weakness in the later dealings, however, and a decline was recorded, the market being irregular, though somewhat steadier on the whole at the final close. There was nothing further concerning the new loan negotiations, and the matter stands, as we learn, in about the same position as reported on Saturday. As above noted, the effect has been to encourage purchases of 1881s and currency 6s. Fisk & Hatch report as follows, at 4 p. m.:

| | Offered. | Asked. | | Offered. | Asked. |
|---|---|---|---|---|---|
| U. S. Coupon 6s | 115¾ | 115¾ | U. S. 5-20, '65, Coup | 110¾ | 111 |
| U. S. 6s, '81, Reg | 114¾ | 114¾ | U. S. 5-20, 67, Coup | 112¼ | 112¾ |
| U. S. 6s, '81, Coup | 115¼ | 115¾ | U. S. 5-20, '68, Coup | 112¼ | 112¾ |
| U. S. 5-20, Reg., M. & S | 110 | 110¼ | U. S. 5s of '81, Reg. 100s | 110 | 110 |
| U. S. 5-20, '62, Coup | 110¾ | 110¾ | U. S. 5s of '81, Coup | 109¾ | 110 |
| U. S. 5-20, '64, Coup | 110¾ | 110¾ | U. S. 10-40, Reg | 108½ | 109¾ |
| U. S. 5-20, '65, Coup | 112¼ | 112¾ | U. S. 10-40, Coup | 109¾ | 110 |
| U. S. 5-20, '65, Reg. J. & J. | 111¾ | 111¾ | | | |

State bonds have been dull, but firm, with a slight advance in prices over last quotations. Tennessees sold at 63¾@64; South Carolinas, new, January and July issues, 26@28¾, and Missouri 6s at 95—in which the largest dealings were made. A small sale of California 7s was reported at 95. The following were the bids:

| | Offered. | Asked. | | Offered. | Asked. |
|---|---|---|---|---|---|
| Tennessee 6s, old | 63¾ | 64 | Ark. 7s, M. & L. R. | 50 | — |
| Tennessee 6s, new bonds | 63¾ | 64 | Ark. 7s, Miss. O. & R. R. | — | 48 |
| Virginia 6s, old | — | 61 | Ohio 6s, 1875 | 100 | — |
| Virginia 6s, Coup. Bonds | 54 | 55¾ | Ohio 6s, 1881 | 105 | — |
| Virginia 6s, Def. bonds | 10 | — | Ohio 6s, 1886 | 102 | — |
| Georgia 6s | — | 90 | Kentucky 6s | 97 | — |
| North Carolina 6s, old | 33 | 34¾ | Illinois Canal b'ds, 1870 | 97½ | — |
| North Carolina F. A. '68, 23 | — | — | Illinois coupon 6s, 1877 | 97½ | — |
| North Carolina F. A. '69, 20 | 22 | 22 | Illinois coupon 6s, 1879 | 97½ | — |
| N. Carolina, new bonds, 15 | 17 | 17 | Indiana 6s | 98 | 101¾ |
| North Carolina N. Tax | 12¾ | 13¾ | Michigan 6s, 1879 | 98 | — |
| South Carolina 6s | 49 | — | Michigan 6s, 1878 | 98 | — |
| South Carolina 6s, J. & J. 28 | 28¾ | 29¾ | Michigan 7s, 1878 | 98 | — |
| South Carolina 6s, A. & O. 22 | — | — | Michigan 7s, 1890 | 98 | — |
| Missouri 6s | 95 | 95¾ | New-York Reg'd Bty L'n, 100 | 100¾ | — |
| Mo., K. & St. Jo. 1s | 91¾ | 92 | New-York comp. B'y L'n, 106 | — | — |
| California 7s | — | 100¾ | N. Y. 6s, Canal L'n, '75 | — | 100¼ |
| Alabama 8s | — | 25 | N. Y. 6s, Canal L'n, '74 | 98 | 104 |

And the following for City Bank stocks:

| | Offered. | Asked. | | Offered. | Asked. |
|---|---|---|---|---|---|
| New-York | 125 | — | Metropolitan | 132 | 134 |
| Manhattan | 150 | — | Grocers | — | 111 |
| Merchants' | 117 | — | Shoe and Leather | 150 | — |
| Mechanics' | 127 | — | City Exchange | 122 | — |
| America | 140 | — | Continental | — | 95 |
| Phenix | — | 104 | Commonwealth | 85 | — |
| Tradesmen's | 100 | — | Park | 150 | — |
| Mechanics' Exchange | — | 90 | N. Y. National Exchange | 90 | 100 |
| Gallatin National | 107 | — | Central National | 100 | 104 |
| Leather Manufacturers | 113½ | — | First National | 261 | — |
| Greenwich | 90 | 20 | Fourth National | 102½ | — |
| Hide and Leather | 110 | 112 | Ninth National | 109 | 110 |
| American Exchange | 111½ | 112 | Oriental | 120 | — |
| Pacific | 100 | — | Bankers & Brok. Ass | 90 | — |
| Chatham | — | 109 | German American | — | 110 |
| Bank of the Republic | 115 | — | | | |
| Irving | 121 | — | | | |

The returns for the week ending Jan. 6, 1872, show the following:

| | Clearings. | Balances. |
|---|---|---|
| Clearings for the week ending Dec. 30, 1871 | $561,862,964 | $19,291,391 |
| Clearings for the week ending Jan. 6, 1872 | 671,279,381 | 20,291,965 |

The Philadelphia stock market was steady to-day; Pennsylvania 6s, third issue, sold at 106; Philadelphia and Erie R. R., 25¾; Reading R. R., 56¾; and Pennsylvania R. R., 57. Gold closed at 109¾.

