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 Division; 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.

WINTER ARRANGEMENT.

COMMENCING Dec. 16, 1872.—Leave New-York as follows:

8 a. m.—War Train for Somerville.

7 a. m.—For Flemington, Easton, Bethlehem, Bath, Mauch Chunk, Wilkesbarre, Pittston, Mahanoy City, Mt. Carmel, Hazleton, Tunkhannock, Towanda, Waverlee, &c., with through cars to Williamsport, Danville, &c. Connects at Junction with Del., Lack. & West. R. R.

7 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, Towanda, Waverlee, &c.

10.15 a. m.—War Train for Somerville.

12 m.—War Train for Somerville.

12:30 p. m.—For Flemington, Easton, Bath, Allentown, Mauch Chunk, Mahanoy City, Hazleton, Wilkesbarre, Scranton, Reading, Columbia, Lancaster, Ephrata, Pottsville, Harrisburg, &c.

2.30 p. m.—For Easton, Bethlehem and Allentown.

3:15 p. m.—For Plainfield.

4:00 p. m.—For Easton, Allentown, and Mauch Chunk. Connects at Junction with Del., Lack. and West. R. R.

4:30 p. m.—For Somerville and Flemington.

5:00 p. m.—For Somerville.

5:15 p. m.—For Plainfield.

5:30 p. m.—SUNSET EXPRESS, daily, for Easton, Bethlehem, Allentown, Reading, Harrisburg, Pittsburgh, Chicago and Cincinnati.

6:00 and 6:45 p. m.—For Somerville.

7:30 p. m.—(Sundays)—For Easton.

9:00 and 11:00 p. m.—For Plainfield.

For Elizabeth at 6:00, 6:40, 7:00, 7:15, 8:00, 8:45, 9:00, 9:20, 10:15, 11:00, 11:45 a. m.; 12:00 m.; 12:50, 1:00, 2:00, 2:20, 3:00, 3:13, 3:45, 4:00, 4:15, 4:30, 4:45, 5:00, 5:15, 5:30, 5:45, 6:00, 6:20, 6:45, 7:15, 7:30, 8:10, 9:00, 10:00, 11:00, 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. E. RICKER, Superintendent and Eng'r.

H. P. BALDWIN, General Passenger Agent.

DELAWARE, LACKAWANNA and WESTERN RAILROAD.

MORRIS AND ESSEX DIVISION.

NEW BROAD GAUGE LINE to Water Gap, Stroudsburg, Scranton, Binghamton, Syracuse, and Oswego, WITHOUT CHANGE OF CARS. Depots in New-York, foot of Barclay-st., and foot of Christopher-st.

WINTER ARRANGEMENTS, commencing MONDAY, Nov. 25, 1872.

6:10 a. m. BROAD GAUGE EXPRESS TRAIN, via Boonton Branch, runs directly through from New-York to Scranton, Binghamton, Homer, Cortland and Syracuse, without change of cars, connecting at Dover with Chester R. R., at Waterloo with Sussex R. R., and at Scranton with L. and B. R. R. for Kingston, Wilkesbarre, Pittston, &c.

7:15 a. m. EXPRESS MAIL TRAIN, connecting at Dover with Boonton Branch, at Dover with Chester Branch, at Waterloo with Sussex R. R. for Andover and Newton, at Washington with the D., L. and W. R. R. for Water Gap, Stroudsburg, Scranton, Great Bend, Binghamton, and Syracuse, and at Phillipsburg with Lehigh and Susquehanna and Lehigh Valley R. R. for all points on those roads.

12:00 m., PHILLIPSBURG EXPRESS stops at Newark, Madison, Morristown, and intermediate stations; connects at Waterloo with Sussex Railroad; at Phillipsburg with Bel. Del. R. R. for Belvidere, and Lehigh and Susquehanna R. R. and Lehigh Valley R. R. for Bethlehem, Allentown, Mauch Chunk, Wilkesbarre, Reading, and Harrisburg.

4:00 p. m. BROAD GAUGE EXPRESS TRAIN via Paterson and Boonton, runs directly through to Scranton and Binghamton without change of cars, stopping at principal stations. Connecting at Dover with Chester R. R. and at Waterloo with Sussex R. R.

5:30 p. m. EASTON EXPRESS connects at Dover with Chester R. R., at Waterloo with Sussex R. R. and at Phillipsburg with Lehigh and Susquehanna R. R., and Lehigh Valley R. R. for Bethlehem, Allentown, Mauch Chunk, Hazleton, and the West.

