How Far Will Bodies Sink in the Ocean?

The often repeated inquiries which we receive, as to the depth in the ocean at which heavy bodies will float, prove the great prevalence of the error that water is so compressible as to become at certain great depths considerably heavier, by its own superincumbent weight. The fact is that, on the contrary, water is one of the least compressible bodies, so that, under a pressure of 7,200 pounds per square inch, corresponding to a depth of three miles, its bulk is only diminished from 1,000 to 978 parts, and its weight or specific gravity increased from 1.000 to 1.022. At double this pressure, or 33,600 pounds per square inch, at six miles in depth, the compression is double that amount.

If a body be capable of floating at such a depth, it must satisfy two conditions: First—Its specific gravity must be between 1.000 and 1.044. If the specific gravity is not more than 1.000, it will not sink at all; and if it be 1.044 or above, it will sink to any bottom less than six miles deep. Second—The sinking body must be less compressible than water; if it is more compressible, it will grow comparatively heavier all the time it is descending, and can never find a stratum of the same weight, in which it might float in equilibrium. Now all the bodies known to be less compressible than water are much heavier than the limit given; such are stones, metals, etc.; and the amount of their compressibility, as compared with that of water, is still problematic. But they will certainly all sink to the bottom of the ocean, be it ever so deep.

In regard to the bodies of which the specific gravity surpasses that of water slightly, so as to come within the range under discussion, they are all very compressible. All kinds of wood, when submitted to great pressure, so that all the pores are filled, attain the specific gravity of the primitive wood fiber, the lignin, of which the specific gravity is 1.400; and they will sink to the very bottom, like water-logged wood. So it is with all similar substances; and the theory that there is a certain depth in which all or many bodies may float in the ocean must be modified to a statement that there are various depths at which certain bodies may be kept floating; but that the cases are extremely rare, exceptional and perhaps only temporary, so that all bodies will finally either sink or float. —*Scientific American.*

Sir Isaac Newton's Experiments.—When Sir Isaac Newton changed his residence and went to live in Leicester Place, his next door neighbor was a widow lady, who was much puzzled by the little she had observed of the philosopher. One of the Fellows of the Royal Society of London called upon her one day, when, among other domestic news, she mentioned that some one had come to reside in the adjoining house, who, she felt certain, was a poor crazy gentleman, "because," she continued, "he diverts himself in the oddest ways imaginable. Every morning, when the sun shines so brightly that we are obliged to draw the window blinds, he takes his seat in front of a tub of soapsuds, and occupies himself for hours blowing soap bubbles through a common clay pipe, and intently watches them till they burst. He is doubtless now at his favorite amusement," she added; "do come and look at him."

The gentleman smiled, and then went up stairs, when, after looking through the window into the adjoining yard, he turned round and said: "My dear madam, the person whom you suppose to be a poor lunatic is no other than the great Sir Isaac Newton, studying the refraction of light upon thin plates, a phenomenon which is beautifully exhibited upon the surface of a common soap bubble."

This anecdote serves as an excellent moral not to ridicule what we do not understand, but gently and industriously to gather wisdom from every circumstance around us.—*Druggists' Circular.*

A New System of Prison Construction.—The *Popular Science Monthly* describes a new system of prison construction, which has recently been covered by a United States patent. We extract as follows: "The cells are lined with the hardest cast iron, the doors, windows, frames and sashes being of one piece with perforations. As wrought iron is easily cut and filed, there is none of it used. The plates are connected without bolts or rivets. Any attempt of a prisoner to escape by cutting the walls of a cell is checked at once by the hollow wall system. The space in the wall, floor and ceiling is filled with kiln-dried sand, or other mobile material, which runs through an outlet by an opening that might be made, rendering it impossible for any prisoner to dispose of the same. An inexhaustible supply of this sand is furnished by a hopper constructed near the roof of the building or on top of the cells. Brick or wood walls, and single or double iron lining can be used for this system. In addition to the last mentioned plan, an alarm apparatus is connected with the sand, so that any noise or disturbance arising from cutting in any portion of the cell, is instantly heard in any part of the building. There is no limit to the number of places at which such alarms can be given simultaneously. In general, the system is ample and complete in all its details, and is well worthy attention of cities, counties, States and general governments requiring prisons of any grade of construction or cost.

