DAILY COMMERCIAL.

BALTIMORE, MD.

# CORRESPONDENCE.

## LETTER FROM WASHINGTON.

[Correspondence of the Baltimore Daily Commercial.]

WASHINGTON, March 5, 1866.

*Pacific Railroad, Main Trunk Line Across the Rocky Mountains to be so Located as to Accommodate All Parts of the Country Alike—Injustice of the Present Location—Let Congress Straighten it so as to Give All Parts of the Country an Equal Chance—The New Ship Canal to Complete the Line between Alexandria, Georgetown, Washington, Baltimore, Philadelphia and New York.*

*Messrs. Editors of the Commercial.*—The National Government has made provision, by law of Congress, for the construction of a single line of railroad across the Rocky Mountains, with branches at each end leading to every part of the Atlantic and Pacific States. These branches may be regarded as local affairs, constructed to accommodate different States and interests; but the location of the main trunk, central line across the Rocky Mountains, is a matter which deeply concerns the citizens of the whole Union, especially the citizens of your State.

A line drawn nearly straight through the centre of the United States, across the continent from our National Capital to San Francisco, passes through the cities of Cincinnati, St. Louis, Jefferson City, West Kansas, Lawrence, Topeka, Denver, Salt Lake City, and a large number of smaller cities and towns. It passes through the richest agricultural and mineral portions of the Union.

This is the line the main trunk Central Pacific Railroad should follow from the Atlantic to the Pacific, with divergent branches at each end. By the first of June next, the cars will be running over one-half of the route to Fort Riley, Kansas, or to within 476 miles of Denver, the commercial metropolis of the Rocky Mountain gold region.

At Fort Riley the Pacific Railroad route, as established by Congress, instead of following the line as above described, diverges from a direct western course about one hundred miles to the northwest, making it necessary, in order to reach San Francisco, to again turn about one hundred and twenty five miles to the south, thus making the main trunk line of the Pacific Railroad two hundred and twenty-five miles longer than it need be, avoiding the rich mineral region of Colorado and Nevada, *and burdening every pound of freight and every passenger between the Atlantic and Pacific* with the unnecessary expense and delay of two hundred and twenty-five miles of useless transportation, to say nothing of the $12,000,000 thrown away in construction. In fact the route as at present delineated is manifestly unjust to the people of the whole Union, except the extreme northern tier of States and Canada.

The Grand Trunk Railroad of Canada can tap the Pacific Road (as at present located) at its extreme northern angle, and thus make a straight route from Montreal to San Francisco; while the Pennsylvania Central, Baltimore and Ohio, Virginia Central, and all East and West roads south of them, must make a detour of some hundreds of miles to the North of the centre of the Union, in order to make a connection with a road leading to the main Trunk line to the Pacific.

Let us then have the main Trunk line located through the centre, and give all roads, both North and South, an equal chance to tap it. It is not too late to make the change.

Congress located this circuitous route by the light of the best attainable information at that time, under the mistaken impression that the straight route, which would secure the valuable trade of Colorado, was impracticable by reason of impassable mountains, which later information proves incorrect. As great engineering obstacles have already been surmounted by the Baltimore and Ohio Railroad Company, in the Alleganies, as can be found in the straight line across the Rocky mountains.

The Philadelphia *North American and United States Gazette*, in a recent article upon this subject, pertinently remarks that "the mining works, numerous in California and Nevada, accustom the people of those regions to such enterprises, and therefore no difficulty in undertaking the tunnelling the Sierra Nevada, and, eighteen as it seems, we should not be surprised if the promise of completion in a year should be fulfilled. West of the Sierra, the Californians have made great headway in building the railroad, stimulated by the invaluable aid extended by the National Government, so that we may regard the completion of the road from the Pacific ocean to the Nevada settlements as assured."

This is, you will at once perceive, a subject of great national importance. It rises above all local interests.

It is true the trade of the rich mineral regions of Colorado, now counted by hundreds of millions of dollars, and which on the completion of the Pacific railroad will be increased a hundred fold, can be accommodated by branches, even as the road is at present located, by the zig-zag route. But the straight central route saves 225 miles on the main trunk, and is much more in branches, making a saving of nearly 500 miles of road, and at least $30,000,000 cash in construction—a mere trifle to be sure, but worth saving, when we take into consideration the saving of 500 miles of useless transportation after the road is completed.

Congress should, therefore, at an early day, make provision for straightening this great national highway from the Atlantic to the Pacific.

It would be an act of supreme folly to make the road as at present located; to run it through a wilderness, avoid the rich and populous cities, and unnecessarily increase the length of the road and branches some five hundred miles, and *discommode* the people of the whole *Union*, except, perhaps, the citizens of *Northern tier of States of the Union and the Canadas*. I understand the Pacific Railroad is for the accommodation of the people of the United States, and not for the exclusive benefit of the extreme Northern States and British America. I do not understand that our Canadian neighbors contribute anything towards building the road, and of course, do not see why they should be favored over and above the Central and Southern States of our glorious Union!!!

