Mr. Florence, of Pennsylvania, moved that the House adjourn; which motion was agreed to—ayes 82, noes 40.

And then, at 25 minutes of 4 o'clock, P. M., the House adjourned.

MEMORIAL AND PETITION.

By Mr. Florence, of Pennsylvania, the memorial of the board of marine underwriters of the City of Philadelphia, representing that they have derived much benefit by the creation and organization of the Light-House Board, and praying that no alteration may be made by Congress in the act of 31st of August, 1852, under which it was established. Referred to the Committee on Commerce.

By Mr. Smith, of Illinois, the petition of 159 citizens of Washington and St. Clair, counties, Illinois, praying the establishment of a mail route from Fayetteville, St. Clair county, to Elk Horn, in Washington county. Referred to the Committee on the Post Office and Post Roads.

To Advertisers.—*In order to afford the public an opportunity to judge for themselves of the merits of the Exchange, large editions will be issued for the first few days of its publication and distributed widely and gratuitously within the city, and also in those sections of the country which are connected with Baltimore by business relations. Merchants and others, who may propose to advertise in our columns, will do well therefore, to send in their advertisements at once, and thereby obtain the advantage of the extended circulation which such gratuitous distribution of the paper, both in town and country, will afford, an advantage which none who understand the value of legitimate advertising will fail to appreciate. For rates of advertising see Table elsewhere.*

To Readers.—*By means of the gratuitious distribution above adverted to, it is designed to make the Exchange per form in part its own canvassing. Persons disposed to encourage the enterprise can continue the experiment at their own pleasure, if residing within the city by settling from time to time with the carrier upon the terms stated elsewhere; if out of the city by sending their orders to the office of the paper, accompanied by pre-payment for the time specified.*

To Correspondents.—*Every communication intended for publication must be accompanied by the name of the writer. Manuscripts should be written on one side of the paper only.*

BALTIMORE.

WEDNESDAY, MARCH 3, 1858.

In our issue of Friday last we referred briefly to the bill then pending in the Senate of Maryland, granting to the various Counties of the Eastern Shore of the State, distributive portions of the unexpended balance of the million of dollars, authorized by an act passed in 1835, to be appropriated and set apart for the purpose of internal improvements on the Eastern Shore. The magnitude and importance of this measure, and the questions of State faith, and of legal and constitutional interpretation that have been raised in regard to it, demand a more extended notice and more careful investigation. At a time when the people of Maryland are just beginning to feel the salutary effects of a sound financial policy, and to be relieved, in some measure, of the burdens of taxation they have so patiently borne, our legislators are properly jealous of every effort to increase the State debt, and do well to consider any act that may hinder the accomplishment of the object so long had in view, and so efficiently promoted by successive administrations of the State Government.

While we commend the cautious vigilance exhibited by the public servants at Annapolis in behalf of the pecuniary interests of the State, we cannot approve a policy that may conflict with the vested rights of any portion of our fellow citizens, or that may violate the plighted faith and honor of Maryland.

We regard the claim presented by the people of the Eastern Shore as part and parcel of the State debt, the justice of which has been repeatedly acknowledged by legislative enactment, and for the payment of which the public faith has been specifically pledged. The basis of the claim is to be found in the act of 1835, chap. 395, commonly known as the eight million bill, and it is an admitted fact that the avowed intention of the Legislature by which that act was passed was to secure to the Eastern Shore the benefit of an appropriation of one million of dollars for the purpose of internal improvements. That this Legislature could have perpetrated a fraud by the wilful insertion in that act of provisions calculated to deprive the Eastern Shore of any portion of its benefits, would be a reflection upon the character of the State that should be indignantly repelled. The only points for consideration, therefore, affecting the validity of this claim, are whether there are any constitutional or legal impediments preventing its fulfilment at this time. The 8th section of the act of 1835, provides "that in the event said stock of Eastern Shore R. R. Co. shall not be subscribed to an amount which, including the subscriptions hereby authorized on the part of the State to the stock of said company, at the par value thereof, will be adequate to the construction of the Railroad which said company is authorized to make," that then and in that case the million of dollars set apart for, and intended to be applied to said work, shall be held sacred, and the *faith of the State is hereby pledged* that the said million of dollars shall be applied to the exclusive purpose of internal improvement on the Eastern Shore, and for no other purpose whatever, and shall be subject to disposition by any future legislature after the time shall have expired to commence the work as proposed in the charter of the Eastern Shore Rail Road Company." It is impossible that any obligation can be described in language more solemn or more explicit.

