FINANCIAL AND COMMERCIAL

MONEY MARKET.

THURSDAY, April 3—6 P. M.

The stock market has become very dull, flat and unprofitable. With about the same extent of daily transactions, the fluctuations in prices are unusually uniform. The brokers are obliged to keep up a show of activity, and sustain prices, to prevent outsiders from realizing. It is well known in the street that outsiders are more disposed to realize at low than at high prices. They generally buy on an expansion and sell on a depreciation. The brokers find no difficulty in carrying stocks, and therefore hold in anticipation of an outside demand as soon as business among the mercantile classes subsides. We agree with them in this expectation. The month of May is destined to bring great activity in the stock market, and of course higher prices for all the leading investments. The weather has much improved within three or four days, and the probability is that it has extended to the North. If so, we may look for the resumption of internal navigation at about the usual time. All the Western railroads will, without doubt, do an immense business during the present year. They will soon gain what they lost in the early part of the year, and for the rest of this year show a great increase over the receipts for the same time last year. The country is full of produce—the West is literally running over with it. The people of that section are all in comfortable circumstances, and are able and disposed to travel. Our entire population is migratory, and spends more money in travelling, or business and pleasure, than the people of any other country on the face of the earth. This propensity must be of vast service to railroad companies in all parts of the Union, although it may not enable all of them to earn dividends. The cheaply constructed railroads of the West will make fat stockholders, while the stockholders of Eastern roads may starve for all they can get in the shape of dividends. We have repeatedly presented for the consideration of capitalists the position and prospects of prominent railroads of the Western States, particularly those of Illinois and Wisconsin, and have shown that in every important particular, as regards security and productiveness, they are further in advance of the railroads of New York or New England than those roads ever were of the commonest country turnpike. In a report just issued relative to the construction of the Racine and Mississippi Railroad, the following sensible remarks appear:

There has been so much and so varied experience in the construction and use of railroads, that a prudent person can now form a pretty correct opinion beforehand whether any proposed road will be profitable or not. Especially is this the case where other roads have been built under almost exactly the same circumstances with the one proposed. Many railroads in England costing $150,000 per mile, and many in the New England and Middle States from $40,000 to $80,000 per mile, have paid good dividends. But roads in the valley of the Mississippi have exceeded all others in profitableness, for the following reasons:—

1st. They are usually built and equipped for about $25,000 per mile. The running expenses upon good roads at the East are about fifty per cent of the gross receipts. Hence, to make a road one hundred miles long pay ten per cent upon its stock, its annual receipts would have to be a million of dollars, if it cost $50 000 per mile, and only half a million if it cost but $25,000 per mile. A road at the West might make a good stock with the same amount of business, which upon an Eastern road of the same length might not pay running expenses.

2d. While the running expenses are about fifty per cent upon Eastern roads, they are less than forty upon the same class of Western roads, owing to lower grades, and higher prices for doing business. It would add two per cent to the stock of a road one hundred miles long, costing $25,000 per mile, with annual earnings of $500,000, to have the running expenses forty per cent instead of fifty.

3d. The prices for doing business are much higher on Western than on Eastern roads, and they are not likely to be soon reduced.

The importance of this subject is too great to be disposed of in a week or month. We wish to impress upon the minds of men of moderate means the advantages derived from investments in Western railroads over those in the East. A man with $10,000 can derive an income from an investment in prominent paying railroads of Illinois and Wisconsin, of $1,500 per annum, with more certainty than he can get $600 or $800 in this or any Eastern State; and what is more, he can purchase at this moment stocks of Western railroad companies, which are sure to pay ten and fifteen per cent per annum, at less price than he will be obliged to pay for stock in companies which have not paid a dividend for years. As extraordinary as all this may seem, it is strictly true and it is about time that such inconsistencies in the stock market had been removed. The West is the most natural country for railroads in the world. For miles and miles a road can be constructed without a curve and upon a level, across the immense prairies of those sections, and every other advantage there exists for building and operating these works, to say nothing about the business which every road favorably located creates along its line the first year of its existence. To men of moderate means—to those who wish to derive the largest income from the smallest investment, combined with equal safety—we recommend this matter for considera- [illegible] investigation, with the firm conviction that it is [illegible] service of the most vital importance, rendering them [illegible] and condition for all time. [illegible] one affecting their economy. [illegible] d, the following sales of [illegible] After the adjournment of the board [illegible] A. H. Nieto [illegible] bonds and stocks were made at auction [illegible] day:—