In fairness then, to all sections, let us have the main trunk line from Fort Riley, Kansas, to San Francisco, built on as near a straight line as possible. Let us have feeders and branches from every part of the country; but the Main Central Trunk Line must be made as straight and as nearly through the center of the Union and continent as possible.

As I have already stated, Congress located the road by the light of the best information attainable at that time, under the very prevalent mistaken idea that the straight short route through the mineral regions of Colorado was impracticable, by reason of impassable mountains. I give credit to the statement often made that Congress was unduly influenced by Canadian and extreme Northern interests.

Of course a few of us knew, at the time the present zig-zag route was located, that the straight short route was cheapest and best for the whole country. This very important fact, however, was not then so well understood as at the present time.

Let us, then, bring it well before the people and Congress, for there are a thousand reasons in favor of the straight route and not one for the zig-zag.

I have already brought this matter to the attention of members of both Houses of Congress, and all seem disposed to have crooked paths made straight. Certainly the matter should not be permitted to rest until the correction is made.

A NEW SHIP CANAL.

A charter has been granted for a ship canal between this city and Annapolis, Maryland, and is in the hands of capitalists who know no such word as fail.

The proposed canal is only eighteen miles long, and its construction completes an almost direct canal and river navigation between this city and Baltimore, Philadelphia and New York; which will confer incalculable advantages upon the coal and other coastwise freight interest generally.

The completion of this great inland of water communication with the North and Northeast, which is assured together with the existing first class railroads running in the same direction, would seem to render the projected additional air line railroad between this city and New York a superfluity.

With great respect, D. D. CONE.

# COMMERCIAL RECORD.

## Sales at the Baltimore Stock Board.

March 5, 1866.

| | | | FIRST BOARD. | | |
|---|---|---|---|---|---|
| American Gold. | | | U. S. 7-30's. | | |
| 2,000 | ... | 133 | 1,000 | ... 1st series | 99⅝ |
| 3,000 | ... | s10 flat 133 | 2,000 | ... 2d | 99½ |
| 5,000 | ... | s5 flat 133 | 1,500 | ... 3d | 99⅝ |
| 20,000 | ... | s5 flat 133 | 2,000 | ... 1st | 99½ |
| 5,000 | ... | s15 flat 133 | Baltimore & Ohio R. | | |
| 5,000 | ... | s15 flat 133 | 34 shs | ... | 110 |
| 5,000 | ... | s10 flat 133 | Firemen's Ins. Co. | | |
| 5,000 | ... | 133 | 25 shs | ... | 41 |
| 1,600 | ... | 133 | Guilford Min. Co. | | |
| 5,000 | ... | s20 flat 133 | 500 shs | ... | b60 .40 |
| Baltimore City 6's. | | | Pennsylvania Oil Co. | | |
| 100 | ... | 90 | 500 shs | ... | b5 .50 |
| | | | SECOND BOARD. | | |
| American Gold. | | | U. S. 7-30's. | | |
| 1,808 | ... | 133⅜* | 1,000 | ... 1st series | 99⅝ |
| 20,000 | ... | s20 flat 133½ | 1,000 | ... 2d | 99½ |
| 2,150 | ... | 133⅜ | 700 | ... 3d | 99⅝ |
| 5,000 | ... | s10 flat 133⅜ | 1,000 | ... 2d series | 99½ |
| 5,000 | ... | s10 flat 133⅜ | 5,000 | ... 3d | 99⅝ |
| 5,000 | ... | s20 flat 133⅜ | 2,200 | ... 3d series | 99¼ |
| 2,000 | ... | 133⅜ | Pennsylvania Oil Co. | | |
| 5,000 | ... | s10 flat 134 | 1,000 shs | ... | b60 .55 |
| 5,000 | ... | s10 flat 134 | | | |

## Prices of Stocks and Bonds in New York

BY TELEGRAPH.

*Furnished by Leonard J. Tormey & Co., Stock and Bill Brokers, No. 22 South Street.*

March 5, 1866.

| | 1st Board | 2d Board | 5 P. M. |
|---|---|---|---|
| U. S. Coupons, 1881 | 104¼ | 104½ | ..... |
| U. S. 5-20's old | 103 | 103 | ..... |
| U. S. 5-20's, new | 103 | 103 | ..... |
| U. S. 7-30's 1st series | 99½ | 99½ | ..... |
| U. S. 1 year Certificates | ..... | ..... | ..... |
| Gold | 133⅞ | 133¾ | 133¾ |
| Tennessee 6's | 92½ | 91¾ | ..... |
| North Carolina 6's | 84½ | ..... | ..... |
| Missouri 6's | 76½ | 76¾ | ..... |
| Canton Company | 44 | ..... | ..... |
| Cumberland | 44¼ | 44¼ | ..... |
| Quicksilver | 42 | 41½ | ..... |
| New York Central | 91¾ | 91¼ | 91 |
| Erie | 84¾ | 84⅞ | 84½ |
| Erie Preferred | ..... | ..... | ..... |
| Hudson | 102¾ | 102¾ | ..... |
| Reading | 98¼ | 98¼ | ..... |
| Michigan Central | 102 | ..... | ..... |
| Michigan Southern | 70¾ | 70¾ | 70¾ |
| Illinois Central | 115 | 115 | ..... |
| Cleveland and Pittsburg | 76½ | 76¾ | 75¾ |
| Chicago and N. Western | 26 | 25½ | 25⅝ |
| " Preferred | 52½ | 52½ | 52½ |
| Cleveland and Toledo | 108 | 107 | ..... |
| Chicago and Rock Island | 105¾ | 105¼ | 105 |
| Mil. and Prairie du Chien | ..... | ..... | ..... |
| Fort Wayne | 89½ | 89 | 88¾ |
| Alton and Terre Haute | ..... | 30 | ..... |
| Ohio and Miss. Cert | 25 | 24⅞ | ..... |
| Tone of Market | Steady. | Weak. | Heavy. |