In 1853 an act was passed for the re-charter of the Eastern Shore Railroad Company. This act provides, "That all the property and effects of every description which were by the E. S. R. R. Co. incorporated by the Act of Assembly passed at December Session 1835, ch. 238, transferred or assigned and surrendered to the State of Maryland, be and the same are hereby granted to, and by this act, so far as the same may be lawfully done, transferred to and declared to be the property of, and to belong and appertain to the company incorporated by this act, when and as soon as the same shall be organized as herein-before provided. Provided, nevertheless, that nothing herein contained shall be construed to transfer to the company incorporated by this act the subscription made by the State to the capital stock of the E. S. R. R. Co. incorporated by said act passed at December Session, 1835." This act was passed after the adoption of the present constitution and prior to the incorporation of any other internal improvement companies on the Eastern Shore. The reservation in regard to the subscription to the original E. S. R. R. Co. is a recognition of the *existence of the fund*, and the provision which prohibits "its transfer" to the new E. S. R. R. Co., affords undoubted evidence that it was still "*held sacred*" for the purpose of internal improvements on the Eastern Shore, until it should be disposed of by the Legislature for that purpose, as provided for by the act of 1835. A clause in the new Constitution of Maryland declares "that all rights vested and liabilities incurred shall remain as if this constitution had not been adopted," and it would be an unworthy imputation upon the honor of the men to whom the people delegated the power to frame that instrument, to suppose that they could have intended to repudiate any obligation of the State, however slight. We repeat, that we consider this claim on the part of the Eastern Shore to the unexpended balance of the million of dollars appropriated by the act of 1835 to the exclusive purpose of internal improvements in that section of the State, as not only just and fair, but as demanding the immediate action of the Legislature in view of the present necessities of the works of public interest seeking relief from the fund.

For several months during the past year, the attention of all Europe and America, and indeed of the whole civilized world, was directed to that great scientific experiment, by which it was hoped, ere this, to have united the two Continents in the mysterious communication of the Telegraph. Not only were individual enterprise and private capital in England and the United States enlisted in this gigantic scheme, but it had also awakened the sympathy and commanded the support and protection of the two governments. National vessels were promptly furnished for the appointed service, and every facility was afforded the Company for the prosecution of the work. Our readers must still be familiar with the details which excited so much interest during the whole progress of that memorable voyage, and with the accident of the 11th of August, which caused such universal regret, and delayed, though it has not defeated, the most wonderful achievement the ingenuity of man has yet suggested. We have read with great pleasure and satisfaction the Report of the Directors of the Atlantic Telegraph Company to the Ordinary General Meeting of Shareholders which was to be held in London on the 18th of February, the proceedings of which meeting have not yet reached the United States. With this report are also submitted the reports of the Engineer and Electrician of the Company. From these documents it is evident that no reason exists for distrusting the ultimate success of the work, or for diminishing public confidence in the zeal and ability of the officers to whom it has been entrusted. Active preparations are making for the renewed attempt to stretch the electric wire from St. Johns to Valentia Bay, and in a few months may be realized the beautiful prophecy of a statesman and orator of Massachusetts, "that the mysterious sub-marine chord is destined to produce upon the ocean a more magical music than fable has ever ascribed to syren, mermaid, or Arion."

APPOINTMENTS BY THE GOVERNOR,

BY AND WITH THE ADVICE AND CONSENT OF THE SENATE.

Inspector General of Flour—J. Bond Chaplain, Baltimore city.

Assistants.—J. Kefauver and J. L. Dorsey, Baltimore city; R. E. Duvall, Harford co.; John Wachtell, Washington co.

Tobacco Inspectors.—At No. 1 Warehouse—J. R. Hunt, Charles co.

At No. 2 Warehouse—Z. Howes, Calvert co.

At No. 3 Warehouse—P. Griffith, Montgomery county.

At No. 4 Warehouse—R. T. Jenkins, Carroll co.

At No. 5 Warehouse—C. P. Montague, Baltimore city.

State Chemist.—P. T. Tyson, Baltimore co.

Inspectors of Salted Fish.—William Prince, P. George's co.; John Manly, Baltimore city; T. Murphy, Caroline co.

Weigher of Live Stock.—H. F. Turner, Baltimore city.

State Wharfinger.—J. W. Ayler, Baltimore city.

Inspectors, &c—Hay Western Scales—J. T. Mitchell, Baltimore city.

Eastern Scales—G. W. Pillson, Baltimore co.

Warden of the Penitentiary.—A. D Evans, Baltimore city.

Auctioneers, Baltimore City.—J. L. Hoffman, J. Coulson, F. W. Bennett, W. W. Taylor, S. H. Gover, J. B. Cannon, G. L. Harrison, J. R. Chance, S. J. Soper, W. Hamilton, G. Gibson, G. L. Thomas.

Nominations for several of the Counties were also confirmed.

[COMMUNICATED.]

GAS COMPANY.

