source of safety in the Poulteney rifle is that by the opening of the breech the hammer is half-cocked, thus preventing an accident. When fired, the hammer strikes against a pin which runs through the block, and the blow is transmitted to the fulminate. The gun is light, but immensely strong, and is well finished. The following is the mode of operating it:—First motion, pulling down the lever, and by so doing expose the breech and eject the cartridge; second, inserting a fresh cartridge; third, pulling back the lever, and effectually closing the breech; fourth, cocking the hammer; fifth, firing. The only defect in this gun is that the spur or shell ejector is not quite wide enough to insure a positive certainty of ejection, should the metal of the shell be of inferior quality.

#### SMITH'S CARBINE.

This weapon has been largely used in the United States cavalry service, and there is a likelihood that it will be permanently adopted for that branch of the army. The carbine is composed of two parts, one being the barrel, and the other the stock, with the lock attached. These are secured by an axis of rotation, or hinge, with a locking spring of great strength on the top of the barrel, and a catch in the rear of the hammer to retain it in its proper position. Attached to the axis of rotation is the spur, which is under the chamber of the breech, so that as soon as the barrel is thrown forward the shell is ejected. The method of operation is



as follows:—The barrel of the carbine is thrown upon the left arm, near to the axis of rotation, and the catch in the rear of the hammer being pressed down with the finger, the locking spring is released, and the barrel falls downward, and thus exposes the breech. A slight motion of the right hand on the stock brings the barrel and it (the stock) on a level, and the locking spring is instantly fastened to the catch. All that then remains is to cock and fire the piece. The Smith carbine is very simple in construction and possesses considerable strength. The great merit it undoubtedly has, is the ease with which it can be loaded and fired. Any ordinarily drilled soldier can, at a full gallop, load and fire it six or eight times per minute, and still guide his horse with the left hand. Although as a cavalry arm it is a very superior weapon, it is very doubtful if it would be effective for infantry. The method of loading, which would expedite the cavalryman, is very likely to delay the infantry soldier.

#### THE LAIDLEY CARBINE.

This breech-loader is the invention of an officer of the United States army, and is of recent date. It is made on the same principle as the Remington gun, the only difference being that the breech block and the hammer are pulled back together, whereas in the Remington they are pulled back separately. Another slight difference is in the locking of the hammer after it is cocked. This is done by a catch at the side of the stock, instead of by the breech block, as in the other mentioned arm. It does not appear, from the description given, that the Laidley carbine is any better arm than the Remington. There is the same objection, viz:—that the distance from the axis of rotation to the finger ears or top of the breech block are not long enough, and the difficulty of opening the breech when the exploded shell is resisting the action of the block remains the same.

#### THE NATIONAL RIFLE.

Breech loading rifles are made on several principles, such as the swinging block, sliding block, &c. We only name these two principles or systems on which they are constructed because they are the only ones which possess any *bona fide* merits. The national breech loading rifle is constructed on the sliding block system, and is made as follows: In the rear of the breech-block and below it is a recoil bearer, composed of iron, in the shape of a three-sided parallelogram. In front of this and above it is a solid breech block attached to the lever. On both sides of the lower portion of the front of the block is a spur which enters a small cavity on either side of the chamber of the barrel, and these spurs eject the shell completely from the breech when the lever is pulled down. The lever forms the trigger guard, and is secured in its place by a spring attached to its fore part, which enters the stock, and rests under the breech block. The lock is contained in a solid chamber and has no connection with the breech block, as in many others of recent invention. Through the upper portion of the breech block is a pin upon which the hammer strikes, and which transmits the blow to the fulminate of the metallic cartridge. The manner of operating the rifle is as follows: The lever being pulled down, the recoil bearer falls sufficiently low to permit the breech block to slide over it, and the shell is rapidly ejected. As the breech block slides back-

wards the hammer is forced to a half cock by the action, thus insuring absolute safety in loading. The breech being now open, the cartridge is dropped into the open space between the chamber of the barrel and the block; the lever is pulled back, and the face of the block pressing against the rim of the cartridge forces it into the barrel. The gun is then fully cocked and fired. The National rifle is very simple in its construction, and its principal merits are that it has no dependence upon springs, levers, fulcrums nor circular bearings for resisting the discharge. The resistance is obtained by perfectly square, solid blocks, which move at right angles. Again, there is not the slightest danger of a premature discharge, so well arranged is the breech block to the chamber. The weapon is light, but possesses immense strength. In the presence of the writer, several charges, consisting of 100 grains of powder and 1,848 grains of lead, were fired from the shoulder, with but little or no recoil. As a military arm (and it is only intended for such) the National rifle must eventually hold a high position. The only defect it has is in the danger of the lever spring dying. Should this occur on a battle field the soldier would be compelled to tie the lever to the stock, for the purpose of keeping the breech closed. But this objection is perhaps equally applicable to all breech loaders. The National rifle has been fired with ease sixteen times per minute.

#### RAPIDITY IN FIRING OF AMERICAN BREECH-LOADERS.

The following table will show the average number of shots per minute which have been fired from several breech-loading rifles of American invention and manufacture:

Name of rifle.	No. of shots.	Yards.	Name of rifle.	No. of shots.	Yards.
Henry (repeater).....	25	500	Smith, (single loader)....	14	500
Spencer do .....	15	500	Sharp's, do .....	12	500
Berdan, (single loader)...	18	500	Berg, do ...	8	500
Ballard, do ...	18	500	Allen, do ...	14	500
Peabody, do ...	17	500	Joslyn, do ...	8	500
Remington, do ...	15	500	Starr's, do ...	6	500
Cochran, do ...	16	500	Maynard, do ...	7	500
National, do ...	16	500	Merrill, (revolving).....	6	500
Poultenev, do ...	16	500			

#### REPEATERS VERSUS SINGLE LOADERS.

While the Spencer rifle proved its superiority over the muzzle loader during the recent war, it did not satisfy our leading ordnance officers that it was the most effective of military arms. Looking upon it merely as a mechanical contrivance we admit its power; but taking a practical view of its merits and defects, we are compelled to conclude that the single loading breech loader is not only a superior arm, but is, in every respect, better adapted to warfare. In the first place, the mechanical portion of a repeater is too complicated; the danger of injury is too great, and the waste of ammunition too excessive to admit of its being placed in the hands of a private soldier. Soldiers are proverbially careless, and during the war many Spencer rifles were picked up on the battle fields with cartridges in the magazine the reverse position to what they should have occupied. Of course it would have been utterly impossible to fire the gun as soon as a cartridge thus inserted had entered the breech piece; it would never have been able to enter the barrel, and the result must have been to

break or otherwise injure the internal machinery. The mistake here mentioned arose either from the carelessness of the soldier or from his hurry when filling the magazine. But, in addition to this, with the knowledge that his gun contains seven loads, each of which can be fired without reloading, until every cartridge is exhausted, the soldier indulges in a reckless waste of ammunition without doing any material damage to his enemy. The same rule that applies to the Spencer rifle is applicable, and with double force, to the Henry or Winchester gun. Repeating rifles of the last-named pattern are entirely too complicated for the use of an army. In the hands of experts they will, it is true, become terrible weapons of warfare; but nine out of every ten soldiers are not experts in the use of firearms, nor do years of active service render them such. In addition to requiring rapidity of fire, strength and durability are necessary. To an army the Henry and Winchester rifles would then be useless, and simply because they possess neither strength nor durability. They are delicate, complicated weapons; and besides, neither they nor the Spencer rifle can be fired as rapidly as any good single grade, such as the Berdan, Ballard, Peabody or Cochran. Experiments with the Spencer, Peabody, Ballard and Berdan have been made for one hundred shots with the following result:—

Spencer—100 shots in eight minutes and a half, being an average of a little less than 12 shots per minute.

Peabody—100 shots in seven minutes, or 14.02 per minute.

Ballard—100 shots in six minutes and a half, or about 15 per minute.

Berdan—100 shots in six minutes, or 16.04 per minute.

Better averages than the above have been made with these guns, which are among the first of American manufacture; but the experiment only proved that the length of time taken to fill the magazine of the Spencer rifle neutralized its merits as a repeater. The assertion of inventors that the immobility of prejudice on the part of ordnance officers, has been the cause of repeating rifles not being adopted by the government for the use of its army, is simply ridiculous. Patient investigations and experimental tests have proven the superiority of single loaders over the repeaters. And facts, which are always incontestible, have influenced a judgment in favor of the former. But admitted even that the repeating rifle can be fired oftener than the single loader, what benefit arises from such excessive rapidity? To fire twenty-five or thirty shots per minute would render the arm of the soldier utterly useless before he had fired fifty rounds. If an average of eight shots per minute could be fired during a battle, the effect and slaughter would be frightful. This the single loader can be made to perform with the utmost ease; and as it unites simplicity of construction with immense strength (qualities which the repeater does not possess), the hypothesis must naturally be that it is the most effective arm and better adapted to warfare.

#### CONCLUSION.

Humanitarians welcome the progress of science in the invention of breech loaders, as rapid strides toward obviating the dread alternative of war. But a moment of reflection will prove that they are mistaken in their suppositions. The science that invents a breech loading rifle of fearful destructive power will also be directed to the invention of means

whereby such powers can be lessened. The idea of preservation of life has been a foremost one to scientific men; and if weapons are made that can destroy fifty thousand lives in ten minutes (provided the owners are unprotected, or rather garbed in penetrable material,) science will also invent bullet-proof clothing, and thus carry out the first dictate of nature. After all, and in view of this possible contingency, it is doubtful if the invention of breech loaders will be of as sterling value to the world at large as it is now popularly believed.

### TRADE OF GREAT BRITAIN AND THE UNITED STATES.

#### COTTON, BREADSTUFFS, PROVISIONS, ETC.

The British Board of Trade returns now begin to indicate the effect of the panic rate of discount on the trade of the country, the official statement of imports and exports for the month of August and the eight months ending August 31, just received, showing a very large diminution in the import trade of the country, whilst, on the other hand, the exports exhibit a considerable increase. A high rate for money has a tendency to encourage exports, but to operate as a check to imports, and this is the great feature of the statement recently issued by the British Board of Trade. As regards exports, it appears that the declared value of the shipments of British and Irish produce to all quarters, in the month of August, was £17,450,156, against £14,957,834 in the previous month, and against £14,158,648 in the corresponding month last year. The total for the eight months is £125,265,820, against £102,400,696 last year, and £108,716,219 in 1864. The figures for each month from January to August, inclusive, in each of the last three years, are as under:

	1864.	1865.	1866.
January.....	£10,413,586	£10,489,339	£14,354,748
February.....	12,698,121	11,376,214	15,116,063
March.....	13,555,674	13,770,154	17,520,354
April.....	13,225,039	12,071,111	15,366,414
May.....	14,176,640	13,194,758	15,870,131
June.....	13,978,526	13,227,062	14,630,120
July.....	14,394,364	14,113,410	14,957,834
August.....	16,374,269	14,158,648	17,450,156
Total.....	£108,716,219	£102,400,696	£125,265,820

The return of imports embraces a period of seven months, viz.: from January 1 to July 31, inclusive. In July the computed real value of the principle articles imported £3,650,000 less than in the previous month, the figures for June and July, respectively, being £23,243,701 and £19,597,929. The particulars of imports for each month in the year are subjoined:

	1864.	1865.	1866.
January.....	£7,520,356	£6,398,922	£9,847,564
February.....	13,214,541	12,891,252	16,610,159
March.....	16,396,928	13,005,394	19,891,204
April.....	17,587,565	13,078,755	22,455,968
May.....	22,392,601	14,595,334	23,224,762
June.....	21,498,185	15,407,688	23,243,701
July.....	20,458,253	13,964,190	19,597,929
Total.....	£119,068,429	£94,305,062	£134,371,287

The trade of Great Britain and the United States, during the seven months ending July 31, was to the value of nearly ten millions sterling greater in the department of British and Irish produce and manufactures than in the corresponding period in 1865. In those periods, and in 1864, the declared value of the exports of British and Irish produce, &c., was as follows :

	1864.	1865.	1866.
To Atlantic ports, Northern.....	£12,669,886	£7,469,832	£16,268,977
Southern.....	77,402	34,755	643,820
Pacific ports.....	661,487	342,274	426,142
Total.....	£13,408,775	£7,846,861	£17,338,939

## COTTON.

The imports of cotton into the United Kingdom in August were about 200,000 cwts. less than in the preceding month, the falling off being almost wholly confined to the produce of this country. Egypt shows a decline ; but as regards India, there is a slight increase. The total for the eight months, however, is nearly 4,300,000 cwts. in excess of the corresponding period in 1865, the imports from the United States showing an increase of 3,720,000 cwts., and India an augmentation of 1,500,000 cwts. nearly. In the receipts from Egypt, however, there is a diminution of nearly 270,000 cwts., but it seems probable that during the ensuing season, owing to the favorable accounts respecting the new crop in that country, the arrivals from Alexandria will be on a much more extensive scale than during the present year. The imports of cotton into Great Britain for the eight months ending Aug. 31 were as under :

	1864.	1865.	1866.
From United States.....cwts	108,670	109,863	3,834,000
Bahamas and Bermudas.....	218,848	158,604	6,413
Mexico.....	163,769	275,550	3,145
Brazil.....	234,147	294,820	495,883
Turkey.....	147,932	166,604	83,930
Egypt.....	845,212	1,005,454	735,460
British India.....	2,213,270	1,941,401	3,459,087
China.....	537,965	301,509	17,949
Other countries.....	200,187	307,235	193,734
Total.....	4,670,000	4,561,040	8,809,601

The exports of cotton from Great Britain, owing to the close of the German War, are steadily on the increase, the shipments in August being 403,214 cwts., against 333,440 cwts. in July. For the eight months there is a balance in favor of this year of about 700,000 cwts. The statement of exports for eight months is annexed :

	1864.	1865.	1866.
To Russia.....cwts	195,848	163,716	248,235
Prussia.....	9,628	22,782	42,089
Hanover.....	40,937	14,011	5,618
Hanse Towns.....	370,762	305,390	516,477
Holland.....	312,333	262,216	347,865
Other Countries.....	597,508	727,909	1,127,323
Total.....	1,526,916	1,585,994	2,287,607

The computed real value of the cotton imported in seven months, from January to July inclusive, was as follows :





	1864.	1865.	1866.
From United States	£1,945,647	£650,601	£28,004,469
Bahamas and Bermudas	2,505,379	1,354,736	43,484
Mexico	2,072,438	2,085,012	28,591
Brazil	2,873,296	2,139,806	3,618,768
Turkey	1,442,123	768,119	509,225
Egypt	10,192,905	7,291,883	6,168,031
British India	17,816,147	7,460,795	13,905,053
China	4,216,584	1,210,335	58,258
Other countries	1,928,197	1,574,102	1,233,805
Total	44,392,716	24,54,839	53,569,684

## BREADSTUFFS.

As might have been anticipated, the return relating to the imports of Wheat and Flour into Great Britain presents many features of great interest, and so far as this country is concerned, the figures in one sense, viz. in the diminished exports from most continental countries, Russia alone excepted, are favorable. There is a slight increase in the importation of Wheat and Flour from this country, the total of those two articles in the month of August being 46,692 cwts, against 12,214 cwts. in the previous month. The total importation of Wheat and Flour in August was 660,000 cwts. less than in July. Prussia exhibits a considerable decline, the falling off in the import of Wheat being 340,000 cwts. The following is the statement of imports of Wheat, Flour and Indian Corn for eight months :

## WHEAT.

	1864.	1865.	1866.
From Russia.....cwts	2,144,753	4,336,307	4,610,396
Prussia.....	3,089,589	3,092,508	2,898,506
Denmark.....	555,914	345,204	354,108
Schleswig, Holstein, & Lauenburg.....	208,078	171,367	141,078
Mecklenburg.....	421,707	361,769	545,365
Hanse Towns.....	438,663	301,831	620,378
France.....	465,409	862,052	3,395,024
Turkey, Wallachia, and Moldavia.....	326,282	457,962	329,738
Egypt.....	366,856		11,769
United States.....	6,137,894	664,023	345,750
British North America.....	621,735	222,067	8,789
Other Countries.....	280,653	750,353	2,358,398
Total.....	15,057,536	11,505,473	15,529,299

## FLOUR.

	1864.	1865.	1866.
From Hanse Towns.....cwts	228,924	154,401	181,232
France.....	1,445,550	1,550,369	3,078,740
United States.....	1,337,313	194,561	193,051
British North America.....	266,228	180,067	15,818
Other Countries.....	77,063	97,306	168,807
Total.....	3,355,080	2,12,704	3,637,648

## BRITISH AND IRISH PRODUCE AND MANUFACTURES.

The total of these for the eight months is £23,000,000 greater than in the corresponding period last year. With this country, a large business has been done, of which the following are the particulars :

	1864.	1865.	1866.
Alkali.....	£275,017	£261,443	£615,117
Beer and ale.....	33,313	26,461	45,544
Coals.....	87,345	70,714	62,095
COTTON MANUFACTURES—			
Piece goods.....	1,484,160	977,600	2,446,194
Thread.....	159,302	75,253	241,353
Earthenware and porcelain.....	297,866	248,636	514,340
Haberdashery and millinery.....	702,188	476,789	929,090

<b>HARDWARES AND CUTLERY—</b>			
Knives, forks, &c.....	92,141	78,096	190,773
Anvils, files, saws, &c.....	69,530	53,490	68,827
Manufactures of German silver.....	218,929	155,660	461,207
<b>LINEN MANUFACTURES—</b>			
Piece goods.....	1,905,040	1,619,106	2,785,336
Thread.....	151,597	87,364	167,170
<b>METALS—</b>			
Iron—Pig, &c.....	203,064	70,851	193,988
Bar, &c.....	654,496	104,767	366,992
Railroad.....	767,134	231,369	507,809
Castings.....	13,032	3,023	12,242
Hoops, sheets and boiler plates.....	203,639	43,496	214,265
Wrought.....	209,326	90,196	151,004
Steel—Unwrought.....	391,093	184,109	435,451
Copper, wrought.....	12,982	21,203	31,793
Lead, pig.....	181,864	50,398	96,931
Tin plates.....	570,087	545,384	1,018,484
Oilseed.....	46,692	2,144	200,733
Salt.....	26,307	22,116	78,765
<b>SILK MANUFACTURES—</b>			
Broad piece goods.....	67,936	38,760	96,636
Handkerchiefs, scarfs, &c.....	17,022	1,295	7,088
Ribbons.....	27,538	17,571	29,332
Other articles of silk only.....	73,393	75,443	84,214
Other articles mixed with other materials.....	34,227	20,576	58,782
Spirits, British.....	10,140	2,754	10,360
Wool.....	37,242	10,132	9,300
<b>WOOLEN AND WORSTED MANUFACTURES—</b>			
Cloths of all kinds.....	682,836	290,548	745,034
Carpets and druggets.....	262,890	157,113	547,953
Shawls, rugs, &c.....	59,473	18,028	36,436
Worsted stuffs of wool only, and of wool mixed with other material.....	1,869,191	1,711,453	2,727,118

## PROVISIONS.

The imports of butter, cheese and eggs have increased; nevertheless, the value of these articles continues to rule high throughout the United Kingdom; and there seems to be no prospect of a return to even a moderate range of prices for some time to come. The imports for eight months were:

	1864.	1865.	1866.
Bacon and hams, cwts.....	898,607	509,909	521,119
Beef, salt, cwts.....	242,472	161,568	148,362
Pork, salt, cwts.....	162,835	123,085	141,162
Butter, cwts.....	596,886	659,861	671,510
Cheese, cwts.....	440,284	456,102	406,610
Eggs, number.....	242,339,280	267,984,840	326,331,840
Lard, cwts.....	142,979	87,677	217,076

## LIVE STOCK.

The cattle plague in the United Kingdom has almost entirely died out, the cases reported by the authorities being always less than one hundred per week. The stringent regulations enforced by the Government have not been modified, and as a large number of sheep infected with small pox were recently imported, it is expected that some time will yet elapse ere the cattle traffic of the United Kingdom will resume its normal position. Much attention appears to have been directed to the production of sheep since the cattle plague first broke out, and the supply of sheep in England has greatly increased during the last twelve months. Meat is still very dear in Great Britain; but there is a tendency to lower prices, and it is now stated that butchers' meat has seen its highest point. The ports of Rotterdam and Amsterdam are still prohibited from sending beasts, sheep, lambs and calves to England. The imports of cattle, &c. for eight months were as follows:

## IMPORTS OF LIVE STOCK INTO GREAT BRITAIN.

	1864.	1865.	1866.
Oxen, bulls and cows .....	82,447	119,323	122,603
Calves .....	29,373	35,553	19,851
Sheep and lambs .....	256,094	427,439	590,549
Swine and hogs .....	37,630	64,559	47,076

## SHIPPING.

In the month of August and the eight months ending Aug. 31, the following number of American vessels entered and cleared at ports in the United Kingdom :

	Number.	Tonnage.
Entered in August, 1866 .....	52	57,700
do 1865 .....	45	49,125
do 1864 .....	35	37,612
Entered eight months ending Aug. 31, 1866 .....	314	324,845
do do do 1865 .....	195	212,952
do do do 1864 .....	287	320,940
Cleared in August, 1866 .....	44	43,301
do 1865 .....	39	41,206
do 1864 .....	48	49,537
Cleared eight months ending Aug. 31, 1866 .....	332	376,699
do do do 1865 .....	212	212,764
do do do 1864 .....	291	318,344

The following statement shows the number of vessels of all nationalities entered and cleared at ports in the United Kingdom from and for the United States in the above periods :

	Number.	Tonnage.
Entered in August, 1866 .....	166	136,308
do 1865 .....	62	70,655
do 1864 .....	124	94,107
Entered eight months ending August 31, 1866 .....	1,162	1,044,481
do do do 1865 .....	354	406,637
do do do 1864 .....	769	715,865
Cleared in August, 1866 .....	107	120,969
do 1865 .....	92	106,367
do 1864 .....	93	100,115
Cleared eight months ending August 31, 1866 .....	962	1,008,568
do do do 1865 .....	536	624,092
do do do 1864 .....	825	850,919

## COTTON CROP FOR 1865-66.\*

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

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

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

past year, to which we have added the export figures for 1860-61 for comparison. In the last column will be found the total stocks, August 31, 1866.

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

Ports. From Sept. 1, '65, to Sept. 1, 1866.	Received since Sept. 1, '65.	Exported since			Sept. 1, '65, to— Total.	Exports in 1860-6.	Stocks, Sept. 1, 1866.
		Great Britain.	France.	Other for'gn.			
N. Orleans*.....	711,629	358,878	134,510	22,800	516,188	1,783,673	102,082
Mobile.....	429,102	229,171	40,184	1,579	270,934	456,421	29,009
Charleston†.....	110,761	46,952	6,050	822	53,824	214,388	5,535
Savannah.....	265,026	91,413	1,492	.....	92,905	302,187	8,144
Texas.....	175,065	59,435	1,739	3,214	64,388	63,209	7,605
New York‡.....	234,461	413,927	38,618	42,917	495,462	248,049	88,642
Florida.....	149,432	.....	37,977	.....	37,977	28,073	162
N. Carolina.....	64,653	21	.....	.....	21	195	.....
Virginia.....	39,093	.....	.....	.....	.....	810	.....
Boston.....	.....	11,759	.....	255	12,014	23,225	.....
Philadelphia.....	.....	2,035	.....	.....	2,035	3,793	\$46,000
Baltimore.....	.....	6,709	.....	.....	6,709	3,545	.....
Other ports.¶.....	62,000	.....	.....	.....	.....	.....	.....
	2,241,222	1,258,277	222,593	71,817	1,552,457	3,127,568	281,179

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

	New Orleans.	Mobile.	Charles- ton.	Sa- vannah.	Texas.	Flor- ida.	N. C.	Total South'n ports.
Liverpool.....	358,878	228,016	46,952	91,413	59,435	37,977	21	822,694
Other ports.....	.....	1,155	.....	.....	.....	.....	.....	1,155
<b>Total, G. Britain</b> .....	358,878	229,171	46,952	91,413	59,435	37,977	21	823,847
Havre.....	133,744	40,184	5,952	1,492	1,739	.....	.....	.....
Bordeaux, &c.....	766	.....	98	.....	.....	.....	.....	.....
<b>Total, France</b> .....	134,510	40,184	6,050	1,492	1,739	.....	.....	183,975
Brem. & Hanov. &c.....	8,721	.....	.....	.....	.....	.....	.....	.....
St. Petersburg, &c.....	1,701	270	.....	.....	3,014	.....	.....	.....
<b>Total, N. Europe</b> .....*	5,422	270	.....	.....	3,014	.....	.....	8,706
Oporto, Spain, and.....	.....	.....	.....	.....	.....	.....	.....	.....
Gibraltar.....	16,454	1,268	510	.....	.....	.....	.....	.....
Genoa, Trieste, &c.....	286	.....	312	.....	.....	.....	.....	.....
Mexico, &c.....	628	41	.....	.....	200	.....	.....	.....
<b>Total, other</b> .....	17,378	1,309	822	.....	200	.....	.....	19,709
<b>Total exports</b> .....	516,188	270,934	53,824	92,905	64,388	37,977	21	1,036,237

Below we give our own detailed statement of the movement of cot-

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

† From the receipts at Charleston, we deduct 945 bales received from Florida.