## PROGRESS OF RAILROADS IN THE UNITED STATES

*The American Railroad Journal*, of Jan. 6, gives its [illegible] regular annual statistics illustrative of the progress of the railroad system in the United States. In summarizing the details, it presents the following tabulation, showing the distribution of mileage and cost of railroads and equipments to the several geographical sections, States and Territories of the Union:

| *Sections, States and Territories.* | —Length in Miles— Total. | Consists. | Cost of road and Equipment. |
|---|---|---|---|
| Maine | 873.16 | 872.66 | $ 31,761,654 |
| New-Hampshire | 1,021.75 | 797.32 | 26,750,817 |
| Vermont | 891.31 | 711.31 | 30,493,213 |
| Massachusetts | 1,210.96 | 1,041.96 | 90,922,622 |
| Rhode Island | 139.46 | 139.46 | 6,526,003 |
| Connecticut | 928.48 | 821.74 | 39,477,809 |
| Total | 5,563.82 | 4,364.45 | $225,932,236 |
| New-York | 6,196.29 | 4,252.93 | 262,435,899 |
| New-Jersey | 1,354.61 | 1,049.31 | 101,322,509 |
| Pennsylvania | 6,602.80 | 5,320.92 | 330,656,317 |
| Delaware | 277.69 | 205.69 | 6,289,721 |
| Maryland (Dist. of Col.) | 1,260.53 | 813.18 | 43,548,406 |
| West Virginia | 725.34 | 473.91 | 32,816,293 |
| Total | 16,390.25 | 12,321.94 | $723,061,565 |
| Virginia | 2,167.48 | 1,478.29 | 82,832,914 |
| North Carolina | 1,246.38 | 1,060.50 | 35,509,724 |
| South Carolina | 1,894.69 | 1,209.69 | 54,091,706 |
| Georgia | 3,017.89 | 2,197.34 | 93,455,264 |
| Florida | 504.20 | 461.20 | 15,246,000 |
| Total | 8,835.15 | 6,407.02 | $281,584,430 |
| Alabama | 3,452.60 | 1,697.60 | 60,856,392 |
| Mississippi | 1,960.93 | 983.93 | 34,960,737 |
| Louisiana | 806.50 | 527.50 | 21,709,560 |
| Texas | 2,797.50 | 797.50 | 25,090,000 |
| Arkansas | 1,010.00 | 436.50 | 16,122,000 |
| Tennessee | 2,057.84 | 1,520.84 | 56,243,781 |
| Kentucky | 2,021.42 | 1,016.18 | 39,043,064 |
| Total | 13,846.76 | 7,031.52 | $245,737,434 |
| Ohio | 5,491.85 | 3,859.52 | 196,649,930 |
| Michigan | 4,177.83 | 2,636.33 | 109,668,503 |
| Indiana | 5,542.60 | 3,309.10 | 114,407,949 |
| Illinois | 9,017.74 | 6,304.44 | 275,661,279 |
| Wisconsin | 3,513.50 | 1,652.70 | 67,260,207 |
| Total | 27,743.77 | 18,164.14 | $813,650,368 |
| Minnesota | 3,443.50 | 1,553.00 | 62,614,255 |
| Dakota Territory | 930.00 | 61.00 | 2,000,000 |
| Montana and Idaho Ter's | 700.00 | ..... | ..... |
| Iowa | 4,201.77 | 3,162.27 | 126,315,291 |
| Nebraska | 1,801.50 | 806.00 | 49,360,000 |
| Wyoming Territory | 490.00 | 490.00 | 47,000,000 |
| Missouri | 5,103.50 | 2,684.50 | 136,100,513 |
| Kansas | 3,271.40 | 1,703.40 | 66,310,000 |
| Colorado | 616.00 | 447.00 | 17,250,000 |
| Indian Territory | 1,400.00 | 140.00 | 5,500,000 |
| Total | 21,965.67 | 11,336.17 | $515,479,059 |
| California | 2,625.30 | 1,111.30 | 70,902,000 |
| Nevada | 1,467.00 | 567.00 | 51,500,000 |
| Utah | 336.00 | 272.00 | 30,400,000 |
| Oregon | 2,779.50 | 199.00 | 7,900,000 |
| Washington | 655.00 | 50.00 | 2,620,000 |
| Total | 7,922.80 | 2,239.30 | $163,322,000 |
| GENERAL RECAPITULATION. | | | |
| North-east States | 5,763.02 | 4,364.45 | $225,932,236 |
| Middle States | 16,390.25 | 12,321.94 | 723,061,565 |
| South-east States | 9,359.15 | 6,567.07 | 199,534,430 |
| Gulf and South-west States | 15,846.76 | 7,031.52 | 245,737,434 |
| Interior, East | 27,743.77 | 18,164.14 | 813,650,368 |
| Interior, West | 21,965.67 | 11,336.17 | 515,479,059 |
| Pacific Slope | 7,922.80 | 2,239.30 | 163,322,000 |
| Grand total | 104,991.22 | 62,046.79 | $2,950,456,436 |

