thence southerly, and parallel with the Third avenue ninety-two feet, to the centre of the block; thence easterly, and parallel with Twenty-first street, twenty feet; thence northerly, and parallel with the Third avenue, ninety-two feet, to the southerly side of Twenty-first street; and thence easterly along Twenty-first street twenty feet, to the place of beginning.

Sixthly: All those certain lots, pieces or parcels of land, situate, lying and being on the westerly side of Lexington avenue, in the Eleventh Ward of the city of New-York, (being part of the Rose Hill Farm) and bounded and described as follows, to wit: beginning at a point on said westerly side of Lexington avenue, distant eighteen feet nine inches northerly from the northwesterly corner of said Lexington avenue and Twenty-fourth street; running thence westerly on a line parallel with said Twenty-fourth street sixty feet; thence running northerly on a line parallel with said Lexington avenue seventy-nine feet; thence running easterly on a line parallel with said Twenty-fourth street sixty feet, to the said westerly side of Lexington avenue; and thence running southerly along said westerly side of Lexington avenue seventy-nine feet, to the said point or place of beginning.

Seventhly: All that certain lot, piece or parcel of land situate, lying and being on the northerly side of Twenty-fourth street, in the Sixteenth Ward of the city of New-York, (being part of the Rose Hill Farm) bounded and described as follows, viz.: Beginning at a point on said northerly side of Twenty-fourth street, distant sixty feet westerly from the north-westerly corner of said Twenty-fourth street and Lexington avenue; thence running northerly on a line parallel with said Lexington avenue ninety-eight feet nine inches; thence running westerly on a line parallel with said Twenty-fourth street twenty feet; thence running southerly on a line parallel with said Lexington avenue ninety-eight feet nine inches, to said northerly side of Twenty-fourth street; and thence running easterly along said northerly side of Twenty-fourth street twenty feet, to the point or place of beginning.

Eighthly: All that certain lot of land situate, lying, and being in the Eleventh Ward of the City of New-York, bounded and containing as follows: Beginning on the southerly side of Sixth street, at a point distant two hundred and sixty-eight feet from the westerly side of Avenue D; thence running southerly and parallel to Avenue D seventy feet; thence easterly and parallel to Sixth street twenty-five feet; thence northerly and parallel to Avenue D seventy feet, to the southerly side of Sixth street; thence westerly along the southerly side of Sixth street twenty-five feet, to the place of beginning, said lot being twenty-five feet front and rear, by seventy feet deep.

Ninthly: All those two certain lots of ground situate in the Twelfth Ward of the City of New-York, on the north easterly side of Forty-sixth street, between the Tenth and Eleventh avenues and known and distinguished on a map of land commonly called the Hermitage, compiled by Daniel Ewen, City Surveyor, in February, 1825, on file in the Register's office as numbers (180) one hundred and eighty and (181) one hundred and eighty-one (which said lot number one hundred and eighty commences one hundred feet west of the Tenth avenue), and as division number (15) thirteen, bounded south westerly on Forty-sixth street, north-easterly by lots numbers 168, 169, 170, 171; north-westerly by lot number (182) one hundred and eighty-two, and south-easterly by lots numbers 178, 177, 176, and 179 on said map, containing each lot in breadth in front and in rear, twenty-five feet, and in length on each side one hundred feet and four inches, be the same more or less.

Tenthly: All that certain dwelling-house and lot, piece, or parcel of land, situate in the Ninth Ward of the City of New-York, being part and parcel of three certain lots of land, known on a map of the lands of Richard Ames, made by Amos Corning, City Surveyor, as lot 5, numbers one hundred and seven, one hundred and eight, and one hundred and nine; bounded as follows: Southerly in front by Amos street, twenty feet; easterly by lot number one hundred and ten on said map, seventy-four feet two inches; northerly by land now or late of Isaac Ammerman, eight feet six inches; thence running southerly along the land of George Cogill twenty feet; thence westerly along the land of George Cogill five feet four inches; thence southerly along the land of the said Henry J. Seaman four feet eight inches; thence southerly in a straight line along the land of John L. Kortright twenty-three feet six inches; thence southerly, inclining a little to the east, along the land of John L. Kortright thirty-six feet, to Ames street aforesaid, the place of beginning.

Twelfthly: Also, a certain pew, known as number 26, on the ground floor of Trinity Church, in the City of New-York.

Thirteenthly: All that certain house and lot, piece or parcel of ground lying and being in the Fifth Ward of the City of New-York, on the north side of Desbrosses street in front; northerly in the rear by ground now or late of Jacob Halsey; easterly by a lot of ground late of the said Jacob Halsey, but now of John Perris, and westerly by a lot of ground also late of the said Jacob Halsey, but now of William D. Guano, containing in breadth, in front, and rear, twenty feet, and in length on each side fifty feet, and known by the street number 26.