MONDAY, March 5, P. M.

At the Stock Board to-day Gold was active, and there was a moderate business done in Seven Thirties, but for most of the other stocks on the list the market was dull. The sales of Gold at the first Board were all made at 133, a decline of 1½ per cent. on the closing price of Saturday, but at the second Board it advanced again, selling at 133⅛@134, and it closed at 134 bid, 134½ asked. The transactions for the day foot up about $108,000.

In Governments nothing was done except in Seven Thirties, of which some $18,000 were sold at 99½@99¾ for first series, 99½@99¾ for second, and 99½@99¾ for third. Five Twenties were strong, closing at 102¾@103 bid.

In State bonds there was no movement whatever, but North Carolina show a further improvement of 1½ per cent, 84¼ being bid, and 84¾ asked for them. The aggregate improvement in these bonds within the past week or ten days is about 10 per cent. For Tennessee's 91½ was bid, and 91¾ asked, but for Missouri's only 75 was bid. A small lot of Baltimore City 1890 6's sold at 100, but they closed at only 99½ bid; for 1875's only 98 was bid at the close.

Railroad bonds were quiet, there being no movement in them, and the only transaction in shares, was one of 34 shares Baltimore and Ohio at S110, the market for them closing at only 109½ bid; Northern Central shares closed at $44 bid, $45 asked; Central Ohio at $19 bid; and City Passenger at $17½ bid, $18¼ asked. We notice a sale of a small lot of Firemen's Insurance stock at $41.

In the miscellaneous list the business was very limited, the sales comprising 500 shares Guilford Mining at 40 cts buyer 60, and 1,500 shares Pennsylvania Oil at 50@55 cts buyer 5 and 60.

Money continues in active demand, and loans are not easily effected, indeed the market may be said to be tight. Call loans are quoted at 8@9 per cent, and for first class short time paper 9 per cent is now the minimum rate.

The New York stocks were less depressed at the opening this morning than at the close on Saturday evening, and an effort was observable on the street to rally the market, which, however, only succeeded to the extent of about ½ per cent. in a few instances during the first call. Erie and Pittsburg were each even lower. At the subsequent calls the market varied but little, and stocks generally were very dull and heavy.

The most noticeable feature of the day was the strong disposition to sell Fort Wayne, which steadily declined from 90 to 88⅞ at the close. Sellers' options were put out pretty freely at figures ranging from ⅛ to ⅝ per cent. below *cash* prices. Reading and Northwestern again declined 1 per cent., both stocks closing weak. There seems to be a pall hanging over the market at the present moment; both *bulls* and *bears* appear anxious and nervous. This feeling is rather on the increase, and would portend even lower prices; at any rate, it will be difficult for stocks to rise during its continuance.

With the usual exception of Erie, Michigan Southern was the only stock that appeared to have any support to-day; opening at 70, it advanced soon afterwards to 70¾, and remained moderately firm until near the close, when it was quoted at 70⅝.

The Bank statement exhibits a decided amount of contraction in business operations during the last week, the decrease of about four and a half millions in loans, one and three-quarter millions in deposits, and nearly three millions in Legal Tenders give no tone to speculation, and notwithstanding the increase of three millions of specie, no impetus to trade.

Money was rather easier, and 7 per cent. became the exceptional rate on call loans this afternoon, the principal negotiations taking place at 6 per cent. with moderate demand. Our financial status still invites the earnest consideration of our Legislators. The uncertainty which has crept into the minds of capitalists has given a check to legitimate business and has insinuated itself into the very fold of speculation: the almost unanimous idea seems to be—to wait—and until some definite understanding is arrived at, there are but small hopes of a renewal of healthy activity in business circles throughout the country.

Tennessee bonds were firm, and advanced to 92½ this afternoon. Missouri's were steady, although after opening at 77½ sales were noticed later in the day at 77¾. The funding of the debt of North Carolina gives universal satisfaction: the bonds are quoted strong at 83¾, with considerable inquiry. Virginia's were very active, and at the afternoon calls they advanced to 70¾. All issues of Government bonds were firm, Five-Twenties of 1864 selling at 103.