MESSRS. EDITORS:—I have perused with the most unfeigned astonishment the defence of the Gas Company, as I find it in the *Patriot* of this evening. If I understand the gist of the argument of this *brilliant* corporation, it consists in the assertion that a quarter of a year in 1857 consisted only of 77 days, instead of 90, which is the generally received opinion of the matter. Now mark how a plain matter may be stated truthfully. I hold in my hand my gas bills for the term, I won't say quarter, in deference to the honest Gas Company, and they stand thus:

1st Bill—for gas consumed from 1st November, 1856, to 1st February, 1857, (now mark, this embraces, according to ordinary chronological time, 92 days; the Gas Co. says 77.)		feet.
State of meter 1st February,	143	
Deduct " " 1st November,	118	
Consumption,		2500
2d Bill—for gas consumed from 1st November, 1857, to 1st February, 1858, (now this is also chronologically 92 days.)		
State of meter to 1st February	231	
Deduct state of meter 1st November,	198	3300
		800

Increase just equal to 32 per cent. on last year's reported consumption.

Now from close observation, urged by stringent economical motives, I have paid the closest personal attention to the consumption of gas in my house during the last quarter charged; and I am fully convinced that instead of an increased, a diminished consumption should have been the legitimate result of my endeavors in that behalf. I am equally well convinced, though I do not, nor cannot explain the cause, that the gas supplied is of a most inferior quality compared with that furnished before the *nominal* reduction in price. ANTI-MONOPOLY.

Baltimore, 1st March, 1858.

FURTHER DETAILS OF NEWS BY THE AMERICA.

INDIA AND CHINA.

ALEXANDRIA, Feb. 6.

The Hindostan arrived at Suez on the 4th instant. She brings dates from Calcutta to the 9th January, Canton to the 29th of December, and Bombay to the 13th of January.

Sir Colin Campbell has taken possession of Furruckabad, which was abandoned by the enemy on the 2d of January; and Goruckpore was taken on the 6th of January, by the forces under Maharajah Jung Bahadoor. Seven guns taken; 200 of the enemy killed. Our loss only two Ghoorkas killed and seven wounded.

Our forces landed at Canton on 28th December; British, 4,600; French, 900. On the 29th the walls were escaladed, and the heights within the town in our possession by 9 A. M. The advance within the city but feebly contested. The damage to the town very small. Captain Bate, of her Majesty's ship *Actæon*, killed.

CALCUTTA, Jan. 9.

The Commander-in-Chief having marched towards Futtyghur, was opposed by the rebels at the bridge over the Kalee Nuddeet. He attacked and defeated them on the 2d of January, with heavy loss, capturing seven guns, two of them 18 pounders.

Futtyghur was occupied without opposition on the 4th of January. The enemy have now evacuated it, after their defeat on the 2d, taking with them three guns. The heavy guns were found in position. Much property belonging to the gun and clothing agencies has been saved.

Sir James Outram on the 22d December dispersed the rebels who approached his camp in force. The loss on our side was trifling. We captured four guns and several ammunition wagons. This defeat has dispirited the enemy and given confidence to the villagers who are beginning to bring supplies into our camp.

Brigadier Campbell crossed the Ganges at Allahabad, and on the 5th January attacked and defeated a rebel Nazim, near Secundra, killing 350 men. Our loss was one man killed, and one gun captured.

THE DISASTER TO THE SHIP LEANDER.

The following narrative of the fatal disaster to the Bath ship Leander, is furnished by a passenger:

The Leander was a fine ship, of 900 tons, and sailed from Liverpool for New Orleans, with a fine South-east breeze, at nine o'clock on Tuesday morning, having on board the Captain, his wife and son, and one passenger, two mates, steward, cook, and fourteen seamen. She was in light order, having about three hundred tons salt and one hundred and fiftv tons ballast on board.

We made Point Lynas at three o'clock, Skerries at five, Holyhead at six; having run all this time eight and nine knots an hour, with a fresh breeze, and all plain sail set. All went on well until one or two A. M. on Thursday, when I was awoke by a terrible crash of timber, and the first impression was that the ship had been struck by lightning. I arose and tied on my life belt, and tried to open the state-room door, but it was jammed fast. I heard the mate's voice cry, "Run to the passenger's room," and immediately he and the captain's son burst open the door, and the mate broke the window and got out, I following him that way. Going forward to the cabin, which is on deck, with a slightly raised walk round three sides of it, I found the captain's wife, son and second mate. I then knew we were run into, and cut two-thirds through the deck just abaft the main rigging, starboard, on the lee side.

The captain's wife exclaimed, "The ship is sinking; oh, save me, somebody." It was too true; and while she spoke the ship settled fast in the water. I went aft again to the binnacle. A man rushed past me, put the wheel down, and jumped overboard. I took one look forward, and saw the waves rise on every side, and then pour in like a cataract. Then I was carried far down with the ship, and came up to struggle with the waves, with the others in like circumstances. The time of these occurrences must be counted by sounds, as not more than five minutes elapsed from the first shock until the ship went down. The steamer that run us down was a short way off, and in about 20 minutes I was picked up. She turned out to be the North American, from Portsmouth to Liverpool.

When all saved were mustered, we numbered twelve, viz: the captain and his son, mate, steward, cook, six men and myself, the captain's wife, second mate, and eight men being lost. The case of the second mate is peculiarly distressing. He was the only son of his mother, and she was a widow.—We hade very kindness shown us on board the steamer, and the passengers raised money enough to give the mate £5, and the eight crew £1 each.—How the accident occurred I know not, nor who was to blame—this will no doubt be investigated. All I know is, that some are saved, and that it is of God's mercy that any one of us are alive to tell it.