Fourteenthly: All that certain lot, piece or parcel of land, with the buildings thereon erected, situate, lying, and being in the Fifteenth Ward of the City of New-York, and at the northwesterly corner formed by the intersection of Houston and Mott streets, and is bounded easterly by Mott street thirty-one feet four inches and one half inch; southerly by Houston street eighty-six feet six inches and one half an inch; westerly by land now or late of John Sidell, twenty-three feet three inches and one half an inch, and northerly by a line drawn through the northerly points of said easterly and westerly boundary lines, eighty-five feet and eight inches, be the said several dimensions more or less.

Fifteenthly: All those certain fourteen lots of land, with the brick dwelling-houses thereon erected, situate together in the Sixteenth Ward of the City of New-York, on the southerly side of Thirty-fourth street, between the Ninth and Tenth avenues; and taken together bounded and containing as follows: Beginning on the southerly line of Thirty-fourth street, at the point where it is joined by the center line of the partition-wall between the first and second (counting from the Ninth towards the Tenth avenue) of a row of twenty-one brick dwelling-houses, situate on the southerly side of Thirty-fourth street, between the said Ninth and Tenth avenues, which point of junction is distant one hundred feet (100 feet) westerly from the southwesterly corner of Thirty-fourth street and the Ninth avenue; running thence southerly, and parallel, or nearly so, to the Ninth avenue, through the center of said partition-wall, and so on in the same direction ninety-eight feet nine inches (98 feet 9 inches) in all, half the distance to Thirty-third street; thence westerly and parallel to and equidistant from Thirty-third and Thirty-fourth streets two hundred and eighty feet (280 feet) to the southwesterly corner of the lot on which is erected the fifteenth of said row of twenty-one houses, counting as aforesaid from the Ninth towards the Tenth avenue; thence northerly, and parallel, or nearly so, to the Ninth avenue, and partly through the center of the partition-wall between the said fifteenth and sixteenth (counting as aforesaid from the Ninth towards the Tenth avenue) of the said row of houses ninety-eight feet nine inches (98 feet 9 inches) in all, to Thirty-fourth street; and thence easterly along the southerly line of Thirty-fourth street two hundred and eighty feet (280 feet) to the point or place of beginning.—Dated Jan. 5th, 1860.

BLUNT, TILLOTSON & HEYWOOD, Pl'ffs Att'ys.
Ja6 lawSwF. DAYTON HOBART, Referee.

SUPREME COURT—City and County of New-York—JOHN WHITMAN and THOMAS S. WHITMAN against WILLIAM FULL.—Summons for a money demand on contract (com. not ser.).—To the Defendant above named: You are hereby summoned and required to answer the complaint in this action, which was this day filed in the office of the Clerk of the City and County of New-York, at his office in the City Hall, in the City of New-York, and to serve a copy of your answer to the said complaint, on the subscriber, at his office, No. 66 Wall-st., New-York City, within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiffs in this action will take judgment against you for the sum of fifteen hundred and eighty dollars with interest from the twentieth day of November, one thousand eight hundred and fifty-nine on the sum of three hundred and sixty dollars; interest on two hundred and forty dollars, from November 72, 1856; interest on eight hundred and eighty dollars, from December 3, 1859; and interest on one hundred dollars, from date, beside the costs of this action.—Dated December 15, 1859.

TOWNSEND SCUDDER, Plaintiff's Attorney.
D29lawSwF*

SUPREME COURT.—New-York County.—CHARLES KITTREDGE, Plaintiff, against B. F. WINCHESTER, Defendant. Summons for a money demand on contract.—Com. not served. Place of trial, City and County of New-York. To the defendant: You are hereby summoned and required to answer the complaint in this action, which will be filed in the Office of the Clerk of the County of New-York, at the City Hall, New-York, and to serve a copy of your answer to the said complaint on us at our office, No. 50 Wall street, in the City of New-York, within twenty days after the service hereof, exclusive of the day of such service; and if you fail to answer the complaint within the time aforesaid, the plaintiff in this action will take judgment against you for the sum of One hundred dollars, with interest from the 15th day of November, one thousand eight hundred and fifty-nine, beside the cost of this action.—Dated, New-York, December 26, 1859.

BLISS & BARLOW, Plaintiff's Attorneys,
No. 50 Wall-st., New-York.

The complaint in this action was filed with the Clerk of the County of New-York, at his Office in the City Hall, New-York, on January 5, 1860. BLISS & BARLOW,
j6 lawSw F Plaintiff's Attorneys.