$500 California State 7's, 1861	Int. added 87½
16,000 Hartford City 6's, 1876	do. 95
11,000 Central New Jersey RR. 1st mort.	do. 93
5,000 Hampshire Coal and Iron Co. 6's	do. 37 & 44½
5,000 Illinois Central RR. coup. 7's	do. 88
2,000 Mad. and Indianapolis RR. incomes	do. 54½
200 Clev. and Pittsburg RR. dividend	do. 60½
1,500 Toledo and Illinois RR. 2d mtge	do. 52½
2,500 Flushing RR. 2d mortgage	do. 46½
3,600 mortgage three story brick house and lot Forty-third street	$3,225
1,888 Atlantic Mutual Insurance Scrip of 1854	91½
4,410 do. do. 1856	69½
2 shs Academy of Music, per share of $1,000	$400
10 New York and New Haven RR.	25
50 Pacific Mail Steamship Co.	72½
160 Hampshire Coal and Iron Co.	3½
10 Third Avenue RR.	56½
32 Rutgers Fire Insurance Co.	98½
40 Lenox Insurance Co.	90½
26 Knickerbocker Fire Insurance Co.	150
20 Hamilton Insurance Co.	50½
120 Enterprise Insurance Co.	27½ & 42
40 Astor Fire Insurance Co.	95
50 Firemen's Insurance Co.	163½
40 Excelsior Insurance Co.	101
67 East River Insurance Co.	90
15 Flatbush and Bath Plank Road Co.	[illegible]
50 Phenix Insurance Co. of Brooklyn	101½
100 Central Bank of Brooklyn	104 & 101½

At the second board the market was buoyant, but the business was limited. Reading Railroad advanced ¼ per cent; Cleveland and Toledo, ¼; Hudson River Railroad, ¼; Cumberland, ¼. There was a little more activity in Nicaragua Transit, and sales were made at 14 per cent. There will be no improvement in the stock of consequence until all the outstanding contracts are settled. The suits which have already been commenced against the late agent of the company will show how the affairs of that concern were managed during his administration. We also understand that the Transit Company intends commencing a suit against the same party for the recovery of a large amount of money. It is about time some of these corrupt concerns were exposed, and the whole internal arrangement laid bare to the public.

After the board the market was about the same. Canton Company, 23¾ offered, 24 asked; Cumberland, 23¼ bid, 23¾ asked; New York Central Railroad, 92¾ bid, 92¾ asked; Harlem, 19¾ bid, 19¾ asked; Reading, 91 bid, 92¼ asked; Hudson Railroad, 36 bid; Michigan Southern, 95¾ bid, 95¾ asked; Milwaukie and Mississippi Railroad, 85½ bid, 86 asked; Wisconsin Lake Shore Railroad, 72½ bid, 73 asked; Galena and Chicago, 113¾ bid, 113¾ asked. The receipts of this company in March will exceed $150,000, against 128,000 for the same month last year. There were sales of Columbus, Cleveland and Cincinnati Railroad stock to day at 101 per cent, and the best offer this afternoon was par. It is the general impression that the sooner the stockholders of this company get rid of the present board of directors the better. Such men are unfit to manage the affairs of a plank road company. If the threats of a single stockholder are sufficient to annul the act of the whole body, there is an end to all power of majorities, and all value in what has heretofore been considered responsible endorsements. There must be something more in this than appears on the surface. There may be private objects in this movement, and it should be probed to the bottom. We want a list of the present board of directors of the Cleveland Columbus and Cincinnati Railroad Company, that we may present to the public the names of men who are so false to the trust reposed in them as to dare disobey the recorded command of their masters. These railroad directors are no more than the stockholders' servants, and yet we find them almost daily assuming powers entirely foreign to their position. They, after a while, consider the whole road as their individual property, and talk about "our road" and "our stock" just as though they were the sole proprietors, and not the servants of the real proprietors. We want no more of this assumption. Presidents and directors must take their true positions and be governed by the stockholders, and stockholders must hold them personally accountable for any neglect of duty. The credit of solvent railroad companies is too important a matter to be trifled with. It has, in many instances, been purchased at great sacrifices, and cost too much to be destroyed through the act of some stupid, ignorant official.

The Assistant Treasurer reports to-day as follows:—

Paid on Treasury account	$54,635 62
Received on Treasury account	217,121 50
Balance Treasury account	7,625,371 30
Paid for Assay office	18,133 06
Paid on disbursing checks	51,793 75

The receipts to-day included $50,000 from Chicago and $25,000 for transfer drafts on Boston.