JAMES KERR, Liverpool passenger.

The following is the official report of the captain of the North American, in reference to the melancholy affair:

"Feb. 11th—At 1.35, A. M., came in collision with American bark Leander, of Bath, striking her on starboard side. The vessel went down in about five minutes after. Part of crew saved by our boats.—Names of survivors—Peter Curtis, captain; Elijah Batchelor, first mate; James Noyes, steward; James Davis, steward; George Wood, Charles Childs, Edward Phillips, Oliver Nesson, William H. Decus, Peter McAirey, seaman; Oliver Quimby, boy; Jas. Kerr, passenger. Mrs. Curtis and nine seamen drowned."

ILLINOIS CENTRAL RAILWAY.

A meeting of the shareholders of this company was held yesterday at the London Tavern, for the purpose of determining upon the future course of proceeding, and for the appointment of an auditor on behalf of the shareholders, as suggested by the directors of the company.

Mr. Moffatt, M. P., who presided, in opening the proceedings, said those shareholders of the Illinois Central Railway Company who were engaged in closely watching the state of their affairs, in connection with the railway in America, had thought it advisable to call a meeting of the shareholders generally, to consider their present position in reference to what had recently been done, in connection with their affairs.

He was bound to say that they had found, on the part of the directors in New York, a most anxious desire to meet the wishes of the English shareholders; and as one consequence of this desire, they had obviated the difficulty of confining the transfer of shares to New York, by giving facilities for the transfer of shares in London equal to those which were now enjoyed in connection with any other joint stock company here. (Hear, hear.) It had been found expedient to appoint an English auditor, and they had accordingly done so, but not until they had found in Mr. Fisher, a gentleman well qualified for the task by previous actual experience.

The immediate business of the meeting would be to confirm that appointment, if it were deemed proper to do so; but there would also, he believed, be two or three other points suggested for consideration by various gentlemen. The appointment of an Auditor was intended to have a permanent effect. He moved that the books and accounts be annually audited by two persons—one to be appointed by the shareholders resident in the United States; the other by the shareholders resident beyond the United States.

After a short conversation the motion was adopted *nem con.*

Mr. J. W. Caton moved that the directors should consider how the 600,000 dols. construction bonds now cancelled, and the future sum so arising, should be dealt with for the benefit of the shareholders. Mr. Reed seconded the motion, which was unanimously adopted.

Mr. Lawrence Heyworth moved, as the fourth resolution: "That so long as the net earnings of the line are insufficient (after paying interest on the bonds) to pay a cash dividend on the stock of the Company, the Directors be recommended, in paying the annual interest upon the capital stock, to render such payments in bonds of the Company bearing seven per cent. interest, which bonds shall mature subsequent to the existing bonds of the Company." The motion was agreed to.

A general discussion in connection with the state of affairs immediately commenced, and

Mr. Reed said he had observed with regret that there had lately been a falling off in their traffic, and he wished to impress upon Mr. Osborn, and through him, upon the directors in America, the necessity of an efficient management of the affairs of the company. He was quite satisfied that there were in the Illinois Railway all the elements of success. They had a wide extent of country, large supplies of agricultural and mineral productions along the line, steam navigation at both ends, and, in particular, an immense quantity of the best coal ever put on a fire, which could be brought to the surface at a cost of 1½ dollars a ton, and supplied at Chicago (from which it was distant 280 miles south) for two or three dollars a ton less than the price now given there for the worst quality of coal now sold there.

He insisted upon the necessity of a reasonable charge being made for the carriage of this coal by the company, and expressed his conviction that by the adoption of such a course the company might realize a revenue of 1,000,000 dollars—a sum which would pay a dividend of 5 per cent. upon two thirds of their capital. The Great Northern Company in England charged one halfpenny a ton per mile for carriage of coals—a rate which experience had proved to be amply remunerative, and he hoped the directors of the Illinois Railway would follow this example.

Mr. Osborn, the Hresident of the Company, said that during the past year the directors had been anxious to develop the coal traffic, and had taken steps for that purpose; but, owing to the peculiarly mild nature of the present winter, their success had not equalled their anticipations. If, however, they had another cold winter like the three last, the coal traffic would no doubt increase considerably. The coal field which had been referred to by Mr. Reed was at Dunpoin, of the very best quality, extending over about 25 miles of country, was about 60 feet from the surface, and could be mined more easily than any coal in the States.

With regard to the cost of carriage, he thought the directors had fixed it low enough, for there was no competition in connection with it; and he understood it was only where competition existed that the carriage was fixed at the low figure mentioned by Mr. Reed. Ultimately, the directors had no doubt the coal traffic was destined to produce one-third of their revenue from freights. (Hear, hear.)