‡ These are the shipments from Tennessee, Kentucky, &c., not otherwise counted.

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

ton through the year, and, for comparison, bring forward the figures for the year 1860-61, as published in the *Shipping List* at that time:

**Louisiana.**

	—1865-66—	—1860-61—
Exported from New Orleans:		
To foreign ports.....	516,188	1,788,673
To coastwise ports.....	252,355	132,179
Burnt at New Orleans.....		3,276
Stock close of year.....	102,082	10,118
Deduct:		
Received from Mobile.....	36,483	48,270
Received from Montgomery.....	4,378	11,551
Received from Florida.....	12,785	13,279
Received from Texas.....	32,111	30,613
Stock beginning of year.....	83,239	73,239
1865-66	158,996	
1860-61		117,647
Total product for year.....	711,629	1,751,599

**Alabama.**

Export from Mobile:		
To foreign ports.....	279,934	456,421
To coastwise ports.....	142,764	127,574
Manufactured in Mobile.....		2,000
Burnt at Mobile.....	6,307	
Exported to N. O. from Montgomery.....	4,378	11,551
Stock at close of year.....	29,000	2,481
Deduct stock beginning of year.....	453,392	600,027
1865-66	24,290	
1860-61		41,622
Total product for year.....	429,102	558,345

**Texas.**

Export from Galveston, &c.:		
To foreign ports.....	64,388	63,209
To coastwise ports.....	115,943	84,254
Stock at close of year.....	8,511	452
Deduct stock beginning year.....	188,922	147,915
1865-66	13,857	
1860-61		3,168
Total product for year.....	175,065	144,747

**Florida.**

Exported from Apalachicola, St. Mark, &c.:		
To foreign ports.....	37,977	28,073
To coastwise ports.....	123,943	85,953
Burnt at St. Marks.....		150
Stock at close of year.....	162	162,082
Deduct stock beginning of year.....	162,082	122,036
1865-66	12,650	
1860-61		864
Total product for year.....	149,432	121,172

**Georgia.**

Export from Savannah:		
To foreign ports—Uplands.....	88,313	293,746
Sea Islands.....	4,592	8,441
To coastwise ports—Uplands.....	161,056	170,572
Sea Islands.....	5,113	11,512
Stock in Savannah end of year.....	6,632	4,102
Stock in Augusta, &c., end of year.....	9,558	5,991
Deduct:		
Received from Florida—Sea Islands.....		1,033
—Uplands.....		6,188
Stock beginning of year—Savannah.....	4,005	4,307
Augusta.....	6,233	5,252
1865-66	10,238	
1860-61		16,780
Total product for year.....	265,026	477,584

**South Carolina.**

Exports from Charleston and Georgetown:		
To foreign ports—Uplands.....	51,619	199,345
Sea Islands.....	2,205	15,043
To coastwise ports—Uplands.....	50,884	121,663
Sea Islands.....	3,435	8,355
Burnt at Charleston.....		564
Stock in Charleston end of year.....	5,535	2,399
1865-66	113,678	
1860-61		347,860



Deduct:				
Received from Florida and Savannah.....			255	
—Sea Islands.....	945		2,373	
Uplands.....			8,897	11,530
Stock in Charleston beginning of year.....	1,973	2,917		
Total product for year.....		110,761	336,339	

**North Carolina.**

Export:				
To foreign ports.....	21		195	
To coastwise ports.....	64,632	64,653	00,156	56,29 <sub>5</sub>

**Virginia.**

Export:				
To foreign ports.....			810	
To coastwise ports.....	37,643		61,129	
Manufactured (taken from ports).....	No account		16,993	
Stock end of year.....	3,250	40,893	2,000	80,932
Deduct stock beginning of year.....		1,800	2,800	
Total product for year.....		39,093		78,132

**Tennessee, &c.**

Shipments from Memphis, Nashville, Columbus, Hickman, Ky., &c.....	275,158		392,428	
Stock end of year.....	3,466	278,624	1,671	393,499
Deduct:				
Shipments to New Orleans, &c.....	33,132		196,366	
Stock beginning of year.....	10,831	44,163	1,709	198,075
Total product for year.....		234,461		195,424

**PACIFIC RAILROAD OF MISSOURI.**

The Pacific Railroad of Missouri consists of a main line extending west from St. Louis to the Kansas State line, 283 miles, with a branch from Franklin to Rolla, 77.5 miles, to be continued to the southwest corner of the State. The main line is the connecting link between the eastern roads and the Union Pacific (E. D.), now open to Fort Riley and Junction City, 140 miles into the very heart of Kansas. It also connects at Kansas City with the Missouri River Railroad, extending thence to Leavenworth. The branch points toward the Southern Pacific Railroad and any railroad that may be constructed to Galveston on the Gulf of Mexico. The company is one the great Land Grant and State-Aid Corporations of Missouri. It was chartered February 12, 1849, and organized January 31, 1850. In June, 1850, surveys for the lines were commenced, and July 4, 1851, the formal breaking of the ground took place. The main line was completed through so as to admit of trains being run over it September 20, and regular operations were commenced October 2, 1865. The construction of the road has thus being going on (with interruptions) through nearly fifteen years. The following statement gives the dates at which the several portions of the main road was brought into use:—from St. Louis to

Cheltenham.....	5.90	Dec. 23, 1852	Sedalia.....	189.00	Feb. 1, 1861
Kirkwood.....	13.00	May 9, 1853	Dresden.....	196.00	May 10, 1863
Franklin.....	37.00	July 20, 1853	Knobnoster.....	207.50	May 2, 1864
Washington.....	54.00	Feb. 11, 1854	Warrensburg.....	218.00	July 3, 1864
Hermann.....	81.00	Aug. 7, 1854	Holden.....	232.25	May 28, 1865
Jefferson City.....	125.00	Mar. 13, 1856	Keysville.....	237.00	June 14, 1865
California.....	150.00	May 14, 1858	Pleasant Hill.....	248.50	July 26, 1865
Tipton.....	163.00	July 26, 1858	Independence.....	272.60	Sep. 19, 1865
Syracuse.....	168.00	Aug. 1, 1859	and to.....		
Otterville.....	176.00	Aug. 24, 1860	Kansas City.....	283.00	.....
Smithton.....	181.50	Nov. 12, 1860			

—the road between Independence and Kansas City having been in operation some months (since July) previous to the completion of the road to Independence.

The Southwest Branch (which, as projected, will have a length equal to that of the main line) was opened to Staunton, 28 miles from Franklin, in 1857, to Harrison, 47 miles, in 1859, and to Rolla, 77½, in 1861. This branch, on account of default in paying interest on the State loan was last Spring taken possession of by the Governor, and has been recently sold to a new organization, which have undertaken to complete it within a given time. At the date of the last report it was being operated by State commissioners. The following statement describes the rolling stock owned by the company at the commencement and close of the last fiscal year:

	—Pass. T. C.—				—Freight Train Cars.—			Total		
	Eng.	Pass.	exp.	Mail.	Box.	boose.	Stock.		Flats.	Oth. cars.
March 1, 1865.....	42	26	8	6	184	20	98	218	4	564
Feb. 28, 1866.....	48	31	17	7	239	23	133	211	15	676
Increase.....	6	5	9	1	55	3	35	..	11	} 112
Decrease.....	..	..	..	..	..	..	..	7	..	

The number of miles run by engines on the total road was, in 1864-5, 698,977 miles at a cost of \$232,395 17 (= 33½ cents per mile;) and, in 1865-6, 831,433 miles at a cost of \$348,942 54 (= nearly 43 cents per mile.)

A full history of the road from its inception in 1849 to the close of the last fiscal year is given in the current Report. It is particularly interesting in its details of the raids by which it has several times been interrupted, and also of the relations of the company to the State government. The report can be obtained from the office at St. Louis.

OPERATING ACCOUNTS—EARNINGS AND EXPENSES.

The gross earnings from operations, and the transportation expenses for the fiscal years ending March 1, 1862-66, both inclusive (with the average length of road in use) have been as shown in the following statement:

<i>Main line of Railroad.</i>					
	1861-62.	1862-63.	1863-64.	1864-65.	1865-66.
Sources of revenue.	1861-62. (189 m.)	1862-63. (189 m.)	1863-64. (194 m.)	1864-65. (214 m.)	1865-66. (252 m.)
Passengers.....	\$350,942 27	\$353,029 67	\$315,790 41	\$453,880 41	\$831,245 41
Freight.....	294,833 51	396,589 74	560,744 59	609,272 14	924,075 86
Mails.....	28,350 00	28,350 00	28,350 00	30,437 50	37,996 25
Rents, &c.....	2,180 71	1,986 65	3,360 95	5,127 64	1,039 00
Total earn'gs.....	\$706,306 49	\$679,956 06	\$906,745 95	1,097,967 69	1,794,356 32
Trans. expe's.....	353,978 53	452,557 58	540,161 99	886,483 23	1,393,530 08
Net earnings.....	\$352,327 96*	\$227,398 48	\$366,583 96	\$211,484 46	\$400,826 14
<i>Southwest Branch Railroad.</i>					
	1861-62.	1862-63.	1863-64.	1864-65.	1865-66.
Sources of Revenue.	1861-62. (113 m.)	1862-63. (113 m.)	1863-64. (113 m.)	1864-65. (113 m.)	1865-66. (113 m.)
Passengers.....	\$94,863 97	\$88,225 97	\$ 5,114 15	\$54,264 07	\$69,923 61
Freight.....	82,663 48	149,452 85	160,792 25	107,902 30	82,501 34
Mails.....	3,799 97	3,800 00	5,614 60	5,775 00	5,775 00
Rents, &c.....	.....	.....	.....	12 00	.....
Total earnings.....	\$180,327 42	\$24,481 83	\$25,551 00	\$197,713 38	\$158,199 95
Transportation Ex.....	70,470 70	112,595 58	150,882 00	195,849 47	201,866 70
Net earnings.....	\$109,856 72	\$123,886 25	\$100,668 99	\$1,863 91	\$.....
Loss on operating Southwest Branch 1865-66.....	.....	.....	.....	.....	\$43,676 75

## Main Line and Southwest Branch together.

	1861-62. (30 m.)	1862-63. (30 m.)	1863-64. (30 m.)	1864-65. (37 m.)	1865-66. (36 m.)
Gross Earnings.....	\$886,633 61	\$921,437 69	\$1,158,296 95	\$1,295,681 07	\$1,952,556 17
Operating Expen.....	424,449 23	565,153 16	6 7,444 00	1,082,232 70	1,595,496 78
Net earnings.....	\$462,184 58*	356,284 73	461,252 95	\$213,348 37	\$357,149 39

In the transportation expenses are included the cost of extraordinary repairs, etc., caused by the damages sustained at the hands of the rebels, and hence are no criterion by which to estimate the future ordinary expenses.

The following statement shows the gross earnings on the main line in each fiscal year from the commencement of operations :

1852 (8 days).....	\$108 15	1857-58.....	\$668,346 59	1862-63.....	\$679,926 06
1853.....	41,323 29	1858-59.....	674,243 95	1863-64.....	906,745 95
1854-55 (14 m.).....	97,176 39	1859-60.....	648,600 00	1864-65.....	1,097,967 69
1855-56.....	330,222 21	1860-61.....	688,644 25	and	
1856-57.....	425,255 97	1861-62.....	706,306 49	1865-66.....	1,797,356 22

When it is recollected that these earnings have been made on a road only opened through last October, these figures are certainly very encouraging, and promise well for the future, when thoroughly equipped, and its extension to the Pacific Ocean accomplished.

## CONDENSED BALANCE SHEET, MARCH 1.

The financial condition of the company, as exhibited on the Balance Sheet at the close of each of the last three years 1864-65 and 1866 is shown in the statement which follows :

## Main Line of Railroad—March 1.

	1864.	1865.	1866.
Capital Stock paid in .....	\$3,493,715 73	\$3,497,085 45	\$3,581,598 73
State Bonds .....	7,000,000 00	7,000,000 00	7,000,000 00
Mortgage Construction.....	1,314,000 00	1,500,000 00	1,500,000 00
St. Louis County Bonds.....	12,350 00	700,000 00	700,000 00
Land Grant Sales .....	103,963 01	111,215 97	131,039 33
“ “ Rents.....	155 40	216 90	255 90
Bills payable.....	43,144 80	241,209 21	911,688 16
Audited accounts unpaid.....	75,908 74	408,003 02	233,754 66
Transportation Receipts.....	5,567,957 77	6,645,300 15	8,461,010 75
Total.....	16,294,845 45	19,229,380 70	22,524,347 62

Against which are found charged as follows, viz :

Construction—East.....	\$6,001,870 96	\$6,022,716 87	\$6,051,303 91
“ —West.....	2,506,122 15	4,093,411 53	5,181,829 15
Rolling Stock .....	761,447 16	1,101,970 76	1,504,015 27
Office expenses.....	119,471 56	133,635 17	1 1,259 63
Contingences .....	73,026 61	75,062 75	76,110 21
Discount on Construction and anticipations.....	8,860 00	8,860 00	8,860 00
Commission on purchases.....	17,375 75	17,375 75	17,375 75
Interest account.....	718,828 88	750,241 28	953,297 97
Interest, discounts and commissions.....	1,137,994 03	1,141,078 89	1,238,933 12
Suspended debts.....	219,148 09	213,148 09	43,518 18
Cancelled debts.....	.....	.....	169,629 91
Materials on hand.....	43,935 71	139,403 29	122,569 35
Cash in hands of Treasurer.....	65,341 77	.....	.....
“ “ of Trustees.....	.....	21,724 05	31,578 05
“ “ of fund commissioners.....	.....	3,155 35	9,893 00
Land grant expenses .....	5,357 77	5,362 43	6,044 33
Transportation expenses .....	4,616,148 06	5,502,631 29	6,396,161 87
Due by Southwestern Branch.....	.....	.....	61,968 12
Total.....	16,294,845 45	19,229,380 70	22,524,347 63

\* Less State of Missouri by \$9,240 80, not allowed.

## Southwest Branch Railroad.

	1864.	1865.	1866.
Capital Stock paid in .....	\$70,513 33	\$70,513 33	\$ .....
State Bonds .....	1,268,000 00	1,268,000 00	1,268,000 00
Const action Bonds .....	3,282,000 00	3,243,000 00	3,282,000 00
Sales of Lands .....	20,655 83	20,655 83	20,655 83
Rent of Granby Mines .....	24,328 94	24,328 94	24,328 94
Transportation receipts .....	767,809 55	960,640 20	1,151,718 40
Audited Accounts unpaid .....	.....	.....	95 00
Balance due Main Line .....	.....	.....	61,968 12
Total .....	5,385,307 65	5,576,138 30	5,758,766 29

Against which are found charged, viz:

Construction .....	\$3,098,253 22	\$3,098,939 84	\$3,099,574 84
Rolling Stock .....	116,926 86	116,926 86	119,737 87
Office expenses .....	34,370 61	41,912 61	46,650 50
Commission on purchases .....	2,140 93	2,140 93	2,140 03
Contingencies .....	24,129 17	24,166 92	28,696 92
Interest on Bonds .....	567,321 94	567,321 94	577,321 94
Materials on hand .....	40,781 56	.....	.....
Cash .....	.....	31,992 61	.....
Discounts and Commissions .....	1,028,539 59	1,032,975 59	1,032,765 59
Expenses of Geological Survey, &c. ....	42,030 22	42,309 16	42,309 16
Transportation expenses .....	421,823 55	617,661 84	819,538 54
Total .....	5,385,307 65	5,576,138 30	5,758,766 29

## THE MEMPHIS AND CHARLESTON RAILROAD.

The Memphis and Charleston Railroad, from its geographical position and direction, and from its eastern connections, continuing it to the great Atlantic ports, from Alexandria to Savannah inclusive, is evidently one of the most important lines of transit in the States south of the Ohio river. Commencing at Memphis, it traverses southwestern Tennessee, then passing south into Mississippi, striking Corinth, and thence eastward through Alabama, *via* Tuscomb, Decatur and Huntsville to Stevenson, where it connects with the Nashville and Chattanooga Railroad, a distance from Memphis of 272 miles; thence it is continued to Chattanooga by the latter road a further distance of 37 miles. As is well known this latter point is the most important between the Mississippi and the seaboard, being a grand centre of converging railroads, which come in from Alexandria, Richmond, Charleston and Savannah. At Memphis the road is connected with the Memphis and Little Rock Railroad, nearly completed to the capital of Arkansas. At Moscow it gives off the Somerville branch of 14 miles. At Grand Junction, 52 miles east of Memphis, it is crossed by the Mississippi Central Railroad; at Corinth, 93 miles east, by the Mobile and Ohio Railroad; and at Decatur, 188 miles east, by the Nashville and Decatur Railroad, etc. There is also a branch from Tuscomb to Florence. Thus, in whatever direction, whether looking east, west, north or south, we find the road connected or intersected by the most important lines of the country, reaching with their combinations from the lakes to the Gulf, and from the Atlantic to the far interior. Such a line cannot be without a vast significance in the railroad system both of the present and the future, and hence its affairs, in a financial as well as a physical sense, must command the attention of all men interested in the development and progress of the vast country traversed by it, and over which it throws its wide-spreading arms.

The report of the President to the stockholders giving a complete statement of the transactions of the Company for the five years ending June 30, 1866, covering the period of the war, has been sent to us; and from it and previous reports we compile such statements as will best illustrate the eventful history and present condition of the company and their road. When the last annual report was published for the year ending June 30, 1861, the country was engaged in a civil war which had changed and disturbed every channel of trade and commerce, and utterly destroyed all natural and healthy business, leaving the railroad dependent for support on a precarious war-created traffic. This road, however, continued in the hands of the company, though subject to military control, until April 11, 1862, when a large federal army suddenly appeared at Huntsville, Ala., capturing the road, offices, rolling stock, material, etc., belonging to the company. Only five days previous to this capture the bloody battle of Shiloh had been fought near the line north of Corinth, and the western division fell into the hands of the Confederate army. The siege of Corinth succeeded and continued through the remainder of April, and to May 30, when on the withdrawal of the Confederate forces all the moveable property of the company within their reach was ordered to be taken down the Mobile & Ohio and the Mississippi Central Railroad. The destruction of property in these migrations was immense. Locating at Marion, Miss., temporary shops were erected for putting the machinery in order; but as fast as an engine and car was completed it was ordered away by the military authorities. This enterprise was, on this account, soon abandoned, and the agents of the company were then allowed to hire out their rolling stock to needy roads, and receive therefor stipulated rents, which during 1863-4-5 constituted the chief source of income to the company. In the fall of 1862 the eastern division of the road between Stevenson and Decatur was evacuated by the Federals, and the company resuming possession, rebuilt and repaired the road sufficiently to bring that portion of the line into use again. Operations, however, were soon interrupted, and on the 1st of July, 1863, the Confederate commander forced the company to evacuate the line and carry the rolling stock South. From this time until the close of the war, the property, or most of it, remained in the hands of the Federal army, but subject to frequent raids by the Confederates. The contest over this section of the country, indeed, was so hot that neither party had been able to operate the road through after it was first cut in April, 1862. Subsequently to the surrender of Lee, the company applied to the President to release their road; and, after some necessary forms of procedure, they succeeded in obtaining the transfer. On the 11th of September, 1865, the western division was surrendered, only seventy-four miles of which (Memphis to Pocahontas) were in running order, the remainder 114 miles (Pocahontas to Decatur) being almost entirely destroyed, except the road-bed and iron rails, and these in a very bad condition. What little machinery the war had left was scattered over the South, and had been run for four years with little or no repairs. To supplement this, the company purchased of the United States military authorities sufficient rolling stock to operate the open portion of the line, for which they gave bond to pay \$491,920 68 on the 1st of January, 1867—this bond to be credited with all service performed by the company for



the Government. The Government also turned over to the company eighteen locomotives that had been captured in the early part of the war, which added largely to their ability to prosecute repairs and do such business as was offered on the line.

The work of construction, equipping, and reorganizing the road was prosecuted with all the vigor and energy that the means of the company and the condition of the country and its labor would admit. It was operated as fast as repaired, and on the 6th of November, 1865, trains were run over the entire main line, except the single break at Decatur, where the bridge over the Tennessee had been destroyed. This bridge, however, was eventually restored, and trains passed over it on the 7th of July, 1866.

From the above it would appear that the road in all the five years covered by the report, has been in the hands of the company but a few months at most. After April 11, 1862, and to September 11, 1865, it was in possession of, or interrupted by one or both contesting armies. After the final release in September, 1865, and for two months thereafter, a large part of the line was in no condition for use, and that even at the close of the five years on the 30th June last, the bridge at Decatur was not yet finished. These facts are the necessary key to the company's accounts, and as such they are given in this connection.

In the following tables we give an analysis of the earnings from operations and other sources of income for the five years ending June 30, 1866, and the disbursements for ordinary expenses, interest, dividends, &c., for the same period of time, with the final disposal of net revenue and the balance to debit of this account. In this statement will be found all the elements necessary to the understanding of the financial operations of the company from 1861 to 1866, and which in connection with the foregoing historical resume, and the general balance sheet (which is given hereafter,) will suffice to illustrate the consequences of the hostilities which made the M. & C. R. R. and its vicinity the chief field of operations:

PROFIT AND LOSS ACCOUNT—1861-66.

	1861-62.	1862-63.	1863-64.	1864-65.	1865-66
Passenger.....	\$931,305 11	\$76,810 18	\$.....	\$8,307 65	\$582,157 64
Freight.....	946,696 70	79,825 81	.....	27,590 55	589,916 62
Mails.....	43,358 11	4,703 35	.....	.....	20,506 43
Express.....	58,466 84	.....	.....	.....	51,092 59
Rents.....	.....	238,793 70	477,562 45	703,411 65	29,933 91
Suspense account.....	.....	138,903 31	.....	.....	.....
Materials.....	.....	.....	301,953 77	69,215 79	.....
Drawbacks.....	.....	.....	24,127 16	.....	.....
Other sources.....	4,279 09	23,119 79	.....	.....	700 00
RR. mat. on hand.....	.....	.....	37,386 19	.....	6,750 91
Interest & exchange.....	.....	.....	.....	.....	158,555 12
Total resources.....	1,984,105 85	\$567,101 14	\$841,029 37	\$808,525 64	1,439,613 13

Against which are charged as follows, viz:

Road expenses.....	\$631,002 34	\$105,126 21	\$49,310 53	\$60,850 46	\$650,164 93
Int. on State bonds.....	64,860 00	64,680 00	64,740 00	64,740 00	.....
Int. on Co's bonds.....	103,530 00	88,585 00	90,930 00	90,580 00	90,580 00
Cash divi'd (6 p. c.).....	212,509 00	212,509 00	.....	.....	.....
Stock div. (3½ p. c.).....	1,230,841 67	.....	.....	.....	.....
Int. and exchange.....	.....	.....	52,944 63	197,231 55	.....
Total disburse'mts.....	2,342,743 01	\$470,900 21	\$257,925 21	\$413,402 01	\$740,744 93

The balance to credit of profit and loss remaining over on the 1st July, 1861, amounted to..... \$933,198 53

## To which add—

Income and resources, 1861-62, as above.....	\$1,984,105 85	
do do 1862-63 do .....	567,101 14	
do do 1863-64 do .....	841,029 57	
do do 1864-65 do .....	808,525 64	
do do 1865-66 do .....	1,439,613 13—	\$5,640,375 43
Total resources, including balance .....		\$6,638,573 86

## From which deduct—

Cash dividend, No. 5, Sept. 30, 1861.....	\$152,501 00	
Disbursements, as above, 1861-62.....	\$2,342,743 01	
do do 1862-63.....	540,900 21	
do do 1863-64.....	257,925 21	
do do 1864-65.....	413,402 00	
do do 1865-66.....	740,744 92—	\$4,378,216 37
Balance to be accounted for.....		\$2,255,357 49
Due by Confederate States charged off.....	107,900 77	
Coupon Bonds, (Tenn. War, repudiated and Confederate States...)	91,850 00	
Confederate Money on hand and in hands of Agents, charged off ..	41,396 57	
Loss on Cotton; purchases made in Confederate and sales in Federal currency.....	313,131 89	
Deductions made on Railroad and Individual Accounts, reducing them to Federal currency.....	287,156 03	
Bank of Tennessee deposit, C. S. currency—worthless .....	63,577 50	
Premium Shelby Iron Co.'s stock, purchased in Confederate money	50,000 00	
Agents for C. S. accounts, and money on hand, in their hands, and reducing same to Federal currency .....	21,122 41	
Railroad Supply Co. investment in Confederate currency; assets received in gold.....	24,056 50	
W. B. Vincent, tobacco lost .....	1,089 14	
J. F. Pride & Co., (Negro hire) .....	1,253 33	
Sundry accounts on Books, (E. D.) reduced from Confederate to Federal currency.....	7,240 70	
Interest paid the State of Tennessee in Confederate money, which she repudiated, and interest accruing 1st Jan'y, 1866, in present liabilities, paid in currency.....	162,330 00	
Losses to construction accounts, Road Materials and equipments by the war, and charged off so as to show the value of the property at the close of the war.....	1,195,166 79—	\$ 2,367,271 72
Balance against account July 1st, 1866.....		\$111,914 23

The following shows the loss and damage to roadway, materials, rolling-stock and other property of the Company by the war, from April 11, 1862, to July 1, 1865:

Bridging and trestles.....	\$223,683 00	Freight cars (593).....	\$299,450 00
Depot buildings.....	58,700 00	Passenger and baggage.....	81,500 00
Division houses, sheds, &c.....	42,000 00	Shop machinery.....	36,642 00
Tools.....	4,000 00	Locomotives (48).....	150,000 00
Road, viz., gravel, wrecking, &c., cars	23,250 00	Railroad materials.....	30,000 00
Miscellaneous.....	245,941 79		
	\$597,574 79		\$597,592 00
Total amount of loss and damage (as charged above).....			\$1,195,166 79

The table which follows shows the changes effected in the construction account from July 1, 1861, to June 30, 1866:

	Cost of road, &c., to July 1, '61.	Damages to road, &c., 1861-65.	Exp'tures 1865-66.	Cost of road, &c., in reb'ldg, &c., July 1, 1866.
At'ney's fees & court costs.....	\$13,431 42	\$.....	\$.....	\$14,241 27
Ballasting.....	6,232 51			6,232 51
Bridges and trestles.....	416,246 70	156,783 00	126,473 42	400,017 85
Cross ties.....	201,960 28	18,700 00	18,700 00	201,960 28
Depot buildings, cotton platforms, and road crossings.....	235,270 39	58,700 00	44,016 91	230,273 91
Division and tool houses.....	25,041 83	20,000 00	15,968 70	22,788 45
Engineering & conting'cies.....	153,732 01			156,678 68
Florence branch.....	220,627 17	66,900 00		153,727 17
Fencing.....	4,047 58			5,098 42
Freight cars.....	408,214 02	315,300 00	190,780 96	283,881 85
Grading, masonry, clearing, grubbing.....	1,920,261 27			1,946,441 51
Salaries.....	57,005 75			57,005 75
Iron spikes, castings, &c.....	1,936,431 78	71,700 00	68,480 21	1,944,709 61

Locomotives.....	453,697 79	150,000 00	184,750 00	467,947 79
Machine shops and engine houses.....	115,688 42			116,014 97
Machinery for shops.....	47,542 65	36,642 00	33,174 73	43,775 38
Passenger & baggage cars.....	115,194 71	81,500 00	40,140 00	71,434 71
Rig of way.....	39,648 75			46,393 00
Road and hand cars.....	18,885 67	7,400 00	9,683 75	21,019 42
Real estate.....	67,072 52			64,169 32
Track-laying.....	236,305 09	81,541 79	81,541 79	236,607 11
Contingent expenses.....	24,696 82		59 23	24,756 05
Wood and water stations.....	72,747 65	22,000 00	15,617 53	68,568 57
Commissions.....	21,653 81			24,653 81
Discount on Co.'s bonds.....	199,696 26			199,696 26
Stationery and printing.....	2,242 18			2,290 18
Totals.....	\$7,016,625 03	\$1,087,166 79	\$839,087 23	\$6,810,488 83

The cost of road, &c., in 1866, includes some permanent work and equipment, added in 1861-2, to the amount of \$41,943 36.