The Treasurer of the United States reports the aggregate amount to his credit in the government depositories, subject to draft on the 24th of March, 1856, as $22,372,285. The transfers ordered were—

To Treasury of United States, Washington	$350,000 00
To Assistant Treasurer, New York	950 000 00
To Assistant Treasurer, New Orleans, La.	180,000 00
To Assistant Treasurer, St. Louis, Mo.	300 000 00
To Assistant Treasurer, San Francisco, Cal.	685 000 00
To Depository at Norfolk, Va.	85 000 00
Total	$2,550 000 00
From Assistant Treasurer, Boston, Mass.	$1,024 001 47
From Assistant Treasurer, New York	732,500 00
From Assistant Treasurer, St. Louis, Mo.	115,000 00
From Depository at Dubuque, Iowa	25,000 00
From Depository at Chicago, Ill.	475 000 00
From Depository at Detroit, Mich.	65,000 00
From Mint at Philadelphia, Penn.	500,000 00
From branch mint at New Orleans, La.	50,000 00
Total	$3,286 501 47

The earnings of the New York and New Haven Railroad Company for March were—

Received for passengers	$63,783 39
" " freight	10,000 00
Total	$73,783 39
Less paid Harlem Company	3,834 94
Balance	$69 948 45
March, 1855	63,977 66
Gain	$5,971 39

The warrants entered at the Treasury Department, Washington, on the 31 of March, were as follows:—

For the redemption of stocks	$15 042 10
For the interior Department	3,405 08
For customs	51,018 05
War warrants received and entered	2:8 93
War repay warrants received and entered	14 55
Interior repay warrants received and entered	772 31
From customs	1,483 657 37
On account of the navy	532 21

The gross earnings of the Michigan Central Railroad Company for the third week in March were as follows:—

	1856.	1855.
Passengers	$28,387 25	$19,588 38
Freight	19,483 59	16,356 85
Total	$47,870 84	$35,945 23

This looks as though the earnings of all the Western railroads in March were quite large. It was expected they would be unusually limited.

The receipts of the Hudson River Railroad Co. during the month of March, 1856, amounted to $229,323 97
Same month last year 178,550 22
Increase $50,773 75

The actual earnings during the same time were as follows:—

March, 1856	$241,141 06
March, 1855	167,079 46
Increase	$74,061 60

The business for March this year, was the largest in any one month since the opening of the road.

Stock Exchange.

THURSDAY, April 3, 1856.

$1000 Cal. 7's, '70	88	150 shs Erie RR.	b15	55⅝
1000 Ohio 6's '75	112	50 do.	b60	55¾
2000 Virginia 6's	93⅝	220 Harlem RR.		19¾
2000 Missouri 6's	83¾	500 Reading RR.	s3	92
1000 Kentucky 6's	103¾	500 do.	s10	91⅞
3000 Erie 2d mg Bds.	95	200 do.	c	91⅞
3000 Erie Gen Bds '71	83¾	200 do.	s30	91¾
3000 Erie Bds of '75 s3	90⅞	10 do.		91¾
4000 H R Sterling Bd s3	71	100 do.		92
2000 N Ind Bds 2d is	82¾	300 do.	b60	92¼
24000 Ill Cen RR Bds.	88¼	211 Galena & Chic RR.		113½
10000 do.	s60	88	50 Hud Riv RR.	s30	35⅝
2000 Ill C R F Bds wp	88	200 do.	s60	35¼
1000 N Y Cen 6's	88¾	300 do.	b60	36
500 do.	89	300 do.		35¾
15 shs Union Bank	121	10 Michigan Cen RR.		94¾
14 City Bank	123	165 do.	b3	95
38 Del & Hud Cl Co.	127	15 Mich S & N In RR.		95
11 Penn Coal Co.	99	250 do.	s60	95
400 do.	b60	99¾	500 do.	s3	95¼
38 Ocean Bank	96	15 Panama RR.		104½
40 Pacific Bank	100	100 do.		104¾
5 Commonw'lth Bk	96	60 do.		104¾
150 Canton Co.	23¾	100 Illinois Cent RR.		98
200 Cumb Coal Co.	s3	23	50 Sixth avenue RR.	84
100 do.	s30	23	30 Clev & Pitts RR.	65¼
8 N Y Gen RR		92¾	10 do.	65¼
420 do.		92¾	200 Clev & Tol RR.	b30	80
200 do.		92¾	100 do.	s3	79¾
200 do.	b30	92¾	200 do.	s30	79¾
150 Erie RR.	b10	56¾	200 do.	s60	79¾
350 do.	s3	56¾	100 do.		79¾
400 do.	b60	56¾	100 do.	b60	80¼
200 do.	b30	56¾	200 Chic & R I RR.	b60	91
600 do.	s30	56¾	43 do.		90
100 do.	s30	56¾	25 Wis Lake Shore R.		72¾
100 do.		56¾	48 Clev, C & Cin RR.		101
150 do.	s3	56¾			

SECOND BOARD.