4:30 p. m. HACKETTSTOWN EXPRESS connects with Chester R. R., and with Sussex R. R. for Andover, Newton, and Franklin.

5:30 p. m. DOVER EXPRESS.

For MORRISTOWN, at 7:15, 9:10, 11:00, 12:00 m., 3:30, 5:00, 4:30, 5:30, and 6:30 p. m.

For SCHOOLEY'S MOUNTAIN, at 7:15, 9:10, 11:00, and 3:30 p. m.

For ORANGE and SOUTH ORANGE, 7:15, 7:30, 8:00, 8:10, 8:40, *10:10, 10:40, 11:00 a. m.; 1:10, 2:30, 3:30, 4:30, 5:30, 6:00, 6:30, 8:30, 10:00, and 12:00 m.

For NEWARK, at 7:15, 7:30, 7:50, 8:00, 8:10, 8:40, *10:10, 10:40, 11:00, a. m., and 12:00 m., *1:10, 2:00, *2:30, 3:00, 3:40, 3:50, *4:20, 4:30, 4:40, 5:00, 5:20, 5:30, 6:00, *6:20, 6:40, *8:00, 9:30, 10:00, and 12:00 a. m. Trains marked * stop at East Newark.

Leave New-York for BLOOMFIELD and MONTCLAIR, at 7:45, 8:30, and 11:40 a. m. and 2:00, 3:40, 4:40, 5:20, 6:10, and 8:00 p. m.

A. SEASONER, Superintendent.

ERIE RAILWAY.—Winter Arrangement of Trains taking effect Jan. 26, 1873. From Chambers-st. Depot (foot 23d-st. see note below).

9 a. m.—Cincinnati and Chicago Day Express. Drawing-Room Coaches to Buffalo and Sleeping Coaches to destination.

11 a. m.—Express Mail for Buffalo and Niagara Falls. Drawing-Room Coaches to Susquehanna and Sleeping Coaches to destination.

7 p. m. (Daily).—Cincinnati and Chicago Night Express. Sleeping Coaches through to Buffalo, Niagara Falls, Cincinnati, Detroit and Chicago without change.

Additional Trains leave for

Port Jervis 6, 9, 11 and *11:15 a. m., 4:30 and *7 p. m.

Goshen and Middletown, *7:30, 8, 10:30, 11 and *11:15 a. m., 3:30, 4:30 and *7 p. m.

Warwick, 8, 11 and *11:15 a. m. and 4:30 p. m.

Newburgh, 10:30, 9 and 11 a. m., 3:30 and 4:30 p. m.

Suffern, *7:30, 8, 10:30, 11 and *11:15 a. m., 3:30, 4, 4:30, 5, 6, 6:30, *7 and *11:30 p. m.

Paterson, 6:45, *7:30, 8, 10:30, 11, 2, *11:15 a. m., 12 noon, *1:45, 3:30, 4, 5, 5:15, 6, *6:30, *7, 8, 10 and *11:30 p. m.

Rutherford Park and Passaic, 6:45, *7:30, 10:30, 11, 11 a. m., 12 Noon, *1:45, 3:30, 4, 5:15, 6, *6:30, 8, 10 and *11:30 p. m.

Hillsdale, Hackensack and Way, 5, 8:15, 10:45 a. m., 1, 3, 4, 5, and 6 p. m., and 12 Mid.

Englewood, 8, 7:45, 10 and 9:30 a. m., 1:30, 2:15, 4:15, 4:45, 5:30, 6:30 and 10 p. m., and 12 Mid.

Cresskill, 8, 7:45, 10 and 9:30 a. m., 1:30, 2:15, 4:15, 5:30, 6:30 and *7:45 p. m., and 12 Mid.

Sparkill, 8, 7:45, 10 and 9:30 a. m., 1:30, 2:15, 4:15, 4:45, 5:30, 6:30, and 10:45 p. m., and 12 Mid.

Piermont and Nyack, 7:45, 10 and 9:30 a. m., 1:30, 2:15, 4:45, 5:30, 6:30, and 10:45 p. m., and 12 Mid.

N. B.—Trains leaving Chambers-st. on even or half hours leave Twenty-third-st. 15 minutes earlier than above time. The 5 a. m., 10 and 11:30 p. m., and 12 Mid. Trains start from Chambers-st. only.

N. B.—Trains on the N. H. R. and Newark Branch leaving Chambers-st. on quarter hours, leave Twenty-third-st. 20 minutes earlier than above time.

Tickets for passage and for apartments 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, 323, and 307 Broadway, one, One-hundred-and-twenty-fifth-st. and Third-ave.; 2 Court-st., Brooklyn; at the Company's Depots, and of Agents at the principal hotels.