New Material for Building.—A material suitable for blocks and bricks is, according to the invention of Messrs. Smith and Patterson, of Glasgow, made from two mixtures. The first contains coal tar, mixed with small broken stones or shingle, a portion of which should be pulverized or mixed with sand, so that the interstices between the stones of larger size may be properly filled up. The second mixture is composed of clay and pitch; sand or chalk may be substituted for the clay. The first mixture is mixed in a mixing apparatus at a heat which is gradually increased until the product is adhesive to the touch. The second mixture is formed by grinding the powder thus obtained, and is added to the first mixture while its particles are adhesive to the touch. The mixture of the two compounds is confined in a close vessel and heated so as to diffuse the vapors uniformly throughout the ingredients. In manufacturing a building block, the material having been tested is removed while hot to moulds, and pressed and shaped as required. —*The Builder.*

The Genesis of Atoms.—Dr. Henry Muirhead recently read a paper before the Philosophical Society of Glasgow on "the Genesis of Atoms, Worlds and Sun-spots," in the course of which he argued in favor of the theory that atoms are formed from ether, molecules from atoms, masses from molecules, and worlds from masses, all matter having originally been of the same character. From the absence of sun-spots in the periods after Jupiter has been at the point in his course nearest to that portion of space through which the sun next travels, he argued that Jupiter influenced the absence of these spots, his explanation of the phenomenon being that the planet at these parts of his course influenced matter floating in space which would otherwise have gone to cause sun-spots. Incidentally in the course of his paper, Dr. Muirhead expressed his belief that the origin of motion was coeval with the origin of matter.

The New Element—Gallium.

We have already in these columns made allusion to the new element named gallium, which has recently been discovered by M. Lecoq, an amateur French savant. It was discovered through the agency of spectral analysis. Its spectrum is two bright lines in the violet region. One of these, slightly brighter than the other, is in the 417th degree of the scale, the other is at the 405th degree, and both in the place occupied by the brightest lines of zinc. Chemical analysis shows that it is closely related to that metal. It has not yet been isolated, and is known thus far only as a chloride and sulphate.

Up to the present time only a very small quantity of gallium has been obtained, but M. Wurtz, who presented a paper on the subject before the French Academie des Sciences, has given to some members tubes of solution for experiment; and on asking for a commission to examine into the question and to place gallium on the list of simple bodies, the Academy named M. Wurtz himself, joining with him M. Fremy.

Pending the decision of this commission, a question of doubt has been thrown upon the reality of this reported discovery. The Boston *Journal of Chemistry* alludes to the fact that even indium has not yet been fully established as a new metal, and adds: But we should almost suspect the identity of this supposed new substance with indium: 1. Because, as mentioned in the report in regard to this new metal, the other metals discovered by the help of the spectroscope, thallium, caesium and rubidium are mentioned, but indium is ignored. 2. Indium also produces two lines in the violet, one very bright and the other more faint. 3. Indium was also obtained from zinc blende, namely, that of Freiberg in Saxony. 4. Indium has thus far only been obtained in small quantities, and its properties have been imperfectly studied thus far; as it forms a new field for investigation, we are surprised that Prof. Wurtz, so famous in new researches, appears to ignore it.

If the accounts are correct, however, gallium differs from indium in this respect, that an excess of ammonia redissolves the precipitate of hydrated oxide of gallium first formed, while in the case of indium the precipitate of its hydrated oxide is not redissolved by an excess of ammonia. We look with interest for further reports regarding this supposed 65th element.

Engines for Steep Grades.