In the following exhibit is given a statement of the increase of mileage and cost in the several sections as deduced from a comparison of the statistics of the previous with the present year:

| *Sections.* | —Length in Miles— Total. | Consists. | Cost of road and equipment. |
|---|---|---|---|
| North-east States | 203.42 | 479.52 | $31,974,146 |
| Middle States | 1,351.52 | 1,021.31 | 102,471,334 |
| South-east States | 1,195.63 | 411.57 | 14,904,840 |
| Gulf and South-West States | 3,146.47 | 630.73 | 20,298,749 |
| Interior, East | 3,129.09 | 2,026.79 | 111,956,779 |
| Interior, West | 2,303.00 | 2,236.59 | 101,694,985 |
| Pacific Slope | 1,063.70 | 226.30 | 13,560,000 |
| Total increase | 11,017.40 | 6,932.30 | $276,862,237 |

No previous annual report has been so active in construction, or so successful in bringing into use long lines of track, as the year 1871. At the commencement of that year there were in the whole Union 64,435 49 miles of track, and at the close 62,646.79 miles showing an increase in the year of 8,211.30 miles. This length is exclusive of city passenger railroads, and also of a second track, sidings, &c. As great a mileage was built in 1871 as existed in all the Union in 1851.

By reference to the tables, herewith presented, it will be seen what sections of the country have been most active in construction. The great interior as far as the Rocky Mountains has increased 5,343.58 miles, or 65 per cent of the total increase. In the Eastern Sea-board States construction activity has been less marked, but there are several important works which were largely forwarded or brought to completion during the year.

## BANKING AND FINANCIAL.

### ADVANTAGEOUS LOCATION OF RAILROADS.

One of the most important requisites for success in railroad enterprises is advantageous location, and this should always cover, so far as possible, populous and fertile sections of country, an air line, and a due regard to through and local traffic. The history of American railroads furnishes many striking examples of success, the most striking of which are those roads constructed in strict conformity with advantageous location in the most liberal sense. In surveying a route for the ST. JOSEPH AND DENVER CITY RAILROAD, the projectors of the enterprise, profiting by the experience of the past, were enabled to locate a line which combines the advantage of greatly decreasing the distance between the East and the Pacific States—thus insuring for the road a large through traffic—with a populous and fertile country. The line of the ST. JOSEPH AND DENVER CITY RAILROAD is from St. Joseph, on the Missouri River, to Fort Kearney, an important station on the Union Pacific Railroad. In the year 1869, the Hon. Schuyler Colfax, the present Vice-President of the United States, recommended St. Joseph as the terminus of the Union Pacific Railroad. The Rebellion soon afterward gained some headway, and deprived the State of Missouri—at that time a Slave State—of the advantage of having this road within its limits. If the Rebellion had not occurred, there is every reason to believe that the ST. JOSEPH AND DENVER CITY RAILROAD would have been the main line of the Union Pacific Road. The City of St. Joseph is a great railroad center, and has close railroad connections with the Missouri Valley, Hannibal, St. Louis, and Chicago, and consequently with the entire network of railroads in the United States. The ST. JOSEPH AND DENVER CITY RAILROAD will shorten the distance from San Francisco to New-York one hundred miles by the way of St. Louis, and two hundred miles by the way of Hannibal. Railroad statistics show that in the Fall, Winter, and Spring months there is a strong tendency with travelers from the Pacific to the Atlantic to take what is known as a middle and consequently a milder route. It is safe, therefore, to estimate that a large percentage of the passengers now arriving at Omaha will take the ST. JOSEPH AND DENVER CITY RAILROAD at Fort Kearney. It is also the interest of the southern lines of railroad to throw the business from East to West via St. Louis to St. Joseph, and thence by the ST. JOSEPH AND DENVER CITY RAILROAD to the Union Pacific at Fort Kearney. Passengers and freight naturally seek the shortest routes, and hence the future is satisfactory with success for the ST. JOSEPH AND DENVER CITY RAILROAD COMPANY. The land grant of the Company is 1,500,000 acres, located in Kansas and Nebraska, where the soil is most excellent for farming purposes. The prairie lands of Nebraska, which comprise a portion of this land grant, are extremely valuable, as their rolling formation effects a natural drainage for the surface water. These lands cannot be sold for less than four dollars per acre by the terms of the mortgage indenture, and all the proceeds of land sales are used by the FARMERS' LOAN AND TRUST COMPANY TO RETIRE THE BONDS OF THE ST. JOSEPH AND DENVER CITY RAILROAD COMPANY. The road is fast approaching completion, and work has scarcely been impeded this Winter by snow. We are now offering the remaining balance of the 8 PER CENT GOLD FIRST MORTGAGE SINKING FUND LAND GRANT BONDS OF THE ST. JOSEPH AND DENVER CITY RAILROAD COMPANY, at 97½ and accrued interest in currency. The principal and interest are both payable in gold, the interest free of tax, in February and August of each year. *To parties about making investments, we would request a close scrutiny of this loan and its great surrounding safeguards.*