*Daily. (Sundays only. *Goshen Sundays only.

JNO. N. ABBOTT, General Passenger Agent.

NEW-YORK MIDLAND RAILWAY—WINTER ARRANGEMENT, taking effect Dec. 2, 1872.—Passenger Depots foot of Cortlandt and Desbrosses-sts.

For Newburgh, Montgomery and Maybrook, 7, 9:10, 10:50 a. m.; 1:40, 3:20, 5:30, 6:20 and 11:30 p. m.

For Hackensack, Paterson, Hawthorne, Midland Park and Wortendyke, 7, 9:10, 10:50 a. m.; 1:30, 4:30, 6:20, *11:30 p. m.

For Ridgefield Park, Bogota, Rochelle, Dundee Lake, Market-st., and Riverside, 7, 10:50 a. m.; 1, 4:30, 6:20, 11:30 p. m.

For Wyckoff, Hampton, and Montclair Junction, 7, 9:10, 10:50 a. m.; 2:30, 4:30, 6:20 p. m.

For Campgaw, Oakland, Bloomingdale, and West Bloomingdale, 7, 9:10, 10:50 a. m.; 4:30, 6:20 p. m.

For South's Mills, Charlotteburgh, Stockholm, Sparkill, Ogdensburg, and Quarryville, 7, 9:10 a. m.; 4:30 p. m.

For Newfoundland, Franklin, Hamburgh, Beckerstown, Unionville, West Town, Johnson's, Saint Hill, Middletown, and Bloomingburgh, 17, 9:30 a. m., 3:30, 4:30, 6:20 p. m.

For Pine Bush, Wurtsboro, Fallsburgh, Monticello, Liberty Falls, and Ellenville, 9:10 a. m.; 4:30 p. m.

RETURNING—Leave Liberty Falls at 6:35 a. m.; 1:25 p. m.; Ellenville, 7:10 a. m.; 2:15 p. m.; Monticello, 6, 8:10 a. m.; 3:05, 5:45 p. m.; West Bloomingdale, 6:40 a. m.; 3:40 p. m.; Wortendyke, 6:55 a. m.; 3:55 p. m.; Paterson, 5:41, 6:25, 7:20, 11:25 a. m.; 2:35, 4:05, 5:50, 10:20 p. m.; Hackensack, 5:41, 6:10, 7:05, 11:10 a. m.; 2:20, 4:35, 7:15, 10:12 p. m.

ARRIVING IN NEW-YORK at 6:10, 8, 9:10, 10:30 a. m.; 12:30, 4:10, 5:40, 6:30 p. m., and 9:30 a. m.

MONTCLAIR DIVISION.—Trains leave New-York, foot Cortlandt and Desbrosses-sts.

For Montclair, Paterson, and intermediate stations, 9:10 a. m., 5:30 and 6:20 p. m.; arrive 7:30, 8:27, 9:10, 10:04 a. m., 4:10 and 5:30 p. m.

*Does not run beyond Middletown. †Does not run beyond Hawthorne. ‡Does not run beyond Bloomingburgh.

A. W. DOUGLAS, Superintendent.

WM. H. WENN, General Ticket Agent.

NEW-YORK, NEW-HAVEN, AND HARTFORD RAILROAD.—New-York and New-Haven Division.

WINTER ARRANGEMENT, COMMENCING MARCH 4, 1873.

Passenger Station in New-York, Grand Central Depot, Entrance on 42d-st. and 4th-ave.

TRAINS LEAVE NEW-YORK.

Boston Express via Springfield at 8:05 a. m., 2:00 and 9:05 p. m., via Shore Line at 12:30 and 9:0 p. m., all stopping at Stamford, So. Norwalk and Bridgeport. The 8:05 a. m. and 12:30 p. m. to Greenfield, Mass., and the 2:00 p. m. to Montreal. The 8:05 a. m. and 12:30 p. m. to Norwich and Providence via the Central Vermont. The Valley Railroad, New-Haven and Northampton and N. H., H. and W. Railroads at New-Haven and Housatonic Railroad at Bridgeport. The 9:05 a. m. and 3:05 p. m. to Naugatuck Railroad at Bridgeport. The 7:00, 8:05, and 9:05 a. m., 12:30 and 4:30 p. m. with Danbury and Norwalk Railroad at So. Norwalk.