On railroads where steep grades have to be overcome, it has been the general practice to detach the locomotive and to haul the train up the incline by the aid of wire ropes moved by a stationary engine placed at the top of the hill. If the grade is not too severe, the locomotive is commonly able to take itself up the incline. Where this is possible, two novel modifications of this idea have been introduced, and the locomotive takes the place of the stationary engine. In each system a rope and winding drum is used. In one the drum is fixed on the engine, in the other the drum is fixed at the top of the incline. By the first method the engine is provided with gripping struts that, on being let down, grip the rails and anchor the engine securely. The winding drum is fixed to the frame of the engine, and has the wire rope wound up on it. On reaching the foot of the grade, the engine is detached from the train, the end of the rope is secured to the first car, and the engine mounts the incline to the top, or as far as the rope will permit. The gripping struts then anchor the engine, and, on applying power to the drum the train is hauled up. If the top of the grade is not reached, gripping struts are applied to the cars, and the engine goes and repeats the operation. The grade being overcome, the engine is again coupled and the train continues its journey. By the other system, the winding drum is fixed in a sunken pit at the top of the incline, and is provided with a wire rope for dragging up the train. This winding apparatus is provided with four driving wheels coupled in pairs, and so placed as to have their upper surface just level with the tracks. A gap is left in the rails over each wheel, so that it may turn freely. On reaching the foot of the incline, the engine mounts the hill alone and runs over the winding drum till its four driving wheels exactly coincide with the wheels of the drum. In fact, it rests upon them, and is locked in that position. The wire rope meanwhile is secured to the train. On starting the engine the driving wheels turn those it stands upon by friction, and in place of moving onward it stands motionless and turns the winding gear. By this simple means the train is dragged up the incline till it rests upon the higher level. The engine is then unlocked, and joining its train on the main line, it resumes its duty. On descending the grade, both train and engine are lowered in safety by the rope under the control of a brake on the winding drum. Both of these systems are still in the experimental stage.—*Scribner's World's Work.*

Street Railroad Transit.—The municipality of Paris, though slow in adopting street railroads, seems to be making rapid improvements in motors for propelling the cars since such railroads have been adopted. Successful experiments were first made on a line between Porte Maillot and the bridge of Neuilly with a new machine driven by compressed air, which took the cars at a high rate of speed with a small power, and with easy management in quickening, slowing or stopping. More recently successful experiments have been made with still another dummy, driven by steam and with coke as a fuel, the inventor being Mr. Harding, an Englishman. Of one experiment with it the *Correspondance Havas* says: "A car containing forty-four persons, all of them comfortably seated, was drawn by this dummy from the Place St. Germain-des-Pres, over the line of the southern tramways of Paris through the Rue de Rennes, the Boulevard Montparnasse, the Avenue d'Orleans and the Avenue de Chatillon, to the fortifications. The trip occupied sixteen minutes going (up hill) and twelve returning, and was performed at the rate of twelve kilometers, or about seven and a half miles an hour. The speed of the dummy was completely under control; the car was stopped and set in motion more easily than with horses, and the horses in the street were not in the least disturbed by the engine. The authorities expressed their entire satisfaction with the experiment."

Indestructible Trains.—Mr. David Robertson, 79 Robertson street, Glasgow, Scotland, has written to the railway commissioners recommending, as a means of preventing the personal injury and damage to property which result from railway collisions, that passenger carriages should be constructed of strong vulcanized india-rubber, which, he says, can be moulded up to any thickness and degree of elasticity. The carriages would be round at the ends in place of having buffers attached; and these convex ends would become concave in collision, but would not jerk the carriages off the rails like buffers. He proposes that the train should be united by a wire rope passed through eyes underneath each carriage to a windlass on a brake behind, which would tighten it up to any tensity.

S. F. Market Report.

GENERAL MERCHANDISE.

[WHOLESALE.]

Wednesday M., December 29, 1875.