$3500 Ill Cen RR Bds	88	150 shs Cum Coal Co.		23¼
8000 do.	b10	88¼	200 do.	s30	23¼
2000 do.	b3	88¼	50 Erie RR.	s60	56¼
2000 Erie Con Bds '71	83¾	100 do.	s3	56¾
2000 N Y Central 6's	89	300 Hud Riv RR.	s60	35⅝
34 shs Am Ex Bk	120	50 Ill Cen RR.	b60	98
100 M S & N I RR	b60	96¼	100 Cl & Tol RR.	b30	80¼
100 Nic Trans Co.	b60	14¾	200 do.		80
100 do.	b3	14	100 Reading RR.		92¼
50 do.	s3	14	25 Wis L S RR.	b60	73
200 do.		14			

MINING BOARD.

50 shs Ward C & I	b3	44¾	800 shs Gard Gld.	b4	1 12½
do.	c	44¾	500 do.	c	1 12½
do.	bnw	45	500 do.	b10	1 15
50 do.	b3	42¾	500 do.	bnw	1 20
1000 Fl & K Jon		10	100 Frankl'n S Co.	c	6 00
500 Mineral Co.	s	1 10	150 do.	b3	6 25
1000 Gardiner Gold.	c	1 10			
800 do.	b10	1 12½			

CITY COMMERCIAL REPORT.

THURSDAY, April 3—6 P. M.

ASHES quiet, and prices unchanged.

BREADSTUFFS.—Flour—The lower grades were again heavy, and lower prices accepted, while the business in all kinds was moderate. The sales embraced 4 000 a 5 000 bbls., including inferior to common State and Michigan, at $6 62 a $6 75. Good straight State to extra State, at $7 a $7 50. Some lots Michigan were reported at $6 50. Medium and fair grades of Western brands sold at $7 a $7 75, and good extra Ohio at $7 75 a $8. Extra Genesee and St. Louis sold at $8 25 a $10 50. Canadian was in moderate demand, with sales of 800 a 900 bbls., at $7 37½ a $9 25, chiefly at $7 75 a $8 50. Southern was easier, with sales of about 1 500 bbls. at $7 37 a $8 for common mixed to choice brands, and $8 a $9 for fancy and extra qualities. Rye flour was quiet. Corn Meal—Sales of 100 bbls. were made at $3 25. Wheat—The sales embraced 2 500 bushels prime Southern red, at $1 75, and a parcel of Canadian prime white was reported at $1 95. Corn—The receipts were light, and the market firmer. The sales embraced between 20 000 and 40,000 bushels, including sound mixed yellow and white at 66c. a 68c., and about 7 000 a 8 000 do. handsome and prime white at 70c. Some distilling mixed corn sold as low as 66c. Rye—Sales of 5,000 bushels prime northern, from store, were made at $1 07. Barley was firm, with sales of 1 500 bushels, in store, at $1 28. Oats were firmer and in more active demand, with sales of Canada as high as 46c. a 48c; white Southern, Jersey and State were steady at unchanged prices.

COFFEE.—The market was quiet, but prices were steady. Rio ranged from 11c. to 12c., with small sales; and about 100 bags Laguayra 11. part at 12c.

COTTON.—The sales footed up about 3,500 bales, at steady prices.

FREIGHTS.—To Liverpool 7,000 bushels grain were engaged, in bulk, at 7½d.; 300 tierces beef, per 304 lbs., at 5s. 6d., 600 boxes bacon, at 27s. 6d. per ton; and 400 a 500 bales cotton, at ⅝c. To London about 5,000 bbls. flour were engaged, chiefly at 2s. 6d., and some lots were reported at 2s. 6d.; 200 tierces beef, per 304 lbs., at 5s. 6d.; 100 tons oil cake, at 27s. 6d.; and 1,100 bbls. pork, at 3s. 6d. To Havre cotton was taken at ⅝c.

HAY was steady, at $1 12 a $1 18¾.

HOP.—Small sales of Scotch pig were made at $36 a $37.

MOLASSES.—The market was quiet. The sales embraced about 660 bbls. New Orleans, at 44c., 45c. a 46c.; 100 hhds. clayed Cuba at 32c., and 150 bbls. and 50 tierces muscovado sold at 38c.

NAVAL STORES were quiet.

PROVISIONS.—Pork—There was a reaction in the market to-day. It opened with sales of 300 a 400 bbls. mess, at $15 75; then 100 a 200 do. sold at $15 62½, and at the close 400 do. sold at $15 56¾; prime, in small lots, sold at $15 50. Beef was easier, with sales 200 barrels, including country prime, at $8 25 a $8 75, and mess at $9 26 a $10 75; other descriptions were unchanged. Cut meats were unchanged, with light sales at 7¾c. for shoulders, and 9c. a 9¾c. for hams. Dressed hogs were lower, with sales at 7¾c. Bacon was firm, with sales of 500 boxes long middles, ribs in, at 9¾, and 100 do. short, ribless, at 9⅝c. Lard was firmer, with sales of about 300 bbls. at 9¾c. a 10¼c. Butter and cheese were without alteration.