We deal in the St. Joseph and Denver City Railroad Bonds the same as Government securities, and those of the Eastern Division, closed by our firm at 97½, are now quoted at 101½ to 102½ and accrued interest. *This is important as indicating the confidence of investors in the safety of the loan and the future of the enterprise.* TANNER & Co., Bankers, No. 11 Wall-st.

### A PROFITABLE AND SECURE INVESTMENT.

The Northern Pacific Railroad Company offers to the public an investment security which combines the ready negotiability, the convenience, and the high credit of a first-class Railroad Bond, with the solidity and safety of a Real Estate Mortgage on Land worth at least twice the amount loaned.

As officially reported, the gross earnings of the present Pacific Railroad (Union and Central) for 1871, the second year of through business (December earnings estimated), reach Seventeen Millions and a Quarter. Of this, 65 per cent, or nearly Nine and a Half Millions, are net over operating expenses.

As [illegible] on the Northern Pacific Road will pay a dividend of more than 9½ per cent on its total cost.

The lands of the Northern Pacific Road are admitted, by all who have seen them, to be better and more salable than those of most other grants, but, sold at the general average of $7 04 per acre, they will yield more than $161,000 per mile of road—more than three times the possible cost of construction and equipment; or, at the lowest average of any grant ($3 07), they will produce more than $70,000 per mile.

The Bonds offered by the Company are a first and only Mortgage on the Road, its Equipments and Earnings, and also on a Land which, on the completion of the Road, will average 23,000 acres to each mile of track.

They are exempt from United States tax; the Principal and Interest are payable in gold—the principal in 30 years, and the interest semi-annually, at the rate of 7 3-10 per cent per annum. Denominations, from $100 to $10,000. Present selling price—par and accrued interest in currency.

In view of the ability and fixed policy of the Government to call in its 5-20s and substitute a low-interest bond—$140,000,000 having been called in for cancellation since September 1—many holders of 5-20s are exchanging them for Northern Pacifics, thus adding to their principal the present premium on Government Bonds, and increasing their yearly interest income nearly one-third.

All marketable stocks and bonds will be received at current prices in exchange for Northern Pacific Seven-Thirties without expense to the investor.

JAY COOKE & Co.,
Philadelphia, New-York, and Washington.

The demand for the PEORIA AND ROCK ISLAND FIRST MORTGAGE 7 PER CENT GOLD BONDS has been rapidly on the increase since the opening of the new year. Large sales have been made for cash and in exchange for 5-20s and other marketable securities. They are for less than $16,500 per mile on finished road, the net earnings of which are largely in excess of the interest on the whole issue. The Bonds are authorized for the extra equipment and necessary buildings required to accommodate the business now offered. We cheerfully recommend them to all investors. Price 90 and Interest. Full particulars furnished on application. TURNER BROTHERS, No. 14 Nassau-st.

NOTICE.—Commercial paper signed L. ROBERTS & Co., 20 South-st., having been recently offered for sale, we hereby warn the public against purchasing the same upon the credit of our house.

L. ROBERTS & Co.,
No. 17 South-st.

New-York, Jan. 8, 1872.

HOUSTON AND TEXAS CENTRAL RAILWAY COMPANY FIRST MORTGAGE LAND GRANT SINKING FUND, SEVEN PER CENT GOLD BONDS. *Principal and interest payable in Gold, at the National City Bank, New-York. These are in every respect first-class Bonds, and we confidently recommend them as an entirely safe investment. Price, 90 and accrued interest. Circulars and information may be obtained at our office.*

JOHN J. CISCO & SON, No. 59 Wall-st.

BURLINGTON, CEDAR RAPIDS AND MINNESOTA SEVEN PER CENT GOLD SINKING FUND BONDS for sale at 90 and interest by HENRY CLEWS & Co., No. 22 Wall-st., New-York.

# THE MARKETS.

(Late Office Reported for THE TRIBUNE.)
MONDAY, Jan. 8, 1872.

ASHES—The receipts to-day are 22 pkgs. Pots are in fair demand and steady at $5 50@$5 55. Pearls are dull and unchanged at $7@$7 50.