BAGS.		
Eng. Stand Wht..	10	@10½
Neville & Co's Hand Sewed....	16	@10½
22x36	9½	@10
24x36	11	@11½
24x40	12	@12½
Machine do 24x40.	12	@12½
" " 23x40.	11¾	@11½
" " 22x40.	11	@11¼
" " 22x36.	9½	@10
Flour Sacks ½s...	9½	@11
" " ¼s.....	6¼	@7
" " ⅛s.....	4½	@5
Hessian 60-in......	12¼	@14½
do 45-in......	8½	@9
do 40-in	7½	@8
Wool Sacks, 3½ lbs.	45	@50
do 4 ".	50	@52½
Stand. Gunnies...	—	@16
single seam do..	—	@—
Bean Bags........	7½	@8
Barley Bags 24x36.	11¾	@12
do 23x40.	11½	@12
do 24x40.	12	@12½
Oat Bags, 24x40....	12	@12½
do 28x36..	—	@13¼
Detrick's "E W."..	9½	@10
do "E.......	—	@9½
CANNED GOODS.		
Ass't'd Pie Fruits in 2½ lb cans.	2 75	@ 3 60
do Table do...	3 75	@ 4 25
Jams & Jellies	4 25	@ —
Pickles ½ gl..	—	@ 3 50
Sardines, qr box	1 65	@ 1 90
do hf boxes	3 00	@— —
COAL—Jobbing.		
Australian, ton	8 50	@ 8 75
Coos Bay	8 00	@10 00
Bellingham Bay	— —	@ 8 50
Seattle	9 25	@10 50
Cumberl'd	— 16	@— 18
Mt. Diablo	6 25	@8 25
Lehigh	— —	@25 00
Liverpool	10 00	@11 00
West Hartley	11 00	@12 00
Scotch	9 00	@10 00
Scranton	13 00	@14 00
Vancouver's Isl.	10 50	@13 00
Charcoal, sk	75	@ —
Coke, bbl	—	@ 60
COFFEE.		
Sandwich Island	—	@ 21½
Costa Rica per lb	22½	@ —
Guatemala	—	@ 22¼
Java	—	@ 30
Manilla	—	@ 21½
Ground in cs	25	@ —
Chicory	27	@ —
FISH.		
Sac. Dry Cod, new	4	@ 4½
cases	6	@ 6½
do boneless	8½	@ 10
Eastern Cod	7½	@ 8
Salmon in bbls	8 50	@9 00
do ½ bbls	4 50	@5 00
do 2 lb cans	2 25	@2 30
do 1 lb cans	1 25	@1 30
do Col. R. ½b.	5 00	@5 50
Pick. Cod, bbls	22 00	@ —
do ½ bbls	11 00	@ —
Mack'l, No. 1, ½ bbls	9 00	@11 00
" Extra	—	@12 00
" in kits	1 90	@2 00
" Ex mess	3 00	@3 50
" Ex mess ½ bbs	—	@12 00
Pic'd Herr'g, bx	3 00	@ 3 50
Bos. Sm'k'd Her'g	40	@ 50
HARDWARE.		

Amoskeag handled Axes $16@17; do unhandled do $13@14—less 50c in 5 case lots.

Amoskeag Hatchets, Shingling, No 1, $7.25; No. 2, $8; No. 3, $8.25. Do do, Claw. No. 1, $7.75; No. 2, 8.50; No. 3, $9.25—less 10 per cent.

Locks, Yale Lock Mf'g Co., discount 33⅓ per cent. from list.

Planes, Ohio Tool Co., discount 30 per cent. from list.

Am. Tack Co's Cut Tacks 65⅓ per cent. discount and 5 per cent. extra. Finishing and Clout Nails net list; 3d fine Nails $7.00 per keg. Ohio Butt Co's Loose Joint Butts 50 per cent. do Fast, 35 per cent off list.

Machine Bolts, 20@35 off.

Square Nuts, 2@3c off list.

Hexagon Nuts 2@3c off list.

Wrought Iron Washers, 2@3c off list.

Lag Screws, 15 per cent off list.