RICE.—100 tierces sold at 4¾c. a 4¾c.

SUGARS were rather more active, without change in prices. The sales embraced about 700 a 800 hhds., consisting chiefly of Cuba muscovado, at prices ranging from 6¼c. a 6⅞c. a 7¾c., with a lot of 35 hhds. prime quality at 8c. Sales of New Orleans were light and prices unchanged.

WHISKEY.—Sales of about 400 bbls. prison were made at 29c.

ADVERTISEMENTS RENEWED EVERY DAY.

CALIFORNIA LETTERS.

LIST OF MIS-DIRECTED CALIFORNIA LETTERS REMAINING in the office of the Metropolitan Errand and Carrier Express Company, 11 Pine street, per Illinois and Star of the West:—

Averell J M, Blinkenhoff Miss C, Baxter F, Beecchio T, Carrell T, Cook B S, Cassello H, Davison J M, Remy J, Dobbins Mrs M, Elms Miss J H, Gouge A, Grace Mrs A, Heneman S, Hoppe Miss, Johnson A, Jacob M, His Grace, the Duke of Calabria, Lee M, Levy & Co, Mackay Mrs L, Meara L, Mahany Mrs H, Parker Miss A, Pellet Miss S, Rich Mrs S, Rodgers Miss E, Raphael M, Rondout Prof Rutherford T, Stewart & Brugiere, Spie man Miss M—2, Stockton Miss M, Thompson Mrs M, Woodward Mrs A

LIST OF LETTERS

Remaining in the New York City Post Office, Friday, April 4, 1856.

Published exclusively in the NEW YORK HERALD, by Act of Congress—*the paper having the largest circulation of any paper in the United States.*

LADIES' LIST.

A

Abbott Mrs Mary, Abbott Mrs Ovalina, Adams Miss Anna, Adams Miss Mary, Adams Miss Orpha A, Alexander Miss Elizabeth D, Allen Mrs Lucy, Andrews Mrs M, Andrews Mrs A M, Andrews Mrs M A, Anthony Mary E M, Atwood Anna M, Atkinson Mrs A, Crosby st

B

Bacon Mrs Nancy, Baker Miss Mary A, Blake Miss Margaret, Blake Lydia, Baker Mrs H B, Baldery Eliza, Baldwin Mrs. 3d st, Bramwell Mrs 9th av, Blanchard Miss Abby, Brandenbury Miss Carroline, Barmore Miss Emma, Barbour Mrs Elizth, Barker Mrs A Green, Barnes Mrs Laura, Barnard Miss Annie, Barney Mrs. Wm st, Barr Laura L, Barry Mrs Hannah, Bartlett Mrs S J, Bateman Mrs E, Baie Miss Isabella, Battle Margaret, Beach Mary, Bean Mrs B W, Beaty Miss Ellen, Bedeath Mrs Anna, Beebe Mrs B C, Begty Mary or Timothy Seary, Benedict Caroline E, Brennon Anne, Brennon Rose, Bennett Mrs Mary, Bentley Miss Frank, Berand Madam, Broadway, Bermingham Miss J, Bridges Miss Eloise, Bidwell Mrs Susan M, Brien Mrs Ellen, Binkin Mrs William, Briggs Miss Elizabeth, Bigot Mrs E, Marion, Blinkerhoof Mrs E, Brock Mrs Louisa, Bodine Miss Cynthia, Broadwick Mrs E C, Bold Mrs Sarah, Bradley Mrs Adelaide F, Brown Miss Ellen, Burns Miss Rosinia, Burns Betty, Bussel Mrs Mary E, Butler Mrs Julia, Butler Miss Mary, Butler Mrs Mary, Butterfield Miss Mary, Bryant Miss Mary