Gold fluctuated again to-day without any apparent cause: opening at 132¾, it rose to 134 at half-past twelve, when it gradually declined to 132¾ at the close.

The New York *Times* says:

There was a fair trade in Dry Goods and General Merchandise through the week past, up to Saturday, when the fall in Gold created a pause on the part of buyers. In Domestic Dry Goods there was a further decline in prices, and in foreign fabrics, with some few exceptions, the sales are made at a concession from the early views of the import trade. The number of buyers from the country is on the increase; but it is complained that they move with much caution, because of the unsettled prices. The amount of Foreign Goods passed through the Customs House and thrown on the market is larger than for the previous week, as may be estimated by the following receipts by distinct days:

Monday, Feb. 26...$809,839 Thursday, M'h 1...$337,199
Tuesday, Feb. 27... 446,271 Friday, March 2... 499,044
Wednes'y, Feb. 28. 489,933 Saturday, M'h 3... 613,878

Total three days..$1,905,943 Total three days..$1,480,091
1,905,943

Total for week.....$3,386,034

The following figures show the Imports of Foreign Dry Goods at New York for two months from Jan. 1:

ENTERED FOR CONSUMPTION.

| | 1866. | 1865. | 1864. |
|---|---|---|---|
| Entered for con | $14,784,584 | $3,799,462 | $22,717,918 |
| WITHDRAWN FROM WAREHOUSE. | | | |
| Withdrawn from warehouse | $3,433,027 | $3,675,845 | $7,014,512 |
| Add ent. for con | 14,784,584 | 3,799,462 | 22,717,918 |
| Th'n on the market | $18,217,611 | $6,875,307 | $29,732,430 |
| ENTERED FOR WAREHOUSE. | | | |
| | 1864. | 1865. | 1866. |
| Ent. for warehousing | $2,837,184 | $2,271,853 | $3,707,721 |
| Ent. for consumption | 14,784,584 | 3,799,462 | 22,717,918 |
| Entered at the port | $17,621,768 | $6,071,325 | $26,470,639 |

## Baltimore Markets Monday, March 5.

COFFEE.—Coffee continues quiet, and we are to day without sales to report. There is however no change to note in the condition of the market, it being strong, especially for prime Rio, which is scarce, and we quote as before:—Rio at 18@19½ cts gold for common to fair; 20½@21 cts gold for good to prime; 21¾@22½ cts gold for choice; Laguayra at 21@22½ cts gold, and Java at 28@28½ cts gold. The stock here in first and second hands is about 12,500 bags.

FLOUR.—The market for Flour is quiet again, the sales to-day so far as we have heard embracing only 150 bbls Howard Street Extra at $9@9.25 ⅌ bbl. We see however no change to note in the general condition of the market, and we quote as follows:—Superfine at $8@8.50 for Howard Street; $7.87½@8.25 for Western; $8@8.50 for City Mills Extra at $9@9.50 for Howard Street; $9@9.25 Western; $9@9.25 for standard City Mills; $11.25@11.50 for high grade do; and Family at $11@12 for Western, and $12@12.50 for Howard Street. Patapsco, Reservoir and other brands of Baltimore Family and high grade Extra are selling to the trade at $11.50 for family and $12@12.50 for fancy; $12.75 ⅌ bbl for Extra. Rye Flour may be quoted dull at $4.50@4.75, and Corn Meal nominal at $3.75 ⅌ bbl.

GRAIN.—Corn was in better supply to-day than for some days past, the receipts reaching about 25,000 bushels, 15,000 bushels of which was white, and 20,000 yellow. Wheat was better than on Saturday, some 10,000 bushels selling at 73 cts, at which figure it closed. Yellow opened at an advance on Saturday's price, a lot of 2,500 bushels selling at 70 cts, but subsequently some 5,000 to 6,000 bushels sold at 69 and 68 cts, and we quote it as closing at the latter figure. Of Wheat there were about 1,500 bushels offered, but very little of it was desirable and no sales were reported. Prices for it are unchanged. Oats were dull and lower. There were some 4,000 bushels offered, and about half of them were sold at 47@48 cts.

MOLASSES.—There is nothing doing to-day in Molasses, but we quote as before:—New crop Cuba at 43@45 cts for clayed, and 55@60 cts for Muscovado; new crop English Island at 55@60 cts, and Porto Rico at 55@75 cts for new crop, and 50@58 cts for old.

PROVISIONS.—The market for Provisions remains quiet, the only transaction of moment to-day, so far as we have heard, being a small lot of the Bulk Sides, backbone out, at 15¾ cts. Holders of Provisions are generally firm in their views, but buyers seem indisposed to purchase to any extent in advance of their immediate wants, and the market is consequently inactive. Bulk Meat is held at 12½ cts for Shoulders, and 15@15½ cts for Sides, but there are no buyers at these figures. There is a little Bacon selling at 14@14½ cts for Shoulders and 17¼@17½ cts for Sides, principally to fill orders from the South, but there appears to be no demand for large lots. Mess Pork is dull and nominal at $28.50 per bbl, and we quote Lard dull at 18 cts for Butchers', and 18¾ cts for prime Western.