MISCELLANEOUS.		
Pulu	— 7	@ 9
NAILS.		
Assorted size, lb.	3 75	@4 00
OILS.		
Pacific Glue Co Neat F't No. 1	1 00	@ 90
Pure	—	@ —
Castor Oil, No. 1	—	@1 25
Baker's A A	—	@1 40
Cocoanut	55	@ 60
Olive Plagniol	5 50	@5 75
do Possel	4 75	@5 00
Palm lb	9	@ —
Linseed, raw	80	@ —
do boiled	—	@ 75
China nut in cs.	70	@ 75
Sperm, crude	—	@1 40
do bleached	1 90	@2 25
Coast Whales	47½	@ 50
Polar, refined	—	@ —
Lard	—	@ —
Oleophine	—	@ 28
Devoe's Bril't	—	@ —
Long Island	—	@ 25
Eureka	26	@ 27
Devoe's Petro'm	25	@ 27½
Barrel kerosene	23	@ 25
Olive	—	@3 50
Downer Kerose'e	40	@ —
Gas Light Oil	23	@ 25
PAINTS.		
Pure White Lead	9¾	@10¼
Whiting	—	@ 2
Putty	4	@ 5¾
Chalk	—	@ 2½
Paris White	2½	@ —
Ochre	3	@ 5
Venetian Red	2½	@ 5
Red Lead	10	@ 11
Litharge	10	@ 11
Eng. Vermillion	—	@1 25
Averill Chemical Paint, per gal.		
White & tints	2 00	@2 40
Green, Blue & Ch Yellow	3 00	@3 50
Light Red	3 00	@3 50
Metallic Roof.	1 30	@1 60
RICE.		
China No. 1	6 00	@6 25
Japan	—	@ —
Siam Cleaned	—	@ —
Patna	—	@ —
Hawaiian, lb	—	@ 8
Carolina, lb	10	@
SALT.		
Cal. Bay, per ton	10 00	@14 00
do Common	6 00	@ 7 00
Carmen Island	12 00	@15 00
Liverpool fine	22 50	@25 00
SOAP.		
Castile lb	10	@ 11¼
Common brands	4½	@ 6
Fancy do	7	@ 10
SPICES.		
Cloves	45	@ 47½
Cassia	23½	@ 26½
Citron	28	@ 30
Nutmeg	95	@ 97½
Whole Pepper	14½	@ 17½
Pimento	—	@ 15½
Gr'nd Allsp pr dz	—	@1 12½
do Cassia do	—	@1 50
do Cloves do	—	@1 50
do Mustard do	—	@1 20
do Ginger do	—	@1 00
do Pepper do	—	@1 00
do Mace do	—	@2 00
SUGAR, ETC.		
Cal. Cube per lb	12	@ —
Partz' Pro. Cube	—	@ 12
Circle A crushed	—	@ 11¾
Powdered	—	@ 11¾
Fine crushed	—	@ 12
Granulated	—	@ 11¾
Golden C	—	@ 10½
Hawaiian	9	@ 10
Cal. Syrup in kgs	—	@ 70
Hawaiian Molasses	25	@ 27½
TEA.		
Oolong, Canton, lb	19	@ 25
do Amoy	28	@ 50
do Formosa	48	@ 80
Imperial, Canton	25	@ 40
do Pingsuey	45	@ 80
do Moyune	60	@1 00
Gunpo'der, Cant.	30	@ 42½
do Pingsuey	50	@ 90
do Moyune	65	@1 25
Y'ng Hy., Canton	28	@ 40
do Pingsuey	40	@ 70
do Moyune	65	@ 85
Japan, ½ chests, bulk	30	@ 75
Japan, lacquered bxs, 4½ and 5 lbs	45	@ 67
Japan do, 3 lb bxs	45	@ 90
do pl'n bx, 4½ lb	35	@ 65
do 4 & 1 lb paper	30	@ 55
TOBACCO—Jobbing.		
Bright Navys	50	@ 55
Dark do	50	@ 55
Paces Tin Foil	—	@ 75
Gregory	70	@ —
Ow f Twist	65	@ 75
Light Pressed	70	@ 80
Hard do	50	@ 60
Conn. Wrap'r	40	@ 60
Penn. Wrapper	20	@ 45
Ohio do	15	@ 20
Virg'a Smok'g	45	@1 00
Fine ct che'g, gr.	8 50	@9 50
Fine cut chewing, buc'ts lb	75	@
Banner fine cut	—	@9 00
Cal Smoking	37	@1 00
TURPENTINE.		
Eastern	51½	@55

DOMESTIC PRODUCE.