C

Cabelan Miss Vine, Caillin Miss Anne, Conroy Ann, Cahill Miss, Houston Catherine, Conroy Mary, Cahill Miss Alice, Casey Miss Mary, Conroy Miss S, MD, Caldwell Miss Elizth, Casey Maria, Cronyn Miss M, Callahan Miss Mary, Crawford Mrs Sarah, Cook Miss Philena, Callaghan Catharine, Chides Miss Frances A, Cook Sarah Jane, Camarcho Sra Julia, Chides Mrs Lysia M, Cooley Miss Emily A, Campbell Miss Jane, Coburn Caroline O, Coonhat Mary C, Campbell Margaret, Crockett Mrs Susan, Corlis Mrs Philena, Campbell Mary Jane, Cogan Mary J, Cornell Mrs Amelia, Crane Mrs James, Cogswell Mrs Eemantha, Cross Miss Harriet E, Cransby Catharine, Coleman Mrs M A, Costalo Rosa, Chapman Mrs F, Fulton st, Colt Mrs M A, Cottington Mrs C M, Chapman Miss Ann, Collins Mrs, Greene, Cowdin Mary Ann C, Clark Mrs S, Collins Margaret, Crowly Catharine, Clarke Miss Catharine, Comstock, Miss R C, Crowther Miss Elizabth, Clark Mary, Comstock Fanny, Coyle Elizabeth, Carl Elizbeth, Conan Margaret, Cunningham Ann, Carey Mrs, Mott st, Conlon Mrs Margaret, Cunningham Pilie A, Carman Miss Leonora, Connel Mrs 3d av, Curtis Mary, Carroll Miss Jane M, Connelly Mrs Margrt, Curtis Mrs Sarah T, Carroll Miss Mary

D

Daily Miss Ellen, Dale Miss Jane, Dalton Ellen, Davis Deborah M, Davis Frances L, Davis Mary M, Davis Mary Jane, David Madam Louisa, Dealing Mrs Catha, De Castello Elec Gertrude O B, Demock Mrs Eliza, Denton Mrs L S, Destach Miss A, Division st, Devine Mary Ann, Devor Mrs A A, Dexter Mrs Asneryn, Dickinson Clarissa W, Digger Miss Mary, Driskell Miss Bridget, Ditchett Miss C, Dobbin Mrs Hester, Doer Mrs, 28th st, Dommett Mary, Donnelan Maria, Donelly Mary Ann, Donohoe Anne, Dooly Mrs Amity pl, Dougherty Mrs, East Broadway, Dougherty Mrs Elbth, Dowrice Mrs 33d st, Downing Mrs, Bway, Doyle Margaret, Duffy Miss Bridget, Duggan Mrs, Oliver pl, Duncan Sarah A, Dunn Eliza, Dunn Mrs Mary, Dunn Margaret, Dunphy Miss Elizth, Durey Madam Marie, Dunsmoore Mrs Aurelia W, Durand Miss Rosalie, Drury Catharine

E

Ehle Miss Dorato, Ellis Mrs, Montg'st, Ellison Mrs Hannah, Ellison Mrs Charles, Elliott Mrs Mary F, Embree Mrs Sarah R, Engles Mrs E L S, Evenstarah

F

Fairbanks Miss Lois, Fake Miss Georgia, Flanagan Miss Marg't, Farrell Miss Cath, Farrell Miss Marg'et, Fee Miss Mary, Ferguson Mrs W, Mott, Fick Mrs Ann Maria, Fitzgerald Mrs Eliza, Fitzsimons Ann, Fitzsimons Elizabeth, Foley Miss C, Trin'y pl, Foley Sally, Ford Mrs Samuel, Fosdick Mrs Rebecca, Frost Miss Abby J, Fox or Mrs Sarah, Foy Miss Mary

G

Grace Mrs Jane, Gaffney Miss Jane, Graham Mrs Matilda, Graham Mrs Eliza, Gallaher Mrs Mary, Gaugloff Mrs Anna, Garner Mrs, Greenwich st, Garvey Miss Anne, Gavin Mrs Ellen, Gray Annie M, Greene Mrs, 11th st, Green Mrs Eliza, Green Mrs Edwin, Gregory Eliza D, Gregory Mrs Dan'lH, Grennon Mrs Ellen, Geraghty Miss Jane, Gibbons Cath, Gibson Miss Mary W F, Grierson Mrs Henry, Gigon Miss Anastasia, Gillan and Mrs Matilda, Gilion Margaret, Gilihu'y Miss Ann, Girardin Mrs Mary V, Gobalt Madam Lydia, Goldsmith Mrs Rebecca, Grooby Mary Ann, Gordon Miss Emma, Gumm Mrs

H

Hale Rev Mrs Edw R, Hale Miss Henrietta, Hale Miss Jenny, Halenbeck Miss Mary, Hall Miss A, Grand st, Hall Miss Caroline R, Hall Miss Eliza J, Hall Miss Julia Ann, Hall Miss Lizzie, Hall Miss Margaret, Hallasey Betsey, Hallett Miss Elvina, Hamlin Miss Julia, Hamilton Henrietta, Hamilton Miss Julia, Hand Miss Mary, Harrison Mrs Sally A, Hart Miss Katie, Hart Mrs Harriet, Hart Miss Rosa, Hedge Miss Mary, Hawkins Miss Georgiana, Hawkins Mrs Mary, Hawkins Miss Margaret M, Hazlet Bridget, Healow Miss Eliza, Healy Mrs Ellen, Heinecker Mrs Mary, Henneson Mary, Hersey Mrs E, Henry Mrs N F, Henry Miss Amelia A, Henry Mrs Joseph, Henshaw Ellen G, Herbert Mrs Mary J, Hewit Mrs Catharine, Higgins Miss M, Canal st, Hope Mrs