RICE.—We have heard of no sales to-day, but we quote East India at 9¼@10 cts; Carolina nominal at 12@13 cts.

SUGARS.—There has been very little inquiry to-day for Sugars, and no sales have been made so far as we have heard. The market is unmistakably flat and heavy, but we still quote as follows, viz: at 10¼@11 cts. Refine to good refining 11¼@11½ cts for Extra grocery cases and English Island; 12@13½ cts for fair to prime Porto Rico; and 14@14½ cts for choice do., and 15@15½ cts. for Centrifugals. The stock to-day is 12,265 hhds, 3,026 boxes and 11,176 bags.

REFINED SUGARS.—The rates are as follows, viz: 17 cts for Hand Crushed; 15¼@15½ cts. for White Soft Crushed; 14½@15 cts for C. and C. Extra, and 13@14 cts for Yellow.

SEEDS.—Cloverseed is very dull. The offerings are large, but there is none selling, and we quote it nominal at 7 cts ⅌ pound. Timothy seed is dull at $4@4.25, and we quote Flaxseed dull at $2.50@2.55 ⅌ bushel.

SALT.—Liverpool is dull. Ground Alum is selling at $3@3.25 ⅌ bbl, the former being the light weight, and Fine at $3.60@3.65 for Worthington's, and $3.40@3.50 ⅌ sack for less known brands. Turks Island is firm at 69 cts ⅌ bushel.

WHISKY.—There is nothing doing in Whisky to-day so far as we have heard, but both City and Western is held firmly at $2.32 ⅌ gallon.

## New Orleans Cotton Market, Feb. 25.

We have again to notice a very fair demand, and sales to-day of 3,200 bales at more irregular prices than yesterday, but without any quotable variation. The demand was mostly for forwarding, and full thirteen brokers participated in the business. The ruling rates for good ordinary and strict good ordinary were 40½ and 41c., but there were several sales of the former at 40c. Low middling and strict low middling ruled at 42 and 43c. We quote ordinary at 38@39c., good ordinary at 40@41c., low middling at 42@42c., and middling at 45@46c. No late private telegrams came through that we are aware of, but a dispatch was received, dated at Manchester on the 10th, which reported the Liverpool market stronger, and the advance 1d., instead of ¾, as noted in the Liverpool accounts. The Manchester market was reported dull.

STATEMENT OF COTTON.

| | |
|---|---|
| Stock on hand 1st Sept., 1865 | 83,250 |
| Received to-day | 2,827 |
| Received previously | 539,957 |
| | 542,784 |
| Cleared to-day | 6,417 |
| Cleared previously | 437,067 |
| | 443,516 |
| Stock on hand not cleared | 182,500 |

The clearances comprise 3,474 bales for Havre, and 2,833 for Liverpool, and 110 for New York.

## Pittsburg Petroleum Market, March 3.

Crude—The market for crude continues dull and unsettled, buyers and sellers still being apart in their views and feelings. Our refiners are still holding off, under the impression that prices will go lower, while as yet, holders appear as unwilling to make any material concession in order to effect sales.

We have but one sale to report, 300 bbls at 17, barrels returned—200 bbls (35 gravity) changed hands on Thursday evening, at 22¾ barrels returned. For good merchantable Oil, on the spot, 17 to 18, barrels returned, and 22@25 barrels included, seem to be regarded as the prevailing rate, although there is hardly enough doing to establish quotations. One of our dealers bought 500 barrels at Oil city to-day at $5 ⅌ bbl.

Refined.—There was again a brisk demand for bonded oil to-day, principally for future delivery, but refiners are obstinate, and as a general thing, refuse to sell at figures offered, and, consequently, we have no sales to report. On the spot, here, no quotations may be fairly given at 36@37 cts, or 42@43 cts, delivered in Philadelphia. For May delivery we hear of 40 cts having been offered and refused, free on board cars, here, and 47@48 cts, delivered in Philadelphia. There is no improvement to note to the demand for freeoil, and we continue to quote nominally at 57@58 cts.

## New York Markets.

NEW YORK, March 5.—Cotton has a declining tendency; sales at 43@44 cts. Flour is active; Southern unchanged. Wheat has a declining tendency for common; good is firm; sales of 21,000 bushels; prime new Milwaukie $1.76. Corn is dull and 1 cent lower; sales of 26,000 bushels at 77@78 cents. Pork is heavy; Mess $26.50. Lard heavy at 16@18½ cts. Whisky is steady at $2.28@2.30. Sugar is quiet; sales Havana at 11¾@12 cts. Coffee dull. Naval Stores firm. Turpentine 96@97 cts. Petroleum dull at 25@26 cts. Freights dull; Cotton 5-16. Gold closed at 133¾.