Trains for New-Haven leave at 7:00, 8:05 (Ex.), 11:35 a. m.; 12:30 (Ex.), 3:00, 4:25, 5:30, 6:05 (Ex.), 9:07 (Ex.), p. m. Additional to Bridgeport at 8:35 a. m., 3:30, 5:15, 6:10, 8:10 p. m., and to Stamford at 10:00 a. m.; 2:20, 4:50, 6:00, and 7:20 p. m. The 8:05 p. m. Express stops at New-Rochelle and Port Chester, and the 9:07 p. m. Express at Mt. Vernon, Mamaroneck, and Rye.

Sunday Boston Mail Trains at 7:05 p. m. via Springfield and 9:07 p. m. via Providence.

Drawing-room cars on Day Express and Sleeping-cars on Night Express Trains.

Tickets can be purchased at Ticket Office of Company, at Grand Central Depot, or at offices of the N. Y. Transfer Co., 944 Broadway, N. Y., and No. 1 Courtlandt, Brooklyn; who will also check baggage from residence to destination.

For further information of particulars see posters at hotels and depot.

JOHN T. MOODY, Supt. N. Y. & N. H. Div.

PENNSYLVANIA RAILROAD.

Trains leave New-York, from foot of Desbrosses and Cortlandt-sts., as follows:

Express for Harrisburg, Pittsburgh, the West and South, with Pullman Palace Cars attached, 9:30 a. m., 3, 7, and 8:00 p. m. Sunday 3, 7, 8:00 p. m.

For Baltimore, Washington, and the South at 9 a. m., 7, 9 p. m. Sunday 9:00 p. m.

Express for Phila., 5, 9, 9:30 a. m., 12:30, 1, 4, 5, 6, 8:30, 9 p. m., and 12 night. Sunday 6, 8:30, and 9:00 p. m.

For Phila., via Kensington, at 7 a. m. and 2 p. m.

Express for Long Branch, 9 a. m., 3 p. m.

For Newark at 6, 6:30, 7, 7:40, 8:10, 9, 10, 11, 11:40 a. m., 12, 1, 2, 2:30, 3, 3:20, 3:40, 4:10, 4:30, 5:10, 5:20, 5:35, 5:50, 6, 6:10, 6:40, 7, 7:40, 9:10, 11 p. m., 12 p. m. Sunday 8:20, 6, 8:10, and 9 p. m.

For Elizabeth, 6, 6:30, 7, 7:40, 8, 8:10, 9, 10, 11, 11:40 a. m., 12 m., 12:30, 1, 2, 2:30, 3, 3:20, 3:40, 4, 4:10, 4:30, 5:00, 5:20, 5:35, 5:50, 6, 6:10, 6:35, 7:20, 8:10, 10, 11:30, 12 p. m. Sunday 5:20, 6, and 9:10 p. m.

For Rahway, 6, 6:30, 7, 7:40, 8, 9:30 and 10 a. m., 12 noon, 1, 2, 2:30, 3, 4:20, 5:20, 6:10, 6:30, 5:50, 6, 6:30, 7:30, 8:10, 10 p. m., and 12 night. Sunday, 5:20, and 9:00 p. m.

For Woodbridge and Perth Amboy, 6 and 10 a. m., 2:30, 3:40, 4:30, and 5:50 p. m.

For New-Brunswick, 7, 10 a. m., 12 m., 1, 2, 3, 4:10, 5:20, 6, 8 p. m. and 12 night. Sunday, 6, and 9 p. m.

For Princeton Junction, 7 a. m., 12 noon, 4:10 and 5:20 p. m.

For Lambertville and Flemington, 9 a. m. and 3 p. m.

For Philipsburg and Belvidere, 2 and 4 p. m.

Accom. for Bordentown, Burlington, and Camden, 7 and 9:30 a. m., 12:30, 2, 3, 5:40, 4, and 6 p. m.

For Freehold, 7, 9 a. m., 2 and 4 p. m.

For Jamesburg, Freehold, Camden, 6 a. m., 3:40 p. m.

Trains arrive as follows: From Pittsburgh, 6:50, a. m., 1:05 p. m., daily, 10:14 a. m. and 6:34 p. m., daily, except Monday. From Washington and Baltimore, 6:40 a. m., 4:54, 10:12 p. m. Sunday, 6:40 a. m. From Philadelphia, 3:21, 6:50, 10:14, 11:04, 11:54 a. m., 2:14, 3:54, 6:04, 6:43 p. m. Sunday, 3:21, 6:50, 11:04 a. m.

Ticket Offices, 526, 435, 271, and 944 Broadway; No. 1 Astor House, and foot of Desbrosses and Cortlandt-sts. Baggage Ticket Office, No. 2 Battery place.

