Dry Goods.

UPHOLSTERY.

LORD & TAYLOR having replenished their Upholstery Department with one of the finest assortments in the city, respectfully invite the attention of their customers and the public generally to their stock, which comprises a complete assortment of Curtains, in lace, damask, brocatelle, &c., plain and fancy reps, satin, and brocatelle. Lambrequine, Chintzes, Holland, &c., &c.

ALSO, Mirrors, with connecting cornices, mantel mirrors, &c., &c. This is a specialty with this house.

ALSO, Bedding, Quilts, including the Eider Down Quilt, from $15 to $60. Also, white and colored counterpanes, blankets, comfortables, &c., &c., in great variety and low prices. Every kind of bed constantly on hand in large or small quantities.

ALSO, Carpets, druggets, drugeting, oil cloths, stair crash, &c., &c.

LORD & TAYLOR,

BROADWAY AND TWENTIETH-ST.

GRAND-ST. AND CHRYSTIE.

NEW-YORK DYEING AND PRINTING ESTABLISHMENT, STATEN ISLAND. Established in 1819.
98 Duane-st., near Broadway, 752 Broadway, near Eighth-st., 610 Sixth-ave., near Thirty-sixth-st., } NEW-YORK.
166 and 168 Pierrepont-st., near Fulton, BROOKLYN.
40 North Eighth-st., PHILADELPHIA.
DYE, CLEANSE, and REFINISH every variety of Ladies' and Gentlemen's GARMENTS and PIECE GOODS; also CLEANSE WINDOW-SHADES, CURTAINS, and CARPETS in their usual superior manner.
NOTE.—These are our only offices.

SMITH'S PATTERN BAZAAR, No. 914 Broadway, near Twentieth-st.—Brilliant supply of PARIS and BERLIN STYLES. Many delightful novelties. CLOTH MODELS with each pattern, the Patterns of them now ready. DOLMAN a great favorite. Subscribe for SMITH'S ILLUSTRATED BAZAAR; ONLY ONE DOLLAR a year. Premium of ONE DOLLAR'S worth of patterns given to each subscriber. NOW is your time.

Sales by Auction

A. MERWIN, Auctioneer.
BY BANGS, MERWIN & Co., Broadway, cor. 4th-st.—Sales of Books, Works of Art, Fancy Goods, Furniture, &c. WEDNESDAY, Oct. 23, and following days, at 4 p. m.
AMERICANS.—A comprehensive variety, embracing among others Local and Indian History, Biography, Genealogy, &c.

DANIEL A. MATHEWS, Auctioneer.
The third Special sale of DOUBLE-THREAD SEWING-MACHINES, comprising over seven hundred of Wheeler & Wilson, Howe, Grover & Baker, Singer, Weed, and other well-known Machines, will take place on WEDNESDAY, Oct. 23, at 7:30, Broadway, opposite New-York Hotel, New-York.
The above Machines have been received since the special sale in July last, in New-York and neighborhood, by the Wilcox & Gibbs Sewing Company from private families in part payment for the Wilcox & Gibbs Machine. Sale prompt and without reserve, commencing at 10½ a. m.

GEO. A. LEAVITT & Co., (late Leavitt, Strobridge & Co.), Clinton Hall, Astor-place. For the SALE by AUCTION of LIBRARIES, COLLECTIONS of BOOKS, PAINTINGS, and all kinds of LITERARY PROPERTY.
ART SALE.
WEDNESDAY AND THURSDAY EVENINGS, October 23 and 24, at 7½ o'clock.
The Messrs. LEAVITT beg to announce that they will commence their season of Art Sales as above with the collection of FINE MODERN PAINTINGS, Owned by Mr. Chas. F. Hamilins, 42 East Fourteenth-st., New-York, and now on exhibition free, day and evening, at 677 Broadway.
LEAVITT ART ROOMS.
The catalogue is now ready and contains more than 150 paintings and water colors, embracing examples among others by Fortuny, Vibert, Detaille, Herzog, Diaz Rico, Reidel, Beron, Brun, Kraus, Escosura, Meissonier, Gérome, E. Delacroix, T. W. Frieser, Bakalowicz, J. Morin, Baron Wappers, Jules Dupre, Chaplin, Cailleux, Pasini, Sell, Nehlig, Lugart, Lerar, Vertin, Tassaert, &c., &c.