## Philadelphia Markets.

PHILADELPHIA, March 5.—Flour and Wheat dull and unchanged. Corn dull; yellow 71@72 cts. Oats advanced to 50 cts. Mess Pork $28. Lard 18¾@19½ cts. Whisky $2.28@2.30.

## Cincinnati Markets.

CINCINNATI, March 5.—Flour and Wheat are dull. Provisions are heavy and the market is greatly unsettled. Mess Pork $28. Bulk Meats have declined, 11¼ cts for Shoulders, 13½ cts for Sides, and 16½ cts for Hams. Lard 18 cts—small sales. Whisky $2.25 free. Gold 132¾.

## Chicago Markets.

CHICAGO, March 5.—Flour is quiet. Wheat is steady at $1.24¾@1.25 for No. 1. Corn is dull. Oats dull. High Wines are quiet. Provisions quiet with small sales. Pork at $25. Lard 17½ cts. Cumberland Middles 13⅝. Hogs are dull, supply meagre. Dressed hogs have declined 25 cts; sales at $10.50@11.

—Some one speaking of sleep, says:—We sleep but the loom of life never stops; and the pattern which was weaving when the sun went down is weaving when it comes up to-morrow.

# HOTEL ARRIVALS.

## BARNUM'S HOTEL.

C W Wattles, Va — Mrs R Contee, Md
J C Marburg, D C — W Carlisle, Md
A McDonald, Kansas — J G Jones, Va
G A Reynolds, do — F J Dewitt, Ft Thompson
C T Garrett, do — D McCormick, Pa
J E Dillon, do — C A Perry & wf, Mo
W Walton, do — Mrs Hardy, do
R E Sheken, do — R E Hatch & wf, N Y
L E Taylor, Mo — Miss Ripley, do
A W Bradford — D P Bosiwith, Ohio
J H Fullerton, N Y — W A James, Phila
G Davis, Charleston — A T Pindle, Md
E Bartlett, N Y — D Williams, do
J C Hurlburt, Ohio — H T Taylor, do
R G Parks, Ga — A Glanz, N Y
S Agnew, Pa — R S Storrs, Wash
E Bryant, N Y — E M Gallandet, do
J C Teesdit, Phila — Mrs Hoffman, Ohio
J Marshall, Va — Mrs Cecil, do
W T Walt, do — F R Winston, N Y
M A Lacey & wf, do — A C Elliott, D C
A B Fawkes, do — Mrs Livezey, N J
D R Adkisson, do — L Westerguard, Phila
J F Baugh, do — J Clemson, Md
W R Moseby, do — Col Bowie, do
E E Kent, do — R Fagley, Pa
J Abrahams, do — A W Bradford, Balto co
J W Massie, Md — W Horter, Phila
J W Benjamin, do — Mrs Maben, N Y
Mrs F Kemball, do — Mrs Nostrand, do
C W Schaidel, Cal — A McDonold, Kan
J H Jones, Pa — A Reynolds, do
J Garrison, Wash — F Garrett, do
Col W D Bolvil, Md — J E Diller, do
J C Tarketi, Va — R Brennen, N Y
A A Sanders & wi, N Y — F Hunter, do
J B Kunkle, Md — R W Payne & s, Va

## FOUNTAIN HOTEL.

P L Cooper, N C — J Robinson, Canada East
W T Fentress, Va — W A Taylor, do
N D Sullivan, Pa — H L Robinson, do
J R Wilson, Va — Dr J J Craven, D C
W Cannings, do — S Ward, N J
J H Caulk, Md — C Rogers
W E Wilson, N Y — W B Stephenson, Md
N B Harding, Md — A Conke, do
J A Grimes, Va — S C Conley, Va
J B Buck, Pa — T D C Ruth, Md
Miss Bussard, Md — J K Hines, do
H Anderson, do — J F Howard, do
D T Hart, do — W DuBois, Pa
G L J Cooper, Va — J P Deller & wf, do
H Clegzett, Md — Mrs Barbour, do
L A Butts, Ala — S Bilyon, N J
Rev C B Maffree, D C — G W Warcham, Md
W Pannell, Md — W H Kelly, do
W A Myers, Pa — W J Howard, Md
W Young, Pa — W Household, Md
A J Gist, Pa — G W Bowie, Md
J Brown, Annapolis — Hon H A Silver, Md
W F Johnson, Md — C C Porter, Va
G J Dale, Md — J T McCullough, MD
B S Elliott, Md

## MALTBY HOUSE.

W F Ford, Wash — F G Swain, do
W H Callis, do — C T Beale, do
J W Small, Va — Miss M S Beale, do
G W Bennett, Md — Miss R W Beale, do
Mell Graham, do — Miss E M Beale, do
W T Todd, do — O M Smith, do
E Shipley, do — W A Hoffman, do
E Sible, Phila — C C Wheeling, Va
H Bernard, do — J G H Carrall, Md
R H Dinsmore, do — S A Tubman, Md
J M Flynn, N J — G C Calhoun, do
J A Garrison, Cuba — D P Debout, do
R E Wethers, Va — Miss S H Price, Md
W H Rose, do — C Cheney, Va
G A K Meredith, Va — J H Price, Md
T Davidson, Md — A W Neal, do
P F Thomas, do — D D Wilmartle, Va
J L Wilson, wi & ch, Ala — A H Wills, Phila