D. M. BOYD, Jr., Gen. Pass. Agent.

A. J. CASSATT, Gen. Manager.

PHILADELPHIA and ERIE RAILROAD—ONLY DIRECT ROUTE, WITHOUT CHANGE OF CARS, TO THE OIL REGION and LUMBER DISTRICT OF PENN. Trains will leave Desbrosses and Cortlandt-st. Ferries:

9:30 a. m., Erie Express (daily, except Sunday) with Pullman Palace Car through from New-York to Oil City. Arrive Sunbury, 6:30; Williamsport, 8:25; Lock Haven, 9:50; Renovo, 11:10 p. m.; Irvineton, 5:05; Corry, 6:05; Erie, 7:45 a. m. Connects at Irvineton and Corry with Oil Creek and Allegheny River R. R. for the Oil Region; at Erie with Lake Shore R. R. for all points West.

6:30 p. m., Erie Mail (daily), with Pullman Palace Car from Philadelphia to Erie. Arrive Sunbury, 6:25; Williamsport, 9:10; Lock Haven, 9:40; Renovo, 11 a. m.; Irvineton, 3:10; Corry, 6:10; Erie, 7:50 p. m. Connects at Irvineton and Corry with Oil Creek and Allegheny River R. R. for the Oil Region; at Erie with Lake Shore R. R. for all points West.

W. A. BALDWIN, General Superintendent.

J. W. GORE, Gen. Pass. Agent.

SOUTH SIDE R. R. OF L. I.

On and after February 1, 1873, trains will depart and arrive from New-York—Roosevelt and Grand-st. ferries—as under:

Depart.	Arrive.
6:30 a. m.—Mail—Patchogue and Rockaway	5:35 p. m.
10:30 a. m.—Accom.—Babylon and Rockaway	3:40 p. m.
3:30 p. m.—Express—Patchogue and Rockaway	10:35 a. m.
4:30 p. m.—Accommodation—Patchogue	9:20 a. m.
5:00 p. m.—Express—Hempstead and Jamaica	8:45 a. m.
5:20 p. m.—Accom.—Babylon and Rockaway	8:17 a. m.
6:30 p. m.—Accommodation—Merrick	7:12 a. m.

All trains connect for Hempstead.

A. S. CARFIELD, Superintendent.

THE MONEY MARKET.

APRIL 1, 1873.

SALES AT THE STOCK EXCHANGE—OFFICIAL REPORT, CONDENSED EXPRESSLY FOR THE TRIBUNE—FIRST CALL, 10½ O'CLOCK A. M.

Sales of Government Bonds.

4,000 U.S. 5-20 C. '67.....117½ | 1,000 U.S. 6s, Coup., '81....119⅝
5,000 U.S. 6s, Curr'y, c..113⅝ | 20,000 U.S. 5-20 C., '65, n. 116½
5,000 U.S. 6s, Reg., '81...117½ | 5,000.....116½

SALES FROM 10 TO 10½ A. M.

Consol. Coal.	Harlem Railroad.	Union Pac. R. R
100—55c	600—136½c, 136	1,000—34, 3⅛, 33⅞
West. Union Tel.	Erie Railway.	200—33⅞c, ⅛, 33⅞c
4,000—63⅞, ⅛, ⅛c, ¼	1,500—64½, ⅛, ⅛, ⅛	Rock Island.
4,000—63⅞, ⅛, ⅛c, ¼	700—64⅞bl. 64½c	1,100—110½, ⅛, ⅛, ¼
2,100—63⅞, ⅛, ⅛	B., H. & Erie.	400—111, 111½
Pac. Mail S. S. Co.	900—4½c, 4⅞	Tol. & Wab.
3,600—53, ⅛, ⅛, ⅛	Lake Shore.	200—72½, 72c
1,400—53½c, ⅛, ⅛c	3,200—91½, ⅛, ⅛, ⅛	Mil. & St. Paul.
1,700—53⅞, ⅛, ⅛c	1,700—91c, ⅛, ⅛c	600—58, ⅛, ⅛c, 58⅞
2,600—53⅞, ⅛c, ⅛	2,700—91⅞, ⅛, 91⅞c	700—58⅞, ⅛c, 58⅞
N. Y. C. & H. R. R.	Ohio & Miss.	600—58⅞, 58c, 58
1,200—100, 100c	2,200—44½c, ⅛, ⅛c, ⅛	C., C. & I. C.R. R.
1,100—101, 101c	900—44⅞, ⅛, 43⅞, ⅛	900—38c, ⅛c, ⅛c
1,800—100½c, ⅛, ⅛	Panama Railroad	1,560—38⅞, ⅛, 38c
1,000—100½c, ⅛	300—108⅞, 108⅞	1,500—38⅞, 38c, 38

FIRST BOARD.