Steamboats and Railroads.

CITIZENS' EVENING LINE STEAMERS FOR TROY DIRECT. Steamers SUNNYSIDE and THOMAS POWELL leave Pier 36, N. R., foot North Moore-st., daily, Saturdays excepted, at 6 p. m., making sure connections with all trains going north, east and west. Tickets and baggage checked to all points on Rensselaer and Saratoga and Troy and Boston Railroads.

PEOPLE'S LINE FOR ALBANY.
The largest and most magnificent river Steamers in the world, The ST. JOHN, DREW, and DEAN RICHMOND.
One of the above steamers will leave Pier No. 41, North River, every afternoon (Sundays excepted) at 6 o'clock, arriving at ALBANY in time to connect with railroad lines for the West, North and East.
RETURNING, leave the steamboat landing on the arrival of connecting trains from the West, North and East.
Through tickets can be obtained at the Office on the Wharf; at Dodd's Express, 944 Broadway, and No. 1 Court-st., Brooklyn. Baggage checked to its destination. Freight received until the hour of departure.

FOR NEW-HAVEN, HARTFORD, &c.—Fare, $1 25. Steamers leave Peck-slip for New-Haven at 3:15 and 11 p. m., connecting with the railroad.

FOR BRIDGEPORT, and all points on Housatonic and Naugatuck Railroads. Fare $1. Steamers leave Catherine-slip at 12 noon, and 12 night (Sundays excepted).

SAFETY, SPEED, AND COMFORT.
NORWICH LINE.
For Boston, Worcester, Fitchburg, Groton Junction, Lowell, Lawrence, Nashua, Manchester, Concord, Palmer, Brattleboro, and intermediate points.
The new swift staunch steamers CITY OF BOSTON, CITY OF NEW-YORK, CITY OF LAWRENCE, and CITY OF NORWICH Will leave New-York daily (Sundays excepted) at 4 o'clock p. m., from Pier No. 40, North River, foot of Canal and Watter-sts.
For New-London and Norwich, their connecting with Express trains for the above points, via Vermont Central, Norwich, and Worcester, and Boston, Hartford, and Erie Railroads.
For through tickets and rates for freight, apply at the office, Pier 40, North River.
W. F. PARKELL, Agent.
New-York, June 5, 1872.

NEPTUNE LINE STEAMERS Daily for PROVIDENCE, BOSTON, WORCESTER at 4:10 p. m., from river 27, N. R., foot of Robinson-st.
Cabin fare to BOSTON, $4 25. To PROVIDENCE, $3.
Deck fare to BOSTON, $3 25. To PROVIDENCE, $2.
Freight at lowest rates. Connect at Providence with Boston and Prov. and Prov. & Worcester R. R's for all interstate R. Rs. choice seat tickets.

Steamboats and Railroads.