SUPREME COURT.—City and County of New-York.—CYRUS SCOFIELD and GEORGE FOX sat. RENSSELAER W. VAN SYCKLE.—Summons for a money demand on contract. To RENSSELAER W. VAN SYCKLE. You are hereby summoned and required to answer the complaint in this action, of which a copy is herewith served upon you, and to serve a copy of your answer to the said complaint on the subscriber, at my office, number forty-four Wall street, in the City of New-York, within twenty days after the service hereof, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiff in this act will take judgment against you for the sum of ($462 87) six hundred and eighty-two dollars and eighty-seven cents, with interest from the thirteenth day of January, 1860, beside the costs of this action.—Dated Jan. 13, 1860.

JOHN FITCH, Plaintiff's Attorney,
No. 44 Wall-st., New-York.

The summons and complaint was duly filed in the office of the Clerk of the City and County of New-York, on the 19th day of January, A. D. 1860. JOHN FITCH,
j20 lawSwF Plaintiff's Attorney.

NEW-JERSEY ITEMS.

ESSEX COUNTY COURTS.—The Grand Jury of Essex County concluded their labors on Wednesday afternoon, having found 96 indictments during the term. The Jury, also from their investigations, were satisfied that a House of Refuge was greatly needed in the county, and urged that the Court take such measures as may most speedily procure its establishment.

Movements of Ocean Steamers.

Leave.	For.	Date.
TO DEPART.		
Arabia.....New-York	Liverpool	Jan. 18
Atlantic.....New-York	Aspinwall	Jan. 20
North Star.....New-York	Aspinwall	Jan. 20
Hungarian.....Portland	Liverpool	Jan. 21
New-York.....New-York	Southampton	Jan. 21
Jura.....New-York	Liverpool	Jan. 25
Europa.....Boston	Liverpool	Jan. 25
City of Baltimore.....New-York	Liverpool	Jan. 28
Bremen.....New-York	Bremen	Jan. 28
John Bell.....New-York	Glasgow	Jan. 28
Anglo Saxon.....Portland	Liverpool	Jan. 28
Borussia.....New-York	Southampton	Feb. 1
Africa.....New-York	Liverpool	Feb. 1
Circassian.....New-York	Galway	Feb. 3
Fulton.....New-York	Havre	Feb. 4
Nova Scotian.....Portland	Liverpool	Feb. 4
City of Manchester.....New-York	Glasgow	Feb. 4
Baltic.....New-York	Aspinwall	Feb. 5
Northern Light.....New-York	Aspinwall	Feb. 5
America.....Boston	Liverpool	Feb. 8
Edinburgh.....New-York	Liverpool	Feb. 11
Asia.....New-York	Liverpool	Feb. 14
Canada.....Boston	Liverpool	Feb. 22
Saxonia.....New-York	Southampton	March 1
Arago.....New-York	Havre	March 3
TO ARRIVE.		
John Bell.....Glasgow	New-York	Dec. 27
Anglo-Saxon.....Liverpool	Portland	Jan. 4
City of Baltimore.....Liverpool	New-York	Jan. 4
Circassian.....Galway	New-York	Jan. 7
Africa.....Liverpool	New-York	Jan. 7
Fulton.....Southampton	New-York	Jan. 11
Nova Scotian.....Liverpool	Portland	Jan. 11
America.....Liverpool	Boston	Jan. 14
North American.....Liverpool	Portland	Jan. 18
Edinburgh.....Liverpool	New-York	Jan. 18
Asia.....Liverpool	New-York	Jan. 21
North Briton.....Liverpool	Portland	Jan. 28
Canada.....Liverpool	Boston	Jan. 28
Australasian.....Liverpool	New-York	Jan. —
Etna.....Liverpool	New-York	Feb. 1
City of Washington.....Liverpool	New-York	Feb. 4
Saxonia.....Southampton	New-York	Feb. 8

Receipts of Produce.

Total by all Routes, Jan. 19.—3,400 bbls. Flour, 8,700 bu. Corn, 600 pkgs. Provisions, 1,800 pkgs. Lard, 740 pkgs. Whisky.

New-York Daily Tribune.

PROBLEM OF PAUPERISM.

To the Editor of The N. Y. Tribune.

SIR: The American statesman who would deserve a true title to the appellation, ought to have an answer to that most important question ever propounded to the American people—"*What do you propose to do about "Pauperism?*"

Its proper solution involves not only the happiness but the perpetuity of the Republic, and perhaps the capacity of mankind to sustain free and rational government.

New-York is probably as prosperous a State as any in the Union, and therefore affords a fair subject for criticism in her policy of civilization. Her statistics of pauperism show a constant and accelerating increase in the number of those requiring more or less public assistance "to keep body and soul together." This stern fact proves that there must be radical error in the principles governing the growth of her progress.

Every citizen who is in favor of the grand theory of American government, Equality of Rights "in the enjoyment of life, liberty, and the pursuit of happiness," ought to have a definite idea why our political system has thus failed in realizing its great ideal, the welfare and happiness of the whole community, so far as they depend on the arrangements and institutions of society. My views I will now state as definitely as I can.