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

Missouri 6s.	Hanover Bank.	N. Y. C. & Hud.
8,000—93½	5—105	1,100—100½bc, ⅛, ⅛
Tennessee 6s, old.	B'k of Commerce	900—100½, ⅛, ⅛, ⅛
10,000—80½bc	6—116½c	900—100½, ⅛, ⅛, ⅛
U. Pacific R. 1st M.	Continental Bank	900—100½, ⅛, ⅛, 100c
3,000—86½	5—80	900—100½, ⅛, ⅛bl0
U. P. 7s, Land G't	Cumb. Coal & Ir.	Lake Shore.
1,000—75½ x int.	50—96	1,000—91½bc, ⅛c, ⅛c
U. P. 10s, In.	West. U. Tel.	1,800—91½, ⅛, ⅛, ⅛c
31,000—74⅞, 6, 73⅞	800—83½bc, ⅛c, ⅛c	2,000—91⅞, ⅛, 91½
H. & St. J. 8s, con	1,300—83⅞, ⅛, ⅛c, ⅛c	Union Pacific.
10,000—88⅞, 88	2,500—83⅞, ⅛, 3c, ⅛	1,500—33⅞, ⅛c, ⅛, ⅛c
Alton & T. H. 2d Pref.	2,600—83⅞, ⅛, 2⅞c	600—33⅞c, ⅛, ⅛c, ⅛
1,000—88	1,600—83, 21c, 24, ⅛	Pitts. F. W. & C. Gd.
Tol. & Wab. 1st M.	1,400—83⅞, ⅛, ⅛, ⅛	100—83bc
3,000—95	2,300—83⅞c, ⅛, ⅛, ⅛	Del. Lack. & W.
Tol. & Wab. 1st	Panama R. R.	50—100½bc
St. L. Div.	1,100—108⅞, 4bc, ⅛	Rock Island.
1,000—89	Cleve. & Pitts. Gd.	900—110½bc, ⅛, ⅛
Gt. West. 1st M. '88.	200—85⅞, 88½bc	1,200—113⅞, ⅛, ⅛c
2,000—94	Pacific Mail.	St. Paul.
Great West. 2d M.	500—53⅞, ⅛c, ⅛bc	300—87½bc, 88c
2,000—89⅞, 89	1,800—53⅞, ⅛, ⅛, ⅛c	1,100—58c, ⅛, ⅛, ⅛
Mil. & St. P., L. D.	1,600—53½c, ⅛, ⅛c	1,100—58½c, ⅛, 59
5,000—85	2,300—53c, ⅛, ⅛, 53½	St. Paul Pref.
Ohio & Miss. 2d.	1,100—53c, ⅛, ⅛, ⅛	100—74½bc
5,000—84½ int.	1,100—53⅞, ⅛c, ⅛, ⅛c	Bost. H. & Erie.
Tol., Peoria & W.	Atlantic M. S. Co	500—4½bc, 4½c
1st. W. D.	100—3	Chi. & Alt. Scrip.
4,000—88	Adams Express.	11—37
C. C. & I. C. 1st.	15—94	Atlantic & Pacific
10,000—85½ x int.	Erie Railway.	Pref.
L. & Nash. Con.	1,100—64½bc, ⅛, ⅛c	300—25bc, 24⅞
798.	2,700—64½c, ⅛c, 4c	Ohio & Miss.
2,000—61½ x int.	1,100—64½, 4c, 63½c	1,700—44½bc, ⅛c, ⅛c
Buffalo & Erie N.	Harlem R. R.	2,000—44½, ⅛, ⅛, ⅛c
1,000—95 x int.	500—136bc	C., C. & I. C.
Long Dock Bonds	Tol. Wab. & West.	700—37½bc, 8, 8c
5,000—95½	100—71½bc	200—37½bc, 7½c
		200—37½c, 38c

SECOND BOARD.

Sales of Government Bonds.

5,000 U. S. 10-40 Reg.....111½	20,000 U. S. 6s, Reg. '81...117
58,000 bc.....111	25,000 bc.....117½
15,000 c.....110½	1,000 U.S. 5-20 C., '65, n....116
5,400.....111½	1,000.....116⅛
4,000 U.S. 10-40 C....111	1,000.....116½
10,000 U. S. 5-20 C., '67...117½	15,000 c.....115½
12,000.....117	30,000 U. S. 5-20s, Reg., '67.
5,000 U. S. 6s, Currency.113½	2½ o'clock.....116½
300,000 c bc.....112½	10,000.....116½

SALES FROM 12½ O'CLOCK TO 1 P. M.