## GILMOR HOUSE.

L W Rolston, Phil — J W Gillett, N Y
C Rickman, Harrisburg — W Bonifant, Md
C F Keller, Norfolk — C Artz, Hagerstown
A Shriner, Balt — H Gantz, do
L Dreisback, Norfolk — J W Krepps, Wash
J W Cole, Phil — J W Wehringer, Boston
W T Johnson, do — J Rankin, Phil
A H White, do — R J Turner, Norfolk
H Pendergast, Boston — C Brooks, do
Miss M Tomlinson, New Ark N J — S Brooks, do
Miss C Tomlinson, do — R Irwin, West Md R R
Miss S J Tomlinson, do — S G Johnson, Ohio
R S Tomlinson & lady, do — E C Bates & lady, Boston
R T Furgerson, N Y — J W Maurry, Wash
J H Ingle, do

## EUTAW HOUSE.

J F Rich, Mass — J B McFreany, Phila
J Lynde, Wash — W H Miller & wf, Va
J Davis, Va — P Powell, Phila
S R Smith, Del — A Morris, 4th U S Arty
H Rohr, D C — L D Smith, Conn
S Schmen, Balto — J T Mason, Md
S Urbanowier — J W Shoyley, do
Gen J F Shipley, Me — J Moses, N J
J F Miller, do — J Weatherby
N S Woodraven, Balto — B E Greene, Ga
H E Hazen, U S A — W G Smith, N Y
U Geraike, Va

## GENERAL WAYNE HOTEL.

J O Horner, Balt co — J J Richardson, A A co
Jos Eikins, do — Ch Brice, do
N S Davis, do — J L Freeman, N Y
B C Davis, do — G K Glenn, do
H H Herman, do — T R Hobbs, Cumberland
Geo Lemmon, do — F P Keller, do
R E Dunlop, Wash — Th Prince, Wheeling
R Coulson, do — Jas Peters, do
L Little, Balt — J C Henry, Nat Exp Co
D C Moore Phila

## THREE TUNS HOTEL.

C Staley, Md — L Tarr, Maine
E C Howard, do — F J Beach, Va
O Hellen, do — W F Turner, Ireland
Dr H Linthicum, do — W Dorsey, Md
R Dorsey, do — C D Wortulse, do
H T Engles, do — J L Jordon & son, do
J E Hanna, do — R Kendle, do
H D Gambrill, do — D M Reyes & 2 ladies, Va
S R Haines, do — H S Williams, do
T R Beard, do

## HOWARD HOUSE.

D Harbaugh, Ill — H H Hill, Md
J R Hammit, Va — A P Kessler & son, do
J Kenny, D C — W Smith, do
A Wall, do — C C Ogden, Va
— Soneborn, do — W F Knight, do
N Schultz, N Y — Miss Bonham, do
G W Mobley, Md — E Schmidt, Pa
Lieut N Reeves, Md — T Sennerot, do
D S Banks, D C — P Burnet, N Y
E F Sprinkhard, Md

## GILMOUR'S HOTEL.

N G Starkweather, Wash — E Reynolds, Wash
C C Mayville, Md — E Ames, Balto
M McClanahan, do — W J Werdle, Va
D D Anderson, do — J Johnson, N Y
R Squire S S Coquette — C Hartman, do
J H Thomas, do

—Professor Goldwin Smith writes a letter to the London *Daily News*, again urging that the Alabama claims should be submitted to arbitration, and hoping that Parliament will take the matter into serious consideration.

—According to the *Home Journal* the reason why so many Americans are going abroad, is in the fact that a family can live in England or France on the rent of their house in New York.

# MARINE JOURNAL.

## PORT OF BALTIMORE.

MONDAY, March 5, 1866.

**Arrived.**

Steamship Kingfisher, Rector, from New York—mdse to S Blaisdell, Jr.
Steamer Adelaide, Cannon, from Norfolk—to M Fails.
Steamer George Leary, Blakeman, from Norfolk—to J Birckhead, Jr.
Steamer Henry L. Gaw, Her, from Philadelphia—mdse to J A Shriver.
Steamer State of Virginia, Travers, from Richmond—sundries to J Brandt, Jr.
Steamship Patapsco, Neff, from New York—mdse to S Blaisdell, Jr.
Steamship Geo Appold, Howes, from Boston—mdse to S Blaisdell, Jr.
Schr Lookout, Lane, from Portland, to Bigelow & Sargent—copper ore, hake and mdse to sundry persons.
Schr Eleanor T. Fooks, Windsor, N C—naval stores, cotton, shingles and sundries to Wheldon & Dickinson, Griffin, Bros & Co, and P P Clements.
Schr Vesta, Dixon, from Newbern, N C—naval stores, &c., to Jas Corner & Sons.
Schr Ella Hodsdon, Hodsdon, Portland—R M Heilen.
Schr J H Williams, Fooks, Williamston, N C, via Norfolk—R F Keeling.