In the very interesting article with which you introduced this subject to your fellow-citizens, you suggested the establishment of "gigantic workhouses, "open to every comer." This suggestion I shall not combat, but hope its realization, in some shape or degree, may mellorate the most pressing needs of involuntary idlers during the early days of the inauguration of a remedial system that shall reach the seat of the disease, and gradually effect and maintain a permanent cure.

The root of the evil exists in false legislation, the fruits of which are the overwhelming burdens pile! upon the shoulders of labor through the agency of USURY ON MONEY AND LAND. If the right remedies be adopted, the first generation thereafter will witness so huge a relief from the mighty evils of pauperism that there will be no danger of retrogression.

"*The land belongs to the race,*" and every individual has as much right to a proper portion of it as he has to life itself, as on it he must exist, and from it derive his chief sustenance. Now society, in establishing its laws in relation to the land, has no right to adopt such a system as will deprive any one of a just participation in the "common "patrimony of the race." The letter and spirit of the theory of our Government recognize this great principle, but thus far in our career little or no attention has been paid to the consequences of its violation. Inheriting and following the lead of the despotisms of Europe in this matter, we have allowed money to monopolize any quantity of land, and extort a heavy tribute from all who occupy it. The natural tendency of this unwise arrangement is to make but two classes in society—a few very rich, and the many very poor. Two of the worst features in the European system, it is true, have been abolished, primogeniture and entail; but that reform falls very far short of subduing the evils it was intended to cure or mitigate. To meet the present crisis, and indeed to establish a principle that will perpetually secure the great objects of the American theory of government, we must restore to the people their right of individual possession of the soil. To this end, let it be enacted, that from and after the 4th of July, 1860, no person shall be capable of holding by purchase or inheritance in this State, any greater amount of land than is herein specified in the respective localities designated, viz: Within the incorporated bounds of all cities, containing 100,000 inhabitants and upward, the limit shall be 100 feet square; for all cities and villages of less than 100,000 inhabitants, 200 feet square, and 160 acres in farm land. All sales to be recorded in the County Clerk's office. The homestead not to be liable to forced sale, under any pretense whatever.

This scanty outline will serve to indicate the spirit and mode of operation of a measure which in one generation would rescue our State from that appalling gulf of pauperism that threatens to swallow up everything that ought to be dear to the philanthropist and republican. At the end of the first generation such a hideous institution as "The Barracks," in Cherry street, with its 120 families, the natural and inevitable culmination of our present system, would be sought for in vain in the then Commonwealth of New-York. The voters of that day could not be bought and sold, as the homeless and poverty-stricken wielders of universal suffrage are now frequently accused of being.

Thus, without disturbing the present rights of landholders, gradually, peacefully, and beneficially for all, the body politic could throw off the serfdom of landlordry as quietly as it emancipated its slaves, commencing in 1800, and in 1828 leaving no chattel slave in the Empire State.

Land Limitation was one of the measures first brought before our countrymen by a considerable body of "Land Reformers," about twenty years ago. At that time they were not aware that the practice was in existence anywhere upon the face of the earth; but as evidence that we have not overestimated the beneficial results of this far-reaching reform, we solicit an earnest perusal of the following extract from an interesting book of travels by the Rev. Charles L. Brace of this city, entitled "Hungary in 1851-2," published by Scribner. He has a page or two, under the heading of "Debreczin," developing some of the practical effects of Land Limitation in that community. He observes:

"Whatever may be said of the outside of Debreczin, no stranger could see the inside without acknowledging that such genial, hospitable homes are scarcely to be found in any land. There is a heartiness, an overflowing hospitality about the people, such as quite puts to shame the colder politeness of the more polished races." Page 195.

"The appearance of the Debreczin population has something in it very comfortable and substantial. In all the 55,000 inhabitants there is not a noble, but there are no beggars. * * * The great bulk of the population are Bauern (farmers), but independent, vigorous fellows, who seem as if they never had been, and never would be, under any feudal domination. Indeed, that is the fact, as far as their past history is concerned. * * * The prosperity and intelligence of the whole population seem to have always been very remarkable. They all agree there is no poverty there; and the Protestant Bishop (superintendent), who knows the people well, said to me, that to his knowledge there were not a hundred people in the city who could not read, and that in his diocese, reaching all over the country in that neighborhood, and containing 300,000 souls, there were 70,000 children in the schools. Many of them seemed to think that the peculiar prosperity of Debreczin arose from a curious agrarian, or rather Jewish-like provision of the law, that no *citizen should own in land more than 129 joch, or about 163 acres.* His property in money or houses was not limited, but this was to be the extent of his landed property. A singular provision to have arisen here, where the ideas of the Mosaic lawgiver have or of French Socialism, were never in any way thought of. I was curious to know about the details. It seemed to me a great variety of difficulties would arise. Each contract must be inspected, to know that no more than the legal amount of land was purchased. There must be clerks and books, and a great administration, to keep an exact account of each man's estate. There could be no rapid buying and selling, and business must be exceedingly hampered by such regulations. Then, what was to be done with the estates which by inheritance had reached an illegal size? They answered, and, I think, very sensibly, as far as their circumstances were concerned, that business was unprecedented was true, and that no great fortunes were made there; but they thought that more than counterbalanced by the general comfort and contentment. People were never very rich there, but they never were very poor. * * * As for administration, there was no difficulty. No purchase was legal which was not made known to the Town Clerk. He had the amounts of landed property belonging to each citizen registered opposite to his name, in a book for the purpose, and the whole was settled in a moment. If more than his legal share was inherited by any person, the overplus accrued to the city."—Page No. 196.