On the motion of Mr. Close, seconded by Mr. Ellis, a vote of thanks was passed to Mr. Osborn and the American directors for their attention to the interests of the company; and a vote of thanks to the chairman closed the proceedings.

FINANCIAL.

[From the London *Times'* City Article, Feb. 12.]

The Bank of England to-day have reduced their rate of discount from 3½ per cent., at which it was fixed on Tuesday last, to 3 per cent.

It was fully expected yesterday, that this movement would take place; but it produced upon its announcement a further slight improvement in the funds.

Nearly five years have passed since the rate was at 3 per cent., a gradual advance, with one or two short exceptional intervals, having taken place from the 1st of June, 1853, when it last stood at that point. Previously, however, for nearly five years—that is to say, from the date of the complete subsidence from the effects of the panic of 1847—it had steadily kept between two and three per cent. That period comprised 239 weeks, during which the *minimum* was three per cent. for 129 weeks, 2½ per per cent. for 74 weeks, and 2 per cent. for 36 weeks; while the average stock of bullion was £16,836,000, the lowest amount having been £13,253,557, and the highest £22,232,138. At present, the total held is probably about £16,300,000, and is consequently fully equal to the amount heretofore found consistent with a prolonged period of ease.

The increase still promises to continue, since, although shipments to the Continent have again been resumed, there is no immediate sign that the sums required will be equal to those which will arrive. As a large proportion of the American and Australian payments to the Continent and elsewhere are made through this country, there must always, under ordinary circumstances, be a certain outflow.

Consols opened this morning at the improved quotations of yesterday, and subsequently experienced a rise of an eighth, which was well maintained. The first transactions for money were at 96 to ⅛, and they left off at 96⅛ to ¼ for both money and account.

The applications at the Bank slightly increased after the reduction of the rate, but the effects of the step will not be perceived till to-morrow, from the comparatively late hour at which it was generally known.

LONDON MARKETS.

[FROM BARING BROTHERS & CO'S. CIRCULAR.

LONDON, Friday, Feb. 12—5 P. M.

In the Colonial and Foreign Produce markets there has been little doing this week, excepting in Cotton, which is dearer. Sugar, Tea, Coffee, and Breadstuffs dull.

Money very abundant. The Bank of England yesterday reduced their minimum rate of Discount from 3½ to 3 per cent. Consols close at 96 a 96⅛ for money, and 96⅛ a 96¼ for the account. Bar Silver 5s 1¾d; Mexican Dollars 5s, Doubloons—Spanish 76s 3d; South American 74s 9d; American Eagles 76s 2½d.

COPPER.—Prices of manufactured advanced 1d per pound on the 8th inst. We quote Sheathing 14d; Tough Cake and Tile £117; best selected £126; yellow metal Sheathing 12d per pound.

COCOA steady; 35 bags Trinidad sold from 68s 6d for grey to 92s for fine red; 34 bags St. Lucia sold at 60s 6d.

COFFEE quiet. The sales are 244 casks, 115 barrels and 209 bags Plantation Ceylon at 60s@68s for fine ordinary, small to mid grey; and 69s@72s for low mid to mid, and 74s 6d for good mid; peaberry 68s@75s; 765 bags Native Ceylon at 39s@41s for low ordinary unclean, and 44s 6d@45s 6d for ordinary unclean; good ordinary clean brings 54s. Foreign—5986 bags Brazil have been offered at auction, but the chief portion was bought in at 39s@41s for ordinary, and 42s@45s for good ordinary Rio. In floating cargoes no transactions.

CORN.—The market continues very dull, and prices of Wheat remain without change. Last week's average quotations for English Wheat was 46s. 9d. on 103,376 quarters returned. We quote white American Wheat 45s@48s., red 42@45s. per qr. American Flour 21s. @25s. per barrel.

COTTON.—Sales for the week 3,800 bales, at very full prices. At Liverpool there has been an extensive demand, and the sales for the week amount to 78,000 bls.; prices are ¼d. per lb. higher, mid. Orleans being quoted 6 3-16 per lb.

DRUGS, &c.—Gum Benzoin—21 cases Siam sold at £23 16s a £24 for very inferior to fine, and 257 cases Penang about half sold at £20 a £7 7s 6d for very inferior to very good seconds. Castor Oil, 491 cks 71 cs mostly sold at 4d a 6¾d for straw to good firsts. Turmeric—1140 bags bought in at 14s a 16s per cwt. Aloes—69 cases Cape sold at 12s a 40s for very inferior to fine. Sarsaparilla—102 bales Jamaica partly sold at 1s 2d a 2s 4d per lb. Ipecacuanha—8 serons partly sold at 2s 9d per lb. Dutch 42s; Gambier 17s; Turkey Opium 16s a 16s 6d; Saffron 25s nominal.

HIDES.—The public sales comprised 128,800 pieces; for superior qualities there was more demand, at rather better rates—common sorts still very dull of sale.

LARD dull, and rather lower. Western in kegs 54s.