COTTON—Spot has been in fair demand, and prices have advanced jc., though the market was more quiet at the close; sales have been 3,215 bales (1,122 bales last evening), of which 372 bales were for export, 1,925 bales for consumption, 257 bales for speculation, and 1,511 bales in transit. In futures a fair trade was reported at sc. advance, but later jc. of the advance was lost. Sales as follows, on a basis of Low Middling: Same day evening—Jan., 500 at 24½c.; 400 at 24 9-16c.; 200 at 24 5-16c.; 100 at 24 3-16c.; 200 at 24c.; Feb., 1,200 at 24½c., 300 at 24 9-16c., 200 at 24½c., 1,000 at 24 9-16c., 1,500 at 24½c., 300 at 24 7-16c., 200 at 24½c.; March, 500 at 24½c., 600 at 24½c., 100 at 24 15-16c., 400 at 24½c., 100 at 24 13-16c.; April, 1,100 at 24½c., 100 at 24½c., 100 at 24 15-16c.; May, 200 at 24½c., 50 at 24½c.; 400 at 24½c.; June, 400 at 24½c. Total, 10,900 bales. To-day—Jan., 400 at 24½c., 200 at 24½c., 100 at 24 3-16c., 200 at 24½c., 200 at 24½c., short notice; 100 at 24½c., 300 at 24 9-16c., 200 at 24½c., 100 at 24 5-16c., 600 at 24½c., 100 at 24½c., 300 at 24½c., 200 at 24 5-16c.; Feb., 100 at 24½c., 300 at 24½c., 1,500 at 24½c., 100 at 24 11-16c., 100 at 24½c., 200 at 24 13-16c., 700 at 24½c., 100 at 24½c., 300 at 24 15-16c., 100 at 24 11-16c., 400 at 24½c., 200 at 24 13-16c., 100 at 24½c.; March, 200 at 24½c., 200 at 24½c., 100 at 24½c., 100 at 24½c., 1,700 at 24½c., 500 at 24½c., 200 at 24½c., 300 at 24½c.; April and May, 100 each at 24½c.; May, 200 at 24½c., 500 at 24½c.; exchange—Jan. to Feb., 200 Feb. for 300 March. Total, 16,800 bales; grand total, 27,700 bales. We quote:

| | Uplands. | Alabama. | New-Orleans. | Texas. |
|---|---|---|---|---|
| Ordinary | 23½ | 23½ | 23½ | 23½ |
| Good Ordinary | 24½ | 24½ | 24½ | 24½ |
| Low Middling | 24½ | 24½ | 24½ | 24½ |
| Middling | 24½ | 24½ | 24½ | 24½ |
| Good Middling | 25½ | 25½ | 25½ | 25½ |

The quotations are based on Cotton running in quality and more than half a grade above or below the grade quoted.

COFFEE—The market is quiet and prices are nominal; no sales were reported to-day.

FLOUR AND MEAL—The demand for Flour is fair and the market is steady for the low grades; these are scarce and wanted. The medium grades are attracting more attention. At the close the market is firm, but quiet at the advance; sales of 7,100 bbls. We quote:

| | | | |
|---|---|---|---|
| Sour, ⅌ bbl | $4 25@$4 60 | Ohio Inc. & Sh. Ham | $10 ½@$6 50 |
| No. 2 | 4 60@ 5 00 | Ohio Round-hoop, Ex | 6 00@ 6 50 |
| Superfine | 5 00@ 5 50 | Ohio Trade | 6 50@ 7 50 |
| State Extra Family | 5 50@ 6 50 | Ohio Family, Fancy | 6 50@ 7 50 |
| State (Fancy do.) | 7 15@ 7 50 | White Wheat, Extra | |
| West'n Spring Ext. | 6 70@ 7 00 | Ohio, Red and Mich. | 7 20@ 7 30 |
| Minnesota Extras | 7 50@ 8 00 | Double Extra do. do. | 9 00@ 9 50 |
| Good to choice Spring | | Double, Single Extra | 8 25@ 9 00 |
| Wheat Extras | 7 00@ 7 60 | St. Louis, Double Ext. | 8 70@ 10 10 |
| Extra Amber Indiana, | | St. Louis, Triple Ext. | 10 00@ 16 00 |
| Ohio and Mich. | 7 60@ 7 75 | Genesee, Extra brands | 7 60@ 9 00 |

Southern Flour is fairly active, the arrivals are trifling. At the close the market is very strong at the advance; sales of 200 bbls. We quote:

| | |
|---|---|
| Balt., Alex., and Georgetown, Mixed to Good Sup. | $6 50@$6 75 |
| Balt., Alex., and Georgetown, Extra and Family | 6 75@ 11 50 |
| Richmond County, Extra | 7 00@ 8 75 |

Rye Flour is fairly active and firm; sales of 70 bbls. We quote:

Rye Flour, Western, $4 12½@$5 75. Rye Flour, State and Pennsylvania, $4 50@$5 12½.