CENTRAL RAILROAD OF NEW-JERSEY.—Passenger and Freight Depot in New-York, foot of Liberty-st. Connects at Somerville with South Branch R. R.; at Hampton Junction with the Delaware, Lackawanna and Western Railroad; at Phillipsburg with the Lehigh and Susquehanna Divisions; and at Easton with the Lehigh Valley Railroad, and its connections, forming a direct line to Pittsburgh and the West, without change of cars; also to Central Pennsylvania and New-York State.
ALLENTOWN LINE TO THE WEST.
SUMMER ARRANGEMENT.
Commencing July 10, 1872.—Leave New-York as follows.
5:45 a. m.—Way Train for Somerville and Flemington.
7 a. m.—For Easton, Bethlehem, Bath, Mauch Chunk, Wilkesbarre, Pittston, Mahanoy City, Mt. Carmel, Hazleton, Tunkhannock, Towanda, Waverly, &c. Connects at Junction with Del., Lack. & West. R. R.
9 a.m.—MORNING EXPRESS daily (except Sundays), for Easton, Allentown, Harrisburg, and the West. Connects at Somerville for Flemington; at Easton for Mauch Chunk, Wilkesbarre, Scranton, Williamsport, Erie, &c.
10:30 a. m.—Way Train for Somerville.
12:05 p. m.—Way Train for Easton.
1 p. m.—For Flemington, Easton, Allentown, Mauch Chunk, Mahanoy City, Hazleton, Wilkesbarre, Scranton, Reading, Columbia, Lancaster, Ephrata, Pottsville, Harrisburg, &c.
2:30 p. m.—For Somerville.
3:20 p. m.—For Plainfield.
4 p. m.—For Somerville.
4:30 p. m.—For Easton, Allentown, and Mauch Chunk. Connects at Junction with Del., Lack. & West. R. R.
5. p. m.—For Somerville and Flemington.
5:30 p. m.—For Somerville.
8 p. m.—EVENING EXPRESS, daily, for Easton, Bethlehem, Allentown, Reading, Harrisburg, Pittsburgh, Chicago, and Cincinnati.
7 p. m.—For Somerville.
2:30 a. m.—(Emigrant)—For Easton.
9 and 11:30 p. m.—For Palmfield.
For Rinebeck: 6:45, 7:30, 9:45, 7:00, 7:15, 7:45, 8:30, 9:00, 9:15, 10:00, 10:30, 11:00, 11:45 a. m.; 12:05, 12:45, 1:00, 2:00, 2:30, 3:00, 3:45, 4:00, 4:15, 4:30, 4:45, 5:00, 5:15, 5:30, 5:45, 6:00, 6:30, 7:00, 7:30, 7:45, 8:30, 9:00, 9:45, 10:30, 11:30, 12:00 p. m.
Tickets for the West can be obtained at the office of the Central Railroad of New-Jersey, foot of Liberty-st., New-York; and at the principal hotels and ticket offices in New-York City.
R. R. RICKER, Superintendent.
H. P. BALDWIN, General Passenger Agent.