HEMP.—380 bales Sunn in public sale partly sold from £15 5s a £16 for mid. and fair, of indirect import; the remainder held for £17, 65 tons; St. Petersburg Clean were bought in at £29a£29 10s.

JUTE.—Of 1950 bales at auction, about one-third found buyers at steady rates, viz: from £13 5s a £14 12s 6d for common and mid. quality with fair to good from £16a£17 10s.

LEAD firm.—Common Pig £23.

IRON.—Welsh in fair demand at £6 10s@£6 15s for Rails, and £6 1s for Bars, free on Board in Wales. We quote Scotch Pigs 54s 6d for mixed numbers on the Clyde.

LINSEED CAKES in moderate demand at late quotations.

INDIGO.—The quarterly sales commenced on the 9th inst. and are proceeding very flatly at a decline of 6d@1s per lb on October rates. 7,429 chests have passed sale, of which 4,019 have been withdrawn; 1,716 bought in, and 1,694 sold.

LINSEED.—Our imports this week are 2,780 qrs., 900 from Berdianski, and 8,880 from the East Indies—on the spot we quote Bombay 54s,, and Calcutta 51s. Black Sea has been sold at 49s., but for vessels now off the coast 50s. 6d.@51s., delivered at outports, has been paid for Marianople; Berdianski is now held for 51s. 6d.

MOLASSES.—Inquiry continues limited—529 tcs., 42 bbls. Mauritius at auction were withdrawn for want of offers. Privately 50 puncheons Antigua sold at 18s., 60 puncheons St. Kitts at 15s. 6d., and 120 puncheons Demarara at 15s.

OILS.—Sperm steady at £80, Pale Seal £39, Cod £30 10s.@£31. Olive in fair demand, Gallipoli £50, Malaga £46, Mogadore £43. Linseed quiet at 28s. 3d.@28s. 6d. Rape steady, Refined 44s., good Brown 40s. Cocoa Nut 42s.@42s. 6d.

RICE.—Quiet and prices without improvement.—The sales are 5,872 bags Bengal at 8s. 6d.@9s. 6d. for good middling to good pearly white. 1,000 bags good pinky Madras sold at 8s. 6d., and 500 bags fair pinky at 7s. 10½d. cash. 6,500 bags Neeranzie Arracan sold at 7s. 4½d. cash. 7,000 bags Rangoon, price kept secret, and of 9,235 bags offered only 1,000 sold at 6s. 9d. 4,500 bags Moulmein sold at 7s. 7½d@7s. 9d., with full prompt, and 3,500 bags Ballam at 7s. for cash. Rum without change.

SUGAR.—The market has been without animation, and prices are 6d@1s lower; but to-day there is rather more demand. Of British West India, 1450 hhds have been sold, including 300 hhds Barbadoes, at auction at 40@44s 6d; and of 20,000 bgs Mauritius and East India, at auction, about two-thirds sold. Foreign—563 hhds, 27 bbls Cuba Muscovado, nearly all found buyers at 37s 6d@40s for low brown to low yellow, and 40s@45s for low to good bright yellow; 332 hhds 260 bbls Porto Rico, were mostly disposed of at 38s 6d@40s for brown and low yellow, and 40s 6d@46s 6d for low to good yellow; 554 boxes Havana, sold at 41s@44s for low soft to good mid yellow, and florettes at 49s 9d@50s; 242 boxes white Havana, were bought in at 37s@38s (in bond) for low to good mid. Privately, about 1500 boxes Havana have changed hands, No. 9 to 9½ at 40s, No. 11 at 42s 6d, and No. 12a13 at 44s@45s; 600 boxes No. 14 clayed Cuba, at 45s@46s; 900 bags low brown Siam at 30s; also a floating cargo of 2,740 boxes No. 11 to 11½ Havana, fully insured, at 28s 6d, for an outport, and two cargoes Mauritius at 28s@29s for outports.

SALTPETRE.—Dull; about 2,309 bags Bengal sold privately at 31s. for 12 per cent. refraction, 22s. 6d. @34s. for 9½ and 9 per cent., and 36s. for 7 per cent., nearly all for cash.

SPELTER firm at £27 10s. on the spot.

TALLOW—Flat; St. Petersburg Y. C. 32s. 6d. on the spot and for Spring delivery.

TURPENTINE.—Nothing doing in Rough. Spirits: the demand is slack; American in casks, 36s. 6d.@37s. per cwt.

TIN.—Steady. We quote Blocks 129s., Bars 130s., Refined 131s., Straits 124s., Banca 126s.

TEA.—The market is flat, and common Congous have declined to 1s. 1d. per lb.

IN AMERICAN STOCKS less activity, but no change as to prices.

LATEST NEWS.

TELEGRAMS

RECEIVED AT THE OFFICE OF THE DAILY EXCHANGE.

CONGRESSIONAL PROCEEDINGS.

WASHINGTON, March 2.

SENATE.

The Senate passed the House bill making appropriations to fulfill the Sound Dues stipulations.