Corn Meal is steady and quiet; sales of 200 bbls. We quote:

Corn Meal, Jersey, $3 75@$3 85. Corn Meal, Brandywine, $4 20@$4 25. Corn Meal, Western, $3 50@$4 00. Corn Meal, Br'dy'w'n, $4 10@$4 20. Corn Meal, West. W., $3 25@$3 75.

Buckwheat Flour is in fair demand, and is plenty at $3 20@$3 30 for State, and $3 40@$3 50 for Pennsylvania.

FREIGHTS—The offerings of room by both steam and sail have been very light, and rates stronger with a quiet business done. There has been quite an active demand for vessels for charter, suitable to the grain and petroleum trades at full rates. The engagements to-day were: To Liverpool, by steam, 500 boxes Bacon at 36s.; 50 hhds. Tallow at 25s., by sail; 250 tcs. Lard at 25s. 3d. The nominal rates for grain by steam and sail were 6@6½d. To London, 500 bbls. Rosin by sail on private terms. To Bristol, 1,000 bbls. Rosin at 2s. 6d., sail. To Bremen, 1,000 boxes Bacon at 36s., and 200 tcs. Lard at 27s. 6d. The charters were: An Italian bark to Genoa, 2,200 quarters Grain to Cork, for orders, at 5s., excluding West Coast of Ireland, and 10 per cent additional if to the Continent, between Havre and Antwerp; an Italian brig with 11,000 cases Refined Petroleum to Genoa at 1c.; a German bark of 513 tons register, to Bremen with a general cargo, lump sum; a German bark of 496 tons register, hence to a direct port in France with full cargo of Bone Dust, on private terms; an Italian bark, with 1,800 bbls. and 1,800 cases Refined Petroleum, and 500 bbls. Rosin to Genoa, at 11s. 3d. for bbls., 20c. for cases, and 30c. for Rosin; a Norwegian bark hence to Catania for orders, with 500 bbls. Refined Petroleum at 5s.; a Norwegian bark, from Philadelphia to Cork for orders United Kingdom, with 1,700 bbls. Refined do. at 5s. 9d.; if to Baltic, 6s. 3d., and 30. off if direct; a Norwegian brig from Wilmington to Cork for orders, United Kingdom or Continent, with 1,000 bbls., at 5s. for Spirits, and 5s. 3d. for Rosin; and a Portuguese barque of 303 tons register, hence to Lisbon with full cargo of Resin, on private terms.

GRAIN—Holders of Wheat do not offer it freely, and the market, in the absence of sales up to the hour of writing, is nominally the same; at the close the market is very dull; the absence of freight-room checks business; Winter Wheat is strong; the sales are 8,700 bush. at $1 60 for No. 1 Milwaukee, in store; $1 60@$1 63 for Amber Jersey and Pennsylvania. Barley is quiet but firm; sales of 6,400 bush. Western at 75@76c.; Canada West at $1 14@$1 17. Barley Malt is quiet but firm; sales of 1,200 bush. Canadian at $1 20. Oats are held with greater firmness, but are quiet; the sales are 51,600 bush. New-Ohio Mixed at 57½c.; Western Mixed at 57c. bid; White at 56@56½c., on track, the latter for very choice, and 55c. in store. Rye is quiet but firm; the sales are 9,400 bush. Western at 92½c., afloat; State at 95c. Corn opened very firm, but with only a limited export demand, closed dull and heavy; the sales are 44,400 bush. Western Mixed at 70@70½c., afloat, and 73@73½c., on track; do. White at 70c., do. Yellow at 74½c.; Southern White at 70½c.

GRAIN IN STORE IN NEW-YORK AND BROOKLYN WAREHOUSES.

| | 1872. Jan. 6. bush. | 1871. Dec. 30. bush. | 1871. Jan. 7. bush. | 1870. Jan. 8. bush. |
|---|---|---|---|---|
| Wheat | 3,017,615 | 3,945,775 | 2,520,842 | 3,423,028 |
| Corn | 953,300 | 1,011,960 | 575,924 | 591,403 |
| Oats | 2,741,595 | 2,836,204 | 1,824,762 | 1,340,935 |
| Barley | 270,000 | 275,717 | 506,964 | 349,900 |
| Rye | 528,367 | 535,020 | 148,270 | 63,269 |
| Peas | 9,528 | 9,528 | 15,003 | 12,179 |
| Malt | 106,767 | 120,040 | 210,438 | 85,405 |
| Total Grain | 8,462,610 | 9,733,143 | 5,820,443 | 5,836,679 |