"The usury on money, were it possible to exist under the proposed reformation of our Land laws, to the extent and with the virulence with which it is now consuming the country, Labor would still have to stagger under more than half its present unjust and enormous burden. Waiving the question whether usury on money has any true foundation in nature for its support, we will content ourselves with the position that beyond 12 per cent per annum, it is destructive to the community, and that, therefore, the legalizing it at 6 or 7 per cent means poverty and bankruptcy for the difference. Interest can only be paid out of increase, and the aggregate annual increase, even in a comparatively prosperous commonwealth like the State of New-York, is found to be less than 3 per cent. To justify the payment of 6 per cent, the wealth of the community ought to be doubled in less than every seventeen years—an impossibility, of course."—[See E. N. Kellogg's "Labor and other Capital: The Rights of each Secured," &c. New-York, 1849.]

The foregoing may be taken as the position of affairs under a specie currency. But when its direct burden is so immensely increased by the legalized outrage and fraud of paper money, with its thousand additional evils, it can be no matter of wonder that honest industry fails of a proper reward, and that pauperism is rapidly on the increase.* There is no more real necessity for our paper money than for a fifth wheel to a wagon. Beside the millions directly drawn from labor, our currency is so diluted that, at the lowest calculation, the productions of our industry suffer the disadvantage of 100 per cent in the markets of the world; hence, foreigners can supply us with thousands of articles that we would produce for ourselves, and employ a large portion of that army of involuntary idlers. Were our commercial exchanges limited to our own States, the case would be widely different. As it is, however, while foreigners can receive the balances of trade from us in specie, commerce will only look to the money it can make by difference in prices; and if our excessive supply of what passes for money shall keep our prices double or treble what they would be under a specie currency, nothing short of a prohibitory tariff could be of much advantage. If the English could induce the Chinese to allow all their mandarins to issue a currency of paper, tin, or other comparatively worthless material, the Emperor countenancing it by receiving it for taxes, &c., as in the United States, very soon John Bull would drive a large trade with them; though now their industry, with moderate ground rent to the Emperor, under a specie currency, enables them to manufacture cheaper than the British.

As this article is already longer than desirable, I will only remark, that the Interest and Money Reform, like the Land Reform, would, perhaps, succeed best in a gradual abolition, in some mode to work as little practical hardship to all concerned as possible.

Relieve, then, our country from the vast tax it pays the paper-money gentry for oppressing and victimizing the interests of labor; and give every man or woman who desires it a chance to acquire an independent homestead; and before one generation shall pass away, the State of New-York will in very deed present a model Republic to a world thus far somewhat disappointed in the hopes we has raised in the bosoms of the downtrodden and oppressed. J. W.

* "When money is sound, pure, and of uniform value, as it must be when it consists of the precious metals alone, it merely excites commerce to healthful and temperate action. But when the quality of money is debased, and its volume enlarged by engrafting it with paper promises in the form of bank notes and deposits, and its value thereby rendered as variable as the wind, it must necessarily exercise a most pernicious influence on the stability and prosperity of commerce, and through that, on the economic and moral condition of the people."—[Report on Currency, Geo. Cadyke, Chairman.

SETTLEMENT OF AMERICAN NEGROES.—An English correspondent of *The G. T. Journal*, formerly a resident in Graham's Town, refers to another project now on foot for colonizing the Uzimvooboo. He says:—"I was introduced the other day to an American, a man of color, who was going to the Cape on his own resources, charged with a somewhat singular mission. There are in the States many free blacks of good property and education, who long for more political freedom than the Yankees are willing to concede to them. They wish to emigrate in a body and form a colony in Africa like that of Liberia, on the West Coast, but dread the climate of that part of the Continent. They think that South Africa would suit best; and, if land is to be secured cheaply from the Kaffir tribes, would like to form a settlement near the St. John's river, or any other eligible spot. Whether such a plan be practicable it is difficult to say, but they are determined to satisfy themselves regarding it; and one of their number—a Mr Merper—is on his way to the Cape to make inquiries and report accordingly."