## BALANCE SHEET—JUNE 30, 1866.

The financial condition of the company, as shown on the general balance at the close of the last fiscal year, is seen in the following statement :

	West'n div.	East'n div.	Whole line.
Capital stock.....	\$1,988,900 00	\$3,322,825 00	\$5,312,725 00
Company bonds.....	120,000 00	1,174,000 00	1,294,000 00
State of Tennessee.....	1,591,990 00		1,591,990 00
Floating debt.....	1,070,344 26	391,970 11	1,462,314 37
(Huntsville office*.....)	1,002,949 10		1,002,949 10
Receipts, 1865-6.....	1,432,862 22		1,432,862 22
Total.....	\$6,204,096 48	\$4,889,795 11	\$11,093,891 59

Against which are charged, viz. :

Construction proper.....	\$2,559,820 18	\$3,083,741 56	\$5,642,561 74
Incidental to construction.....	84,669 54	237,973 78	322,643 32
Equipment.....	374,807 10	469,476 67	844,283 77
Interest and expenses.....	740,744 93		740,744 93
Stock, property, &c.....	414,332 78	34,559 66	448,892 44
Coupon bonds on hand.....	1,380,000 00		1,380,000 00
Other assets.....	848,639 53	61,063 64	909,703 81
(Memphis office*.....)		1,002,949 10	1,002,949 10
Profit and loss.....	804,031 52		804,031 52
Total.....	\$7,307,045 58	\$3,886,846 01	\$11,093,891 59

The profit and loss debit, \$804,031.52, was reduced by the entries for 1865-66, made July 1, to \$111,914.23, as shown in the account previously given.

The changes made in the stock and bond account since July 1, 1864, have been as follows: at that date the capital stock amounted to \$3,812,525, and was increased by the stock dividend 33 1-3 per cent (\$1,330,841.67, less \$10,641.67 fractional paid in cash), and the conversion of 180 bonds (\$180,000) to \$5,312,725. The company bonds, July 1, 1861, amounted to \$1,569,000, and were reduced by conversion (\$180,000), and by purchase with Confederate money (\$95,000), leaving the present amount at \$1,294,000. The debt to the State in 1861 was \$1,080,000, and in 1866 \$1,591,990, having been increased by a new loan of \$300,000, and the funding of coupons of the old debt from Jan. 1, 1862 to Jan. 1, 1866, \$259,200, making the debt \$1,640,200, less sinking fund which was paid previous to the report of 1861 \$48,210.

\* This account between the Memphis and Huntsville offices does not, of course, enter the aggregate account.

The aggregate floating debt \$1,462,314.37 (in 1861 only \$259,634.11) is made up thus: bills payable \$231,111.25, bills payable to United States \$491,920.68, due individuals \$219,422.69 and sundries (chiefly current) \$127,889.64.

On the other side of the account there appears an item headed "coupon bonds on hand" \$1,380,000. These consist of Tennessee 6's \$1,050,000, Selma and Meridian Railroad 1st mortgage bonds \$200,000, South and North Alabama Railroad 1st mortgage bonds \$100,000, and Mobile and Ohio Railroad 1st mortgage bonds \$30,000.

The assets of the Company other than the bonds as above consist of bills receivable \$122,782.73, individual dues \$154,328.98, due by agents \$14,939.30, due by connecting roads \$46,9761.92, due by United States \$72,447.26, cash on hand \$69,443.68, and cotton unsold \$6,000—total as above \$909,703.87.

Commenting on these matters the President's Report to the stockholders says: "One of the largest items increasing your liabilities since last report (1861) as will be seen by the Treasurer's Balance Sheet and profit and loss account is—

Accrued interest to the State of Tennessee.....	\$297,779
"    "    "    on Company bonds.....	464,205

—total \$761,984. This includes all interest to May 1866 on company bonds and to July, 1866, on State bonds.

The President states in his report that the holders of past due coupons, have shown no disposition to embarrass the company by pressing their claims; but some arrangement should be made at an early day to take up these coupons and resume the payment of interest on the company's bonds as it falls due. This, the Board thinks, can and should be done by May next. They are of opinion that the holders of these coupons would be willing to surrender them and take the company's notes for them with interest from a given time, payable during the fall and winter of 1867. This done, it is thought that the company could resume payment of interest by May 1st next.

On the subject of dividends the President says:

"The question has often been asked me, When do you expect to pay a dividend? This is a very hard question to answer definitely. I said when the road was turned over to the company in September, 1865, that it would take two years' receipts to rebuild the road and restore its buildings and equipment. I have seen no reason for changing this opinion, and without some arrangement to fund a large portion of your floating debt, dividends cannot safely be counted upon before the fall of 1867; and I am of opinion that it will be wise policy to use the receipts of the road to reduce this debt to a basis that it can be carried along with ease without interfering with dividends before any dividends are paid. By this means you can also use a million of dollars of your assets to reduce your funded debt, and you then have your road and its liabilities in a condition that you may rely with certainty upon always realizing your dividends every six months which will give permanence and stability to the value of your stock and greatly enhance its market value—objects so desirable, in my judgment, as to convince every stockholder of the wisdom of the policy."

## RAILROADS AND CANALS OF NEW JERSEY.

We have compiled the following statement from the reports to the State Legislature for the year ending Dec. 31, 1865, and other official sources. It exhibits the financial condition of each work at that date, and also the earnings, expenses, &c., of each during the year then closing :

Titles of Companies.	Share capital.	Bonded debt.	Floating debt.	Miles of w'rk. & equip.	Cost of work.
Belvidere Delaware.....	\$997,112	\$2,193,000	\$259,473	64.20	\$3,425,878
Burlington County.....	177,750	60,000	16,750	7.12	254,500
Camden and Amboy.....	4,543,800	10,169,472	175,000	104.20	9,476,963
Delaware and Raritan Canal.....	2,298,400	.....	.....	65.50	4,315,143
Camden and Atlantic.....	1,062,743	1,094,776	143,352	60.22	1,885,941
Cape May and Millville.....	447,000	200,000	13,552	39.00	659,603
Central.....	10,685,940	1,509,000	.....	73.08	13,255,237
Freehold and Jamesburg Agric.....	290,845	.....	.....	11.50	290,332
Flemington.....	150,011	99,500	119,739	12.00	369,250
Hackensack and New York.....	94,100	40,000	.....	4.88	154,416
Jersey City and Bergen Point.....	200,000	.....	.....	10.00	200,000
Hibernia Mine.....	25,250	.....	15,000	4.00	40,250
Lodi Branch.....	20,000	.....	.....	0.78	20,000
Long Branch and Sea Shore.....	176,277	.....	.....	9.00	176,277
Long Dock and Tunnel.....	500,000	2,000,000	.....	2.88	2,480,000
Millstone and New Brunswick.....	102,365	.....	8,749	6.63	111,114
Millville and Glassboro.....	268,200	3,750	176	22.30	423,302
Morris Canal.....	2,000,000	860,715	.....	101.00	3,093,627
Morris and Essex.....	3,199,050	3,084,775	108,104	90.00	6,537,292
Newark and Bloomfield.....	103,890	.....	.....	6.00	112,575
New Jersey.....	5,000,000	805,000	.....	33.80	4,641,335
Northern.....	158,800	260,000	64,521	21.27	467,561
Orange and Newark.....	281,550	305,950	.....	17.00	599,414
Paterson and Hudson River.....	630,000	.....	.....	14.50	630,000
Paterson and Ramapo.....	248,000	100,000	.....	15.12	350,000
Perth Amboy and Woodbridge.....	57,200	100,000	.....	6.50	214,582
Raritan and Delaware Bay.....	2,520,700	1,498,000	664,885	81.00	3,975,489
Rocky Hill.....	45,345	.....	.....	3.50	45,006
Salem.....	180,550	100,000	.....	16.00	262,565
South Branch.....	388,300	.....	.....	16.00	408,582
Sussex.....	192,625	200,000	5,074	12.00	397,699
Vincentown Branch.....	50,000	.....	.....	4.50	49,833
Warren.....	1,408,300	600,000	.....	21.04	2,008,300
West Jersey.....	588,400	400,000	388,000	38.05	1,588,483
Total.....	30,132,503	25,623,938	1,982,375	994.58	62,860,950

From this it appears that the average cost of road and canal per mile is \$63,212. The Central cost \$178,082, the New Jersey \$137,318, the Warren \$95,633, and the Camden & Amboy \$91,119. Exclusive of these the average cost was \$43,922 per mile. The Delaware & Raritan Canal cost \$65,880 and the Morris Canal cost \$72,636 per mile. The least costly of the roads, are those of the South and West parts of the State. The Cape May and Millville cost less than \$17,000 and the Salem less than \$16,500 per mile.

The earnings, expenses, profits, &c., of the same roads are given in the following statement :

Railroads and Canals.	Earnings.	Expenses.	Profits.	Dividends.
Belvidere Delaware.....	\$589,057	\$426,888	\$162,169	.....
Burlington County.....	66,570	68,898	(Loss)	.....
Camden & Amboy.....	5,146,650	4,254,726	891,924	5&5 in stk.
Delaware & Raritan Canal.....	1,128,007	317,578	810,429	5&5 in stk.
Camden & Atlantic.....	283,635	189,571	94,067	.....
Cape May & Millville.....	81,322	70,038	11,284	.....
Central.....	3,037,390	1,748,434	1,287,956	10&25 ext.
Freehold & Jamesburg Agric.....	49,839	32,610	17,199	5
Flemington.....	15,402	17,123	(Loss)	.....
Hackensack & New York.....	47,394	41,624	5,770	.....
Jersey C. & Bergen Pt (dummy).....	(No return)	.....	.....	.....
Hibernia Mine.....	18,880	14,867	4,013	.....
Lodi Branch.....	(No return)	.....	.....	.....



Long Branch & Sea Shore .....	(Not in operation at date)		
Long Dock (Tunnel).....	(Leased by Erie)		7
Millstone & New Brunswick .....	12,947	8,110	4,887
Milville & Glassboro.....	53,362	32,436	20,926
Morris Canal .....	596,093	298,742	297,301
Morris & Essex .....	680,456	518,789	160,670
Newark & Bloomfield .....	40,649	33,592	7,056
New Jersey.....	1,875,981	1,072,655	803,325
Northern.....	185,032	158,158	26,874
Orange & Newark.....	105,357	75,899	29,458
Paterson & Hudson River.....	(Leased by Erie)		8
Paterson & Ramapo.....	(Leased by Erie)		5
Perth Amboy & Woodbridge.....	12,160	11,808	352
Raritan & Delaware Bay.....	320,624	351,586	(Los-)
Rocky Hill.....	(No return)		
Salem.....	37,469	26,919	10,550
South Branch.....	(Included in Central)		6
Sussex.....	53,054	36,706	16,348
Vincenttown Branch.....	(Included in Burlington County)		
Warren.....	272,635	149,983	122,712
West Jersey.....	255,593	199,000	56,593

The above dividends were paid on an aggregate share capital of \$29,988,675 ; the amount of non-dividend paying capital was \$9,143,288.

### FINANCES OF IOWA.

The population of Iowa in 1865 was, as stated in a late issue, 754,732, being an increase in the five years then ending of 79,989, or 11.95 per centum.

The assessed valuation of taxable property in the State, according to the lists for 1859 and 1865, compare as follows :

	1859.	1865.
Taxable land, acres.....	26,949,871	28,041,051
Value of taxable land.....	\$123,283,903	\$140,061,205
“ of town property.....	31,359,165	27,481,397
“ of personal property.....	33,174,282	57,578,116
Total valuation.....	197,867,350	225,120,718

The taxes levied in 1859 averaged  $1\frac{1}{2}$  mills on the dollar yielding \$296,735 ; in 1865 they were 2 mills on the dollar, yielding \$430,126.

The receipts from all sources and disbursements of the Treasury for the two years ending October 31, 1859, and for the two years ending October, 1865, are thus stated ;

	Two years, 1858-1859.	Two years, 1864-1865.
Receipts (including balances).....	\$777,033 87	\$977,827 10
Disbursements on all accounts .....	751,403 13	952,739 42
Leaving a surplus of.....	\$25,630 74	\$25,087 98

In the accounts for the two years 1864-1865, are included the expenditures of the War and Defence Fund, amounting for the term to \$207,266, so that the actual expenses for State and other objects appear to have been less in the last than for the first financial period.

The indebtedness of the State is limited by the Constitution to \$250,000, except in cases of rebellion or invasion. When the war commenced the amount outstanding was \$200,000. It is now \$622,295 75, constituted as follows :

Iowa 7 per cent. bonds, payable in New York, January 1, 1868, issued under chapter 7, acts of 1858.....	\$200,000 00
Bonds sold under Chapter 16, acts of Extra Session 1861, for War and Defence Fund.....	200,000 00
One bond to the School Fund, dated November 12, 1864, payable at pleasure.....	122,295 75
Total State debt.....	\$622,295 7

The resources of the State for the financial period 1866 and 1867 are stated in the following table :

Balance of revenue in State Treasury.....	\$25,087 68
Balance of State revenue due from counties.....	286,172 68
Balance of Insane Hospital dues, from counties.....	53,570 50
Due from Council Bluff Bank.....	1,052 78
Tax of 1865 for the service of 1866.....	430,126 83
Tax of 1866 for the service of 1867 (estimated).....	450,000 00
Balance of federal tax due from counties.....	34,992 19
Railroad tax (estimated) for 1866 and 1867.....	30,000 00
Balance due from U. S. Government (estimated).....	300,000 00
Total resources for period.....	1,611,002 87

Not more than one-half of the above amount will be needed for ordinary expenses so that the balance, when collected, will more than cover the whole state debt. This debt is less than one dollar to each inhabitant of the State and in relation to the taxable value of property is so insignificant that a tax of three mills upon the total assessment would pay the entire amount.

The statements given above are compiled from the Auditor's Reports, which contain also the details of the School Fund and a full review of the financial affairs of the State. It is not our purpose, however, to enlarge upon this subject, the above being sufficient to show the status of this young and flourishing commonwealth, lightly burdened and singularly free from vexatious taxes, and which has no impediment to interrupt its future. Already there are a thousand miles of railroad in the State and these avenues for locomotion are being daily increased giving access to the whole surface of a rich agricultural region and ensuring its rapid development.

## ANALYSES OF RAILROAD REPORTS. No. 15.

### OGDENSBURG AND LAKE CHAMPLAIN RAILROAD.

(Formerly Northern Railroad.)

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

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

This road connects at Rouse's Point with the Montreal and Champlain and the Vermont Central and Canada railroads; at Moore's Junction with the Montreal and New York Railroad; at Potsdam Junction with the Rome, Watertown and Ogdensburg Railroad, and at Ogdensburg,

by ferry, with the Grand Trunk and the Ottawa and Prescott railroads of Canada.

## EQUIPMENT—ENGINES AND CARS.

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

	'56.	'57.	'58.	'59.	'60.	'61.	'62.	'63.	'64.	'65.
Engines.....	27	28	28	28	28	28	28	25	25	26
Cars—Passenger.....	16	8	8	14	14	14	14	14	15	17
“ Bageage, mail, &c.....	9	9	9	10	10	9	9	9	7	8
“ Freight.....	615	615	608	568	568	441	441	441	441	352
Total cars.....	640	632	625	592	592	464	464	464	463	378

—all rated as eight-wheel cars.

## OPERATIONS ON THE LINE YEARLY.

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

Fiscal Years.	—Engine mileage—		—Passengers—		—Freight (tons)—	
	Passenger.	Freight.	Number.	Mileage.	Number.	Mileage.
1855-56.....	105,890	201,340	73,160	3,314,647	160,838	14,604,687
1856-57.....	131,920	222,429	82,320	3,859,874	177,528	16,242,825
1857-58.....	100,248	211,156	71,764	2,767,920	150,432	13,210,357
1858-59.....	146,971	200,829	73,184	2,778,677	137,427	11,477,361
1859-60.....	155,366	230,762	79,668	3,228,596	166,675	15,611,653
1860-61.....	125,028	233,432	67,756	2,674,727	166,530	15,59,949
1861-62.....	87,165	254,539	69,787	3,089,553	187,647	19,157,715
1862-63.....	110,372	301,027	92,402	3,734,311	211,024	19,815,427
1863-64.....	152,246	306,065	141,680	5,846,234	230,201	21,154,384
1864-65.....	124,872	275,048	147,500	5,498,317	203,781	18,894,478

## EARNINGS AND EXPENSE ACCOUNT.

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

Fiscal years.	—Gross Earnings—				Operating expenses.	Earn.gs less exp.
	Pass'gers.	Freight.	Other.	Total.		
1855-56.....	\$93,818	\$343,857	\$40,008	\$477,677	\$340,883	\$136,794
1856-57.....	89,962	362,999	54,463	507,424	344,081	163,393
1857-58.....	71,599	323,866	15,342	410,807	294,827	115,980
1858-59.....	74,961	392,736	15,235	382,932	320,822	62,110
1859-60.....	77,367	362,597	18,948	458,912	341,859	117,053
1860-61.....	69,366	338,424	17,847	425,377	328,132	97,245
1861-62.....	77,569	392,364	22,500	492,433	305,004	187,429
1862-63.....	100,206	454,178	19,128	573,512	377,594	195,918
1863-64.....	159,565	547,444	19,335	726,344	494,204	232,140
1864-65.....	178,116	508,297	21,108	707,521	649,932	57,589

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

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

—earned at a cost as follows, viz. :

Passenger..	2.92	2.15	2.64	3.07	2.93	3.41	2.41	3.29	1.96	3.47
Freight	1.67	1.61	1.63	2.05	1.58	1.53	1.20	1.29	1.66	2.46

These figures show that the road has been constantly loosing on its passenger traffic and that even its freight traffic has been con-

ducted without adequate profit. The result has been that the Company has not been able to pay interest on any but the first mortgage bonds since April, 1854. No dividend has been declared in the whole history of the Company.

STOCK, BONDS, & C—COST OF PROPERTY.

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

Years. Sept. 30	Capital stock.	1st mort. bonds.	2d mort. bonds.	Floating debt.	Total capital.	Cost of property.
1856.....	\$1,770,138	\$1,496,900	\$3,077,000	\$317,484	\$6,661,522	\$4,734,795
1857.....	.....	1,494,900	3,077,000	.....	4,571,900	4,741,487
1858.....	.....	1,494,900	3,077,000	.....	4,571,900	4,788,791
1859.....	.....	1,494,900	3,077,000	.....	4,571,900	4,799,287
1860.....	.....	1,494,900	3,077,000	.....	4,571,900	4,809,856
1861.....	.....	1,494,900	3,077,000	.....	4,571,900	4,816,751
1862.....	.....	1,494,900	3,077,000	.....	4,571,900	4,819,979
1863.....	.....	1,494,900	3,077,000	.....	4,571,900	4,588,509
1864.....	.....	1,494,900	3,077,000	.....	4,571,900	4,644,056
1865.....	3,677,000	1,494,900	.....	.....	4,571,900	4,681,624

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

RECAPITULATIONS AND DEDUCTIONS.

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

Fiscal Year.	Cost of Road, &c.	Gross Earnings.	Operating Expenses.	Earnings after expenses.
1855-56.....	\$4,734,795	\$477,677	\$340,883	\$136,794
1856-57.....	4,741,487	507,424	344,031	163,393
1857-58.....	4,768,791	410,807	294,827	115,980
1858-59.....	4,799,287	382,934	320,822	62,110
1859-60.....	4,809,856	458,912	341,859	117,053
1860-61.....	4,816,751	425,637	338,137	87,505
1861-62.....	4,819,979	492,433	305,004	187,429
1862-63.....	4,588,509	573,512	377,594	195,918
1863-64.....	4,644,056	726,344	494,204	232,140
1864-65.....	4,681,624	707,521	649,932	57,589

The cost of the road (as stated in the reports), the gross earnings, expenses, &c., per mile of road (118 miles), the rate of expenses to earn-

ings, and the rate of net earnings to the bonded debt (\$4,571,900) are shown in the following table:

Fiscal Years.	Amount per mile				Expenses to earn'gs to earn'gs bn'd dbt.	Net earn'gs bn'd dbt.
	Cost of road &c.	Gross earn'gs.	Operating expenses.	Earn'gs less expenses.		
1855-56.....	\$40,135	\$4,048	\$2,888	\$1,160	71.34	2.99
1856-57.....	40,182	4,300	2,915	1,385	68.02	3.57
1857-58.....	40,583	3,481	2,498	1,983	71.76	2.53
1858-59.....	40,972	3,245	2,719	526	89.79	1.35
1859-60.....	40,761	3,889	2,897	992	74.46	2.56
1860-61.....	40,820	3,607	2,875	732	79.43	1.91
1861-62.....	40,847	4,173	2,585	1,588	61.94	4.10
1862-63.....	38,886	4,860	3,200	1,660	65.84	4.28
1863-64.....	39,356	6,155	4,188	1,967	68.04	5.07
1864-65.....	39,074	5,996	5,592	404	93.26	1.26

### PROPOSED REDUCTION OF TAXATION.

It is stated, with how much truth we do not know, that the Revenue Commissioners appointed by the Secretary of the Treasury will recommend to the next session of Congress further reductions in our internal tax list, and a corresponding decrease in our tariff duties. These reports are received in business circles with evident gratification, showing how important the measure is regarded. All classes appear to be anxious that Congress should take up the subject without delay, and act upon it in a manner calculated to meet the necessities of the country.

It is evident that legitimate business is languishing at the present time, very many departments of industry failing to be remunerative. There are several causes for this; chief among them, however, is, we believe, the burden of taxation which we are now laboring under, resulting as it does in high prices and restricted consumption. It is customary to impute the present increase in the cost of living to an inflated currency. We would by no means underestimate the influence of this agency to derange values; but, at the same time, while we are intent on curing this evil, we should remember that even a resumption of specie payments would not bring rates back to the standard of 1860.