HIDES—The demand for Dry Hides has been only moderate, and prices are without quotable change, though importers, in view of the light stock and large quantity to arrive, are very firm, and in some instances demand an advance over late rates. Wet Salted Hides, Domestic Slaughters and Texas continue in fair demand, but with a small supply prices are firm. Foreign, dull but steady. Calcutta Hides, nothing doing in Cow. For Buffalo, the demand continues good, and we report sales of 100 bales to arrive. We quote:

| | Cents ⅌ lb. | | Cents ⅌ lb. |
|---|---|---|---|
| DRY HIDES. | | DRY SALTED HIDES. | |
| Buenos Ayres | gold 27@27½ | Maracaibo | gold 14@15 |
| Buenos Ayres | gold 26½@27½ | Maranham | gold 15½@16½ |
| Entre Rios | gold 26@27 | Pernambuco | gold 14½@15 |
| R. A. & E. R. Seconds | gold 22½@23 | Matamoros | gold 18@19 |
| Montevideo | gold 26½@— | Savanilla | gold 15½@16 |
| Corrientes | gold 25½@26 | Bahia | gold 14@15 |
| Rio Grande | gold 25½@— | Cuba | gold 17@18 |
| Orinoco | gold 24@24½ | Sandwich Islands | gold 15@16 |
| California | gold 24½@25 | South. & West. | currency 17@18 |
| Cent. American | gold 22@22½ | WET SALTED HIDES. | |
| San Juan | gold 21@21½ | Buenos Ayres | gold 13½@13½ |
| Campeachy and Tobasco, | | Rio Grande | gold 13½@14 |
| dry and pickled | gold 19@20 | California | gold 12@12½ |
| Sisal | gold 18½@— | Para | gold 11@11½ |
| Vera Cruz | gold 21@21½ | New-Orleans | currency 11½@12 |
| Porto Cabello | gold 22@23 | Texas | currency 12½@13½ |
| Maracaibo | gold 20@— | City Slaughter, Ox | currency 11@11½ |
| Bogota | gold 22@22½ | City Sl'r, Cow | currency 10½@11 |
| Savanilla, &c. | gold 18@19 | UPPER LEATHER HIDES. | |
| Truxillo | gold 23@— | B. A. & R. G., Kip | gold 27@27½ |
| Tampico | gold 22½@23 | Minas | gold 20@22 |
| Matamoras | gold 21½@22 | Sierra Leone | currency —@35 |
| Curaçoa & Rio Hache, dry | | Gambia & Bissau | currency 26@27 |
| & p'kld. | gold 16½@18 | Zanzibar | gold 16@17 |
| St. Domingo and Port-au-Platte | gold 17@18 | EAST INDIA HIDES. | |
| Texas | currency 20½@24 | Calc'ta Sl'ghter Cow | gold 18@18½ |
| Western | currency 19@20 | Calc'ta Dead Green | gold 14@15 |
| Southern | currency 19@20 | Calcutta Buffalo | gold 13@13½ |
| | | Manila & Bat. Buf. | currency 8@9 |
| | | Singapore Buffalo | currency 26@27 |
| | | Penang Cow | currency 16@17 |
| | | Bombay Buffalo | gold 16@17 |

HAY—The demand is only moderate, and the market is steady at $1 25@$1 40 for Shipping; $1 30@$1 85 for retail lots; 80@85c. for Salt Hay, and 90c.@$1 20 for Clover. Straw is quiet but firm at $1 15@$1 20 for Long Rye; $1@$1 05 for Short do., and 90c.@$1 for Oat.

IRON—Scotch Pig continues quiet, but prices are very firm; we quote Glengarnock at $34@$35; Eglinton, $34@$34, and Coltness at $40. American is in better demand and prices are without change; we quote No. 1 at $36 and No. 2 at $34@$35. New Rails are more active and prices are firmer; we quote at $60@$62 for English; American quiet, but steady. Other kinds are without change.

LEATHER—Hemlock Sole is in improved demand, and the market is firm. Receipts from the tanneries have been to a fair extent, but the recent large sales have diminished the stock, which is now light and poorly assorted. Though there is no quotable advance in prices, the market is very firm with an upward tendency. Union Crop is in good request. Rough Leather is scarce and wanted. We quote: Hemlock, Buenos Ayres, heavy, 20@22c. ⅌ lb.; Hemlock, Buenos Ayres, middle, 20@23c.; Hemlock, Buenos Ayres, light, 20@22c.; Hemlock, California, heavy, 27½@28c.; Hemlock, California, middle, 27½@28c.; Hemlock, California, light, 25@26c.; Hemlock, Oregon, &c., heavy, 26@27c.; Hemlock, Oregon, &c., middle, 26@27c.; Hemlock, Oregon, &c., light, 24½@25c.; Hemlock, Good Damaged, all kinds and weights, 22½@23c.; Hemlock, Poor Damaged, all kinds and weights, 17@18c.; Hemlock, Rough, 20@22c.; Union Cropped, heavy, 33@35c.; Union Cropped, middle, 34@36c.; Union Cropped, light, 36@38c.; Union, Belting, 17@18; Oak, Rough, all weights, 32@35c.; Oak, Rough, Southern, all weights, 27@28c., currency.

MOLASSES—There is very little change to note either in foreign or domestic; sales of 30 hhds. Porto at 35c., and 150 bbls. New-Orleans at 50@58c.

NAVAL STORES—Spirits Turpentine has been more freely offered and closes easier and dull; sale of 75 bbls. at 65@66c., closing at 67½c. Rosin has been in fair request for export and firm; sales of 300 bbls. at $4 60@$4 90; 100 bbls. at $4 95, and 1,000 bbls. Good Strained at $5. Tar is dull but steady at $3 12½@$3 25.