Mr. Seward presented a bill amending the act of March 3d, 1855, regulating the carriage of steamship and other passengers; referred.

Mr. Evans introduced a bill amending the patent laws.

Mr. Houston introduced a bill providing for the organization of a regiment of mounted volunteers for the protection of Texan frontiers. Also authorizing the President to raise four additional regiments of volunteers.

The resolution of Mr. Douglas, offered on the 4th ult., calling for information in relation to Kansas affairs. He presented various reasons why it should be adopted, but it was set aside for the consideration of the Kansas bill.

Mr. Collamer resumed his remarks from yesterday in opposition to the bill, and having finished his speech, the Senate, after an executive session, adourned.

HOUSE OF REPRESENTATIVES.

The House resumed the consideration of the bill regulating the pay and number of the employees of the House. An uninteresting discussion ensued, which occupied some time.

The bill was, after debate, referred to the Committee of the Whole on the State of the Union.—Yeas 100; nays 85.

The House proceeded to the consideration of the motion to reconsider the vote by which was referred to the Committee of the Whole on the State of the Union, the Senate bill giving the President power to restore to the active or reserved list officers of the Navy affected by the Naval Retiring Board.

Mr. Davis, of Maryland, made a speech in justification of the action of the Retiring Board, who, he contended, transacted the business with which they were intrusted in an honorable and conscientious manner. She had purged the Navy of much of its rotten material.

That administration would be held to a rigid responsibility which shall place in command of a man-of-war any officer who has been pronounced unworthy of discharging active duty.

Mr. Miles, of South Carolina, earnestly condemned the proceedings of the board, whose action in some instances, was absolutely repugnant to every sense of justice and fair dealing. He could not approve of such secret societies, whose weapons of destruction were so directed that the victims could not tell from what quarter the blows came.

Mr. Chapman advocated the bill, and was strong in his condemnation of the inquisitorial character of the retiring board.

Mr. Sherman, of Ohio, was opposed to the bill, believing that all the aggrieved officers had a fair opportunity for trial before the Naval Courts of Inquiry.

Mr. Millson denied that those officers had a fair trial, and remarked that the action of the Naval Retiring Court had been emphatically condemned.

Without taking the question, the House adjourned.

FROM WASHINGTON.

WASHINGTON, March 2.—The Senate in executive session to-day, again discussed, without coming to a vote, the nomination of Mr. Cook as postmaster at Chicago. The difficulty seems to be a result of the complication of his accounts as former postmaster with those of his successor, and his offsetting a deficiency in his account with an equal sum due him by the Treasury Department for property purchased from him, and of which the government has taken possession.

Despatches received to-day at the War Department, show an absolute necessity that supplies should reach the Utah army, under Col. Johnson, by the 1st of June. With this view Gen. Scott has issued an order to organize 206 mule wagons with the utmost dispatch, at Fort Leavenworth. The train will start as early as the 10th inst., with an escort of seven companies. An order has also been issued for a strong escort to be furnished Captain Marcy on his return from New Mexico, about the 20th of March. These orders have been sent by telegraph to Birnville, and thence will be conveyed by express messengers.

FROM SANTA FE—THE ARMY IN UTAH.

ST. LOUIS, March 2.—The Sante Fe mail has arrived. Capt. Marcy reached that vicinity on the 2d ult. The trip was attended with the loss of a muler and great hardships. He would immediately make purchases for the resumption of the expedition, which has thus been entirely successful and it will no doubt put Col. Johnson in possession of the means of transportion to Utah much earlier in the spring than supplies can reach him from the States.

A difficulty occurred between Surveyor Kelly's party and the Mexicans near Allugterque, in which two of the latter were killed.

Mr. Hockaday, District Attorney of Utah, has arrived here.

The Government dispatches deny that the troops at Camp Scott are on half rations.

SANTA ANNA GOING TO MEXICO.

NEW YORK, March 2.—A Havana letter says that Santa Anna is expected from St. Thomas, and will proceed to Mexico in a Spanish war steamer, to assume the Presidency of Mexico for the last time.

WEATHER REPORTS.

PHILADELPHIA, March 2—noon.—At 6 o'clock, A. M., the Barometer stood 29.47, wind W. by N. W., Thermometer 25½°, with a slight fall of snow. By noon it became clear—Barometer 29.52, wind W. by N., and Thermometer 27°.

WASHINGTON.—At daylight Thermometer 24°—noon 28°. Weather boisterous—wind due N. W. Sky variable.

MARKETS.

NEW YORK, March 2.—Cotton has advanced ⅛. Sales of 6,000 bales at 12½ cts. for Upland middlings. Flour is firm. Sales of 8000 bbls at $4.65 @$4.95 for Southern. Wheat is firm. Sales of 8000 bushels at 140 cts for Southern white, Red 121 cts. Corn has declined. Sales of 35,000 bushels at a decline of 1 cent. Sales of white and yellow at 65@67 cts. Sugar is heavy. Coffee is quiet. Molasses is firm at 30@31 cts. Spirits Turpentine dull. Rosin is dull and unchanged. Oil is steady. Pork—Mess has declined 16 cts. Sales at $16.35@$16.50.—Whisky is quiet at former rates. Freights are dull.