I and J

Idell Miss Susanna, Irvin Mary, Irvin Mrs Sanders, Ivory Mary, Jackman Miss Elizabeth, Jackson Miss Phebe U, James Miss Charlotte T, Jarvis Miss A F, Janson Mrs Susan, Jennings Miss Ethan, Johnson Miss C H, Johnson Mrs Ann, Johnson Bedila, Johnson Bridget, Johnson Maria D, Jones Miss Mary, Joyce Margt

K

Kramer Mrs Margaretha, Kauperth Miss Catherine, Kearney Miss M, 12th st, Keely Mrs E J, Keenan Miss Cath'e, Keese Elizabeth, Keith Miss Maria J, Kelly Miss Catha'e, Kelly Julia, Kelly Mary, Sullivan, Kelly Mary, Rector, Kennedy Honora, Kenrough Mrs Marg't, Kerwin Miss Marg't, Kniffin Mrs Jas W, Kilinlea Mrs Fahst, Kingsbury Mrs Margaret

L

Labell Mrs Adel, Ladd Miss Sarah, Laforge Mrs Elizab, Lambert Mrs L, Lansmer Miss Emma, Larger Miss Fidelia, Lawler Bridget, Lawrence Mrs Margaretta, Lawson Miss Ann, Lebore Mrs, Park st, Lee Mrs Wadkins, Lefour Mrs Minna, Leur Miss Betty, Levison Mrs Jane, Lewis Mrs R E, Lewis Mrs Mary L, Lewis Mrs Henry, Lissette Miss Fannie, Little Mary, Lockwood Mrs Eliza, Lockie Mrs Wm, Long Miss Matilda, Loughran Miss Ann, Lovegrove Mrs Mary, Lloyd Mrs H, State st, Lloyd Miss Eliza, Lytch Mary, Lynch Mrs James, Lyons Mary

M

Mack'n Marg't, Madden Bridget, Magrath Miss Anne, Magoe Elizabeth, Maguire Mrs M, Malone Mrs, 29 st, Manion Bridget, Marchant Mrs, Elm st, Marcy Mrs, Bowery, Mary Jane, Marshall Miss Samantha, Martin Miss Adel'de, Martyn Mrs S T, Maxwell Mrs John, May Mrs Maria, Mayer Mrs Cranie, Mayo Mrs Mary, Morris Mrs Maria, Murray Mrs Julia P, Malvine Miss Ann, Melville Miss E D, Menck Miss Rebecca, Merrifield Mrs Rose, Mills Miss Mary, Minor Mrs, Mulberry, Mitchell Mrs E M, Mitchell Mrs Roland, Moloy Miss Ann, Montague Miss Rose, Montgomery Mrs, Moore Miss, Gouv'r, Moore Miss Mary A, Morehouse Mrs Jane, Morgan Mrs A T, Morgan Abby F, Morran Miss E, Ann, Meekin Arthur or Marg't, Murray Mrs, Gouv'r, Murray Marg't, Murray Mrs N st

Mac

McAtney Miss Margret, McAniel Miss Isabella, McCabe Miss Ellen, McCabe Mrs Frank, McCarthy Mrs, Monroe, McCarkie Mrs John, McCawley Ellen, McClinchie Miss Ann, McCormick Catharine, McCober Miss Sarah, McGuinney Miss Catharine, McDermott Jane, McFarland Mrs A, Broadway, McGranaghan Miss Mary, McGarity Miss Rose, McGregor Miss Eliza, Mc Sloon Mary, McGovern Mrs P, 15 h st, McGovin Miss Mary, McLaughran Isabella, McGuinness Margaret, or Elizabeth, McIntyre Sarah Rita, McIntyre Mrs John, McKone Mrs, Cherry st, McKone Anne, McLarnan Miss Elizabeth, McKart Miss Margaret, McNamara Anne, McPortland Miss Mary, McVicar Susan

N

Nalley Miss Eliza T, Naughton Catharine, Newell Margaret, Newman Elecia B, Nevins Miss Henrietta, Nicholl Mrs Stuart, North Mrs Mary, Nuish Mrs, 6th av