COMMERCIAL MATTERS.

Sales at the Stock Exchange.....JAN. 19.

$6,000 United States 5s '74	100¼	5 Erie Railroad	34
6,000 United States 5s '65	99¾	400 Hud River Railr'd	41
10,000 Virginia State 6s	90	100 do	b30 41
100 do	92	300 do	40¾
2,000 do	91¼	5 Stonington Railroad	67½
4,000 N. C. State 6s	94	100 Reading Railroad	37½
10,000 Missouri State 6s	b30 79½	34 Cleve. & Tol. R. R.	b30 19½
24,000 do	79½	20 do	19½
16,000 do	79½	50 Mich. Cen. R. R.	b30 37
15,000 do	s60 79	50 do	b30 37
400 City 5s '93	92	100 do	s30 36½
500 Brooklyn City W. R.	100	100 do	37
1,000 do	99½	19 do	37½
1,000 Erie RR. 4th M. Bs.	48	105 Mil. So & Nor. G'd Stk	15
2,000 Hud. Riv. RR. 3d M.	41	300 Panama R. R.	s60 129
2,000 Harlem 2d M. Bs.	93	75 do	127½
1,000 Ill. Cent. RR. Bs.	85½	50 do	s10 127½
1,000 Clev. & Tol. S. F. Bs.	54	50 do	127½
300 Han & St. Jo RR. Bs.	60	100 Illinois Cen. R. R.	b60 57
47 Union Bank	99	50 do	s30 56½
10 National Bank	101	450 do	56½
25 Am. Exchange Bank	98	30 Cleve., Col. & Cin. R. R.	94½
36 Del. and Hud. Canal Co.	93½	8 Gal. & Chic. R. R.	63
5 Pacific M. St'p Co.	75½	17 do	63½
20 do	76	50 do	s10 63
100 do	76½	50 do	64
150 Cumb. Coal Pref.	s60 15	100 do	b60 63½
100 N. Y. Central R. R.	b15 74½	200 Chic. & R. I. R. R.	b60 68½
50 do	b30 74½	100 do	s7 68
1800 do	74	250 do	s60 62½
25 do	s30 73½	150 do	c 63
100 do	b15 74	350 do	s10 63
150 do	b30 74	250 do	s30 63
50 do	s7 73½	250 do	b10 63½
150 do	b10 74	10 Chic., Bur. & Q'y R. R.	40
21 do	74½		

SECOND BOARD.

22,000 Missouri State 6s	79½	15 Erie Railroad	34
2,000 Tennessee 6s, '92	89½	100 Mil. So. and N. Ia. R. R.	64
1,000 Erie R. 4th Mt. Bds.	48	100 Panama Railroad	s60 129
2,000 Gal. and Chic. 1st Mt.	92½	200 Gal. and Chic. R. R.	s10 63
1,000 Ill. Central R. Bds.	85½	50 do	s30 63½
50 Pacific M. St'p Co.	b30 77	300 do	b60 64
10 do	77	50 do	64
20 Am. Exchange Bank	98½	50 do	b60 64½
10 Bank of New York	200	100 Cleve. and Toledo R. R.	19½
500 N. Y. Cen. Railroad	b15 74	150 Chic. and R. Isl. R. R.	63½
100 Mil. So. & N. Ia. G. St'k	15	100 do	b10 63½
100 do	s60 15		

THURSDAY, Jan. 19—P. M.

The Stock market exhibited more strength to-day, and had an improving tendency, except for one or two of the Railways, which were adversely affected by local matters. It was announced before the Board that a dividend of 3 ⅌ cent had been declared by the Galena Co., and even this had a favorable influence on the market, although generally expected. The Western shares were all firmer, with the exception of Illinois Central, which was stationary at prices of yesterday. New-York Central, during the first call, appeared to be at a "dead lock" at about 74, but later in the session sympathized a little with the rest of the market, and closed at 74¼ bid. Panama and Pacific Mail were both in good demand, and improved decidedly at the Second Board. State Stocks were more active, and, upon the whole, rather better; and there was more inquiry for Governments at a fair advance over recent quotations. At the Second Board there was a further improvement in the leading shares, and the market was firm during the session. The most decided improvement was in Pacific Mail, Panama, and Galena, the latter selling at the close at 64. After the adjournment the market was tolerably steady, but the highest points of the Board were scarcely maintained, except for Pacific Mail and N. Y. Central, the former of which was sold as high as 78, on time. The English quotations by the Europa are lower for Illinois Central, which is given at 40@38 discount. The bears have been rather quiet during the day, but were disposed to put out some contracts for delivery in Rock Island, Galena, and Hudson River. The commission houses still complain of very dull business, but a few orders have probably been attracted by the firmer aspect of the market, and the easier condition of money matters. In adition to this the general impression has been that prices must rally to some extent, as the stringency which partly occasioned the decline abated, and there is enough in this state of feeling to produce a moderate reaction, independently of other causes. The movement now progressing is one of those spasmodic turns of the market which often follow a severe decline, without reference to considerations of intrinsic value. The closing prices were: For Virginia 6s, 91¼@91½; Missouri 6s, 79½@79¾; Canton Company, 16¼@17; Cumberland Coal, 15¼@15½; Pacific Mail, 77¼@78; New-York Central Railroad, 74@74¼; Erie Railroad, 8¾@9; Hudson River Railroad, 41@41½; Harlem Railroad, 9¼@9½; do. Preferred, 32½@33; Reading Railroad, 37½@38; Michigan Central Railroad, 37@37½; Michigan Southern and Northern Indiana Railroad, 6@6½; do., Guaranteed, 15@15½; Panama Railroad, 128@128½; Illinois Central Railroad, 56½@57; Galena and Chicago Railroad, 63½@63¾; Cleveland and Toledo Railroad, 19½@20; Chicago and Rock Island Railroad, 63¼@63½; Illinois Central 7s, 85¼@85½.