OILS—City Linseed is very quiet but steady at 74@75c. for casks, and 75@76c. for bbls. Crude Fish Oils are dull and unchanged. Menhaden is quiet but firm. Other Oils are without change.

PROVISIONS—Pork dull and rather heavy, with fair offerings; the sales, cash and regular, are 600 bbls. at $14 25 for Old Mess; $14 25 for New do.; $12 50 for Extra Prime; for future delivery sales of 1,500 bbls. Mess at $14 75, for April; 1,000 bbls. New Mess for January, at $14 37½; 50 bbls. Extra Prime at $12 25, and 100 bbls. New Western Prime Mess, not iron-hoped, at $11 ½. Beef is in moderate demand and prices are steady; sales of 200 bbls. at $8@$10 for Plain Mess, and $10@$12 for Extra Mess. Tierce Beef is dull and weak; we quote at $12@$13 for Prime Mess, and $16@$19 50 for India Mess. Beef Hams are dull and unchanged; sales of 50 bbls. at $22@$24 50 for Western. Cut Meats are quiet but firm; sales of 15,600 lb Bellies at 7½c.; 300 Green Hams at 5c., and 250 do. Shoulders at 4½c. Bacon is dull and unchanged; sales of 100 boxes Cumberland Cut at 7½c. for Extra; 150 boxes Short Rib and 50 boxes Cumberland on private terms; 25 boxes Short Rib at 7c.; 40 boxes Short Clear at 7½c. Dressed Hogs are firmer; we quote at 5¾@5½c. for Western, and 6@6½c. for City. Lard is dull but steadily held at former rates; sales of 650 bbls. and tcs. at 8c. for No. 1; 9½c. for City; 9½c. for fair to prime Leaf; 9½c. for Kettle, and 9½@9½c. for Refined, for future delivery, steady; sales of 1,500 tcs. for January, at 9½c.; 200 tcs. Western Steam, on spot, at 9½c.; 150 tcs. City at 9½c.; 250 tcs., seller February, at 9½c., and 250 tcs. for March at 9½c.

PETROLEUM—Crude has been dull but steady at 15@15½c., spot. The ruling Creek quotations for spot were $3 90 for Upper, and $3 55 on Lower. Refined has been more sought after and is firmer, closing strong at 23½c., with 2,000 bbls. spot sold at that price. In cases very little has been done; we heard of 1,000 sold at 25½c. Naphtha is dull at 42½c. In Philadelphia spot is quoted at 22½@23½c.

RICE—There is a fair trade reported at steady prices; sales, 75 tcs. Carolina at 8½c., and 60 bags East Indian at 6¼@7c.

SKINS—The market for Goat is fairly active and firm; sales are reported of 200 bales Curaçoa, 70 bales Mexican, 50 bales Rio Hache, 6 bales Buenos Ayres, and 10 bales Java; receipts are 45 bales from Calcutta, 10 bales from Savanilla. Deer is in good demand and steady; sales reported are 3,000 lb Campeachy, and 2,000 lb Central America; receipts have been 76 bales from Aspinwall. We quote:

| GOAT. | Gold. | | DEER. | Currency. | |
|---|---|---|---|---|---|
| Tampico | 50@ 52 | ⅌ lb | Buenos Ayres | 50@ 55 | ⅌ lb |
| Matamoras | 50@ 52 | | Guayaquil | 60@ 62 | |
| Vera Cruz | 48@ 50 | | Chagres | 51½@ 60 | |
| Buenos Ayres | 50@ 52 | cur. | Campeachy | 50@ 52 | |
| Parita | —@ 47½ | | Sisal | 50@ 52 | |
| Curacoa | 50@ 52 | | San Juan | 52@ 54 | |
| Bogota | 45@ 47½ | | Vera Cruz | 50@ 52 | |
| Cape | 35@ 38 | | Porto Cabello | 48@ 50 | |
| Madras, each | 40@ 50 | | Arcadia | 35@ 40 | |
| Patna, each | 40@ 45 | | Para | 50@ 52 | |
| E. I. Tanned Slaughter | 70@ — | | Southern and Texas | 50@ 50 | |
| E. I. Tanned Sheepskin | 70@ — | | | | |

SUGARS—Raws continue dull, but holders are firm and not offering in any quantity. We quote fair to good Refining at 9c.@9½c., and note sales of 40 hhds. Demerara at 11½@11¾c., and 1,500 boxes Havana at 11@12c. Refined firm and in fair demand.

SEEDS—Clover is steady, with a light demand; sales of 300 bags Indiana at 11½c.; we quote at 11½@11¾c. for Indiana, and 10@10½c. for Ohio.

TALLOW is in moderate demand and the market is firm; sales of 25,000 lb at 9½c. for City.

WHISKY is quiet and unchanged; sales of 300 bbls. at 90@92c., and small lots at 93c.

## NEW-YORK CATTLE MARKET