Consol. Coal.	Harlem R. R.	Union Pacific.
800—55, 55⅞	300—140, 137½	500—35½, ⅛c, ⅛, ¼
Western Un. Tel.	C. C. & I. C.	500—35⅞bl0, ⅛
1,200—63½, ⅛, ⅛c, ⅛	700—38½c, ⅛, 8½c	500—36½, 4c5, ⅛
1,700—63⅞, ⅛, ⅛c	200—38⅞	Ohio & Miss.
2,800—64½, ⅛, 4c, ⅛	Erie Railway.	1,200—44½, ⅛, ⅛, ⅛
Pacific Mail.	300—64½bl, ⅛, ⅛	Rock Island.
700—53½c, ⅛c, ⅛, ⅛	1,000—64c, ⅛, ⅛c, ⅛	1,200—114½, ⅛, 14⅞
1,600—54½, 4c, ⅛, ⅛	L. S. & M. S.	900—114⅞, ⅛, 14⅞
900—54½c, ⅛, ⅛c, ⅛	1,500—91⅞, 1⅛c, 92	St. Paul.
1,800—54⅞, 55⅞, ⅛	1,500—92½, 93⅞, ⅛c	900—58⅞, ⅛c, 59
2,000—54⅞, ⅛, ⅛, ⅛	1,100—92½, 92c	1,100—59½, ⅛, 59
1,400—54½c, ⅛, 54⅞	Toledo & Wabash	Boston, H. & Erie.
N. Y. Cen. & Hud.	100—72½	300—4½
500—100⅞, ⅛, ⅛	Panama R. R.	Delaware, Lack. &
4,300—100⅞, ⅛, ⅛, ⅛	300—107, 109	West'n Rail'r'd.
2,000—101, 100⅞		200—100c

SECOND BOARD—1 P. M.

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

Virginia 6s, def.	West. Union Tel.	C. C. Cin. & I. R.
10,000—14	600—84bc, 3⅞, ⅛c	20—86½
Missouri 6s.	2,300—83⅞, ⅛, 83⅞	C.& Rock Island.
2,000—93½	1,600—83⅞, 83⅞	300—114½bc, 114
Erie 4th Mortgage	Am. M. Union Ex.	700—113⅞, ⅛, 113½c
5,000—97½, ⅛, ⅛ x in.	200—67, 67½	800—113½c, 113⅞
Union Pac. 1st M.	Harlem R. R.	St. Paul.
2,000—86½	200—137bc	1,200—89bc, 87, ⅛
U. Pacific 12s In.	N. Y. C. & Hud.	Tol. Wab. & W. R.
11,000—73½	1,000—100½bc, ⅛c	100—72½
Alt. & T. H. In.	1,100—100⅞, 100½c	Del. Lack. & W.
2,000—81½	Erie Railway.	30—100
C. C. C. & I., 1st.	1,100—64½bc, 64⅞	Boston, H. & Erie.
10,000—86½ x int.	Lake Shore.	100—4½
Ohio & Miss. Con.	500—91½bc, 1⅞	N. J. Southern.
S. F.	500—92½bl0, ⅛c	41—27bc
1,000—92	1,300—91½, 2, 91⅞	H. & St. Jo. R. R.
Quicksilver M. Co	Panama R. R.	600—40, 40½, 41bc
100—40½b2	200—111ebc, 110c	Mor. & Essex R.
Mariposa L. & M.	Union Pacific.	40—90½
100—144½bc	800—33½bc, 33⅞	Atlan. & Pac. Pfd.
Consolidat'n Coal	N. J. Cen. R. R.	100—24⅞bc
200—25bc	85—102⅞, ⅛, 102⅞	Ohio & Miss.
Pacific Mail.	Pitts., Ft. W. &	900—44½bc, ⅛c, ⅛
2,300—54½c, ⅛, ⅛	Chi. Gd.	C. C. & I. C.
1,700—54, ⅛, ⅛, ⅛	100—93½, 93½bc	200—38½c, 38½

SALES FROM 2½ O'CLOCK P. M. TO CLOSE OF BUSINESS, 4 O'CLOCK P. M.