ERIE RAILWAY.—Summer Arrangement of Trains taking effect June 17, 1872. From Chambers-st. Depot (foot Twenty-third-st. see note below).
9 a. m.—Cincinnati and Chicago Day Express. Drawing-Room Coaches to Buffalo and Niagara Falls, and Sleeping Coaches to destination.
11 a. m.—Express Mail for Buffalo and Niagara Falls. Drawing-Room Coach to Susquehanna and Sleeping Coaches to destination.
5:30 p. m. Night Express. Sleeping Coaches to Buffalo and Niagara Falls.
7:00 p. m. (Daily) Cincinnati and Chicago Night Express. Sleeping Coaches through to Cincinnati, Buffalo, Niagara Falls, and thence to Chicago.
For Port Jervis, 2:00, 8:00, 11:00, and *11:15 a. m., 4:30, 5:30, and *7:00 p. m.
For Goshen and Middletown, *7:20, 8:00, 10:30, 11:00, and *11:15 a. m. 3:30, 4:30, 5:30, and *7:00 p. m.
For Warwick, 8:00, 10:30, and *11:15 a. m., 4:30 p. m.
For Newburgh, 7:20, 8:00, and 11:00 a. m., 3:30, 4:30, and 5:30 p. m.
For Suffern, 7:20, 8:00, 10:30, 11:00, and *11:15 a. m., 3:30, 4:30, 5:30, 6:00, 10:30, *7:00, and *11:30 p. m.
For Ridgewood, Hohokus, Allendale, and Ramsey's, *7:20, 8:00, 10:30, 11:00, *11:15 a. m., 3:30, 4:30, 5:30, 6:00, 10:30, 7:00, and *11:30 p. m.
For Paterson, 6:00, *7:00, 8:00, 10:30, 11:00, *11:15 a. m., 12:00 m., *1:45, 3:00, 4:00, 5:00, 5:15, 5:30, 6:00, *6:30, *7:00, 8:15, *11:30 p. m. and 12 midnight.
For Rutherford Park and Passaic, 6:45, *7:20, 8:20, 10:00, 11:00 a. m., 12 m., *1:45, 3:30, 4:00, 5:15, 6:00, *6:30, 8:15 p. m., and *12 midnight.
For Hackensack and Way, 5:00, 8:15, and *11:45 a. m., 1:00, 4:00, 5:00 6:00, and 6:30 p. m., and Saturdays only, 12:00 midnight.
For Hilburn and Way, 5:00, 8:15, and 11:45 a. m., 1:00, 4:00, 5:00 and 6:30 p. m., and Saturdays only, 12:00 midnight.
For Spring Valley and Way, 5:00, 8:15, 10:45, and 9:00 a. m., 1:00, 4:45, 5:00, and 6:00 p. m., and Saturdays only, 12:00 midnight.
For Englewood, 5:00, 7:45, *9:00 a. m., 1:30, 3:15, 4:15, 4:45, 5:30, 6:20, and *7:45 p. m. Saturdays only, 12:00 midnight.
For Cresskill, 5:00, 7:45, *9:00 a. m., 1:30, 3:15, 4:15, 5:30, 6:20, and *7:45 p. m. Saturdays only, 12:00 midnight.
For Upper Piermont, 7:45, *9 a. m., 1:30, 4:15, 4:45, 5:30, 6:20 and 7:45 p. m. Saturdays only, 12 midnight.
For Piermont and Nyack, 7:45 and *9 a. m., and 1:30, 4:45, {5:30, 6:20, and 7:45 p. m. Saturdays only, 12 midnight.
N. B.—Trains leaving Chambers-st. on even hours or half hours leave Twenty-third-st. 15 minutes earlier than above time. The 3 a. m., 11:30 p. m., and 12 midnight trains start from Chambers-st. only.
N. B.—Trains on the N. R. R. of N. J. leaving Chambers-st. on quarter hours leave Twenty-third-st. 30 minutes earlier than above time.
Tickets for passage and for Baggage-checks in Drawing-Room and Sleeping Coaches can be obtained, and orders for the checking and transfer of baggage may be left at the Company's Offices—241, 529, and 957 Broadway; 4 Court-st., Brooklyn; 1 Montgomery-st., Jersey City; at the Company's Depots, and at agents at the principal hotels.
*Daily. †Sundays only. ‡Sundays excepted. §Week only.
JOHN N. ABBOTT, Gen'l Pass'r Ag't.