The impolicy of unnecessary taxation is apparent in many ways. All know that high prices are a positive evil. They compel the consumers to limit their supplies; and this, of course, reacts adversely on production. With less production, there is necessarily less wealth; and, with that, less ability to pay taxes. A Government that succeeds in teaching its people to dispense with articles not of absolute necessity has weakened private energy and deprived itself of the ability to resist oppression. It has only created the Indian's standard of wealth, "while white men have labored and made many things that are useful and convenient, we, Indians, have learned not to want them." A statesman of a civilized country would hardly wish to bring about such a state of things; and yet this is what our heavy burden of taxation must necessarily produce.

We are perfectly conscious that the requirements of the war and the debt that war has left have been the occasion and necessity for an enormous revenue. The two and a half to three thousand millions of dollars which we owe must be provided for principal and interest. No good citizen is willing to impair the public credit. But it is not necessary for this pur-



pose to pay the debt at a period so brief as to overstrain the capacity of our people. We have expended our energy and treasure to carry on the war, and it is not wise to hasten the liquidation of the debt, before we shall have had opportunity to recuperate. Yet, it appears to us, that this is precisely what our present Revenue System is doing. For the fiscal year ending on the 30th of June last, the receipts into the Federal Treasury amounted to more than \$556,000,000, as follows; customs, \$179,046,630 64; sale of lands, \$665,031 03; direct tax, \$1,974,754 12; internal revenue, \$309,226,812 81; miscellaneous sources, \$65,125,966 46. It has been computed that they will, at the present rates, amount for the current fiscal year to about \$650,000,000. Such an extraordinary sum drawn from the productive industry of the country close upon its exhaustion from war, must, if persisted in for a long period, seriously check if not arrest its prosperity. Certainly it ought not to be done unless the necessity for it shall be imperative.

This, we are happy to say, is not the case. The civil and foreign service of the country requires only an expenditure of about forty millions of dollars. The War Department will require an equal amount, and the Navy perhaps as much more. The pension and other charges will be about twenty millions in round numbers. The interest on the public debt will not exceed one hundred and forty millions, making two hundred and eighty million dollars in all. If, then, to this we add a sinking fund of only \$20,000,000 annually, we would have sufficient to pay all the yearly charges against the government and be able to liquidate the whole amount of the debt in the lifetime of a generation.

It is practicable, therefore, for Congress to reduce the aggregate of our taxes to three-fifths, if not one half, their present volume, and still maintain the public credit and meet honorably all engagements. Whatever amount is raised more than is necessary for these purposes is extortionate, and must bear upon the taxpayer with undue severity. Instead of building up the industries of the country, it wrests from the producer the very means of subsisting himself and paying any tax whatever. The agriculturist disposing of his land to liquidate his debts, instead of occupying it and providing for them with the income, is no inapt picture of a Government prosecuting such a policy. Let there be delay till our people shall have begun to prosper again, and then we shall be able to repay all with ease.

No legislation can be more popular; but the reductions must be made with care. The ruling principle should be to retain direct taxes and to remit indirect taxes. We notice the suggestion to modify the rate of the income tax by reducing it to three per cent., and exempting all incomes less than \$1,000 a year. This, we think, is not sound policy. No tax is collected so economically as this, and with so little injury to the taxpayer. It is the body of indirect taxes that are especially productive of evil. They cost the Government, in many cases, more than the amount of the tax to collect them, and they are the excuse for saddling a still larger burden by the producer upon the consumer. The manufacturer who pays three per cent. to the Government will charge his customers ten per cent. to reimburse himself.

Then, again, another principle which should govern, is the relieving from taxation of all our productions. We cannot compete with other countries,

when we put burdens on the producer that the foreigner does not labor under. Thus, in taxing manufactures, we are shutting out our manufacturer from foreign markets. In taxing cotton we are putting a premium on foreign production, which, under this stimulus, and the present difficulties our own planters experience, bids fair to seriously cripple the planting interest.

But we have not space at present to note special cases of hardship. Every consideration of sound political economy dictates that the tax burden should be at once diminished, and so divided as to render it as easy as possible to carry. We are at this moment the most heavily taxed of any people; and our patience, so exemplary and deserving, should not be overborne. We acknowledge, we insist on the importance and imperative duty of maintaining the faith of the nation. But we do not lose sight of the fact that the debt was created in the first instance because it was supposed to be impossible to raise immediately by tax the amounts of money required. For the like reason the same principle should be applied in the matter of its payment. The liquidation should by no means be so accelerated as to operate prejudicially to the enterprise and best interests of the people. Give time to recover from the shock and depression occasioned by the war, and then there will be greater ability to endure taxation.

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#### THE WOOL TRADE UNDER THE NEW TARIFF REGULATIONS.

Few things are illustrated so plainly in the history of governments as the impotence of legislation to control commerce and to regulate prices. Yet, strange to say, there are few results to which our recent legislation has been so largely directed. During the last five years we have had numerous efforts made to regulate the price of gold, and no less than four important changes in the tariff, designed to enhance the prices of foreign products, in favor of the home producer. The heavy duties imposed upon foreign woolen fabrics, under the tariff of 1864, excited a certain feeling of jealousy among the wool growers, who argued that the producer of raw material should be "protected" equally with the manufacturer. The question of enhancing the duties upon wool was freely agitated, and after a severe struggle, Congress at its last session was induced to adopt a measure which, though not ostensibly intended for the wool growers, yet really had the effect of increasing the duties upon imported wools from twenty-five to thirty per cent:

Our readers may remember that, in anticipation of this legislation, we showed that the highest prices for domestic wools had prevailed under the lowest tariffs, and that with each successive advance of duty American wool had declined in value, thereupon affirming that antecedents were against the supposition that wool-growers would be benefitted by the proposed legislation. In our remarks, at the time referred to, we stated that "The wool-grower is obviously interested in supplying the manufacturer with raw material at rates which will enable him to compete with foreign fabricants; for, without that condition, domestic manufactures must droop, and the demand for home wool be curtailed and its value reduced. This proposed tariff, however, is an attempt to increase the price of wools

about twenty-five per cent. It is unnecessary to inquire what would be the effect of such a rise in raw material, for *it is capable of demonstration that no such advance can really be permanently established. The course of prices under past tariffs proves that the duties upon foreign wools are powerless in regulating prices.* The tariff of 1846 imposed a duty of thirty per cent., *ad valorem*, upon wool costing eighteen cents per pound or under. In 1857 that class of wools was made duty free; and in 1861 the duty upon that grade was fixed at five per cent., *ad valorem*, and so remained until 1864. The course of prices after the change of duty from thirty per cent. to five per cent. is illustrated by the following comparison showing the average prices of Ohio, Mestiza, Cuba and Mexican wools, for the two years 1855 and 1856, and for the two years 1862 and 1863, when the lower duty was in force, the prices being given for the latter years in gold :

	Ohio f. bl. fleece. cents.	Mestiza No. 1, cents.	Cape, unwashed, cents.	Mex. med. washed, cents.
Average 1855-56 .....	45 @47½	16½ @19½	24½ @32	19½ @22½
do 1862-63 .....	48½ @51½	19 @21½	22½ @28	22½ @25½
Advance.....	3½ @ 3¾	2¼ @ 2½	7¾ @ 4	3¾ @ 3¼

"It thus appears that, under a reduction in the duty from thirty per cent. to five per cent., upon this particular grade of foreign wool, the price of the imported staple, instead of declining, so as to depreciate domestic wool, actually advanced, upon an average, about fifteen per cent., and was attended with an important rise in the home product, Ohio fleece averaging 3¼ @ 3¾ cents higher in the years 1862-63 than in 1855-56. *Here, then, it is clearly shown that low duties upon foreign wool are more favorable than high to domestic growers.*" These remarks were made by us in February last, while the proposed change in the tariff on wool was under discussion in Congress.

We have now to test the act of last summer, by the condition of the wool market under its operation. The act provides that the value upon which duties are to be assessed shall include, in addition to the invoice price, all the costs of importation, comprising export duties, freight, insurance, commissions, &c. This, upon the wools most largely imported, is equivalent to an addition of fully twenty-five per cent. to the previously existing high duties. To have realized the expectations of the authors of this measure, the price of the leading descriptions of foreign wools should have advanced, and the value of domestic should have proportionally improved. No such result, however, has followed. As in parallel cases of the increase of duty, the value of domestic wool has fallen, while the price of foreign has not been advanced. For the purpose of indicating the value of foreign and domestic wool under the present tariff, as compared with periods anterior to its operation, we present the following quotations for wool at New York, on the 31st of October of each of the last seven years :

	1860.	1861.	1862.	1863.	1864.	1865.	1866.
Amer., Saxony fleece, 2 lb.....	54-58	45-48	60-62	75-80	95-1.01	70-75	62-67
do full blood Merino.....	48-52	44-48	60-63	70-72	85-94	65-70	52-58
do ¾ and ½ Merino.....	34-46	33-44	62-65	63-69	80-90	60-65	45-50
Extra, pulled.....	42-46	3-40	58-61	70-73	1.00-1.05	67-70	52-57
Superfine, pulled.....	37-40	26-40	56-60	68-70	80-90	65-67	47-50
No. 1, pulled.....	28-30	22-34	48-50	5-55	70-75	50-55	35-40
California, unwashed.....	24-32	27-32	28-47	50-52	55-65	37-40	33-40
do common do.....	10-20	12-..	20-33	40-42	30-50	20-25	20-25
do pulled.....	.....	.....	40-60	50-62	78-1.05	35-65	30-45
Texas, unwashed.....	.....	.....	.....	.....	.....	.....	27-32
S. Am. Mestiza, unwashed.....	16-25	16-20	25-30	30-32	50-55	32-37	32-37
do common unwashed.....	10-13	14-17	18-23	15-20	30-45	18-23	18-23
S. America Cordova.....	21-22	21-25	35-40	38-40	65-70	42-48	43-48

Peruvian, unwashed.....	.....	.....	.....	.....	47- 50	35-45	32-33
Valparaiso, unwashed.....	12-13	13-15	20-23	23-..	38- 42	26-27	27-30
Donskoi, washed.....	.....	.....	35-40	35-38	70- 75	45-50	42-45
Persian.....	.....	.....	35-40	30-35	38- 40	26-30	25-30
African, washed.....	16-28	10-30	40-50	40-45	60-1.00	35-45	35-45
do unwashed.....	9-18	16-20	28-35	20-35	40- 65	15-25	15-25
Mexican, unwashed.....	11-14	12-14	25-35	22-23	4- ..	20-25	20-25
Smyrna, unwashed.....	11-18	17-18	20-28	22-28	45- ..	22-25	22-25
do washed.....	22-28	20-26	40-45	40-50	65- ..	35-45	35-45

We thus see that so far from the new tariff having enhanced the value of American wool, Saxony fleece is now 7a8 cents lower than a year ago; the lower qualities of Mexico, 15 cents; superfine pulled, 17 to 18 cents, and No. 1 pulled, 15 cents. Thus, on home-grown wool there is a decline of 10 to 30 per cent. So much for the anticipated effect of the new tariff in enabling home wool growers to realize a higher price for their clips. Nor has the tariff been successful in making imported wools dearer. Of the twelve classes of foreign wool above quoted, nine are selling at the same price now as on the 31st October, 1865; two are lower, and Valparaiso alone is a fraction higher, the exception in that case being attributable to the interruption of the supply by war. Could facts more strongly demonstrate the folly of attempting to benefit the wool growers by special legislation? They have had protection granted to the full extent of their demands, yet each successive grant of supposed privileges has placed their interest in a worse condition.

It is not to be overlooked that, during late months, the woollen manufacturers have suffered severe losses from an over-production of goods; which have probably induced a contraction of purchases of raw material. The amount of wool received at tide-water from opening of navigation to the 22d of October, has been only 441,600 lbs., against 488,600 lbs. for the same period of last year, and 1,016,500 lbs. for the corresponding time in 1864—a movement which would seem to indicate that wool is being held in the interior instead of coming forward for consumption. The imports of foreign wool at this port from Jan. 1st to Oct. 17th, have been 53,227 bales, compared with 47,083 bales for the same period of 1865, and 107,298 bales for the corresponding period of 1864. If it be argued that the price of domestic wool has been depressed by a failure in the demand, the same reasoning can be applied to foreign wool, especially as the foregoing figures show that there has been no offset in a diminished importation. Yet we find the price of foreign wool sustained, while domestic has declined heavily.

How is it then, it may be asked, that the recent advance in duties has allowed home wools to fall so heavily, while the imported staple has remained stationery? The change in the duties has tended, among other things, to bring about the very embarrassment in the woollen trade which is now exhibiting itself in a diminished demand for wool. The experience of the wool-growers under the new tariff adds new force to our former assertion that—"their true policy is to accord to manufacturers every facility for getting the cheapest raw material the world produces. By that course our manufactures will be extended; our enlarged purchases of raw material in foreign markets will increase the price of wool there, which will have the two-fold effect of enhancing the cost of the European fabrics brought here to compete with domestic goods, and further, of correspondingly increasing the value of home grown wools, so that both manufacturer and grower would be protected by a natural and always reliable process."



## AMERICAN MANUFACTURES AND EMIGRATION.

While we are not the advocates of special legislation on the part of our Government for the purpose of planting among us particular branches of industry, especially such as are not well adapted to our country, or to the genius of our people, we cannot refrain from taking deep interest in the development of manufacturing enterprise. Perhaps there is no vacation or department of labor more essential to national greatness. We may cultivate the soil, and render it sufficiently productive to nourish the inhabitants of other countries. We may dig the precious ores in quantities ample to supply every nation; we may produce the fibre for every spindle and loom; but so long as we require from other countries the principal manufactured wares necessary to our comfort, we lack a necessary element of independence. Our commerce, which ought to be a reciprocal exchange of values created by industry, is rendered, to a large extent, an agency to place us under a form of vassalage; for the taking of the products of the soil and mine abroad for manufacture, is but an element of dependence which tends to enfeeble a nation. Such a country is liable, upon the sudden recurrence of a war, to find itself in a pitiable condition indeed, deprived as it is, to a great degree, of the means of defence.

So conscious of this have the governments been that have held countries and colonies in subjection, that it was long the practice to discourage, and even to prohibit, the people of such colonies engaging in manufactures. When Porsena conquered Rome he forbade the working of iron in that State, compelling it to depend upon the forges and furnaces of Etruria. The Phillistines, when they overran the country of the Israelites, permitted no smith to work among them. The European nations of modern times, so far as lay in their power, carried out a like policy. The Dutch Government made manufacturing a penal offence in the colony of New Netherland; and the British Parliament enacted laws against slitting mills and other branches of industry in their American provinces. But it is unnecessary to multiply instances. It is evident that a state of dependence is not one of power.

This subject is invested with new interest by the events of the present period. Up to this time England has been able to retain her manufacturing supremacy, and the products of her looms now fill the markets of the world. Hitherto, her mills have produced at so low a price as to preclude successful competition. It was more profitable for the planter to raise cotton, and the farmer wool and breadstuffs for the manufacturing towns of England than to erect factories at home to convert the raw fibre into cloths, muslins and other articles of prime necessity. Statesmen often sought to change this condition by special legislation, not being sufficiently far-sighted to perceive that they were attempting to set aside the omnipotent laws of trade. They have always failed, of course, to take away from England her supremacy. It was not legislation which could remedy the matter, but a law higher than man could devise.

Agencies are, however, now in operation, which are almost certain to modify this condition of things, and to give our people greater importance among manufacturing nations. We place no dependence upon the remarkable declaration of Mr. Gladstone in regard to the exhaustion of the



coal beds of England. It is a contingency too remote to be taken into calculation, while science and commerce can both be pressed into service to obviate the difficulty. But there is another agency at work, more rapid in its influence and more sure to accomplish the result. We refer to the equalizing movement now going on in the emigration that is taking place at prodigious and constantly increasing rates.

The supremacy of England as a manufacturing country has been due to the cheap prices of labor. Her dense population has produced manufactured goods at rates low enough to enable the merchants to undersell Americans even in our own markets. As long as this condition could be maintained we were dependent upon that country for our supplies. But there has been a change taking place for several years. The wages of English operatives have been steadily increasing. With this improvement in their circumstances comes, naturally, the acquirement of more expensive habits. Better food has been obtained, better clothing worn; not only has the importation of breadstuffs been continued as heretofore, but other articles, like beef and the products of the dairy, have been added to the requirements of the laboring population. The European supply of these products is annually falling shorter, and the demand is at the same time increasing rapidly. This necessarily tends not only to keep up the rates of wages, but to make it necessary to increase them, and is telling upon the manufacturing enterprise of the country. Thus, while the better classes of operatives—the more skillful laborers—are swelling the multitude of emigrants that are coming weekly to the United States to better their condition, those who remain are demanding, and must receive, a large increase in their rates of wages.

The cheapness of labor has enabled England to control the enterprise of other countries. She could import cotton, wool, and other raw material for her factories, and breadstuffs for the operatives, and, by reason of the low price of work, could keep the price of manufactured goods lower than they could be afforded where labor was better remunerated. But this is impossible when a considerable increase of wages shall have taken place. Of course, we predict no immediate violent change. The influence of this movement, however, which is even now being felt, will gradually work out the result indicated, enabling our manufacturers to successfully compete in foreign markets. In all particulars, except the one of labor, our advantages have ever been greatly superior. We produce the raw material for most classes of manufacture, not only cotton and wool, but the most important metals; our country is an immense coal field; almost every State in the Union abounds with water power enough for all the mills and forges of the world, and generally running waste; we produce all the food required for laborers. With the enormous influx, then, of population, we will have the last impediment removed to successful competition with every other country.

This does not involve the necessity of reducing the price of labor as low as the rates in Europe. To be sure whenever values shall become properly adjusted, there will be important modifications in that particular. But another element in computation will exist of which our laborers will have the principal benefit. While the operatives in England require that both material and food shall be shipped to them at enormous waste of capital for transportation, our workmen will have all these supplied at

their hand from our own fields. The importance of this fact can readily be perceived.

Another important consideration is the fact that a few years will give to the United States the control of the commerce of China and the other countries of the East Indies. The Pacific Railroad when finished will, with its collateral routes, make a speedy transit from ocean to ocean; all Asia will thus be brought into communication with the United States in a period of time many days shorter than can be effected with any commercial town of Europe. We thus not only gain this eastern trade, but have the facility for easily distributing our products and manufactures in the East, giving us a transit to an extensive market, cheaper because nearer, than any other country possesses. Hence we see that emigration—this equalizing movement—must in the end necessarily work out a change which will be hastened and rendered more certain and complete by other agencies now or soon to be at work.

#### PRICES OF BREADSTUFFS.

The prevailing high prices for flour and grain naturally excite considerable interest, not only in commercial circles, but among all classes. In most branches of trade there is a stubborn dullness of business, which is interpreted as foreshadowing a reaction from the general high range of values; and, at such a period, it is a matter of no little consequence that the prices of breadstuffs—which have a direct bearing upon the price of labor, and therefore upon the cost of products generally—should have suddenly advanced to the present extraordinary quotations. If there be substantial grounds for the current high rates for flour and corn, there is undoubtedly reason for moderating the prevailing anticipations of a general fall in prices. It is, therefore, of the first practical consequence to the industrial interests of the country that correct views should prevail upon the question of the real value of breadstuffs.

In no previous year has the price of cereals ranged so high during the fall months as at present, not even excepting the autumn of 1864, when gold was 82@100 points above its present premium. For the purpose of illustrating the comparative prices of flour we present the following quotations at New York for the several qualities, at the close of October for seven years:

	1866.	1865.	1864.	1863.	1862.	1861.	1860.
Superfine State.....	\$10 25	\$7 25	\$9 75	\$5 75	\$5 90	\$5 60	\$5 25
Extra State.....	12 00	8 00	10 25	6 25	6 40	5 80	5 45
Extra Western.....	11 50	8 25	10 75	7 25	6 50	6 00	5 75
Round Hoop Ohio.....	12 50	8 80	11 00	7 25	7 00	6 00	5 75
St. Louis.....	14 00	9 25	12 25	8 00	8 00	6 50	6 25
Southern Common.....	13 50	10 00	11 75	6 90	6 80	6 00	5 75
Southern Extra.....	16 75	14 00	13 50	7 50	8 00	6 50	6 25
Price of Gold.....	146	146	225	145	130	....	....

It will thus be seen that the quotations for flour range from 45 to 50 per cent. above those of one year ago on all except the Southern qualities, which are 20 to 30 per cent. higher. Compared with the same date of 1863, when gold was at about the same point as now, present prices are 60 to 125 per cent. higher, "extra State" showing an advance of 95 per cent., and

"Round Hoop Ohio" 73 per cent. Reducing the currency quotations to gold, the following would represent the gold value of the latter grade of flour on 31st of October, for the past seven years :

1866 .....	\$8 56		1862.....	\$5 38
1865.....	6 03		1861.....	6 00
1864.....	4 89		1860.....	5 75
1863.....	5 00			

It will be seen, from this comparison, that this particular brand of flour is now 42 per cent. higher than at the same period of any of the six last years, and 75 per cent. above the price of two years ago.

The principal conceivable conditions warranting such extraordinary prices are, either a deficient harvest, a bad condition of the wheat crop, a short supply of some other food product, or an extraordinary foreign demand. It would be difficult to show, however, that any one of these conditions has any actual influence in the present case.

It is fair to conclude, not only from the general tenor of Western reports, but also from the statistics furnished in the last report of the Commissioner of Agriculture, that the wheat crop of the country is fully up to the average in amount, and beyond the average in condition. The corn crop is universally acknowledged to be unprecedentedly large; the report of Commissioner Newton placing it at the remarkable figure of one thousand million bushels, or 65 per cent. in excess of the liberal crop of 1860. This fact is of importance in estimating the value of wheat; inasmuch as any deficiency in the latter crop is readily compensated by a substitution of corn. The large volume of grain and flour moved to market since the harvest is also against the supposition of a deficient supply. The imports of flour and grain into Buffalo by Lake and Grand Trunk Railroad, for the month of October, compare with those of the same month of the five preceding years as follows :

	Flour, bbls.	Grain, bush.	Grain, including flour, bush.
1866.....	270,414	7,879,424	9,231,494
1865.....	291,963	7,885,690	9,345,505
1864.....	229,048	4,731,044	5,876,284
1863.....	454,041	7,121,913	9,392,118
1862.....	390,710	9,777,654	11,731,504

In the receipts of flour at Buffalo, there is a falling off to the extent of about 22½ per cent. compared with an average of the same month for the four last years. This, however, is to some extent to be accounted for by the limitation of the receipts *via* the Grand Trunk Road, consequent upon the abrogation of the Reciprocity Treaty. The imports of grain for the month are equal to an average of the last four years. The receipts at Chicago for the expired portion of the year show a very large gain upon those for the same period of last year, as will appear from the following comparison :

	Flour, bbls.	Wheat, bush.	Corn, bush.
From January 1 to October 20, 1866 .....	1,873,040	8,924,219	29,893,887
"          "          1865.....	948,298	7,318,934	23,339,924
Increase.....	424,742	1,605,285	6,553,963

The following will show the comparative receipts of flour and grain at the ports of Milwaukee, Chicago, Toledo, Detroit and Cleveland, from Jan. 1st to Nov. 3, for 1865 and 1866:

	1866.	1865.
Flour, bbls.....	3,309,061	2,841,180
Wheat, bush.....	23,363,637	23,216,278
Corn, bush.....	36,496,858	26,240,226
Oats, bush.....	11,863,419	11,894,151
Barley, bush.....	1,578,130	1,457,776
Rye, bush.....	1,933,048	1,203,523
Totals grain.....	75,234,092	64,011,954
Increase flour, bbls.....		468,780
Increase grain, bush.....		11,222,138

It would certainly be difficult to discover in the foregoing statistics any evidence of a short supply of wheat or corn.

Nor can the current prices of breadstuffs be sustained upon the pretence of an unsound condition of the crops, or a failure in some other food products, calling for an increased consumption of flour. For the stormy weather in August and September which, it was feared, would injure the growing crops, was found to leave them unscathed; while the root crops are generally ample in yield and exempt from disease.