There is nothing of importance doing in foreign bills, but the market is strong.

Freight to Liverpool: 3,500 bales Cotton at 3-16@7 32d.; 900 bxs. Cheese at 5s.; 100 bxs. Bacon at 20s.; 100 tcs. Lard at 20s.; 25 tuns Tallow at 18s; 7 tuns Seed at 22s. 6d. To London: 200 bags Seed at 25s.; 300 boxes Cheese at 40s.; 39 tcs. Rice at 25s. To Antwerp: 200 bales Cotton at ⅜c.; 3,000 bags Coffee at 20s. A vessel of 230 tuns to south side Cuba and back, at 40c. for Sugar. One of 180 tuns to Porto Rico and back, with Sugar, at 40c.

The business of the Sub-Treasury was: Receipts, $566,746 48—for Customs, $256 600; Payments, $627,779 52; Balance, $8,871,808 65.

The business of the Clearing-House to-day was $27,576 820. The Delaware and Raritan Canal and Camden and Amboy Railroad Company have declared a dividend of 6 ⅌ cent, payable at the office in this city, by Ira Bliss, on the 24th inst. The Beekman Fire Insurance Company has declared a semi-annual dividend of 5 ⅌ cent, payable Feb. 1. The Corn Exchange Bank, 3½ ⅌ cent, payable Feb. 1. The Pacific Mutual Insurance Company, after reserving more than $600,000 of profits, have resolved to redeem the outstanding certificates of 1857, on the 7th of February next, at which time interest thereon will cease. On the same day interest at the rate of 6 ⅌ cent per annum will be paid on the outstanding certificates and certificates issued for a dividend of 30 ⅌ cent on the net earned premiums of the year. The profits of the year were $348 196. The Market Bank has published a card stating that the accounts of the teller of the bank who committed suicide yesterday were all correct. The half-yearly interest on the First Mortgage Bonds of the Cincinnati, Hamilton and Dayton Railroad Company, due Jan. 20, 1860, will be paid on presentation at the Bank of America. Of the $2,500,000 due on the 1st inst., of Croton Water Stock issued in 1834, and payable from the Sinking Fund, only $300,000 remains unclaimed. There is no important change in the money market. The supply on call is increasing, and some loans on favorite collaterals have been made at 6 ⅌ cent. Paper goes with considerable freedom at 8@9 ⅌ cent, with leading acceptances at 7@7½ ⅌ cent.

The earnings of the Norwich and Worcester Road for December were as follows:

	1858.	1859.
Passengers	$7,153 25	$7,347 64
Freight, &c	16,983 15	17,036 57
Total	$24,092 50	$24 384 21
Gain		$291 71

The entire year of 1859 gives $348,174, against $287,196 in 1858, an increase of $60,951, equal to 3 ⅌ cent on the capital stock. The greater part of this large gain is from local business.

The Cleveland and Toledo Railroad earned in the second week in January $19,336, being an increase of $5,559 on same week last year.

The Rock Island Road earnings for the second week of January, were:

1860.....$17,013 | 1859.....$12,813
Increase, $4,200; equal to 33 ⅌ cent.

The Michigan Southern earnings were for the same week:

1860.....$25,066 | 1859.....$22,900
Increase, $2,100; nearly 25 ⅌ cent.

The Illinois Central earnings were in the same time:

1860.....$42,000 | 1859.....$33,600
Increase, $8,100; equal to 23 ⅌ cent.