NEW-YORK, NEW-HAVEN, AND HARTFORD RAILROAD.—New-York and New-Haven Division.
WINTER ARRANGEMENT, COMMENCING OCTOBER 7, 1872.
Passenger Stations in New-York, foot of Twenty-seventh-st. and Fourth-ave. Entrance on Twenty-seventh-st.
TRAINS LEAVE NEW-YORK.
For New-Haven, 7, 8 (Ex.), 11:30 a. m.; 12:15 (Ex.), 3 (Ex.), 3:45, 4:30, 5:30, 6 (Ex.) and 9 (Ex.) p. m.
For Bridgeport, 7, 8 (Ex.), 9, 11:30 a. m.; 12:15 (Ex.), 3 (Ex.), 3:45, 4:30, 5:30, 6 (Ex.) and 9 (Ex.) p. m.
For Milford and Stratford, 7, 11:30 a. m.; 3:45, 4:30, and 5:30 p. m.
For South Norwalk, 7, 8 (Ex.), 9, 11:30 a. m.; 12:15 (Ex.), 3 (Ex.), 3:45, 4:30 (Ex.), 5:30, 6:30, 8 (Ex.), and 9 (Ex.) p. m.
For Darien, 7, 9, 11:30 a. m.; 3:45, 4:30, 5:30, and 6:30 p. m.
For Stamford, 7, 8 (Ex.), 9, 11:30 a. m.; 12:15 (Ex.), 3:15, 3 (Ex.) 3:45, 4:30 (Ex.), 4:45, 5:30, 5:50, 6:30, 7:15, 8 (Ex.) stopping at New Rochelle and Port Chester, and 9 (Ex.) p. m., stopping at Mount Vernon, Mamaroneck and Rye.
For Greenwich and intermediate Stations, 7, 9, 10, 11:30 a. m.; 2:15, 3:45, 4:45, 5:30, 5:35, 6:30, 7:15 p. m.
Sunday Mail Train leaves Twenty-seventh-st., New-York, at 7 p. m. for Boston, via Springfield. Line stopping at New Rochelle, Port Chester, Stamford, South Norwalk and Bridgeport, and at 9 p. m. for Boston via Shore Line, stopping at Mount Vernon, Mamaroneck and Rye.
CONNECTING TRAINS.
For Boston, via Springfield, 8 a. m.; 9 and 9 p. m.
For Boston, via Shore Line, 12:15, 9 p. m.
For Hartford and Springfield, 8, 9 a. m., 12:15, 3 and 8 p. m.
For Newport, 8, 9 a. m., and 12:15 p. m.
For Connecticut River Railroad, 8 a. m., 12:15 p. m., to Greenfield; 3 p. m., to Montreal and White Mountains.
For Hartford, Providence and Fishkill Railroad, 8 a. m.; 12:15 p. m.
For Shore Line Railway, at 8 a. m., to Norwich and Providence, 12:15, 3, to New-London and Norwich, and 9 p. m. to Providence, Ex.
For Connecticut River Railroad, 3 a. m. and 3 p. m.
For Hartford and Northampton Railroad, 8 a. m.; 3 p. m., to Northampton and Williamsburgh.
For New-Haven, Middletown and Willimantic Railroad (Air Line), 8 a. m. and 3 p. m.
For Housatonic Railroad, 8 a. m. and 3 p. m.
For Naugatuck Railroad, 8 a. m., 4 p. m., and 4:30 p. m. to Waterbury.
For Danbury and Norwalk Railroad, 7, 8, and 9 a. m.; 12:15 and 4:30 p. m.
For Shepaug Valley Railroad, via Danbury and Norwalk R. R., 8 a. m. and 4:30 p. m.
For New-Canaan Railroad, 8 a. m.; 12:15, 4:30 and 5:30 p. m.
Commodious sleeping-cars are attached to 8 and 9 p. m. trains, and also to Sunday mail train on earlier line. Drawing-room car attached to the 8 a. m.; 12:15, and 3 p. m. trains.
Passengers can procure tickets to any point reached over this road at the Depot of the New-York, New-Haven and Hartford R. R. cor. Twenty-seventh-st. and Fourth-ave.; also at the offices of the New-York Transfer Co. (Dodd's Express), No. 944 Broadway and No. 1 Court-st., Brooklyn; and, by leaving suitable notice, can have their baggage called for and checked from residence to destination.
JOHN T. MOODY, Sup't. N. Y. & N. H. Div.

NEW-JERSEY SOUTHERN RAILROAD LINE.—CHANGE OF TIME.—On and after Oct. 7, steamers of this line connecting at Sandy Hook with trains for Long Branch and all stations on this and connecting railroads, including Red Bank, Toms River, Barnegat, Waretown, Barnegat, Tuckerton, Philadelphia, Vineland, Bridgeton, Bay Side, &c., &c., will leave foot of Murray-st. as follows:
8:00 a. m.—Through to Vineland and Delaware Bay.
10:40 a. m.—To Philadelphia and Tuckerton, via Whitings.
4:00 p. m.—To Tom's River, Waretown, Tuckerton, and Philadelphia.
ARRIVING IN NEW-YORK:
8:15 a. m.—From Pemberton, Tuckerton, Waretown, Tom's River, &c.
1:30 p. m.—From Vineland, Philadelphia, Tuckerton, Tom's River, &c.
4:40 p. m.—From Tom's River, &c.
The above trains stop at way stations.
PHILADELPHIA freight taken up to 6 o'clock p. m. at lowest rates.
G. W. BENTLEY, Gen. Manager, 120 Broadway.
F. P. FISCH, Agent, Pier 28.