The export movement has not yet proved large enough to justify any material advance in prices. The shipments of flour to Great Britain, our chief foreign market, have been somewhat larger than last year, but the increase has been nearly compensated by a largely diminished export to the continent of Europe. We annex a statement of the exports of flour, wheat and corn, from all ports to Great Britain and the Continent, from September 1st to the dates next to the close of October:

	Flour, bbls.	Wheat, bush.	Corn, bush.
To Great Britain.....	21,147	716,419	2,089,832
The Continent.....	200	.....	172
Total 1866.....	21,347	716,419	2,089,904
Total 1865.....	14,395	305,759	1,545,797
do 1864.....	31,951	1,046,496	56,938
do 1863.....	278,997	3,256,528	239,459

Thus, the exports of flour and wheat for the last two months are seen to be less than the average for the same period of the last two years, and are quite nominal as compared with those of 1863. There is, therefore, nothing whatever in the export demand to account for the prevailing high prices. Nor does there appear to be anything in the condition of the foreign markets to justify the supposition that the demand from that source will be such as to warrant extraordinarily high prices for American breadstuffs. From the latest accounts, it appears that the deficiency of the British wheat crop is not very considerable, and the probability is that the importation into the United Kingdom will not range materially above the average. The importations, however, cannot be drawn from France to the important

extent of late years, owing to the deficiency of the French crop; and but small supplies can be expected from Prussia, the war having materially checked agriculture in that country. The chief European dependence of Great Britain, under these circumstances, must, therefore, be upon Russia, which has of late years improved the quality and increased the amount of her wheat crop. The importation from Russia during the first eight months of the current year was 4,600,396 cwts., or about 30 per cent. of the entire receipts from foreign countries. The crop in Eastern Europe appears to be excellent, and unusually large supplies from that source are anticipated. It appears probable, therefore, that the deficiency in the supplies from France and Prussia may be fully compensated by the increased amount derivable from Russia, Hungary, Galicia, Moldavia and Wallachia. In the English markets, however, it is anticipated that the drain upon these resources will be so close as to produce a comparatively high range of prices, and hence the advance in prices since the middle of August, indicated by the following comparison of quotations:

	Aug. 25.	Oct. 20.	Advance.
English red, old.....per qr. of 8 bush.	45s to 50s	54s to 58s	7s to 8s
do new.....	48 to 52	53 to 58	5 to 6
English white, old.....	48 to 52	53 to 64	10 to 12
do new.....	50 to 54	58 to 63	8 to 9

Nor is it to be overlooked that California has recently so largely increased her surplus of wheat that the shipments thence to England are assuming important proportions. The Report on Agriculture for October estimates that the quantity available for export this year will amount to about 10,000,000 bushels. Under all these circumstances, it would appear that the necessities of Great Britain will not be such as to compel her to pay extraordinarily high prices for Western breadstuffs. And it would, therefore, result that there is nothing in the condition of the foreign markets to afford any reason for the prevailing high prices in our markets.

But, although there may be no facts to warrant the present extraordinary prices for breadstuffs, there is yet undoubtedly a cause for the advance. That reason appears to centre in a speculative mania. For reasons best known to themselves, the Western dealers are holding back their produce; and the result may be seen in the following receipts of flour and wheat at tide-water from the opening of navigation to the close of October:

	1866.	1865.	1864.
Flour, bbls.....	213,700	650,700	920,100
Wheat, bush.....	3,893,900	6,707,800	13,026,000

With such light receipts at the seaboard, and within two or three weeks of the close of navigation, it is not surprising that the idea of a short supply for the winter months should foster an extravagant speculation in this market. The course of the Western holders, however, is, we think, unwise, and, what we have already said, demonstrates that it can but result in compelling Great Britain to obtain supplies from Europe which otherwise she would have bought here at full prices, and to place our present surplus at her disposal next year at much lower values.



CANALS OF NEW YORK.\*

The canals of New York for administrative purposes are divided into three divisions, viz.: the Eastern, the Middle and the Western, which are under the charge respectively of Division and Resident Engineers.

EASTERN DIVISION.

The Eastern Division embraces the Enlarged Erie Canal, from Albany to the Oneida Canal, at Higginsville, the Champlain Canal, and the Black River Canal and River improvement, as follows:

Enlarged Erie Canal.....	133.58			
Albany Basin.....	.77			
Port Schuyler and West Troy Side Cuts.....	.35			
Pond above Troy Dam.....	3.00—	4.12—	137.70	
Champlain Canal.....			66.00	
Glen's Falls Feeder (7 m.) and Pond above.....	12.00—	12.00—	78.00	
Black River Canal.....			35.33	
Black River Feeder and Pond above.....	12.00			
Delta Feeder.....	1.38—	13.47—	48.80	
Black River improvement.....		42.50—	42.50	
<b>Total length in miles.....</b>			<b>307.00</b>	<b>307.00</b>

The other feeders and reservoirs (not navigable) are shown in the following table:

RESERVOIRS.

Names.	Surface: acres.	Average: acres.	Depth: feet.	Capacity: cubic feet.
Woodhull.....	1,236	1,118	18	876,550,000
North Branch.....	423	277	28	310,000,000
South Branch.....	518	372	26	421,190,000
<b>Total.....</b>	<b>2,177</b>	<b>1,767</b>	<b>..</b>	<b>1,667,740,000</b>

FEEDERS.

Mohawk Feeder, at Rexford Flats.....	.39	Mohawk, south side, at Little Falls.....	.19
Schoharie Creek.....	.63	Mohawk, north side, at Little Falls.....	.50
Mohawk, at Rocky Rift.....	3.92	Mohawk, at Rome.....	.05
<b>Total length in miles.....</b>			<b>5.68</b>

The supply of water for the Eastern Division of the Erie Canal is derived from the sources named in the following table:

Sources.	Distance supplied. 7 mile.	Cubic feet per minute.
Champlain Canal, from Mohawk River, at Cohoes Dam.....	7	6,570
Mohawk River, at Rexford Flats.....	20	10,979
Schoharie Creek.....	25	6,800
Mohawk River, at Rocky Rift.....	27	10,602
Mohawk River, at Little Falls.....	9	12,643
Illion Creek.....		800 cubic feet
Chenango Canal, at Utica.....		911
Butt's Creek, 2½ m. east of Rome.....	1,400	" " "
Mohawk and Black Rivers, at Rome.....	11,766	" " "
Black River Canal, at Rome.....	1,294	" " "
Wood Creek, at Rome.....	125	" " "
<b>Total distance and supply.....</b>	<b>136</b>	<b>62,890</b>

\* Annual Report of the State Engineer and Surveyor on the Canals of New York for the year ending September 30, 1865, prepared by Hon. William B. Taylor, with maps, &c. Albany, C. WENDALL, 1866. 1 vol., pp. 135.

The water supply of the Champlain Canal, from the junction with the Erie Canal to one mile north of Waterford, is from the Mohawk River, at Cohoes, five miles; thence to the crossing of the Hudson River,  $1\frac{1}{2}$  mile south of Fort Miller, from the Hudson River, at Saratoga Dam, 24 miles; and from Saratoga Dam to Whitehall, the supply is from Glen's Falls Feeder and Wood Creek, 35 miles.

The supply of water for the Black River Canal is as follows: From Rome to lock No. 9 at Mohawk Aqueduct, 7 miles, from the Delta Feeder; from lock No. 9 to lock No. 34, 10 miles, from Lansing Kill Feeder; from lock No. 34 to foot of lock No. 102, from Black River Feeder, and from lock No. 102 to lock No. 109 from pond above dam at Lyons' Falls.

The water furnished by the reservoirs, drawn only in the very dry season of the year, is passed down through the natural channels of Black River and Woodhull, about 20 miles each, to the pond above the dam at head of Black River Feeder; thence the necessary quantity is taken into said feeder and passed to the summit level at Boonville. From the summit the Canal is supplied both ways. The remaining water, which is designed to supply the Erie Canal, is passed off at the south end of summit by a waste-weir into the Lansing Kill, thence into the Mohawk River, and taken into the Erie Canal by the feeder from Mohawk River at Rome.

## MIDDLE DIVISION.

The Middle Division includes the enlarged Erie Canal from Higginsville to the east line of Wayne County; the Chenango; the Oneida Lake; the Oswego; the Baldwinsville; the Cayuga and Seneca, the Crooked Lake and the Chenango canals; the Oneida River Improvement; the Seneca River Towing Path, and the Cayuga Inlet, the lengths of each being as shown in the following table:

Enlarged Erie Canal.....	68.58	}	71.93
Limestone Feeder.....	.80		
Butternu (Orrville) Feeder.....	1.55		
Camillus Feeder.....	1.00— 3.35		
Oneida Lake Canal.....	6.00		6.00
Oswego Canal.....	38.00		38.00
Cayuga and Seneca Canal.....	22.77		22.77
Crooked Lake Canal.....	8.00		8.00
Chemung Canal and Feeder.....	39.00		39.00
Chenango Canal.....	97.00		97.00
Oneida River Improvement.....	20.00		20.00
Seneca River Towing path.....	5.00		5.00
Baldwinsville Canal (purchased 1840).....	1.00		1.00
Cayuga Inlet.....	2.00		2.00
Total length in miles.....	310.70		310.70

Of this length, 155.35 miles are navigable for boats of the largest class, and the remainder for smaller ones.

There are also upon this division, for the supply of water to the several canals, the following works, viz.:

*Reservoirs*—Erieville, Cazenovia Lake, De Ruyter, Skaneateles Lake, Madison Brook, Woodman's Pond, Leland's Pond, Bradley Brook, Eaton Brook, Hatch's Lake, and Kingsley Brook.

*Feeders*.—Oneida Creek, Cowassalon, Chittenango, Carpenter Brook, Jordan, and Weedsport, and the feeders connecting the several reservoirs with each other and with the canals.

## WESTERN DIVISION.

The Western Division embraces the enlarged Erie Canal from the east line of Wayne County to Buffalo, together with the Genesee Valley Canal, as described in the following table:

Enlarged Erie Canal .....		148.50	
Genesee River Feeder at Rochester .....	2.25—	2.25—	150.75
Genesee Valley Canal, Rochester to Millgrove .....		119.50	
Dansville Branch, Shakers to Dansville .....	11.00		
Genesee River Feeder at Oramel .....	.75—	11.75—	125.25
Total length in miles .....	14.00—	276.00—	276.00

The canals in this division are supplied with water from the following sources:

*Erie Canal.*—Lake Erie; Tonawanda Creek at Pendleton; Oak Orchard and Tonawanda Creek Feeder at Medina; Genesee Valley Canal at Rochester, and Genesee River at Rochester.

*Genesee Valley Canal.*—Allen's Creek at Scottsville; Genesee River near Mount Morris; Caneseraga Creek Feeder, two miles north of Dansville; Mill Creek at the head of Dansville Branch in Dansville; Wiscoy Creek Feeder; Genesee River Feeder at Oramel; Rockville Reservoir in Belfast; two branches of Black Creek on Summit; Oil Creek Reservoir on Summit, two miles north of Cuba; Champlain Creek at Cuba on Summit; Griffin Creek at Cuba on Summit; Ischua Feeder from Ischua Creek, connects with south end of Summit; Haskell Creek, near Weston's Mills; Dodge Creek at Portville, and Oswayo Creek south of Portville, all on extension, and Alleghany River, at head of Canal at Millgrove.

## RECAPITULATION.

Length of Canal, &c., in Eastern Division .....	307.00 miles.
“ “ in Middle Division .....	310.70 “
“ “ in Western Division .....	276.00 “
Total length of Canal and River Improvement .....	893.70 miles.

## LOCKS AND LOCKAGE—SIZE OF BOATS.

The following statement gives the length of each canal, the quantity of rise and fall in feet, the number of locks, size of chambers, and the size of prism.

Canals.	Length: miles.	Rise & fall: ft.	No. of locks.	Size of chambers.	Size of prisms.
Enlarged Erie Canal .....	359.50	654.80	71	110x18 feet.	70 & 56x7 feet.
Champlain Canal .....	66.00	179.50	20	110x18 “	50 & 35x5 “
Glens' Falls Feeder .....	7.00	132.00	13	100x15 “	50 & 35x5 “
Black River Canal .....	35.33	1,082.25	109	90x15 “	42 & 28x4 “
“ “ Improvement .....	4.50				
“ “ Feeders .....	10.50				
Oneida Lake Canal .....	6.00	60.25	7	90x15 “	40 & 26x4 “
Oneida River Improvement .....	20.00	6.25	2	120x30 “	80 & 60x4 “
Oswego Canal .....	38.00	154.50	17	110x18 “	70 & 56x7 “
Cayuga & Seneca Canal .....	22.77	83.50	11	90x15 “	40 & 26x4 “
Cayuga Inlet .....	2.00	70.64	11	110x18 “	70 & 56x7 “
Crooked Lake Canal .....	8.00	277.83	27	90x15 “	42 & 26x4 “
Chemung Canal .....	23.00	490.75	49	90x15 “	42 & 28x5 “
Feeder .....	16.00	40.00	4	90x15 “	41 & 26x4 “
Chenango Canal .....	97.00	1,015.33	116	90x15 “	40 & 28x4 “
Genesee Valley Canal .....	113.50	1,074.42	104	90x15 “	42 & 26x4 “
Dansville Branch .....	11.00	82.60.	8	90x15 “	42 & 26x4 “

Boats navigating the enlarged canals are built 97½ feet long, and 17

feet 8 inches wide; and, by resolution of the Canal Board, are restricted to a draft not exceeding six feet below the surface of the water. Their heights above water are likewise regulated, so that no part of the boat or load shall exceed  $11\frac{1}{4}$  feet above the surface of the water.

Boats navigating the old canals are built 78 feet long and  $14\frac{1}{2}$  feet wide, and are restricted to a draft of  $3\frac{1}{2}$  feet below the surface of the water, no part of the load or boat being allowed to exceed 9 feet above the surface.

The heavier built boats on the Erie canal weigh 75 tons, and the boat and cargo of the largest class 290 tons. The scow boats on the Genesee Valley and other non-enlarged canals weigh about 30 tons, and the boat and cargo some 110 tons.

AUTHORIZATION, COMMENCEMENT AND COMPLETION.

In the following table will be found the dates of the authorizing acts, the dates of commencing and completing each work, and the cost as estimated by the engineers, and the actual cost, with the average annual cost of repairs per mile:

Canals, &c.	Author- ized.	Dates			Cost of Construction—Av. an'l	
		Com- menced.	Com- pleted.	Esti- mated.	Ac- tual.	cost of re- pairs p.m.
Erie, (old) ..	April 15, 1817	July 4, 1817	Oct. 26, 1825	\$4,926,738	\$7,143,789	\$725
do (enlarged)	May 11, 1835	Aug. 1836	Septem. 1862	23,402,563	32,608,851	400
Champlaine & F.	April 15, 1817	July, 1817	..... 1832	.....	1,746,662	850
Black Riv. Can'l	April 19, 1836	Jan., 1838	..... 1849	.....	3,157,296	255
Oneida Lake C'l	Mar 22, 1832	.....	..... 1836	40,000	} purchased.	502
do Riv. Imp	April 30, 1839	.....	..... 1850	100,049	} ..	110
Oswego (old) ..	April 20, 1825	.....	Dec. 10, 1828	227,000	565,437	610
do (enlarged)	April 15, 1854	.....	Septem. 1862	1,926,339	2,511,992	525
Cayuga & Sen'a	April 20, 1825	.....	Nov. 15, 1828	150,000	214,000	660
Cayuga Inlet	May 25, 1836	.....	Septem. 1862	811,188	1,133,149	540
Crooked Lake C	April 11, 1829	April, 1830	Oct. 10, 1833	119,198	156,776	720
Chemung & F	April 15, 1829	.....	Septem. 1831	331,224	314,395	...
Chenango Can'l	Feb. 23, 1833	July, 1834	October, 1835	1,961,456	2,316,186	270
Genes. V. C. & C	May 6, 1836	.....	Decemb. 1861	2,002,285	5,663,183	380

The Genesee Valley Canal was completed to Dansville November 1, 1842; to Olean, November 1, 1856; and to Millgrove Pond, December, 1861. The Champlain Canal, between Fort Edward and the Lake, was opened November 24, 1819, and the whole completed as above in 1822.

TOLLS RECEIVED AND COST OF REPAIRS.

The total amount of tolls received on all the canals from 1821 to the close of 1865 has been.....	\$93,943,120
Cost of repairs, 181-665.....	21,035,519

Tolls, 1821-65, less cost of repairs..... \$72,907,602

The amount of tolls received and the cost of repairs annually for the twenty years ending September 30, 1865, are shown in the annexed summary table:

Fiscal year.	Amount of tolls.	Cost of repairs.	Fiscal year.	Amount of tolls.	Cost of repairs.
1846.....	\$2,783,134	\$509,511	1856.....	\$2,719,926	\$606,932
1847.....	3,460,976	493,157	1857.....	2,529,366	762,043
1848.....	3,153,614	687,793	1858.....	2,045,443	890,942
1849.....	3,377,784	528,371	1859.....	1,812,281	629,100
1850.....	3,390,477	560,846	1860.....	2,379,534	378,286
1851.....	2,702,070	682,599	1861.....	3,353,169	367,666
1852.....	3, 73,222	809,452	1862.....	4,790,518	428,089
1853.....	3,161,425	778,847	1863.....	5,028,431	520,971
1854.....	2,980,140	969,398	1864.....	4,303,781	812,813
1855.....	2,631,491	805,655	1865.....	3,516,949	1,595,672
1846-55.....	\$ 8,839,333	\$6,825,629	1856-65.....	\$32,479,398	\$6,992,954

This shows the average rate of cost of repairs to amount of tolls in the ten years, 1846-55, was 22.13 per cent., and in the ten years, 1856-65, only 21.53 per cent. The ratio for the last decade would have been much lower but for the extraordinary expenses in 1865 to repair the damages done by the spring freshets.

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#### COLLISION AT SEA.

Collisions between steam vessels have lately been of frequent occurrence, as well as attended by fatal and disastrous consequences, demonstrating either the existence of grave defects in our maritime code, or gross dereliction of duty on the part of these in charge of these vessels. In some of these instances the culpability has been fixed, but in others the responsibility remains undetermined. It is of the highest importance that the official regulations for the prevention of collisions with steamers should be efficient beyond all bounds of doubt. That there is, however, a prevailing belief that the code of directions is imperfect, is evident from the opinions of several eminent nautical men, and may justify the publication of the views of one whose nearly half-a-century's nautical experience entitles him to treat on this subject. We refer to Mr. E. C. Rutter, a retired officer of her Majesty's Postal Packet Service, now residing at Dover, who not only points out the defects in our maritime code, but suggests modified regulations by which he contends collisions may always be avoided, and he adduces as evidence of their practical value his successful working of the system for more than thirty years in the navigation of the narrowest and most crowded part of the British Channel. His suggestions have also found favor with several naval officers and members of Parliament to whom they have been explained, and they have undertaken to bring the matter before the Board of Trade, the marine authorities of which will doubtless investigate them, with the view, if they are found practicable, to their official promulgation.

Mr. Rutter states, that of six "situations" of steamers set forth in the Admiralty directions (1847), only the last one provides a correct and safe rule for preventing collisions, viz.: "that when two steamers meet end on to each other, both are to put their helms to port." No. 1 gives directions to one vessel only, and that to lead to collision when the vessels are near, and to incur risk when much apart. No. 2 represents two vessels at right angles, already safe, being half across each other, but makes no rules for their courses being right-angled instead of their hulls, which is a position of danger. Nos. 3 and 4 represents vessels approaching each other in direct opposite but parallel courses, where the vessel would pass each other if continued so, but omits to provide for the contingency of their being transverse, which is not indicated by the side lights that are of the same color in both vessels in either of these cases. If the latter happened, it would be likely to cause accident by one vessel crossing the other, and therefore a rule ought to be provided for both commanders to act by, though none is given, it being merely stated that the vessels are passing each other to starboard or to port, because the side lights are of corresponding colors to each other. No. 5 represents two vessels approaching each other on oblique courses, but gives



a rule to one commander only, and that, too, for him to put his helm the very way most likely to produce collision; while no direction is given to the other commander, who is left to chance, in what is often a critical emergency, requiring correct and prompt action in both officers.

The object wanted for the security of lives and property is that both officers of steam vessels meeting each other in the night should have a rule of action prescribed and known by both, so that each might know with certainty how the other was going to put his helm, so as to act himself with confidence accordingly. Mr. Rutter has drawn a set of seven diagrams, which he says comprises every possible case of contingent difficulty between steamers, and from these he deduces four clear and safe practical rules for universal guidance in all cases.

The first case to be provided against is two vessels coming end on to each other on the same line of track, when each will see the three lights in a triangular form on board the other, in which by both putting their helms to port they will pass on the portside of each other.

The next case is when coming in opposite directions, but in different and parallel lines of track, in which position each will see only one side-light of the other, but both will be of the same color. In this case both vessels must go clear of each other while their lights are kept of the same color, the only danger being in altering the helms, for if one put to starboard and the other to port a collision would be inevitable.

The third case is when two vessels are steering across at right angles, or directly athwart each other, but showing themselves ahead, in which position the relative lights will be of different colors; that they are approaching in a right angle direction will be manifested by rapidly changing the bearing of each other's lights; for, as the direction one is coming in having no relation to the speed of the other, in consequence of its point-blank progress towards the other's broadside, it seems like a fixed light to the other, whose speed alone causes the rapid alteration of the bearing; consequently, if an officer sees another steamer's lights thus rapidly altering when not more than two points before the beam, he knows she will quickly be abaft it, and there is no danger of collision. He could, however, bring the light abaft the beam immediately by putting his helm the opposite way to the other vessel's light. The principal danger begins in proportion as an opposite vessel's light bears more than two points before the beam, except when about two points from right ahead, because the rapid change of bearing is produced by the speed of the other vessel, which will as quickly cross the bow as she would be abaft in the former case; only in this instance a change of helm would be highly dangerous, for the officer must point right at the other vessel before he could get under his stern, and unless he had considerable space to do it in, collision would be certain. In all cases of such bearing, the only safe and sure way is for both to put their helms hard over opposite ways, as indicated by opposite lights, and to stop their engines, or at least, to have only sufficient way to draw their heads round till their broadsides come abreast of each other, which precaution is especially necessary when the vessels are in close proximity. The vessels must be very close for a collision to happen at all; but, even if it did occur, the vessels thus coming in contact sideways the collision could not be a serious one.

The last case is of two vessels approaching in oblique directions, either of obtuse or acute angles differing from a right angle; the course will then represent two sides of an angle rapidly converging toward apex or collision if obtuse, and gradually so if acute. In this the same rule applies as in that of the right-angled one, viz.: that, as different colored lights indicate transverse courses, putting the helms opposite ways, as guided by the contrary colored lights, must avoid collision, because both vessels combining in turning their heads from each other, a double effect is produced in the steerage.

From the above Mr. Rutter deduces two plain and certain rules which he believes quite as infallible as the one laid down by the Trinity Board against two vessels coming stern on to each other, and might be equally efficacious to prevent collisions if promulgated by official authority.

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#### NEW ORLEANS AND HER MATERIAL INTERESTS.

We take the following from the New Orleans *Price Current* of the 7th Nov.—In an article on the trade of “New Orleans and the Great West,” which was published in our issue of the 3d of February, 1865, we referred particularly to the importance of establishing lines of tug-boats, which, owing to their smaller cost and greater capacity for transporting freight, would enable us to compete more effectually with the lines of railroad running east. At the time we wrote the article referred to, we hardly expected that the tow-boat system which we had so highly recommended would be so soon adopted; for only a short time, comparatively speaking, had elapsed before one of this new class of boats, with many freight barges in tow, reached our levee. This one was followed by others of the same class, and the result is that a regular line is now established between here and St. Louis under the name of the “Mississippi Valley Transportation Company.” These tow-boats are capable of transporting in barges, in tow, from two thousand to three thousand tons of produce down stream at a trip, and from six to nine hundred tons up stream, according to the stage of the river, and at rates of freight much lower than those usually charged by the costly constructed passenger boats. The success which has attended the starting of this line has, we are glad to say, encouraged others to embark in the business. In a short time there will be a line in operation between Cincinnati and this port which will be styled the “Ohio Valley Transportation Company.” For these additional facilities for increasing the commerce of our city we are, it is true, indebted to the enterprise of others, who are, of course, to be the greatest gainers; but, as we failed to take the lead, either from lack of energy or means, we have no right to complain. It is not too late, however, for us to enter the lists of competition, for the field is a wide one; but it will be necessary not only to build boats and ships, but railroads also, if we wish to retain anything like a fair proportion of the Western or even the Southwestern trade. Our reliance on the advantages of our natural position has already lost an immense amount of business which was once ours, and which it will be difficult to recover again. Already lines of steamers have been placed on Red River, the Arkansas and White Rivers, and in the Memphis trade, by our competitors in St. Louis, Cincinnati and other Western cities, and if we expect

even to share with them hereafter, we must no longer remain inactive. Besides the competition of these lines of Western boats, we have further to contend with numerous and efficient lines of railroads, and these, notwithstanding that New Orleans is the natural outlet for the produce of the Southwest, will every year draw largely from the trade of the lower Valley of the Mississippi. This we may as well make up our minds to expect; and yet, in fact, it should afford no real cause of discouragement to those interested in building up the trade of our city, if they will view the subject calmly and go to work in earnest. Whatever may happen, we will always be sure of a considerable portion of the trade of the whole Mississippi Valley, and this, with the trade of the extensive and prolific region of country west of us, the trade of which can be ours with but comparatively little effort, and despite of all opposition, if we are true to ourselves, will always assure us a fair share of prosperity. The important question is, have our people got sufficient foresight, and energy, to avail themselves of the wonderful opportunities which are open to them for adding to their own wealth, and increasing at the same time, the material prosperity of our city. If we should judge from the little public spirit which has been manifested heretofore, when it was proposed to build railroads leading from the city into the interior, and particularly in a direction to secure the Texas trade, we must confess that we would feel much discouraged; but we trust that a different feeling prevails now, and that our large property holders in particular, who are really the ones to be most benefitted, will no longer hold back, but, on the contrary, be the leaders in every movement that is calculated to promote the general welfare. Let them, as a beginning, have the short gap between the Opelousas road and the Sabine completed in a brief space of time, so that we will have railroad communication with Houston and the several roads leading from there further into the interior of Texas. This accomplished, let the next move be to extend a road into Northwestern Texas which is not only a cotton, but also a superior grain and stock raising region. By the building of these roads our trade with Texas would be increased even at the present time to a very large extent, and before the lapse of many years our business would grow to an almost incalculable amount.