O

Olds Mrs J N, Olcott Judy, Oats Margaret, Owens Mrs Ann, Owens Miss Helen, Owens Mrs Margaret, O'Brien Mrs Cath, O'Brien Miss Mary, O'Brien Miss Margaret, O'Shea Mrs Margaret, O'Connor Miss Bridget, O'Conell Miss Johanna, O'Keeffe Mrs John, O'Nea Margaret

P

Palmer Miss, 43d, Palmer Miss Caroline, Palmieri Miss Eugenia, Parey Miss Jane, Paris Miss N, Parker Mrs, Broadway, Parker Mrs Jane C, Parsons Mrs M, Parsons Miss Mary, Pratt Clarissa W, Prescott Mrs Mariam, Peck Miss A M, Phelan Miss Catharine, Pellet Miss Sarah, Phelps Mrs Cornelia, Pepper Miss Jane, Perley Mrs J W, Pierson Madam, 32d st, Pilgrim Amanda C, Prime Mrs F, Greenwich st

Q

Quigley Mary, Quinn Eliza, Quinn Miss Mary

R

Randle Miss Henrietta, Rankins Miss Ellen, Rathbone Miss Carrie E, Rattery Miss Lizzie C, Riley Mrs Ann, Reddy Mrs Ann, Reilly Miss Bee, Rice Mrs Eliza, Richards Sarah B, Rine Mrs, Roosevelt st, Rising Mrs Susan L, Roach Miss, 5th av, Roach Miss Eliza, Robbins Miss Happy S, Roberts Mrs Sarah, Roefer Mrs William, Rohder Mrs, Madison st, Rooney Mrs Catharine, Richards Mrs Archibald, Rose Miss Emma A, Rose Miss Hannah L, Rousselle Madam E, Union place, Royston Lizzie G, Rulers Hanna, Russell Mrs, Pine st, Ryan Mary

S

St John Miss Eliza, Sanders Miss Anne, Saelor Miss Marietta, Sargent Mrs Sarah, Sharkey Miss Cath'e, Sharkey Miss Mary, Shaw Mrs Sarah G V, Sawyer Mrs Abby, Shea Margaret, Shedlock Mrs E J, Sheehan Miss Julia, Shellman Mrs Emily B, Spellman Miss Jane, Shearen Mrs, 7th st, Sheridan Miss Mary, Skerrett Miss Sarah C, Service Margaret S, Sherwood Mrs Ellen, Stephens Mrs, 7th av, Stevens Mrs E W, Slevin Margaret, Stewart Miss Julia A, Shields Mrs Eliza, Shieldis Mrs Mathew, Shield Mrs Frederick, Simson Miss M C, Simpson Mary A, Sinclair Miss Anna, Sinclair Ava, Skinner Mrs Ruth, Sipes Mrs Margaret, Smith Mrs, Green wich st, Smith Mrs, Cutherbertson Miss Mary

T

Talbir Mrs Addison, Taltsadre Mrs G Clinton, Tasker Mrs David, Tatham Mrs, Taylor Mrs Eliza L, Taylor Miss Fanny, Broadway, Taylor Fanny, Hudson st, Taylor or Butler, Mrs Helen, Taylor Miss Kate, Tearney Bridget, Trefethen Miss E M, Tenning Miss Emma, Todd Mrs Amanda, Thomas Miss Fanny, Thomas Anna L, Thomas Mrs Julia F, Thomas Mrs Robert, Thompson Mrs John, Thompson Mrs, Mercer st, Thompson Miss Mary, Tuttle Mrs, 6th av, Tucker Miss Olive, Tuer Mrs Robert, Tutte Mary, Trust Mrs Mary F, Tyson Catharine B

U & V

Underhill Miss Mary M, Vose Miss Mary H, Veder Miss Susan, Vernon Miss Abbey

W

Wadley Miss M S, Wagstaff Miss Kittie, Waite Mrs Samuel, Walden Mrs Louisa, Walker Miss Ellen G, Walker Miss Jane, Wards Mrs M, King st, Walsh Alles, Walsh Bridget, Welsh Miss Mary, Walsh Miss Sylvinia A, Watts Mrs William, Weber Miss Louisa, Webster Mrs Sarah E, Wheeler Miss Hannah, Weiss Miss Amelia, Welles Mrs Larissa, Wells Mrs Henry, Wenning Virginia, West Mrs Sarah M, Weaver Mrs Johanna C, Wright Mrs, 222½, Wright Mrs, Canal st, Wright Mrs Sarah L, Wilour Mrs Martin, Wiles Mrs Maria, Williams Mrs Catharine, Williams Miss Emily, Williams Mrs Malida, Williams Mrs Mealies, Williamson Mrs Geo R, Wilson Mrs S, 31st st, Wilson Miss Carrie, Wilson Miss Eliza L, Wilson Miss Sarah, Wilson Mrs U