NEW-YORK CENTRAL AND HUDSON RIVER RAILROAD.
Commencing MONDAY, September 16, 1872. Through trains will leave Grand Central Depot:
8:00 a. m., Chicago and Montreal Express, with drawing-room cars through to Watertown, Rochester, and Montreal.
10:00 a. m., Special Chicago Express, with drawing-room cars to Buffalo and Niagara Falls.
11:00 a. m., Northern and Western Express.
2:40 p. m., Special Express for Albany and Troy.
4:00 p. m., Montreal Express, with sleeping-cars from New-York to St. Albans.
6:00 p. m., Express, daily, with sleeping-cars for Watertown, Ogdensburg, and Canandaigua.
8:00 p. m., Pacific Express, with sleeping-cars for Rochester, Buffalo, and Niagara Falls; also for Chicago, via both L. S. and M. C. Railroads. This train runs on Sundays.
11:00 p. m., Express, with sleeping-cars for Troy and Albany.
C. H. KENDRICK, General Passenger Agent.

PENNSYLVANIA RAILROAD, UNITED RAILROADS OF N. J. DIVISION.—From foot of DESBROSSES-ST. and from foot of CORTLANDT-ST.—For WEST PHILADELPHIA, at 8:00 and 9:30 a. m., 12:30, 4:00, 5:00, 6:30*, 8:30* p. m., 12 night. For Philadelphia via Camden, 7 a. m. and 2 p. m. For BALTIMORE and WASHINGTON and THE WEST, via Baltimore, 9:00 a. m., 1 and 9:30* p. m. For the SOUTH, 9:00 a. m. and 9:30* p. m. Pullman Palace cars to Baltimore and Washington daily, on 9:30* p. m. train, without change. For the WEST, via Pennsylvania Railroad—8:30 a. m., and 6:00* and 8:30* p. m. Pullman Palace cars are attached to the 9:30 a. m., and run through from New-York to Pittsburgh, Chicago, and Louisville, without change. Pullman Palace cars are attached to the 6:00* p. m. daily and run through to Pittsburgh, Cincinnati, Louisville, and St. Louis, without change. Pullman Palace cars are attached to the 8:30* p. m. and run through from New-York to Pittsburgh, Fort Wayne, and Chicago, without change. Tickets for sale at foot of Desbrosses-st., foot of Cortlandt-st., and 944 Broadway. (*Daily.) Taxes effect July 22, 1872.
A. J. CASSATT, Gen'l Manager. F. W. JACKSON, Gen'l Sup't.

SOUTH SIDE R. R. OF L. I.
FALL AND WINTER ARRANGEMENT.
ON AND AFTER MONDAY, SEPTEMBER 17, 1872, TRAINS WILL LEAVE ROOSEVELT AND GRAND-ST. FERRIES AS FOLLOWS:
6:20 a. m.—Mail to Patchogue, via stage to Fire Place.
10:40 a. m.—Accommodation to Babylon.
1:00 p. m.—Accommodation to Babylon until October 1.
2:20 p. m.—Express for Patchogue, stage to Fire Place.
4:30 p. m.—Accommodation to Patchogue.
5:30 p. m.—Accommodation to Babylon.
6:30 p. m.—Accommodation to Babylon.
The 6:20 and 10:40 a. m., and 2:20 p. m. trains connect at Valley Stream for Far Rockaway. Afternoon connect with Hempstead.
WALTER HOMAN, Superintendent.

THE MONEY MARKET.

SALES AT THE STOCK EXCHANGE—FIRST CALL, 10½ O'CLOCK A. M.

SALES FROM 10 TO 10½ A. M.