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#### THE SUEZ CANAL.

A letter from Alexandria of the 6th of October, says: "The cutting of the maritime canal of Suez, in the section from Suez to Chalouf, which was the last commenced, is being carried on with great activity. This section is divided into three parts—one that of the quarantine at Suez, the other in the plain of Suez at a distance of four miles, and that of Chalouf, ten miles distant. The number of cubic metres (the metre is about 3 feet 3½ inches) to be removed in these different points of the canal is 15,907,246. Since the commencement of the works 202,542 cubic metres have been extracted. There consequently remain to remove 15,704,704 metres cube. The number of laborers employed on the whole line is 2,200, of whom 1,500 are at Chalouf, 350 in the plain of Suez, 350 at the quarantine. The extraction is made at Chalouf by means of several inclined planes

with locomotives, which present the advantage of greatly assisting labor. Eighty miners and 200 laborers are occupied in blowing up the rock, which in this place is in the line of the canal, and of which the volume is 24,393 cubic metres. At the present moment 13,856 metres have been removed, so that there remain 10,539. The average monthly work done on this rock being 2,100 cubic metres, five months will still be necessary before it is completely finished. The earth-works in this place are, so to speak, insignificant compared with the rock; they amount to 113,566 cubic metres, of which 87,915 have already been taken away. For some time past the recruiting of Arab laborers has been made with facility, and the engineers have succeeded in inducing them to use wheel-barrows instead of *couffins*, which are much more convenient. If no obstacle should arise to disturb the recruiting, the preparatory works may be finished before the period originally fixed. The works of the Quarantine, and those of the Plain de Suez, consist in cutting two parallel trenches, which will give access to the first dredging machines. These trenches are 20 metres wide and nearly 90 centimetres deep, and are designated as Trench of Asia and Trench of Africa. At the Quarantine these trenches are 4,100 metres in length, and the banks of the Maritime Canal are thus indicated for all this length, with a trench on each side to receive the dredging machines. In the Plain of Suez the Trench of Africa is executed to a length of 2,400 metres, and that of Asia of 1,400. Certain modifications have recently been made in the line to be followed in the environs of Suez. A mass of rock, of 300,000 metres cube, instead of being cut through, is to be turned, and this will constitute a saving of about 10,000,000f. (£400,000) in the original estimate. By a recent decision of the directors, the width of the canal is to be 102 metres in those parts in which it lies below high water."

#### A NEW TEXTILE.

The last discovery which comes to us from Nevada is agricultural rather than mineral, but very important. It is of a new textile, such as was eagerly sought when the rebellion broke out, but unsuccessfully. The plant now discovered has its home in the Humboldt Valley, where it grows in large quantities, and can, of course, be made to grow more thriftily by cultivation, while if it has the values which are ascribed to it, it will soon be removed to other fields and propagated among regular crops.

The plant is said by the discoverers to be superior to any textile now in use. Though styled hemp, it is so called on account of its closer similarity to that than any other growth. It has a stronger and finer fibre than the proper hemp, and a much longer staple. In proportion to the wood, too, the fibre is much more abundant. It can be more easily separated than flax or hemp, and can be stripped clean from the stalk without preparation.

Nevada lies between thirty-seven degrees and forty-two degrees north. This corresponds with the latitude of Northern California, of San Francisco, Salt Lake City, Indianapolis, Columbus, and Philadelphia. The Humboldt River, along which the new hemp grows, runs from the mountains of that name westward, through a mountainous country. If, therefore, experiment proves what is now claimed for this textile, it can be prolonged in its cultivation from its original habitat to our own doors, and will enhance the value of the hemp harvest in those States where it is now an important feature.—*Phila. Gazette.*

**REPORT OF THE SECRETARY OF THE TREASURY FOR THE FISCAL YEAR ENDING JUNE 30, 1866.**

The following is the report of Secretary McCulloch for the fiscal year ending June 30, 1866:

WASHINGTON, Thursday, Oct. 11, 1866.

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

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

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

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

RECEIPTS.		EXPENDITURES.	
From Customs:		Civil, foreign, and miscellaneous:	
Quarter end. Sept. 30 .....	\$47,009,583 03	First quarter .....	\$10,571,460 99
do do Dec. 31 .....	39,216,398 39	Second quarter .....	9,877,132 25
do do March 31 .....	46,645,597 83	Third quarter .....	9,248,033 17
do do June 30 .....	46,175,151 39	Fourth quarter .....	11,853,339 55
Total .....	\$179,046,630 64	Total .....	\$41,049,965 96
From Public Lands:		Pensions and Indians:	
First quarter .....	\$137,890 63	First quarter .....	\$6,024,241 86
Second quarter .....	175,245 56	Second quarter .....	1,437,629 52
Third quarter .....	180,175 21	Third quarter .....	5,808,127 04
Fourth quarter .....	176,719 63	Fourth quarter .....	2,983,302 02
Total .....	\$665,031 03	Total .....	\$16,253,300 44
From Direct Tax:		War:	
First quarter .....	\$31,111 30	First quarter .....	\$165,369,237 32
Second quarter .....	368,843 31	Second quarter .....	68,122,541 65
Third quarter .....	1,086,163 44	Third quarter .....	38,213,900 16
Fourth quarter .....	488,636 07	Fourth quarter .....	12,744,022 69
Total .....	\$1,974,754 12	Total .....	\$284,449,701 82
Internal Revenue:		Navy:	
First quarter .....	\$96,618,885 65	First quarter .....	\$16,520,669 81
Second quarter .....	82,597,156 93	Second quarter .....	10,341,555 68
Third quarter .....	66,153,031 31	Third quarter .....	7,438,932 28
Fourth quarter .....	63,857,738 93	Fourth quarter .....	9,218,474 44
Total .....	\$309,226,812 82	Total .....	\$43,519,632 21
Miscellaneous:		Interest:	
First quarter .....	\$18,293,729 94	First quarter .....	\$36,173,481 50
Second quarter .....	17,515,705 56	Second quarter .....	30,721,527 37
Third quarter .....	10,774,024 30	Third quarter .....	30,024,447 51
Fourth quarter .....	18,342,516 66	Fourth quarter .....	6,155,250 89
Total .....	\$65,125,966 46	Total .....	\$133,074,737 27

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

RECEIPTS.		EXPENDITURES.	
From customs .....	\$179,046,630 64	Civil, foreign and mis. ....	\$41,049,965 96
From public lands .....	665,031 03	Pensions and Indians .....	16,253,300 44
From direct tax .....	1,974,754 12	War .....	284,449,701 82
From internal revenue .....	309,226,812 81	Navy .....	43,519,632 21
From miscellaneous .....	65,125,966 46	Interest .....	133,074,737 27
Total .....	\$556,039,195 06	Total .....	\$518,347,337 70
		Total receipts .....	556,039,195 06
		Total expenditures .....	518,347,337 70
		Excess of receipts .....	\$37,691,857 36



But this excess of thirty-seven millions of receipts does not show the capacity of the country to pay off its debts, for it all occurred in the last few months. The war expenses of the first quarter were \$165,000,000; during the last quarter they had dwindled to \$12,000,000. The expenditures of the War Department during the coming year would be over \$240,000,000, less than that of the past year, were it not for the Equalization Bounties Bill.

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

### PUBLIC DEBT OF THE UNITED STATES.

Abstract statement, as appears from the books and Treasurers' returns in the Treasury Department, on the 1st of September, 1st of October and the 1st of November, 1866, comparatively :

	DEBT BEARING COIN INTEREST.		
	Sept. 1.	Oct. 1.	Nov. 1.
5 per cent. bonds.....	\$198,091,350	\$198,091,350	\$198,091,350
"    "    of 1867 and 1868.....	18,323,592	18,323,592	16,133,742
"    "    of 1881.....	283,734,800	283,738,750	283,739,750
"    "    5.20's.....	773,422,800	798,162,350	823,944,000
Navy Pension Fund.....	11,750,000	11,750,000	11,750,000
	<u>\$1,288,322,542</u>	<u>\$1,310,065,944</u>	<u>\$1,333,558,842</u>

	DEBT BEARING CURRENCY INTEREST.		
6 per cent. bonds.....	\$8,202,000	\$8,922,000	\$9,882,000
Temporary Loan.....	45,538,000	22,500,000	.....
3-year Compound Interest Notes.....	155,512,140	155,512,140	148,512,140
3-year 7.30 notes.....	769,518,900	743,996,050	724,014,300
	<u>\$1,079,668,960</u>	<u>\$930,930,190</u>	<u>\$882,408,440</u>

	DEBT ON WHICH INTEREST HAS CEASED.		
Various bonds and notes.....	\$4,670,160	\$23,302,372	\$36,988,909

	DEBT BEARING NO INTEREST.		
United States Notes.....	\$399,603,592	\$399,165,292	\$390,195,785
Fractional currency.....	26,433,998	27,023,273	27,588,010
Gold certificates of deposit.....	15,430,220	11,057,640	10,896,980
	<u>\$441,467,810</u>	<u>\$437,246,105</u>	<u>\$428,680,775</u>
Aggregate debt.....	\$2,728,314,836	\$2,701,550,709	\$2,681,636,966
Coin and Currency in Treasury.....	132,631,663	128,213,767	130,326,966
Debt, less coin and currency.....	<u>\$2,595,683,163</u>	<u>\$2,573,336,941</u>	<u>\$2,551,310,000</u>

The following statement shows the amount of coin and currency separately at the dates in the foregoing table :

	Sept. 1.	Oct. 1.	Nov. 1.
Gold Coin.....	\$76,393,918	\$86,259,909	\$99,413,018
Currency.....	56,297,750	41,953,858	30,913,942
Total gold coin and currency.....	<u>\$132,631,668</u>	<u>\$128,213,767</u>	<u>\$130,326,960</u>

## TREASURY DEPARTMENT.—INSTRUCTIONS TO CORRESPONDENTS.

As the regulations of the Treasury Department relative to United States securities are imperfectly understood by the public, a revision of these regulations has just been made by the Register of the Treasury. New instructions are added, and forms are furnished which will render easy the correspondence with the Department on the various subjects growing out of this now world-wide interest. The exchange, the transfer, the conversion of bonds, the payment of interest, the assignment of stocks by heirs, by executors, &c., and this in foreign countries and in various tongues, require that the rules and forms adopted for security of both holder and government should be known. We copy from it the instructions to correspondents with the Treasury office:

“Letters relating to redemption of public securities, the conversion of 7 3-10 Treasury notes, or the exchange of coupon bonds for registered certificates, should be addressed to the Secretary of the Treasury. Letters relating to the transfer of registered stock, or payment of interest on the same, should be addressed to the Register of the Treasury. The transfer books are closed for thirty days previous to the day for payment of dividends, and stockholders desiring the place of payment changed must give notice to the Register one month at least before the day of payment. When bonds are sent for transfer state where interest is to be made payable, and always inclose stock of different loans in separate letters. When specifying the different loans, or referring to the interest, name the amount of stock, and describe the loan by the date of the act of Congress authorizing it. Powers of attorney for the assignment of United States stock, and assignments, must be properly filled before transmission to the Register, as no blanks can be filled in his office. Powers of attorney to draw interest should be addressed to the First Auditor of the Treasury.”

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 COMMERCIAL CHRONICLE AND REVIEW.
 

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Public debt statement—Debt should not be paid too rapidly—Speculation in Wall-street—Uneasiness in commercial circles—Course of gold—Treasure movement—Prices of governments—Railroad earnings, etc., etc.

The November statement of the public debt, which has just been issued, is a very satisfactory one in many respects; but it is of especial interest as bringing prominently forward the two important questions respecting it—first, its consolidation, and second, its pressure.

First, as to consolidation. The obligations of the Treasury, as the report shows, amount to 2,551 millions. Of these more than half are consolidated into long bonds, the aggregate of which is 1,343 millions. The rest consists of 417 millions of currency, not redeemable; and about 926 millions of short obligations, which are redeemable at various times, 50 millions being due on demand, 200 millions in the summer and autumn of 1867, and 526 millions in June and July of 1868. It is with these 926 millions of short-date paper that we have chiefly to deal in carrying on the work of consolidation, and the entire mass will have to be got out of the way in one year and eight months from this time. After this general survey, it is superfluous to say that an immense financial task spreads itself out before us. The amount we have to fund is greater than was ever funded in the same interval by Great Britain in the most expensive period of her wars with Napoleon; it is far greater than was ever funded in two years by any nation in the world. Could we not look back on the last year of the war, and remember that we then raised 1,800 millions, we might well be appalled



at the prospect before us. But with such past proofs of what we can do and bear, with our experience of the vast recuperative expansiveness of our resources we need have no fear as to our success in the work of providing for our maturing obligations in the next 18 or 20 months.

Second, as to the pressure of the debt on the resources of the country, this might arise from its absorbing floating capital, and thus preventing this capital from becoming productive in the industrial activity of our people. In the funding of our floating debt, however, this cannot occur, as the process involves merely the changing of the form of the obligation, and the converting of one investment into another. There are, however, other ways in which the public debt might exert an undue pressure on the capital of the country. For example, there are cases where over-taxation is resorted to to pay off a public debt. To the farmer it is impoverishment, if not ruin, to consume his seed-corn. But the active capital of any country is, as it were, the seed corn of the field of finance, it is the germ which will fructify and bring forth crops of future capital. To take from a farmer, or a manufacturer, or a merchant, by taxation, such a part of his annual returns as impairs his working capital, is to mutilate his wealth-producing faculties, and the process, if extended over an entire country, will necessarily check its growth in wealth. Thus a small aggregate of excessive taxation may in a short time destroy ten times as much capital as it brings into the Treasury. Let us not be misunderstood. We do not object to the liquidation of our debt as quickly as possible. The point on which we insist is, that it is very bad policy to tax ourselves for this purpose so heavily as to paralyse or maim our productive powers, to depress any of our great industrial interests, or to diminish the volume of any of those streams of capital which the mighty productive springs of wealth are constantly pouring into the reservoir of the national resources. From what has been said it is evident that we do not regard with much favor the extravagant predictions which are current, of our paying off the debt in one or two decades of years. We can never enrich a nation by impoverishing its individual citizens, but we can as truly diminish the pressure of a burden, when we give more strength to the shoulders that bear it, as when we lessen the burden itself. It has been well observed, that the pressure of a national debt is not to be estimated by the aggregate amount of the principal, but by the annual interest which has to be paid upon it, and by the proportion these payments bear to the aggregate incomes of the whole people. In this point of view we have always regarded the annual interest of our debt as a matter that should on no account be ever omitted. For some reason, which we are at a loss to discover, the omission has been allowed for a few months past, and it has justly given rise to some very natural public complaints.

In the report of the debt for last month, as our readers will see by consulting it, there are several particulars of a very gratifying character, such as the cancelling of nearly 16 millions of greenback and compound legal tenders, the disappearance of the temporary loan from the schedule, the emission of a new series of long bonds intended to form the nucleus of our consolidated debt, and the vigor with which the conversion of Seven-thirties into long bonds has been conducted by the financial agents of the Treasury. On these and other related topics we may have something to say hereafter. At present we will only call attention

once more to the needless enlargement of the coin balance in the Treasury. A considerable part of this gold might be disposed of with equal saving to the Treasury and advantage to the people.

The leading topic of discussion in Wall-street is the current speculation in the stock market and elsewhere, which as yet shows very few immediate signs of abatement. Its causes are still so active that we can scarcely forecast the time when the inevitable reaction will set in. Among the chief of these causes we may mention the efforts of the cliques of capitalists which control and manipulate almost all the leading securities on the list, after having bought up for that purpose a large proportion of the outstanding shares; secondly, the mischievous and morbid ease in money, which permits these cliques to raise on favorable terms the immense sums they require to carry out their projects; thirdly, the presence of a large number of outside speculators eager to purchase, consisting of men from the West, the South, and indeed from almost all parts of the country, most of whom are intent on buying stocks, in the full confidence that what is bought to-day will sell at a higher price to-morrow. At present, as the money market is tranquil and no adverse forces oppose the current of popular opinion, the tide of inflation and of advancing prices tends continually towards that culminating highest point at which the reaction will begin. The following are the rates of loans and discounts during the month:

## RATES OF LOANS AND DISCOUNTS.

	Oct. 5.	Oct. 12.	Oct. 19.	Oct. 26.
Call loans.....	4 @ -	4 @ -	4 @ 5	4 @ 5
Loans on Bonds and Mortgage.....	6 @ 7	6 @ 7	6 @ 7	6 @ 7
A 1, endorsed bills, 2 mos.....	5 @ -	4½ @ -	5 @ -	5 @ -
Good endorsed bills, 3 & 4 mos.....	5 @ 6	5 @ 6	5½ @ 6	5½ @ 6
“ “ single names.....	6 @ 7	6 @ 7	6 @ 7	6 @ 7
Lower grades.....	9 @ 12	9 @ 12	9 @ 12	9 @ 12

The most notable feature of the business of the month has been the development of a vague feeling of apprehension in mercantile circles. It would be difficult to account for this new phase of affairs upon any definite grounds. Perhaps it may be traceable chiefly to a disappointment which has certainly been experienced among merchants in the interior as to the character of the fall business. The purchases of the Western jobbers during the early part of the season were quite liberal, based upon an expectation of a good demand resulting from a plentiful harvest. They now report that the demand from the retail dealers is limited; and that owing to the high prices at which they have to offer merchandise, they find it impossible to do an average amount of business. At the same time, there are complaints of difficulty in making collections, the result of which has appeared in the interior jobbers having to request renewals of their maturing notes. The obvious explanation of these symptoms is that the high prices of goods are at last compelling a sharp curtailment of consumption. This phase of business has not been unanticipated among merchants and manufacturers. On the contrary, its appearance has been looked for with anxiety, as the period at which the inevitable test of the soundness of the present condition of affairs must be applied. They have taken the very rational view that so long as consumers would take the ordinary amount of goods at the current prices

there could be no material change in values; but have also foreseen that, so soon as the community found it necessary to economise consumption, it would be impossible, with the current large production, to sustain the present high rate of values. It, therefore, is not surprising that these signs of the times should produce a certain degree of anxiety among our city merchants.

The uneasiness suggested from these causes has been heightened by the failure of a large manufacturing firm at Cohoes, involving the suspension of a well known commission house in this city, and by the suspension of two firms engaged in woolen manufacturing in New England. Owing to these circumstances October closed with a feeling of great depression in the dry goods market and also in the wool trade.

As yet, these influences have scarcely produced any tangible effect upon the discount market. There is less disposition to buy paper; but this is perhaps chiefly attributable to the banks being able to get higher rates upon call loans and to their anticipating a still further advance in the rate of interest during November. There is no reason for supposing that any paper hitherto negotiable would be now refused at an advance of one per cent. in the rate of discount.

The speculative movement in stocks, during the month, has exceeded in volume anything in the history of Wall street. The large amount of idle capital held by the banks has been available to the brokers at 3@5 per cent. on call, and without stint as to amount—a circumstance quite sufficient to induce speculative combinations of great influence and to create wild fluctuations in the prices of securities. The immense transactions of this character have produced an amount of banking transactions which in ordinary times would have been deemed impossible of realization. For the four weeks of October, the exchanges at the Clearing House aggregated \$3,186,427,641; which is more than equal to five months transactions six years ago.

The following statement shows the transactions in securities at the regular and open boards, during October:

Shares, sold at Regular Board.....	1,421,880
"    "    at Open Board.....	1,652,226
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Total sold at both boards.....	3,074,106
Government Bonds sold.....	\$10,282,300
"    Notes.....	2,733,250
State and City Bonds.....	2,792,300
Railroad and other Bonds sold.....	1,234,700
<hr/>	
Total Bonds and Notes sold.....	\$17,012,550

The following are the closing quotations of the leading stocks on Friday of the last seven weeks:

	Sep. 21.	Sep. 28.	Oct. 5.	Oct. 12.	Oct. 19.	Oct. 26.	Nov. 2.
Cumberland Coal.....	48	55½	53½	58	58½	61	67½
Quicksilver.....	53	53½	55½	54½	55½	56	55½
Canton Co.....	54	54½	55	56½	57	53	55½
Mariposa pref.....	33½	30½	30½	30½	29½	31½	31
New York Central.....	106½	114½	116	118½	119½	120	119½
Erie.....	75½	79½	90½	88½	88½	84	85½
Hudson River.....	120½	121½	122½	122½	125	125	125½
Reading.....	115	116½	116½	116½	115½	115½	117
Michigan Southern.....	85½	85½	89	90½	90	92½	93½
Michigan Central.....	118	114½	114	117½	117	117	116½
Cleveland and Pittsburg..	87	89½	89½	93½	91½	92½	91
Cleveland and Toledo....	117½	121½	122½	127½	120	121	120½
Northwestern.....	85½	87½	82½	86½	81½	87½	88½
"    preferred..	67½	71	73½	75½	76	80½	80½
Rock Island.....	111	112	107½	108½	108½	109½	111½
Fort Wayne.....	105½	107½	108½	109½	109½	109½	111½
Illinois Central.....	121½	123½	123	123	127	125½	120½



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

Railroads.	1865.	1866.	Difference.
Atlantic & Great Western.....	\$540,537	\$526,959	Dec. \$13,578
Chicago & Alton.....	401,280	318,549	Dec. 82,731
Chicago and Great Eastern.....	166,389	103,037	Dec. 63,352
Chicago & Northwestern.....	946,707	989,053	Inc.. 42,346
Chicago, Rock Island & Pacific.....	389,489	396,050	Inc.. 6,561
Erie (incl. Buffalo Division).....	1,435,285	1,411,347	Dec. 23,938
Illinois Central.....	739,736	551,021	Dec. 188,715
Marietta & Cincinnati.....	125,252	103,338	Dec. 16,914
Michigan Central.....	460,661	429,160	Dec. 31,501
Michigan Southern.....	486,808	429,191	Dec. 57,617
Milwaukee & Prairie du Chien.....	228,030	150,989	Dec. 77,031
Milwaukee and St. Paul.....	300,841	275,906	Dec. 24,935
Ohio and Mississippi.....	350,348	278,701	Dec. 71,647
Pittsburg, Fort Wayne & Chicago.....	795,988	661,608	Dec. 134,330
Toledo, Wabash and Western.....	379,981	349,117	Dec. 30,864
Western Union.....	75,677	84,462	Inc.. 8,785
Total (16 roads).....	\$7,762,949	\$7,063,488	Dec. \$699,461

The earnings for the first nine months of the years as above are shown in the following table :

Railroads.	1865.	1866.	Difference.
Atlantic & Great Western.....	\$3,788,583	\$4,141,033	Inc. \$352,455
Chicago and Alton.....	2,937,390	2,732,541	Dec. 214,849
Chicago and Great Eastern.....	777,354	920,844	Inc. 143,490
Chicago and Northwestern.....	5,741,295	6,175,981	Inc. 434,686
Chicago, Rock Island & Pacific.....	2,534,139	2,366,148	Dec. 167,991
Erie (including Buffalo Division).....	11,140,215	10,644,721	Dec. 495,494
Illinois Central.....	5,377,644	4,690,515	Dec. 687,129
Marietta and Cincinnati.....	890,516	852,171	Dec. 37,345
Michigan Central.....	3,237,315	3,043,217	Dec. 194,098
Michigan Southern.....	3,455,086	3,386,871	Dec. 68,215
Milwaukee & Prairie du Chien.....	1,337,410	1,354,558	Inc. 17,148
Milwaukee and St. Paul.....	1,621,580	1,661,606	Inc. 40,026
Ohio and Mississippi.....	2,723,515	2,485,782	Dec. 237,733
Pittsburg, Ft. Wayne and Chicago.....	6,837,334	5,466,179	Dec. 1,371,055
Toledo, Wabash and Western.....	1,942,582	2,639,339	Inc. 696,757
Western Union.....	497,059	584,017	Inc. 86,958
Total (16 roads).....	\$54,338,917	\$53,136,123	Dec. \$1,202,794

The aggregate earnings of the same roads in September, as compared with those of August, show the following result :

	1865.	1866.	Difference.
September.....	\$7,762,949	\$7,063,488	Decrease.... \$699,461
August.....	7,182,414	6,534,861	Decrease.... 647,553
Increase in September.....	\$580,535	\$528,627	Decrease.... \$51,908
do do p. c.....	8.84	8.09	Decrease.... 8.94

This shows that the increase of business for September has been very nearly equal in the two years, and certainly is more favorable for the current year than could have been anticipated. The aggregate decrease for the nine months from the figures of 1865 is now \$1,202,789, or 2.21 per cent. It is evident from this showing that the business of the country has not been falling off, since many of the leading companies have been carrying freight at reduced rates. It may also be assumed that labor and materials have cost less in 1866 than in the previous year, while expenditures for repairs and new rolling stock have not been as great, and hence that larger net earnings have probably been made. These considerations point to a continuance of dividends, except in special instances, as with the Erie Company, where earnings have been diverted from their legitimate uses.