John Pritchard, the second mate of the David White, killed a deck passenger of the name of Dolan or Nolan, on the trip from New Orleans to Louisville, by felling him to the deck with a billet of wood. He struck him one blow on the shoulder, and the man, in falling, struck his side on the handle of a truck. This penetrated under the arm pit, and he died in three hours.

The deceased was a deck passenger, who had refused to pay but two dollars for his passage, and the mate ordered him to go to the forward part of the boat, and there remain. He soon after met him going to the after part of the boat and struck him. This occurred on the Mississippi river, just below Worthington's Point. The boat stopped at Greenville, or Columbia soon after, and the mate went ashore and escaped, before Captain McGill knew of the occurrence. He had ascertained that the mate knocked a deck passenger down, but was told that he wasn't much hurt. The deceased was buried opposite St. Francis river. Considerable money in specie was found upon his clothing.

THE PACIFIC HOTEL EXAMINATION.—The examination of Taylor, charged with setting fire to the Pacific Hotel at St. Louis, was commenced in that city on Friday, and will probably continue through all of this week. Thus far the evidence has been circumstantial, and though strongly suspicious circumstances are shown, yet nothing directly and positively implicating Taylor has yet been proven. There is a large number of witnesses to be examined, and the excitement continues.

Daily prayer meetings for the business men of Cincinnati have been commenced in that city. The first one was held on Monday last in the lecture room of the First Presbyterian Church.

MARYLAND LEGISLATURE.

ANNAPOLIS, March, 2 1858.

SENATE.

Petitions presented.—Mr. McMasters in relation to free negroes in Worcester county. Mr. Stone, to tax dogs. Also, against lighting the streets of Hagerstown. Mr. McCullough for a portion of the appropriation for internal improvements on the Eastern Shore, for the construction of a railroad on the track of the Eastern Shore Railroad in Cecil county.

Leaves to Report Bills.—Mr. McMaster, to authorize the sale of certain negroes of the late Priscilla Porter at private sale. Also, to make valid a deed to H. J. P. Dickinson. Mr. Hoffman, to tax Insurance policies, and reported said bill. Also, to grant an annuity to the Home of the Friendless.—Also, to authorize the Mayor, &c., of Baltimore to provide gas for the use of the citizens, and reported said bill. Mr. Miles, to extend the time of W. O. Chappell, and reported said bill. Mr. McCullough, to regulate the granting of licenses to sell ardent spirits in Cecil, Kent and Somerset counties. Mr. Miles for the relief of John Saxton, late collector of St. Mary's county. Also, for the relief of J. T. Blackistone, late clerk of St. Mary's county.

Bills Passed.—Relative to Red Lion Branch in Queen Anne's county. For relief of J. W. Pennell. To allow Zulma Marcellie to bring slaves into this State. To perpetuate the evidence of the lost records of Dorchester county. Refunding a sum of money to G. B. Aiken. Amending the charter of the Mutual Insurance Company of Frederick county. For re-binding certain record books in Cecil county. To pay the expenses of Cecil county within the year. Increasing the powers of the Commissioners of Elkton. Relative to the public execution of malefactors in Frederick county. To amend the act of 1852, ch. 68, to carry into effect the 22d sec. of the 4th article of the Constitution. For the despatch of business in the Superior Court and Court of Common Pleas. To authorise the purchase of land from S. E. Baker, of Kent county, for use of the M. E. Church of Kent Circuit. For another magistrate in the 4th district of Harford county, and in the 2nd district of Caroline county. For the more general diffusion of information respecting the proceedings of the Commissioners of Worcester county. For the relief of Joshua Brown.

Bills Rejected.—For relief of the heirs of the late Frederick Stier. To regulate the number of coroners in Baltimore city, and fixing their compensation.

Resolutions relative to French Spoiliations, prior to 1800, were passed.

Bills Reported.—By Mr. Hoffman, to take insurance policies. Also, to authorize the Mayor, &c., of Baltimore, to provide gas for the use of the citizens. Mr. Miles, to extend the time of Wm. Chappell, of Montgomery county. Mr. Bradley, for the relief of G. T. Mason. Mr. Wilkins, for running and marking the boundaries between Maryland and Virginia. Mr. Hoffman, to legalize certain holidays for the purpose of allowing bills and notes to be protested.

Mr. Stone's bill to repeal the act of 1840, releasing the Baltimore and Ohio Railroad Company from the foafeiture for not constructing their road through Washington county, according to the terms of the eight million loan bill, was considered and laid over.

Yesterday Mr. Kimmel submitted the following preamble and order.

Whereas, the first section of the seventh article of the Constitution of Maryland makes it the duty of the Commissioners of Public Works to keep a journal of their proceedings, to make a report at each regular session of the Legislature, and to recommend such legislation as they shall deem