2,000 West. U. Tel.	81	1,000 Pacific Mail	10½	1,600 Chic & North-West. Railroad	75½
600	81½	3,000	10¾	1,000	75¾
1,000	81½	1,100	10¾	1,000	75¾
500	81½	300	10¾	500	75¾
1,000	81½	400	10¾	200	75¾
300	81½	400	10¾	200	75¾
400	81½	200	10¾	200	75¾
300	81½	100	10¾	1,000	75¾
300	81½	500	10¾	300	75¾
700	81½	700	10¾	400	75¾
200	81	100	10¾	200	75¾
100	80½	1,100	10¾	400	75¾
500	80½	1,600	10¾	400 Chi & Rock I. Railroad	111
500	80½	500	10¾	100	111½
200	80½	200	10¾	100	111½
200	80½	1,700	10¾	100	111½
100	80½	300	10¾	100	111½
200	80½	100	10¾	1,100	111
45	80½	300	10¾	100	110½
200	81½	100	10¾	400	111
300	80½	1,000	10¾	100	111
100	80½	400	10¾	400 Beelia & Er.	8½
200	80½	200 Canton Co.	105	400	8½
500	80½	500 N Y C & Hudson	95½	200 St. Paul	56½
700	80½	100	95½	200	56½
2,200	80½	500	95½	100	56½
100	80½	200	95½	200	57
100	80½	200	95½	200	56½
200	80½	100	95½	100	56½
200	80½	500 Erie Railway	34½	100	56½
200 Quickel. M.	47½	100	34½	100	56½
200 Quicksilver Pfd	59	1,100 U. Pacific	40	800 Mil & S Paul pr	76
200 Lake Shore	92½	1,500	39½	1,000 Ohio & Miss Railroad	46½
200	92	100	39½	200	46½
400	92½	500	40	100	46½
500	92	900	39½	2,200	46
100	92½	100	39½	100	46
1,600	92½	200	39½	100	46½
500	92½	200	39½	200	46
400	92½	300	39½	100	45½
100	92	500	39½	1,000	46
500	92½	600	39½	100 C. C. & I. C. Railroad	25½
500	92½	100 Tol. & Wab.	71½	300	25½
100	92½	500	71½	200	25½
500	92½	100	71½	200	25½
3,200	92½				

FIRST BOARD, OCT. 22, 1872.

Sales of State Bonds—Railroad Bonds—Bank and Railroad—Express Stocks, &c.