The course of the gold market has been comparatively steady. The impor-

ters and professional operators appear to have discovered the folly of keeping the market constantly oversold, thereby producing a chronic scarcity of gold, sustaining the premium, and playing into the hands of strong combinations for forcing up the price; and there has consequently been a marked falling off in the amount of "short" transactions, while the rate of interest on borrowed coin has been nominal. The anticipation of the disbursement of about \$24,000,000 of gold upon the November coupons has had much less effect upon the premium than might have been expected, the price at the close of the month being about the same as at the opening. This circumstance appears to be due chiefly to the unsettled condition of home politics and to the new diplomatic aspects suggested by the reported adjustment of the Mexican question. The highest price touched during the month was 153½, and the lowest 145½. We annex the daily quotations for the month :

COURSE OF GOLD FOR OCTOBER.

Date.	Open'g	High'st	Lowest	Closing	Date.	Open'g	High'st	Lowest	Closing
Monday.....	146	146½	145½	146½	Saturday.....	147	147	146½	146½
Tuesday.....	2147	148½	147½	148½	Sunday.....	21			
Wednesday.....	3148	148½	147½	147½	Monday.....	22	146½	146½	145½
Thursday.....	4148	148½	148½	148½	Tuesday.....	23	145½	147½	145½
Friday.....	5148	149	148½	149½	Wednesday.....	24	147½	148½	147½
Saturday.....	6149	149½	148½	149½	Thursday.....	25	146½	148	146½
Sunday.....	7				Friday.....	26	148	148	147½
Monday.....	8149	149	148½	149½	Saturday.....	27	146½	146½	145½
Tuesday.....	9149	149	148½	149½	Sunday.....	28			
Wednesday.....	10149	151	149½	150½	Monday.....	29	145½	145½	146
Thursday.....	11151	153	151	152½	Tuesday.....	30	146½	146½	146
Friday.....	12150	153	150½	153	Wednesday.....	31	146½	146½	146½
Saturday.....	13153	154	152½	153	Oct'r., 1866.....	146	154	145½	146½
Sunday.....	14				" 1865.....	144½	149	144½	146½
Monday.....	15153	153	150½	150½	" 1864.....	192	227	189	223½
Tuesday.....	16149	150	147½	148½	" 1863.....	149	156	140	145½
Wednesday.....	17148	148	147½	148½	" 1862.....	121	133	122	129½
Thursday.....	18148	148	148½	148½	" 1861.....	10	100	100	100
Friday.....	19148	149	147	147½					

The movement of treasure at this port has resulted in an excess of supply over export amounting to \$5,202,207. The movement for the last four months shows a gain of nearly 16 millions; for the first ten months of the year, however, the exports exceeded the combined imports from California and from foreign ports by \$11,293,135. The receipts from California are again assuming large proportions, the receipts for the ten months being larger than for the same period of any of the last seven years. This is, to a considerable extent, due to the large arrivals of treasure at San Francisco from Nevada, the receipts for the first nine months of the current year having exceeded \$11,000,000. The following figures will show the movements of treasure at this port :

MOVEMENT OF TREASURE AT NEW YORK.

Months, &c.	New Supply.		Exports to for. ports.	Excess of	
	California.	Foreign.		Supply.	Export.
January.....	\$1,485,314	\$72,771	\$1,558,087	\$2,706,236	\$1,148,249
February.....	3,603,000	172,122	3,775,122	1,087,039	1,968,092
March.....	3,958,291	285,854	4,244,145	1,045,039	3,199,106
April.....	1,539,321	161,817	1,701,138	588,875	1,112,263
May.....	3,992,148	393,073	4,385,221	23,744,194	19,358,973
June.....	1,842,271	94,549	1,936,820	15,890,955	13,954,136
July.....	6,754,669	345,961	7,100,630	5,821,459	1,278,171
August.....	4,477,659	269,221	4,746,880	1,587,851	3,159,029
September.....	2,884,432	5,193,473	8,077,905	834,550	7,243,355
October.....	4,902,207	1,500,000*	6,402,207	1,200,000*	5,202,207

Jan. Oct. '66.....	\$35,439,313	\$8,488,841	\$43,928,155	\$55,226,290	\$.....	\$11,298,135
do do '65.....	16,232,838	1,773,401	18,006,239	25,136,342	.....	7,180,103
do do '64.....	9,719,908	1,988,919	11,708,827	37,432,053	.....	25,723,256
do do '63.....	10,637,211	1,306,174	11,943,385	39,056,452	.....	27,123,267
do do '62.....	20,992,949	1,201,253	22,194,202	49,541,658	.....	27,347,456
do do '61.....	31,217,218	35,826,058	67,043,276	3,294,852	63,748,424	.....
do do '60.....	23,208,790	2,236,465	25,445,255	41,562,770	.....	11,117,515
do do '59.....	33,025,558	2,463,700	35,489,258	61,270,019	.....	25,780,761

\* Estimated.

From San Francisco the combined exports of treasure and merchandise during the first nine months of the current year compared with the same period of 1864 and 1865, were as follows:

	1864.	1865.	1866.
Merchandise exports.....	\$9,528,543 00	\$10,105,919 31	\$12,111,631 00
Treasure exports.....	43,772,559 00	23,111,265 37	24,688,432 85
Totals .....	\$53,301,102 00	\$43,217,284 68	\$46,800,063 85

The receipts of treasure from all sources at San Francisco, through regular public channels, during the same nine months of 1866, have been as follows:

From California, Northern Mines.....	\$18,711,783
From California, Southern Mines.....	3,418,436
From Nevada.....	11,068,218
From Coastwise Ports, Oregon, &c.....	4,416,010
Imports, Foreign, British Columbia, &c.....	2,031,801
Total .....	\$39,641,248

The Treasure Movement at New York weekly, and the amount in Banks at the close of each week since January 1, has been as follows:

1866. week ending	TREASURE MOVEMENT FOR 1866.					In banks at close of week.	
	Receipts. from California.	Exports. to foreign countries.	Customs receipts.	Interest payments.	Sub-Treasury (Gold Certificates— issued, returned.)		
Jan. 6.....		\$552,027	\$2,107,341	\$3,597,240	\$3,122,440	\$1,34,8832	\$15,778,741
" 13.....	\$685,610	640,503	2,334,694	1,130,789	3,206,180	1,578,194	16,852,568
" 20.....	799,706	685,894	2,754,369	574,162	2,706,409	1,928,641	15,265,322
" 27.....		656,812	3,226,040	279,842	2,598,400	2,137,048	13,106,759
Feb. 3.....	944,878	292,568	3,347,422	115,204	2,081,280	2,221,423	10,937,474
" 10.....	1,449,074	43,409	3,251,734	120,179	1,916,700	2,376,735	10,129,506
" 17.....		445,489	2,893,008	94,828	2,992,900	2,158,009	10,308,753
" 24.....	1,209,048	560,198	2,608,796	119,879	5,893,280	1,995,796	14,213,351
Mar. 3.....		75,453	3,386,934	1,183,343	2,125,000	2,664,924	17,181,150
" 10.....	1,469,286	556,284	2,297,836	882,712	2,101,000	1,706,835	16,563,257
" 17.....	1,425,353	236,671	2,464,482	328,593	1,498,400	1,919,438	15,015,242
" 24.....	389,837	170,297	2,509,419	174,911	361,280	1,886,419	13,945,651
" 31.....	673,615	3,500	2,451,345	225,414	1,376,600	1,895,334	11,920,292
Apr. 7.....		216,842	2,563,010	63,140	3,016,840	2,120,100	11,426,295
" 14.....	729,862	122,628	2,857,704	49,800	5,038,460	2,274,704	11,095,120
" 21.....	809,459	117,312	2,535,568	35,169	4,407,400	1,971,568	9,495,466
" 28.....		73,880	2,246,207	40,506	4,137,140	1,760,397	8,243,937
May 5.....	1,318,271	1,247,249	2,711,181	7,061,900	4,658,000	2,227,181	10,914,997
" 12.....	1,073,820	1,064,496	2,417,391	2,648,000	3,110,000	1,943,391	13,570,402
" 19.....		8,763,295	2,542,814	1,702,000	2,842,000	2,069,814	13,595,465
" 26.....	1,276,505	9,421,766	2,353,455	940,100	9,177,000	1,929,454	19,376,929
June 2.....	324,562	6,870,997	2,182,395	70,500	1,327,000	1,911,395	28,588,093
" 9.....	949,906	4,220,756	2,141,086	283,800	2,676,000	1,863,087	15,821,663
" 16.....		6,055,743	2,071,621	67,000	3,719,000	1,788,621	11,217,305
" 23.....	892,365	1,408,286	2,209,676	106,134	2,793,000	1,809,676	8,504,096
" 30.....		550,574	2,002,265	298,748	3,232,000	2,309,264	7,797,218
July 7.....	1,617,899	1,630,730	2,477,626	3,964,634	4,174,000	2,081,626	9,865,266
" 14.....	1,429,833	2,239,270	2,486,296	1,267,600	3,614,400	2,182,226	12,451,684
" 21.....	2,051,556	416,013	2,480,149	324,100	2,452,000	2,187,149	10,860,140
" 28.....		1,515,446	2,926,884	277,044	2,120,000	2,54,884	9,701,547
Aug. 4.....	1,055,481	530,174	2,794,658	135,500	1,8-9,000	2,400,653	9,448,990
" 11.....		152,375	2,676,332	61,400	970,000	2,328,331	8,424,290
" 18.....		117,990	2,461,877	50,200	2,064,000	2,145,876	7,545,518
" 25.....	3,091,601	787,312	3,069,893	61,987	2,188,000	2,545,893	6,884,77
Sep. 1.....		303,912	3,199,168	241,000	2,265,000	2,853,168	6,831,000
" 8.....		157,062	3,222,266	1,935,103	2,005,000	2,766,265	7,455,910
" 15.....	1,669,359	197,231	3,105,457	262,000	1,494,000	2,807,457	7,357,569
" 22.....	1,215,073	113,500	2,399,200	95,400	3,973,000	2,148,270	7,462,611
" 29.....		33,240	2,876,777	281,706	1,701,000	2,50,717	7,643,060
Oct. 6.....	1,109,537	224,385	2,266,234	270,000	2,832,000	1,924,334	6,203,693
" 13.....	1,135,093	193,050	2,516,361	198,050	2,266,000	2,175,361	5,576,002
" 20.....	1,428,705	66,202	2,629,828	66,202	1,692,000	2,361,829	7,371,487
" 27.....		523,198	2,460,886	458,198	2,877,140	2,223,886	7,848,239

Since Jan 1..... \$34,210,440 54,703,233 113,746,895 31,977,008 122,078,280 101,033,155 \$.....

In addition to the receipts of gold from California as given above, there was received on the 31st \$1,228,869, making the total to the end of October \$35,439,313.

The steadily augmenting amount of idle capital at this centre has caused an increased demand for public securities; at the same time there has been a continued outflow of Five-twenties to Europe; and, under these influences, the prices of bonds and Treasury notes, though fluctuating, have been generally firm. Five-twenties of 1862 have touched the extraordinary figure of 115¼—an advance of 3¼ upon the price at the opening of the month. We present a record of the daily quotations of leading Government securities during October:

PRICES OF GOVERNMENT SECURITIES, OCTOBER, 1866.

Day of month.	—6's, 1881.—		—6's, 5-20 yrs.—		—5's, 10-40 yrs.—		7-30's, 1867.
	Coup.	Reg.	Coup.	Reg.	Coup.	Reg.	
Monday 1	111½	111½	111½	111½	99½	99½	106¼
Tuesday 2	111½	111½	111½	111½	99½	99½	106
Wednesday 3	111½	111½	111½	111½	99½	99½	106½
Thursday 4	112	112	112	112	99½	99½	106
Friday 5	112½	111½	112½	112½	99½	99½	106½
Saturday 6	112½	112½	112½	112½	99½	99½	106½
Sunday 7	112½	112½	112½	112½	99½	99½	106½
Monday 8	112½	112½	113¼	113¼	99½	99½	106½
Tuesday 9	112½	112½	113¼	105¾	99½	99½	106½
Wednesday 10	112½	112½	113¼	113¼	99½	99½	106½
Thursday 11	112½	112½	113¼	113¼	99½	99½	106½
Friday 12	112½	112½	113¼	113¼	99½	99½	106½
Saturday 13	112½	113	113¼	113¼	99½	99½	106½
Sunday 14	113	113	113	113	99½	99½	106½
Monday 15	113	113	113	106	99½	99½	106½
Tuesday 16	112½	112½	113	113	99½	99½	106½
Wednesday 17	112½	113	114	114	99½	99½	106½
Thursday 18	112½	112½	114	114	99½	99½	106½
Friday 19	113½	113	115½	106	99½	100	107
Saturday 20	113½	113½	115	115	99½	100	106¾
Sunday 21	113½	113½	114	114	100	100	106½
Monday 22	113½	113½	114	106	100	100	105½
Tuesday 23	113½	113½	114	106	100	100	106½
Wednesday 24	113½	113½	114	106	100	100	106½
Thursday 25	113½	113½	114	106	100	100	106½
Friday 26	113½	113½	114	106	100	100	106½
Saturday 27	113½	113½	114	106	100	100	106½
Sunday 28	113½	113½	114	106	99½	99½	106½
Monday 29	113½	113½	114	106	99½	99½	106½
Tuesday 30	113½	113½	114	106	100	100	106½
Wednesday 31	113½	113½	114	106	100	100	106½
Opening	111½	111½	111½	105½	99½	99½	106¼
Highest	113½	113½	115½	106½	100	100	107
Lowest	111½	111½	111½	105½	99½	99½	106
Closing	113½	113½	114	106	100	100	106½

The following shows the range of daily closing prices for government securities, monthly and for the first ten months of the current year:

		—6s 1881—		—6s (5-20s)—		—5's(10-4's)—		7-30's	Certif
		Coup.	Reg.	Coup.	Reg.	Coup.	Reg.		
January ...	Highest	104½	104½	105	102½	93¼	93½	99½	98½
	Lowest	103½	103½	101½	101½	92¾	93	98¼	98½
February ...	Highest	104½	104½	103½	103½	94½	91½	99½	98½
	Lowest	103¼	1 3¾	102¾	102¾	93¼	91	99¼	98½
March ...	Highest	105½	105	104¼	104	92½	91	101¼	91½
	Low st	104¼	104¼	103	103	90	90½	99½	98½
April ...	Highest	108½	10 ¼	106½	102½	96½	96½	100½	101½
	Lowest	104½	104¾	103	100½	91¾	91½	100½	99¼
May ...	Highest	109¼	109¼	102½	10 ¾	96½	96½	102½	100½
	Lowest	108	108	100½	101½	94¾	94¾	101½	100½
June ...	Highest	110¾	107	104½	10¾	97¾	96½	103½	100½
	Lowest	109¾	105½	102	1 2½	96½	96½	102½	100½
July ...	Highest	110	109½	108½	106¾	99	98¾	104	104
	Lowest	106¾	108½	104½	105	97½	98	103	103
August .	Highest	113¼	112	113½	109	103¼	98¾	107½	107
	Lowest	109¾	10 ¾	108¼	105¼	99	95	104	104
September .	Highest	111	112	112½	108½	99½	99	107½	107
	Lowest	111	111	111½	108	97½	99½	105½	105
October ...	Highest	113½	113½	11 ½	106¼	100	100	107	107
	Lowest	111½	111½	111½	105½	99½	99½	106	106

10 months..	January 2.....	104½	104½	105	102½	99½	92½	99½	98½
	Highest.....	113½	113½	115½	109	100½	100½	107½	100½
	Lowest.....	103½	103½	101½	101	99	99½	88½	98½
	October.....	113	113	114	106	99	99	106	100½

The course of prices of American Securities at London has been very even, as will appear from the following daily quotations :

COURSE OF CONSOLS AND AMERICAN SECURITIES AT LONDON - OCTOBER, 1866.

Date.	Cons.			Am. securities			Date.	Cons.			
	for mon.	U. S. 5-20s	Ill. C. sh's.	U. S. 5-20s	Ill. C. sh's.	for mon.		U. S. 5-20s	Ill. C. sh's.		
Monday.....	1	89½	70½	77½	49½	Thursday*	18	89½	68½	78½	50½
Tuesday.....	2	89½	70½	77½	51½	Friday.....	19	89½	69	78½	50½
Wednesday.....	3	89½	70½	78	51½	Saturday.....	20	89½	69	78½	50½
Thursday.....	4	89½	70½	78	51	Sunday.....	21	.....	.....	.....	.....
Friday.....	5	89½	70½	78½	51½	Monday.....	22	89½	69	78½	50½
Saturday*	6	89½	70½	78½	51½	Tuesday.....	23	89½	68½	78½	50½
Sunday.....	7	.....	.....	.....	.....	Wedne-day.....	24	89½	68½	77½	50½
Monday*	8	89½	70½	78	50½	Thursday.....	25	89½	68½	77½	50½
Tuesday*	9	89½	71	78½	49	Friday.....	26	89½	68½	77½	50½
Wednesday*	10	89½	71½	78½	48½	Saturday.....	27	89½	68½	77½	50½
Thursday*	11	89½	71½	78½	48	Sunday.....	28	.....	.....	.....	.....
Friday.....	12	89½	71½	78½	48½	Monday.....	29	89½	68½	77½	51
Saturday.....	13	89½	70½	78½	49½	Tuesday.....	30	89½	68½	77	50½
Sunday.....	14	.....	.....	.....	.....	Wednesday.....	31	89½	69	77½	51½
Monday.....	15	89½	70½	78½	48½	Highest.....	.....	89½	71½	78½	51½
Tuesday.....	16	89½	68½	78½	49	Lowest.....	.....	89½	68½	77	48
Wednesday.....	17	89½	68½	78½	50½	.....	.....	.....	.....	.....	.....

Foreign Exchanges have fluctuated widely during the month, sterling 60 day's bills having ranged between 106½ and 109½. In the early part of the month, the supply of bills was augmented by shipments of Five twenty bonds; subsequently, however, the supply of produce bills and of Southern cotton bills combined was within the limits of an ordinary demand, and the rates steadily advanced; but less from actual purchases than from the expectation of a large demand for bills for remittances against November coupons. The ease of money in London, and the comparative facility with which our capitalists at present command credit there, has, no doubt, induced importers to postpone remittances for their Fall purchases to an important extent, in expectation of a decline in the premium on gold after the payment of the November coupons; and these deferred obligations are quite likely to keep the rates of exchange high for some time to come. The daily quotation for exchange has been as follows:

COURSE OF FOREIGN EXCHANGE FOR OCTOBER.

Days.	London. cents for 54 pence.	Paris. centimes for dollar.	Amsterdam. cents for florin.	Bremen. cents for rix daler.	Hamburg. cents for M. banco.	Berlin. cents for thaler.
1.....	108½ @ 108½	521½ @ 518½	40½ @ 40½	78½ @ 79	35½ @ 36½	70½ @ 71½
2.....	107½ @ 108½	525 @ 521½	40 @ 40½	78½ @ 78½	35½ @ 36	70½ @ 71½
3.....	107½ @ 108½	522 @ 521½	40 @ 40½	78½ @ 78½	35½ @ 36	70½ @ 71½
4.....	107½ @ 108	525 @ 521½	40 @ 40½	78 @ 78½	35½ @ 36	70½ @ 71½
5.....	107½ @ 108	525 @ 521½	40 @ 40½	78 @ 78½	35½ @ 36	70½ @ 71½
6.....	107½ @ 107½	525 @ 521½	40 @ 40½	77 @ 78	35½ @ 35½	71 @ 71½
7.....	.....	.....	.....	.....	.....	.....
8.....	106½ @ 107½	535 @ 525	40 @ 40½	77 @ 78	35 @ 35½	70 @ 71
9.....	106½ @ 107½	532½ @ 525	39½ @ 40½	76½ @ 77½	35½ @ 35½	70½ @ 71½
10.....	106½ @ 107	532½ @ 525	39½ @ 40½	76½ @ 77½	35½ @ 35½	70½ @ 71
11.....	106½ @ 107	535 @ 527½	39½ @ 40½	76½ @ 77½	35 @ 35½	70½ @ 71½
12.....	106½ @ 107½	530 @ 525	39½ @ 40½	76½ @ 77	35 @ 36	70½ @ 71½
13.....	106½ @ 107½	530 @ 525	39½ @ 40½	76½ @ 77	35 @ 35½	70½ @ 71½
14.....	.....	.....	.....	.....	.....	.....
15.....	107½ @ 107½	526½ @ 523½	39½ @ 40	77 @ 78	35½ @ 35½	71 @ 71½
16.....	108 @ 108½	525 @ 523½	39½ @ 40½	77½ @ 78½	35½ @ 36	71 @ 71½
17.....	108 @ 108½	525 @ 523½	39½ @ 40½	77½ @ 78½	35½ @ 36	71 @ 71½
18.....	108½ @ 108½	523½ @ 520	40 @ 41	78 @ 79	35½ @ 36½	71 @ 72½
19.....	108½ @ 108½	522½ @ 520	40½ @ 41½	78 @ 78½	35½ @ 36½	71½ @ 72
20.....	108½ @ 108½	521½ @ 518½	40½ @ 41½	78½ @ 79	35½ @ 36½	71½ @ 72½

\* Our London correspondent's statement. No report.





21..											
22..	108½@109¼	521¼@517½	40¼@41½	78¼@79¼	35¼@36½	72	@73¼				
23..	109	@109¼	520	@516¼	40¼@41	78¼@79¼	36	@36½	72	@72¾	
24..	109	@109¼	520	@516¼	40¼@41	78¼@79¼	36	@36½	72	@72¾	
25..	109	@109¼	520	@515	40¼@41½	78¼@79¼	36¼@36½		72¼@72¾		
26..	109½@109¾	518¾@515	40¼@41½	79	@79¼	36¼@36½		72¼@72¾			
27..	109½@109¾	517¾@513¾	40¼@41½	79	@79¼	36¼@36½		72	@73		
28..											
29..	109¾@109¾	516¾@513¾	40¼@41½	79¼@79¼	36¼@37	72	@73¼				
30..	109¾@109¾	517¾@513¾	40¼@41½	79	@79¼	36¼@37	72	@73			
31..	109¾@109¾	517¾@513¾	41	@41½	79	@79¼	36¼@37	72	@73		
Oct.	106¼@109¾	535	@513¾	39¼@41½	76¼@79¼	35	@37	70	@73¼		
Sep.	105¾@108¾	745	@518¾	39	@41½	75¼@78¾	35	@36½	68	@72	
Aug.	105¾@108¾	545	@517¾	39	@41	75	@79	34¼@37	68	@73	
July	107¾@109¾	525	@507¾	40	@42	77	@79	36	@37½	72	@75¼
June	107¾@110	205	@507¾	40	@42¾	77	@80¼	35¾@37½	73	@75	
May	108¾@109¾	520	@510	40¼@42¾	78¼@80	26	@37½	71	@74		
Apr.	106¼@108¾	537¾@517¾	39¾@41	76¼@78¼	35	@36½	69¾@71¼				
Mar.	106¼@108¾	530@	518¾	40	@41	77	@78¾	35¾@36½	70¾@71¼		
Feb.	107¾@108¾	532¾@517¾	40¼@41	77	@79	35¾@36½	70¾@71¼				
Jan.	108	@109¼	523¾@515	40¼@41	78	@79¼	36	@36¾	71	@71¾	
10 m	105¾@110	545	@507¾	39	@42¾	75	@80¼	34¼@37½	68	@75¼	

JOURNAL OF BANKING, CURRENCY, AND FINANCE

Speculation—Money Market—New York, Boston, and Philadelphia Bank returns—National Banks.

The course of monetary affairs has not varied materially during the month. Owing to the activity of stock speculation, there has been a very large demand for call loans, under which the rate of interest has been somewhat firmer; there is, however, still the same plethora of idle funds which has prevailed for some time, and the condition of the market is one of extreme ease. During the month, the condition of the Western banks was such as to allow them to keep considerable deposits in the banks of this city, where their funds draw interest, and the same rule applies to other sections. The general quiet of business throughout the country naturally causes money to rest in the banks of the respective localities; and the banks, in turn, allow their balances with their New York agents to accumulate, the allowance of interest by our banks having a special tendency to encourage such accumulations.

Nor is it to be overlooked that the stagnation of trade in England, consequent upon the panic, and the severe commercial reaction on the Continent, following the late war, have a similar tendency to produce an accumulation here. The banks there have large amounts of idle capital, which they are willing should be made available for American importers—the firmness with which we withstood the effects of the London panic having doubtless fostered this disposition—and as the late high premium on gold has been unfavorable to remittances abroad, this disposition to extend credits to our merchants has no doubt resulted in the deferring of payments for an important proportion of our fall importations. Such a movement naturally results in the importers having large deposits in the banks. This is probably a much more important element in the prevailing plethora of capital than is generally supposed. At the same time, this consideration indicates that, when the importers pay off this back indebtedness, we may anticipate a permanent reaction from the prevailing extreme ease in money; and

the same remark applies to the Western demand for currency for moving the hog crop, a movement which is just at hand.