[WHOLESALE.]

Wednesday M., December 29, 1875.

BEANS.		
Bayo, ctl	—	@2 65
Butter	2 25	@ 2 75
Pea	—	@ 1 90
Pink	1 90	@ 2 00
Sm'l wh	—	@ 1 87
BROOM CORN.		
Common, lb	2	@ 3
Choice, do	4	@ 5
COTTON.		
Cotton, lb	15	@ 18
DAIRY PRODUCE, ETC.		
BUTTER.		
Cal. Fresh Roll per lb	30	@ 35
Point Reyes	—	@ 37½
Firkin	30	@ 32½
W'st'n Reserve	17	@ 22½
New York	27½	@ 30
CHEESE.		
Cheese, Cal	15	@ 17
Eastern	16	@ 20
EGGS.		
Cal. fresh doz	—	@ 57½
Ducks'	—	@ 55
Eastern	15	@ 30
Oregon	—	@ 50
FEED.		
Bran, per ton	— —	@22 50
Corn Meal	29 00	@30 00
Hay	15 00	@19 00
Middlings	30 00	@— —
Oil cake meal	— —	@37 50
Straw, bale	— 65	@— 75
FLOUR.		
Extra bbl	5 75	@6 25
Superfine	4 75	@5 00
FRESH MEAT.		
Beef 1st quality lb	8	@ 9
Second do	6	@ 8
Third do	5	@ 5½
Lamb	—	@ 25
Mutton	5	@ 6
Pork, undressed	6½	@ 6¾
do, dressed	9	@ 9¼
Veal	5	@ 7
Milk Calves	9	@ 11
GRAIN, ETC.		
Barley, feed ctl	1 20	@ 1 25
do brewing	1 30	@ 1 35
Chevalier	— —	@ 1 50
Corn, White	1 10	@ 1 15
do Yellow	1 15	@ 1 17½
Oats	1 80	@ 2 00
Rye	1 50	@ 1 55
Wheat shipping	1 90	@ 1 95
do milling	1 95	@ 2 00
HIDES.		
Hides, dry	15	@ 16½
do wet salted	7	@ 7½
HONEY, ETC.		
Beeswax, per lb	27½	@ 30
Honey in comb	18	@ 22½
do Strained	6	@ 12½
HOPS.		
New crop	12½	@ 18
NUTS—Jobbing.		
Alm'ds h'rd sh'l lb	8	@ 10
do, soft sh'l	16	@ 20
Brazil do	14	@ 16
Cal. Walnuts	7	@ 11
Chile Walnuts	11	@ 12½
Peanuts per lb	8	@ 9
Filberts	15	@ 16
Pecanuts	17	@ 18
ONIONS.		
Union City ctl.	—	@ 1 12½
Stockton	50	@ 1 00
POTATOES.		
Petaluma	1 20	@ 1 40
Salt Lake	1 65	@ 1 70
Sac River	1 00	@ 1 25
Humboldt	1 25	@ 1 50
Early Rose	2 00	@ 2 50
Sweet	— —	@ 3 00
POULTRY & GAME.		
Hens, per dz	6 50	@7 50
Roosters	6 50	@7 50
Broilers	4 50	@5 50
Ducks, tame, dz	8 00	@9 00
do Mallard	2 50	@3 50
do Canvass	3 50	@4 50
Geese, per pair	2 50	@4 00
do Wild Gray	3 00	@4 00
do White	1 50	@2 00
Turkeys, Live, lb	17	@ 18
do Dressed	20	@ 22
Quail, per doz	1 [illegible]	@1 75
Snipe, Eng., doz	1 50	@2 00
Doves, per dozen	50	@ 75
Rabbits	1 00	@1 25
Hare, per doz	2 00	@3 00
Venison, per lb	7	@ 9
PROVISIONS.		
Cal. Bacon, L'ght	15	@ 15½
do Medium	14	@ 14¾
do Heavy	14	@ —
Lard	14	@ 17
Cal. Smoked Beef	9	@ 10
Eastern do	—	@ 11½
East'rn Should's	—	@ 10
Hams, Cal	13	@ 14½
do Whittakers	20	@ 23
do Armour	20	@ 21
do Boyd's	20	@ 22
do Worster's	—	@ 21
SEEDS.		
Alfalfa, Chile lb.	2½	@ 11½
do California	11	@ 14
Canary	—	@ 20
Clover Red	—	@ 25
do White	50	@ 55
Cotton	6	@ 10
Flaxseed	—	@ 3¼
Hemp	12½	@ —
Italian Rye Grass	25	@ 30
Perennia do	20	@ 30
Millet	10	@ 12
Mustard, white	3	@ 3½
do. Brown	3	@ 3½
Rape	9	@ 11
Ky. Blue Grass	33	@ —
do 2d quality	29	@ —
do 3d quality	—	@ —
Sweet V Grass	75	@1 00
Orchard do	30	@ 35
Red Top do	25	@ 30
Hungarian do	8	@ 12
Lawn do	50	@ —
Mesquit do	15	@ —
Timothy	11	@ 13
TALLOW.		
Crude	6¾	@ 7
Refined	9	@ 9½
WOOL, ETC.		
FALL—		
Seedy	11	@ 12½
Choice free	12	@ 18
Burry	9	@ 11
Oregon	—	@ —