Messrs. Raynor & Blackwell have sold 1 lot south west corner Fourth avenue and Sixty-sixth street; 25 feet 5 inches front and rear by 100. Also, 6 lots adjoining the corner fronting the Fourth avenue, each 25x100. The 7 lots cost $2,000 each ($14,000). John McClave has sold 3 lots north-side of One-hundred-and-forty-first street, midway between Seventh and Eighth avenues, at $375 per lot. Also 2 lots south side of One-hundred-and-forty-fourth street, midway between Seventh and Eighth avenues for $360 per lot.

Among the relics of an imperfect system of railway management is the practice of keeping open that elastic and apparently interminable Construction Account, after a work is to all intents and purposes complete and in full operation from end to end. This account has so often been the convenient morass into the silent depths of which extravagant expenditures have been sunk, and has so often been used to conceal expenses, which should have been charged to Income account, for the mere purpose of making a better display of net earnings, or to justify a dividend not fairly earned—that people have come to regard it as a positive evil in the affairs of a road which years of operation lead them to suppose should be finished—so far as legitimate construction is concerned. The advocates of this India-rubber account contend that from the very nature of the work—from the fact that a railway must, from time to time, make such additions to its means of doing business, as circumstances require—the Construction account cannot be closed; or in other words, that a railway never is finished to that extent, that the account can be definitely limited. There is a show of plausibility in this argument, but the answer to it is brief and conclusive. If, after a reasonable time, stockholders are led to believe they are in possession of a complete work, according to its original design, and the construction account is closed, it does not follow that circumstances may not require it to be reopened, to be subjected to new charges—but the fact of closing it, brings the management to the necessity of consulting stockholders before making additions to the actual cost of a work, and it is precisely this privilege which we claim in behalf of the stockholders. There must be a period at which the maximum cost of a railway may be fixed, subject only to such variations as may be demanded by extraordinary circumstances, and in regard to which the stockholders should decide. If this is not admitted it leads to the conclusion that the actual value of railway property can never be determined by ordinary standards. If a construction account may be kept open year after year, long after a road is deemed complete, and long after the commencement of dividends, to be increased at the discretion of the Directors, to be made the scapegoat of expenses and the justification of dividends not earned, it is a bad feature in the railway system, and one which must constantly tend to impair confidence in such property. In New-England, where railway management has attained a higher degree of perfection than in other sections of the country, and where the evils of the prevalent system were earlier experienced, the pernicious effects of this same construction account have been universally acknowledged; and, among the first steps toward reform, the closing up of an account which had led to so many abuses was sternly insisted upon by the stockholders. Company after Company, at the annual meetings, were compelled to conform to this popular idea; and now it would be looked upon as a palpable breach of faith with the stockholders for any Company controlling a completed line to make charges to an account which is considered definitely closed. And, strange as it may seem to the advocates of open construction accounts, the new system works marvellously well. The entire cost of working the roads, as well as the repairs, additions, &c., are charged to income, and, notwithstanding this, the works pay good dividends, and enjoy a higher degree of public confidence than ever before. In the year 1858, the New-York Central Railroad Company charged to construction account the sum of $216,702 08, and divided 8 ⅌ cent on its capital stock; and, in the year 1859, charged to the same account $108,196 17, and divided 7 ⅌ cent. It would, in our judgment, have been far better, for the ultimate good of the concern, if these charges had been made to income account, where they properly belong, and the dividends lessened accordingly. In point of fact, the only way by which we can determine the productive capacity of a railway, and its value from year to year, is by taking its actual receipts over all expenditures, and, when a line has been in full operation for a time which warrants the assumption that for practical purposes it is a complete work, it is but a fallacy to represent its net earnings at more than actually remains as the result of the year's operations. As a part of the system of reform in railway management, now progressing, we hope to see the extinction of construction accounts on roads considered as finished.

The deliveries of general Domestic Goods during the past few weeks have been large, and in consequence the stocks in manufacturers and agents hands are quite low, and the demand from the general jobbing trade is correspondingly light. The year has opened with a good demand for export, and that of the week is large. It is worthy of note that it is not confined to the old markets, but is more general in its character, and the South American and other markets promise to be quite as important to our manufacturers as those of the East. The trade in general Dry Goods has not been as large as that of the corresponding week of last year, as a combination of causes contributed to make it later, aside from the political disturbances of the country; although we believe that it will commence as early as at any period previous to 1859. That year was no criterion of the general business, for the retrenchments made necessary by the revulsion had their appropriate effect in reducing the purchases throughout the year, so that those periodical seasons of briskness of demand and dullness of sale were not apparent as formerly. At this time there is a more equal, although not large, distribution of goods in the interior, and the immediate wants of the population are not so pressing; but we have assurance that, if the month of January shall not record as large a business as one year ago, that of February will be greater. Even at this present writing, we notice an improved demand from many portions of the South, although early in the week great dullness prevailed, and in three weeks we shall be in the hight of a large business. And, while we have no