1,000 N Y State 6s	106	5 Shoe & Leat B.	150	1,000 Chic & N W Railroad	73
5,300 Tenn 6s, o.	75½	5 Amr. Ex. Bank	114	400 b. c.	73½
1,000 So Ca 6s, n. Jan & July	26½	100 Del. & Hud. Canal	118	1,300	73½
3,000	26½	300 Consolid Coll. of M'n	44	200	73½
5,000	26½	10 Park Bank	130	100	73½
20,000 Missouri 6s	93	100 Canton Co.	105	300	73½
1,000 Brook 6s W'r Loan	93	100 b. c.	105½	1,000	73½
1,000 N. York Cen 6s '87	99	500 Quicksilver M. Co.	47½	10	74
2,000 Mich. South & S. P.	103½	100	47½	1,100	73½
5,000 Clev & Toled new bonds	95	100	47½	100	73½
8,000 Cent. Pacific Gold	109	100 b. c.	47½	400	73½
21,000 Union Pacific 1st m.	89½	100 Pacific Mail	10½	200	73½
5,000	89	400	10½	100	73½
1,000 U Pa Income	86½	200	10½	300	73½
1,000 Alton & Ter. Haute 1st m.	101	200	10½	1,200	73½
7,000 Tol. & Wan. 1 mort.	56	200	10½	500	73½
2,000 Hannibal & Naples 1st	90	500	10½	400	73½
1,000 Chic. & R I & Pacific 8s	101½	100	10½	100	73½
2,000	101½	1,100	10½	400	73½
2,000 Morris & Ess Railroad 1st	105	1,600	10½	400 Chi & Rock I. Railroad	111
1,000 Morris & Ess Railroad 2 m.	96½	500	10½	100	111½
4,000 Chicago & Alton 1st m.	102	200	10½	100	111½
1,000 Ohio & Miss 2d mort.	84½	200	10½	700	111½
12,000 Mil & St. Paul 1st mortgage	93	1,700	10½	100	111½
10,000 Chic & Mil. 1st mort.	93	300	10½	1,100	111
20,000 Colum. C. & Ind. Cen. R 1st	87½	100	10½	100	110½
2,000 Cal. C. & Ind. Central 2d mort.	73	100	10½	500	110½
10,000 Bos Ha & Er 1ts	41½	200	10½	400 Beelia & Er.	8½
1,000 Bos Ha & Er. R. R G'd	70	200 Canton Co.	105	400	8½
250 West Un Tel b. c.	78½	500 N Y C & Hudson	95½	200 St. Paul	56½
300	78½	100	95½	200	56½
200	80	500	95½	100	56½
200	80	200	95½	200	57
200	80½	100	95½	200	56½
100	80½	500 Erie Railway	34½	100	56½
100	80½	100	34½	100	56½
200	80½	100	34½	100	56½
200	80½	300	34½	100	56½
200	80½	100	34½	100	56½
500	81	300 Erie b. c.	34	800 Toledo, Wab. & Western b. c.	71½
600	81½	200	34½	100	71½
300	81½	100 Erie Railway Preferred	74½	500	71½
300	81½	60 Clev & Pitts Gear Bonds b. c.	90	40 Del. L. & W. Railroad	97
500	81½	200	90	200 N. J. Southern	27
200	81½	200	90	100 C. and Mas. Railroad	46½
100	81	300 L S & Mich S Railroad	92½	100 b. c.	46½
200	81	200 b. c.	92	200	46½
600	80½	300	92½	100	46½
1,100	80½	1,300	92½	200	46½
1,200	80½	300	92½	300	46½
100	80½	300	92½	200	46½
1,500	80½	200	92½	200	46½
2,300	80½	100	92½	1,000	46½
200	80½	1,200	92½	200	46½
200	80½	1,200	92½	200	46½
1,000	80½	200	92½	100 Han. & St. Jo. Railroad	35
200	80½	200	92½	100	35
100	80½	200	92½	100 R. & St. Jo. Pref b. c.	54
100	80½	2,000	92½	3,000 Cedar Rap. & Min. 1st mort.	96½
100	80½	100	92½	1,000 Chic. & Alton b. c.	116
200	80½	100	92½	100 Col. C. & Ind. Central b. c.	36½
200	80½	700	92½	100	36½
200	80½	100 Panama b. c.	144½	200	36½
500	80½	300 Union Pacific bro. rail	69½	600	36½
500	80½	200 Lake Shore	92	300	36½
500	80½	200	92½	300	36½
400	80½	200	92	200	36½
100	80½	200	92	200	36½
200	80½	200	91½	200	36½
200	80½	300	91½	600	36½
100 Missouri, Kansas & Texas Railroad	43	100	91½	100	36½
		100	91½	200 Wells Far Ex.	37½
		400	91½		

SECOND BOARD.

Sales of Government Bonds

4,000 U. S. 5-20 Con. '65 | 110½ | 100 U. S. 1881 Reg. | 106½

SALES FROM 12¾ TO 1 O'CLOCK P. M.

300 West Union Telegraph	80½	300 Pacific Mail	10½	100 Tol., Wab. & W.	71½
2,100	80½	100 Panama Railroad	39½	100	71½
100	80½	600	39½	200	71½
400	80½	100	39½	200	71½
100 N. Y. C. & R.	95½	500 Northwestern Railroad	72½	200	71½
100	95½	200	72½	200 Boston, H. & Erie R.	8½
500 Pacific Mail S. S. Co.	10½	200	72½	1,100 Union Pacific	39½
200	10½	1,000	72½	1,500	39½
100	10½	2,000	72½	100	39½
900	10½	300	72½	200	39½
200	10½	100	72½	200	39½
100	10½	200	72½	100	39½
200	10½	200	72½	100	39½
300	10½	100	72½	100	39½
100	10½	1,000	72½	100	39½
200	10½	500	72½	100	39½
100	10½	600	72½	100	39½
100	10½	400	72½	100	39½
100	10½	500	72½	100	39½
100	10½	100	72½	100	39½
100	10½	200	72½	100	39½
100	10½	200	72½	100	39½
100	10½	1,000	72½	100	39½
100	10½	200	72½	100	39½
100	10½	100	72½	100	39½
100	10½	100	72½	100	39½
100	10½	100