**Sailed.**

Bark Caricca, for Ireland.
Brig Frances Jane, St Johns, P R.
Br schr Lucy W Alexander, Port Spain.

**Memoranda.**

Steamer State of Virginia, Travers, at this port from Richmond, passed 4th inst. at 9 A. M., off No Point, ship Grey Eagle, bound down; same day at 3:15 P. M., off the Bodkin, schooner Francis Barron, with sails blown away.
Ship Flora McDonald, Miskelly, bound to New York, 13th inst. The wind had been blowing heavily from W N W, and S W for the previous thirty days.

[By telegraph to News Room.]

New York, March 4—Arrived 7:30 A. M. steamer Sea Gull, Fish, from Baltimore.
Sailed 6:30 A. M. steamer Patapsco, Neff, for Baltimore.
New York, March 5.—Brig Leonard Myers, Wicks, arrived from Baltimore.

[Correspondence Merchants' Exchange and News Room.]

FORTRESS MONROE, March 5.

**Arrived at Norfolk, Va.**

Schr Enoch Moore, from New York—salt.
Schr Mail, from Philadelphia—coal.
No arrivals in Hampton Roads.

**Sailed from Hampton Roads.**

Schr J S Watson, from Newbern, N C., for N York—tar and turpentine.
Schr Two Marys, from Newbern, N C., for N York—old iron.
Schr Mary T Russels, from Newbern, N C., for Philadelphia—cotton.
Schr Louis Shurtevant, from Wilmington, N C., for New York—tar and cotton.
Schr Lizzie Taylor, from Wilmington, N C., for Philadelphia—shingles.
Schr E R Kirk, from Norfolk, for New York—wood.
Schr George Walter, from James River, for New York—oysters.
Schr Ellen Terry, from Nansemond, for New Haven—oysters.
Schr Carrie Melvin, from Lockport, for Norfolk—oysters.
Schr J C Curtis, from Nansemond river—oysters for Boston.
Schr C W Dyer, from Nansemond river—oysters for Boston.
Schr Eunice P Newcomb, from Nansemond river—oysters for Boston.
Schr Leading Breeze, from Nansemond river—oysters for Boston.
Schr Eastern Light, from James river—oysters for Boston.
Schr L A Swett, from James river—oysters for Salem, Mass.
Schr J R Whitmore, from Alexandria—coal for N York.
Schr Chas P Stickney, from New York—guano for Charleston, S C.
Schr Caroline C Smith, from Washington, N C—cotton for N York.
Schr Jas Haig, from Newbern, N C—old iron and cotton for Philadelphia.
Schr United, from Newbern, N C—tar for N York.
Schr Albert Field, from James river—wood for N York.
Schr John Beatty, from Hatteras, N C—shingles for Philadelphia.
Schr Three Twins, from New York for Wilmington, N C—iron.
Schr C C Clark, from Baltimore, for Charleston, S C—sugar and coal.
Schr Eastern Belle, from St Marks, Hayti, for Boston—log wood.

By the arrival of the schooner Eastern Belle from St Marks, Hayti, (reported yesterday). I learn that the schooner Westover sailed from there on the 6th of February for Philadelphia, with logwood. The schooner Hattie Ross, also from there, with logwood for Philadelphia, was in company with the "Belle" in the vicinity of the Windward Island, and must have encountered the same heavy weather that the "Belle" experienced.

**Sold.**

Schr Planter was sold at Norfolk to-day for $2,000.

## INDIAN FIGHT.

### An Obstinate Conflict—Every Redskin Slain.

The Humboldt *Register*, of January 20th, gives the following account of a late fight with Indians:

One of the best fights yet recorded since the Indians on our Northern border commenced hostilities was that made near the confluence of Queen's river and Fish creek, last week.

The Indians had become so daring and troublesome of late that communication between Dun Glen and Camp McDermit was cut off. The Quemo's river region was dangerous. Captain G. D. Conrad determined on a raid against the marauders. All preparations made, the command set out from Dun Glen on the morning of the 8th, headed for Queen's river. The entire command consisted of fifty-six persons.

After extraordinary suffering from the cold, and a long march of three days, they at length arrived upon the Indians, and immediately the fight began in all its fury. The Indians had the advantage of the ground. The field fought over was about two miles square, and a large portion of it was very much cut up with gullies and ravines, and bore also a great quantity of Spanish broom. The Indians could not have selected a field better adapted to their style of warfare. The Indians discovered the three columns coming dashing down on them when about a mile distant, and then they could be distinctly seen preparing for battle—dividing off into squads of four and six, and selecting their places for combat where it would be most difficult to maneuvre cavalry. Each warrior had from fifty to seventy-five poisoned arrows, and each squad from two hundred and fifty to three hundred and fifty shots. The moment before the battle commenced, owing to the extreme