U. S. 5-20 Coup '67	Adams Express.	Lake Shore.
63,000—116½	24—95½	3,100—91½, ⅛, ⅛c, ⅛
Consolidation C'l.	Pac. Mail S. S. Co.	1,800—91½, 2½, ⅛, ⅛
500—55	1,700—53½, ⅛, ⅛, ⅛	2,500—92½bl0, ⅛, 1⅛
N. Y. C. & Hud.	1,000—54, 3½, 4c, ⅛	St. Paul.
500—100⅞, ⅛c, ⅛	1,500—54½, ⅛, ⅛, ⅛	1,200—58½, ⅛, ⅛, 9
1,800—100⅞, ⅛, ⅛	1,700—54 G r c, ⅛, ⅛	2,200—59½, 9, ⅛, ⅛
1,800—100⅞, 1, ⅛, ⅛	1,400—54½, ⅛, ⅛, ⅛	2,000—59⅞, ⅛, 1-59⅞
62,100—101⅞, 1⅛, ⅛	1,100—54½, ⅛, ⅛, ⅛	Erie Railway.
Harlem Railroad.	900—55c, ⅛, ⅛, 5	2,500—64⅞, ⅛, 64⅞
300—137⅞, 137	1,600—54½, ⅛, ⅛, ⅛	B., H. & E. R. R.
West. Union Tel.	2,300—55, ⅛, ⅛, ⅛	200—4½, 4½
1,100—83c, ⅛, ⅛, 5⅞	1,000—55½c, ⅛, ⅛, 5⅞	Ohio & Miss.
700—83c, 2½c, ⅛, ⅛	2,200—55⅞, ⅛55, 5½	1,800—44½, ⅛3, 4⅞
1,200—83⅞, ⅛, ⅛, ⅛	500—56, 10, 5½, ⅛	1,000—45, 10⅞, 45½
3,300—83⅞, ⅛, ⅛, ⅛	2,600—55⅞, 6, 56⅞	200—45⅞b3, 45½
1,600—83⅞, ⅛, ⅛, ⅛	1,200—56⅞, 56⅞	C. C. C. & I. C
2,000—84, ⅛, ⅛, 4⅞	Union Pacific.	800—38½, 38⅞, 38⅞
2,600—84½, ⅛, ⅛, ⅛	2,100—33⅞, 4, 33⅞, ⅛	300—38⅞, 38⅞
2,800—84⅞, ⅛, ⅛, ⅛	Rock Island.	Atlantic & Pacific
2,000—84⅞, ⅛, ⅛, 85	300—113⅞, ⅛, 114	Preferred.
	1,100—114, ⅛, ⅛, 114½	200—25⅞, 25⅞

TUESDAY, April 1—P. M.

As a natural sequence to yesterday's excitement in gold and money, the Stock Exchange markets were feverish and unsettled to-day, though there was no recurrence of the feeling of panic that was then noticeable. Briefly, stocks were alternately weak and firm until after 3 o'clock, and closed up strong and almost buoyant, while gold was lower and money active and stringent. After a free volume of business in stocks at the alternations from weakness to steadiness, a higher basis of prices was made after midday. As an offset to this, money was made worth 280 per cent per annum, which reversed the market again, and by 2 o'clock prices were on the descending grade again. Still later it became rumored that Secretary Richardson would deposit in certain national banks a few millions of legal tenders, and although there was nothing positive about it, yet in view of the stiff pressure brought to bear upon the Department, it found credence in certain quarters, and was made the basis of a free buying movement under which prices made a brilliant upward run and wound up at the best figures of the day, the upward reaction being equal in some cases to 2 to 3 per cent. For instance: Central moved up 1½, Lake Shore 1½, Rock Island 1½, St. Paul 1½, Ohios 1½, Pacific Mail 3½, and Western Union 3½; Harlem opened at 136½, sold at 136 at the first call, and between 12 and 1 made a quick jump to 140, but closed at 137. The directors of the Harlem and the Central and Hudson were in consultation to-day, perfecting the details of the lease of the former company. It transpires that a lease has been made for a term of 401 years of that part of the road above Forty-second-st., the Central Company guaranteeing 8 per cent a year. It is thought that the city road below Forty-second-st. will net an additional 2 per cent. Panama rose from 107 to 112. A feature of to-day's market has been the wide difference between "cash" and "regular" transactions.

The general market closed strong. The opening, highest, lowest, and closing prices of stocks were:

	Open'g.	Highest.	Lowest.	Closing.
N. Y. Central & Hudson	100	101½	100	101½
Harlem	136½	140	136	137
Erie	64½	64½	63½	64½
Lake Shore	91½	92½	91½	92½
Wabash	72½	72½	71½	72½
North-Western	77	77	77	77
North-Western Pref	86½	87	86½	87
Rock Island	113½	114½	113½	114½
Milwaukee and St. Paul	58	59½