Below we give the returns for the month of the Banks of New York, Boston, and Philadelphia. It will be seen that the legal tenders held by the New York banks, have decreased about ten millions, and the loans about four millions, while the other items remain about the same.

NEW YORK CITY BANK RETURNS.						
Date.	Loans.	Specie.	Circulation.	Deposits.	Legal Tend's.	Ag. clear'gs
Jan. 6, 1866...	\$233,185,059	\$15,778,741	\$18,588,428	\$195,482,254	\$71,617,487	\$370,617,623
" 13.....	234,933,193	16,852,568	19,162,917	197,766,909	73,019,957	608,082,837
" 20.....	239,337,726	15,265,827	20,475,707	198,816,248	72,799,892	538,949,311
" 27.....	240,407,836	13,106,759	20,967,833	195,012,454	70,319,146	516,223,672
Feb. 3.....	242,510,382	10,937,474	21,494,234	191,011,695	68,796,250	508,569,122
" 10.....	242,608,872	10,129,806	22,240,469	188,701,463	68,436,013	493,431,032
" 17.....	243,068,252	10,303,758	22,982,274	189,777,290	64,892,950	471,886,751
" 24.....	239,776,200	14,213,251	22,359,918	183,241,404	61,692,726	497,150,087
Mar. 3.....	235,329,412	17,181,130	22,994,086	181,444,378	58,760,455	526,539,959
" 10.....	233,068,274	16,562,237	23,033,237	180,515,881	61,632,802	594,204,912
" 17.....	233,517,378	15,015,242	23,303,057	185,433,707	63,402,764	579,216,509
" 24.....	234,500,518	13,945,651	23,243,406	185,868,245	69,496,033	593,445,864
" 31.....	237,316,099	11,930,292	23,736,534	183,554,592	72,158,099	529,240,640
Apr. 7.....	242,643,753	11,486,295	24,127,061	189,004,961	71,445,015	602,315,748
" 14.....	244,009,839	11,035,129	24,533,981	196,353,469	73,910,370	578,537,553
" 21.....	242,067,065	9,495,463	24,045,857	196,808,578	77,626,688	535,834,778
" 28.....	245,017,692	8,243,937	25,377,280	202,718,574	80,559,022	545,339,668
May 5.....	253,974,134	10,914,997	25,415,077	210,373,303	81,204,447	603,556,177
" 12.....	257,621,317	13,970,402	24,693,259	217,552,853	85,040,659	523,093,538
" 19.....	255,630,463	13,535,465	25,159,864	217,427,729	85,710,107	579,242,488
" 26.....	257,969,593	19,739,929	26,223,807	208,977,905	73,829,947	713,375,444
June 2.....	250,959,022	21,858,093	26,214,355	198,121,380	69,188,192	713,575,444
" 9.....	249,538,859	15,821,663	25,967,253	202,503,949	74,628,674	633,656,381
" 16.....	247,301,547	11,217,305	25,887,876	202,415,673	79,179,304	613,698,301
" 23.....	248,436,808	8,604,096	26,585,394	201,969,288	80,840,578	696,447,630
" 30.....	250,884,168	7,797,218	26,706,622	204,357,272	81,882,640	568,842,490
July 7.....	257,534,833	9,865,266	27,296,530	205,799,611	79,541,638	511,182,914
" 14.....	259,133,424	12,451,684	27,804,172	207,160,043	75,541,977	637,655,787
" 21.....	255,965,018	10,860,147	27,579,020	213,049,079	80,524,992	698,705,726
" 28.....	256,612,071	9,701,046	27,219,812	214,582,926	84,705,814	490,324,808
Aug. 4.....	256,808,717	9,448,900	27,311,549	214,156,705	86,335,079	523,246,814
" 11.....	258,262,063	8,424,209	27,528,522	214,232,263	86,861,834	494,510,975
" 18.....	261,951,924	7,545,513	27,796,904	214,310,576	84,801,071	554,655,246
" 25.....	265,901,065	6,884,077	27,958,464	218,119,450	86,283,433	617,950,352
Sept. 1.....	265,399,677	6,981,600	27,807,834	225,191,282	92,232,808	586,640,020
" 8.....	26,941,663	7,451,910	28,506,288	225,107,991	90,194,254	591,01,135
" 15.....	270,806,04	7,357,369	29,360,371	224,844,647	90,773,232	667,299,212
" 22.....	272,177,166	7,662,611	28,770,331	224,394,663	90,428,189	605,290,424
" 29.....	269,807,383	7,643,960	29,219,950	223,336,785	87,826,21	
Oct. 6.....	274,210,161	6,203,693	29,270,358	228,484,780	85,539,673	829,081,759
" 13.....	276,443,219	5,676,002	30,176,908	226,588,897	83,189,422	770,559,968
" 20.....	279,135,796	7,371,487	30,415,240	225,083,853	78,626,469	824,721,93
" 27.....	274,725,456	7,841,239	30,243,437	223,540,572	78,064,925	762,264,041

The Philadelphia Banks returns for the month are as follows :

PHILADELPHIA BANK RETURNS.					
Date.	Legal Tenders.	Loans.	Specie.	Circulation.	Deposits.
Jan. 2, 1866.....	\$17,181,229	\$43,941,001	\$890,822	\$7,226,369	\$25,342,306
" 8.....	17,236,320	46,774,150	983,685	7,319,528	36,618,004
" 15.....	17,267,412	47,350,423	1,007,186	7,357,972	36,947,700
" 22.....	17,052,559	47,254,622	1,012,980	7,411,237	36,214,653
" 29.....	16,244,277	47,607,558	1,008,825	7,432,534	35,460,881
Feb. 3.....	16,481,005	47,233,661	1,000,689	7,668,365	34,681,135
" 10.....	16,852,737	47,349,383	996,312	7,819,599	34,464,070
" 17.....	16,777,175	46,981,337	953,207	7,843,002	33,926,542
" 24.....	17,282,602	46,865,592	1,026,408	7,732,070	33,052,252
Mar. 3.....	17,447,635	46,604,752	1,041,392	8,111,049	32,835,094
" 10.....	17,292,534	46,546,878	1,055,694	8,248,100	32,504,508
" 17.....	16,375,608	46,690,788	1,026,068	8,438,184	32,102,427
" 24.....	15,969,814	46,642,150	981,932	8,580,300	32,144,250
" 31.....	15,954,832	46,043,488	990,630	8,666,230	32,257,653
April 7.....	16,622,233	46,028,641	946,282	8,720,270	32,762,280
" 14.....	18,223,759	45,114,609	949,116	8,743,396	34,640,864
" 21.....	18,660,513	45,762,733	936,876	8,761,213	35,448,955
" 28.....	18,949,719	46,832,734	890,241	8,779,166	36,032,862
May 5.....	19,144,660	48,006,654	912,023	8,794,348	36,987,007
" 12.....	19,646,263	48,236,256	896,741	8,930,420	38,414,588
" 19.....	19,648,232	48,336,567	897,913	8,918,938	37,296,645
" 26.....	19,715,093	48,036,984	867,094	8,988,742	37,078,418
June 2.....	21,154,909	47,564,996	890,121	9,022,553	38,189,566
" 9.....	21,568,055	48,118,897	859,633	9,007,515	38,226,418

" 16	20,568,591	48,616,145	897,381	9,219,553	36,972,478
" 23	21,105,316	48,166,814	899,990	9,290,094	36,715,308
" 30	21,455,836	48,266,904	863,454	9,325,475	37,242,979
July 7	20,546,695	48,892,594	866,981	9,431,664	38,275,738
" 14	21,311,668	49,493,405	852,783	9,442,146	37,707,567
" 21	21,312,705	49,009,316	849,770	9,427,564	37,575,500
" 28	20,922,374	48,925,067	826,096	9,582,473	37,270,875
Aug. 4	20,293,826	49,632,529	825,095	9,516,724	37,244,064
" 11	20,060,536	49,164,321	835,158	9,549,472	36,639,226
" 18	19,868,685	48,530,454	811,230	9,566,783	36,942,311
" 25	20,414,323	48,591,763	807,071	9,575,534	36,025,288
Sept. 1	24,040,254	50,095,890	806,815	9,589,574	41,162,627
" 8	24,134,913	50,320,063	826,345	9,698,410	41,604,903
" 15	24,528,353	49,889,015	802,422	9,695,817	41,093,120
" 22	24,906,925	50,787,371	793,395	9,691,273	42,836,971
" 29	24,073,963	51,275,567	783,024	9,593,497	43,693,875
Oct. 6	24,114,480	51,232,282	769,272	9,631,363	43,800,423
" 13	23,377,073	51,316,490	770,676	9,639,176	43,153,028
" 20	23,631,130	51,474,948	791,18	9,631,493	43,345,801
" 27	24,140,637	50,973,584	799,632	9,643,655	43,953,737

The footings of the weekly statement of the Boston Banks in some respects show a stronger condition than previous statement, loans having decreased and deposits largely increased. The private deposits now reach \$44,694,164, which is the largest amount reported during the present year.

BOSTON BANK RETURNS.  
(Capital Jan. 1, 1866, \$41,900,000.)

	Loans.	Specie.	Legal		Circulation	
			Tenders.	Deposits.	National.	State.
January 1	\$91,421,477	\$801,415	\$19,807,300	\$38,451,794	\$21,497,354	\$1,404,721
" 8	92,245,129	1,031,327	19,914,065	41,718,132	21,806,180	1,322,522
" 15	92,959,364	1,029,105	20,438,014	40,939,870	21,946,595	1,278,945
" 22	92,665,111	1,040,114	20,750,698	40,300,679	22,034,642	1,215,673
" 29	92,877,783	1,008,013	20,544,830	39,153,816	21,899,318	1,157,843
February 5	94,578,858	805,237	20,568,185	40,436,163	22,325,428	1,125,728
" 12	94,083,827	632,591	20,412,589	33,768,019	22,348,638	1,057,323
" 19	95,250,429	508,428	20,418,909	38,494,696	22,602,531	1,033,291
" 26	93,539,000	521,292	20,262,177	36,398,481	22,887,971	1,048,022
March 5	92,990,512	556,856	20,034,968	35,581,876	22,606,825	1,006,719
" 12	90,705,159	623,938	19,905,120	35,297,493	22,730,329	721,809
" 19	91,902,811	606,992	20,470,018	36,696,921	24,018,916	910,740
" 26	91,931,236	513,153	20,913,521	35,887,368	23,019,887	991,620
April 2	92,351,979	532,556	20,761,014	36,697,227	23,087,693	986,329
" 9	92,142,975	487,455	20,334,570	37,426,569	23,266,612	880,069
" 16	91,250,882	457,648	19,902,647	37,666,696	23,635,043	777,198
" 23	86,120,897	411,693	19,309,145	36,946,182	22,469,488	744,041
" 30	86,723,001	401,113	19,549,614	38,396,210	22,856,656	744,425
May 7	90,369,569	576,170	21,415,716	41,205,276	23,516,330	719,688
" 14	90,328,554	501,013	22,462,522	42,021,976	23,551,579	695,527
" 21	89,634,864	472,172	22,973,509	41,611,149	23,195,968	661,819
" 28	91,833,402	436,391	23,658,956	41,631,746	23,722,277	644,653
June 4	92,287,643	503,991	26,148,678	42,922,749	23,679,050	609,371
" 11	89,878,993	374,966	25,470,926	42,585,986	22,480,559	480,590
" 18*	87,568,533	371,596	24,426,749	41,992,820	21,845,977	544,941
" 25	94,336,170	323,325	25,019,436	42,587,020	22,633,008	507,371
July 16	96,047,000	453,600	21,610,000	40,497,000	24,145,000	413,000
" 23	95,995,866	441,689	22,786,738	40,935,853	24,057,765	401,544
" 30†	95,002,698	363,776	22,242,659	39,770,363	23,804,526	355,864
August 6	96,672,749	318,779	22,432,317	40,549,377	24,116,795	289,989
" 13	95,771,749	295,241	21,101,481	39,192,630	24,104,577	292,734
" 20	94,915,075	333,670	20,817,159	38,619,847	24,200,816	268,163
" 27	94,819,253	322,083	20,688,693	39,028,518	24,292,817	263,405
Sept. 3	95,387,808	264,843	22,071,251	39,856,550	24,240,925	244,773
" 10	94,873,709	314,204	21,580,730	39,149,497	24,295,875	256,075
" 17	94,788,268	328,830	20,303,416	38,357,208	24,345,328	251,401
" 24	93,825,673	316,771	20,977,954	40,014,189	24,344,545	236,465
Oct. 1	93,676,888	277,806	21,037,880	42,065,214	24,238,047	243,403
" 8	94,708,912	250,638	20,612,639	43,098,520	24,329,124	240,977
" 15	95,039,375	240,417	19,801,819	43,230,226	24,317,551	237,656
" 22	95,464,225	219,302	19,000,205	44,303,573	24,459,495	234,172
" 29	95,381,855	250,716	19,654,336	44,694,104	24,443,519	232,453

\* No returns from National Bank of Redemption. † No returns from the Traders' Bank.

No new National banks were organized during the month, but the circulation has been increased, until now, it amounts to \$294,636,689. The following comparison shows the progress of the National Banks since May 5, in respect to number, capital, and circulation.

Date.	B'ks.	Capital.	Circulation.	Date.	B'ks.	Capital.	Circulation.
May 5.....	1,650	\$.....	\$371,262,165	Aug. 4.....	1,656	\$.....	\$286,895,545
May 12.....	1,650	.....	272,878,895	Aug. 11.....	1,656	.....	287,048,950
May 19.....	1,650	.....	274,653,195	Aug. 18.....	1,656	.....	288,403,775
May 26.....	1,650	414,921,479	276,540,510	Aug. 25.....	1,658	.....	289,021,085
June 2.....	1,650	.....	277,379,660	Sept. 1.....	1,658	.....	289,510,820
June 9.....	1,650	.....	278,905,675	Sept. 8.....	1,659	.....	291,129,045
June 16.....	1,653	.....	280,263,890	Sept. 15.....	1,659	.....	291,851,315
June 23.....	1,653	.....	281,234,460	Sept. 22.....	1,659	.....	292,214,720
June 30.....	1,653	.....	282,555,440	Sept. 29.....	1,659	.....	293,032,903
July 7.....	1,653	.....	283,627,605	Oct. 13.....	1,659	.....	294,072,059
July 14.....	1,654	.....	284,503,675	Oct. 20.....	1,659	.....	294,377,304
July 21.....	1,655	.....	.....	Oct. 27.....	1,659	.....	294,636,659

The following is a synopsis of the quarterly reports of the National banks of the United States, 1866 :

LIABILITIES.			RESOURCES.	
	July 1, 1866.	Oct. 1, 1866.		
Capital paid in.....	\$414,170,493	\$415,278,969	Loans and discounts.....	\$548,216,206
Notes in circulation.....	267,778,678	280,129,558	Due from banks.....	110,674,660
Old circulation as			R. estate, furniture, &c.....	16,738,533
State banks.....	19,996,163	9,819,719	Specie and legal tend.....	214,035,870
Profit and loss.....	79,437,251	85,942,606	Cash items.....	96,077,134
Due banks and bank's	122,448,455	137,411,762	United States bonds,	
Due Treasury of Uni-			7-30 notes, &c.....	447,536,300
ted States.....	39,105,077	33,400,776	Bills of banks.....	17,891,722
Due depositors.....	533,290,265	563,510,570	Expense account.....	3,050,440
Miscellaneous.....	40,495	.....	Overdrafts.....	2,111,238
			Miscellaneous.....	19,964,774
Total liabilities.....	\$1,476,266,877	\$1,525,493,960	Total resources.....	\$1,476,266,877

The volume of National Bank circulation has increased in three months nearly thirteen millions; while the old issues as State banks have diminished ten millions. The loans are fifty-three millions more than in July last; and the private deposits thirty millions.

#### GEORGIA STATE BONDS.

The following order of the Governor of Georgia, and notice of the Treasurer in reference to the Georgia State Bonds, are just issued under the act passed in March last by the General Assembly :

EXECUTIVE DEPARTMENT, MILLEDGEVILLE, Ga., Oct. 13, 1866.

In conformity with an act of the General Assembly, approved 12th of March, 1866 numbered 10, it is ordered :

1. That all bonds and coupons of the State of Georgia now due, and which were not issued in aid of the late war, whosoever made payable, may be funded on presentation at the Treasury of the State, in mortgage bonds of the State, bearing seven per cent. interest from the 1st of July, 1866, that being the day of their date.
2. That all coupons payable in New York or in London, now due, and embraced in the descriptive list furnished the Agency by the Treasurer, may be funded in bonds described above, on presentation at the National Bank of the Republic, New York.
3. That all coupons funded in New York be marked paid, and returned to the Treasury, with a descriptive list of bonds issued in funding them.
4. That the Treasurer endorse, or cause to be endorsed, on each bond funded, the name of the person presenting it, and that a registry of all bonds issued in the funding process be kept in the Treasurer's office.
5. No interest is allowed on bonds or coupons after maturity.

CHARLES J. JENKINS, GOVERNOR.

TREASURY OF GEORGIA, MILLEDGEVILLE, Oct. 13, 1866.

Holders of over-due bonds and coupons of the State of Georgia are hereby notified that, in accordance with the above order, they can receive for them, on presentation at this Department, new bonds of the State, dated 1st of July, 1866, due twenty years after date, bearing interest at seven per cent. per annum, payable semi-annually, in January and July, and secured by mortgage on the Western and Atlantic Railroad.

The bonds being in sizes of \$500 and \$1,000, holders must present their bonds and coupons in multiples of these sums, or make up their deficiency in currency.

No provision for payment of interest after maturity of bonds or coupons having been made by the legislature, it cannot, of course, be allowed at this Department.

Persons sending bonds in under the above order are requested to write their names legibly on the margin, to guard against mistakes in their entry on the records, as ordered above.

JNO. JONES, Treasurer.

#### THE NEXT WORLD-G RDLE.

##### PROGRESS OF THE RUSSO-AMERICAN TELEGRAPH.

The San Francisco *Bulletin* of Oct. 17 gives the following details concerning the progress of the Russo-American Telegraph enterprise: The Western Union Telegraph Company's bark *Clara Bell* has arrived from Ghijiga Bay, at the head of the Ochotsk Sea. Her outward voyage was performed by way of Petropolvski, where she found orders to proceed to Ghijiga, which had been selected as the base of operations on the coast of the Ochotsk Sea. The Company's steamer *George S. Wright*, carrying Col. Bulkley, the Engineer-in-Chief, arrived at Petropolvski on the 21th of July, and sailed on the 6th of August for Anadyr Bay and Norton Sound. The Russian corvette *Variag*, seventeen guns, which had been assigned to the service of the Telegraph Company, was at Petropolvski on the arrival of the *Wright*, and her captain reported at once to Col. Bulkley for orders.

The *Variag* sailed on the 6th of August for the mouth of the Amoor by way of Ghijiga and Ochoisk, having on board Count P. Anossoff, Russian Commissioner to the Telegraph Company, and Thomas W. Knox, American journalist with the expedition, who proceeds overland from Nikolaeffsk to St. Peter-burg. The *Variag* reached Ghijiga on the 15th of August, and sailed four days later for Ochoisk.

Major S. Abasa, Chief of the Asiatic Division of the Russo-American Telegraph, has established his headquarters at Ghijiga. During the past winter he explored in person the route between Ghijiga and Ochotsk, and determined the position of the lines for that distance. Capt. Mahood explored the route from the mouth of the Amoor to Ochotsk, and joined Major Abasa at the latter point. At the same time Capt. Kennon made a survey from Ghijiga to the Anadyr Bay, and located the route of the telegraph. Thus the whole distance from Behring Sea to the terminus of the line at the mouth of the Amoor has been explored and the route selected.

In the region around Ghijiga working parties are busy in the preliminary work and will have a considerable quantity of poles ready by the end of Summer. From Ghijiga and the mouth of the Amoor the line mostly follows the valleys behind the coast range of mountains, but in some places follows the shores of the Ochotsk Sea. Timber is abundant on the most of the route, except in some places where mountain ranges are crossed and in the region immediately around Ghijiga, where poles must be cut on the Ghijiga River and rafted as near as possible to the places where they will be used. Along the whole route, wherever laborers could be procured, they have been engaged in the work begun.

The Government officials have been prompt in affording every assistance to Major Abasa and his subordinates, without waiting directions from St. Petersburg. Count Anossoff has issued orders to all the officials to render any desired service that may assist the completion of the line. As soon as the necessary material is received and distributed, the work will be pushed with great rapidity.

#### TRANSPORTATION OF COTTON.

The Treasury Department has just issued additional regulations concerning the transportation of cotton in bond, to the following effect:

It having been represented that much hardship and inconvenience are entailed upon the smaller planters and farmers in the interior counties of the cotton producing districts, or in consequence of the enforcement of recent regulations concerning the removal of cotton in bond, and that additional and much needed facilities would be offered by allowing bonds for securing payment of the tax upon delivery of the cotton at the point of destination to be taken by the collector of the receiving district, instead of the collector of the district whence the cotton is shipped, as provided by regulations, series 2, No. 3, issued from this office under date of July 31, 1866. The following additional regulations upon the subject have been adopted for securing the payment of the tax, and as affording the measure of relief sought for:

Parties desirous of bringing cotton to seaports or other places for shipment from other districts, will be allowed to do so upon executing and delivering to the collector of the district where such seaport or place is situated, a bond with two or more



sufficient sureties approved by the collector receiving it conditioned for the payment of the tax upon all cotton for which permits may be granted by the assessor of the district in which such cotton may be grown. This bond must be executed in a penal sum equal to double the amount of the tax on the quantity of cotton intended to be removed and *in transitu* at any one time during its continuance, and assessors will be careful not to grant further permits upon any bond when the tax upon the quantity already permitted amounts to one-half of the sum named therein, until certificates of payment of the tax on the whole or a portion of the cotton transported under former permits are received from the receiving collector, when additional permits may be granted; but in no case must the tax upon the quantity under permit and accounted for exceed one-half of the penal sum of the bond. Thus, if the bond is given in a sum securing the tax upon 500 bales of 400 pounds each. When this limit is reached no further permit should be granted except upon the receipt of delivery and payment as hereinafter provided. Immediately upon the execution of this bond, the collector to whom it is delivered will transmit it, retaining a copy thereof in his office, to the assessor of the district whence it is intended to remove the cotton, who will thereupon be authorized to grant permits for the removal of the cotton upon application being made by the principal or his agent. Upon receiving this application the assessor will grant permits. The circular concludes with instructions to the assessor and collector and it is stated that if the cotton has not been weighed before removal by a duly-appointed weigher, the amount of tax named in the permit will be based upon the weight, as certified by the owner or the proprietor of the gin house. In order to arrive at the true amount of tax to be paid on the cotton removed under these conditions, it must be marked upon its arrival in the receiving district by the officer appointed for that purpose, to whom a fee of 25 cents per bale will be paid for this service, and upon whose certificate of the weight the tax shall be collected. These regulations are to be considered additional to, and as not superceding those contained in series 2, No. 5, or the additional regulations published under date of Sept. 25 1866.

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MERCANTILE.			
Marshall's Portrait of Abm. Lincoln—Ticknor & Fields.		Eugene Kelly & Co.—36 Wall St.	
L. Prang & Co.—Boston and New York—Holiday Publications, etc.		DeWitt, Kittle & Co.—88 Wall St.	
Howard & Co.—619 Broadway—Diamonds, Watches, Holiday Gifts, etc.		Wells, Fargo & Co.—84 Broadway.	
Mercantile Library—Chilton Hall, Astor Place and Eighth St.		Simon De Visser—52 Exchange Place.	
Ferdinand Korn—191 Fulton St.—Eau de Cologne.		Duncan, Sherman & Co.—Cor. Pine & Nassau.	
Lewis Andendried & Co.—110 Broadway—Anthracite and Bituminous Coal.		L. P. Morton & Co.—35 Wall Street.	
Grover & Baker—495 Broadway—Sewing Machines.		J. J. Cisco & Son—33 Wall St.	
A. B. Sands & Co.—139-141 William St.—Drugs Wm. Durvea, agent—163 Fulton St.—Maizena.		Robinson & Ogden—4 Broad St.	
J. W. Bradley—97 Chambers St.—Hoop Skirts. Chickering & Sons—632 Broadway—Pianos.		Howe & Macy—30 Wall St.	
BANKERS & BROKERS.			
Barstow, Eddy & Co.—26 Broad St.		Gilmore, Dunlap & Co.—Cincinnati.	
Lockwood & Co.—94 Broadway.		Lewis Johnson & Co., Washington.	
Vermilye & Co.—44 Wall St.		Ninth National Bank—363 Broadway.	
INSURANCE.			
Marine—Atlantic Mutual Ins. Co.—51 Wall St.		Mercantile Mut. Ins. Co.—15 Wall St.	
Orient Mutual Ins. Co.		Sun Mutual Ins. Co.—49 Wall St.	
Gret Western Insurance Co.		Morris Fire and Inland Ins. Co.—31 Pine.	
Fire—Hope Fire Ins. Co.—92 Broadway.		Germania Fire Ins. Co.—175 Broadway.	
U. S. Life Insurance Co.—40 Wall St.		Etma Insurance Co.—Hartford.	