FRUITS AND VEGETABLES.

[WHOLESALE.]

Wednesday M., December 29, 1875.

FRUIT MARKET.		
Oranges Mex. M	15 00	@25 00
Tahiti, do	—	@ —
Cal. do	15 00	@40 00
Limes, Mexican, M	10 00	@15 00
Malaga Lemons, bx	12 00	@15 00
Cal. 100	2 50	@ 3 00
do Sicily b'x	—	@ —
Bananas, bnch	3 00	@ 4 50
Cocoanuts, 100	8 00	@10 00
Pineapples, dz.	—	@6 00
Apples, box	1 00	@1 25
do Choice	2 00	@2 50
Blackberries	—	@ —
Figs	—	@ —
Huckleberries	—	@ —
Strawber's ch.	—	@20 00
Pomgranates	—	@ —
Raspberries	—	@ —
Currants, ch.	—	@ —
Quinces bx	—	@ —
Cranberries bbl.	13 00	@14 00
Peaches, bx	—	@ —
Pears, bx	75	@1 00
do Choice	2 00	@2 00
Crab apples, bx	—	@ —
DRIED FRUIT.		
Apples, lb	7	@ 9
Pears, lb	8	@ 12
Peaches, lb	11	@ 12
Apricots, lb	12½	@ 15
Plums, lb	5	@ 6
Pitted, do lb	18	@20
Raisins, imported	3 25	@3 75
Black Figs, lb	5	@10
White, do	8	@10
Prunes	12½	@17
Citron	28	@ 30
Zante Currants	9	@ 10
Cal. Raisins	8	@ 12½
VEGETABLES.		
Asparagus	—	@ —
Beets	—	@ —
Cabbage, 100 lbs.	50	@62½
Carrots, per ton	8 00	@10 00
Cauliflower, doz.	50	@75
Celery, doz.	50	@75
Garlic, lb	—	@ 5
Green Peas	—	@10
Green Corn doz.	—	@ —
Sum'r squash box	—	@ —
Marro'fat Sq'sh, tn	6 00	@8 00
Artichokes, doz	—	@ —
String Beans, lb	—	@ —
Lima Beans	—	@ —
Parsnips	—	@ —
Shell Beans	2	@ 3
Peppers, green, bx.	75	@1 00
Okra	4	@ 5
Cucumbers, box	1 25	@1 75
Tomatoes, box	1 00	@ 1 50
Egg Plant, bx.	—	@ —
Rhubarb	—	@ —
Lettuce	—	@ —
Turnips, pr ton	—	@ —
Mushrooms, lb	8	@ 10