THE DAILY EXCHANGE.

VOL. III--NO. 328. BALTIMORE, TUESDAY, MARCH 15, 1859. PRICE TWO CENTS

BOARD OF TRADE.
Committee of Arbitration for March.
JOSEPH F. DIX.
S. R. DUNNOCK, | R. D. BROWN,
HENRY DUVALL, | BENJ. H. WILLIAMS.

Monetary and Commercial Review.

BALTIMORE, March 14, 1859.

There was nothing done in Stocks to-day at the Board, nor have we heard of any transactions on the street.—The Stock Board met as usual, but immediately adjourned without transacting any business, as a token of respect to the memory of James H. Carter, Esq., a member of the Board, and formerly a member of the eminent Banking house of Josiah Lee & Co., whose decease was announced this morning.

PRICES AND SALES OF STOCKS IN NEW YORK.
BY TELEGRAPH.
Through WILLIAM FISHER & SON, Stock and Bill Brokers.
No. 22 South street.

	1st Board.	2d Board.
Virginia 6's	.98	00
Missouri 6's	85¾	85¾
Illinois Central bonds	90¾	00
Canton Company	40	00
Erie Railroad	10½	11½
New York Central Railroad	79½	79½
Reading Railroad	48¼	48¼
Panama Railroad	00	00
Cleveland and Toledo Railroad	29¾	00
Michigan Southern Railroad	15½	00
Cumberland Coal	00	00
Harlem Railroad	00	12⅝
Galena and Chicago	00	68½
Michigan Southern, guaranteed	46¾	00
LaCrosse and Milwaukie Railroad	00	00
Rock Island Railroad	60½	00

Market quiet. weak.

In New York to-day stocks were generally lower. Illinois Central bonds declined ¾; Erie Railroad ¾; New York Central ½; Reading ⅝; Cleveland and Toledo ¾; Rock Island ¾; Galena and Chicago ⅝; and Harlem ¾. The only stock on the list which advanced was Michigan Southern which improved ⅛ per cent. Virginia and Missouri 6's, Canton, and Michigan Southern guaranteed sold at Saturday's rates.

Exchange at Havana, we understand, is improving, and the prospects of a large drain of gold to that point are less favorable to shippers.

We annex a comparative statement of the Imports of Foreign Dry Goods and General Merchandise for the week and since Jan. 1:

For the week.	1857.	1858.	1859.
Dry Goods	$2,813,688	$1,092,568	$2,364,670
General Merchandise	2,252,024	675,386	2,167,766
Total for the week	$5,065,712	$1,767,954	$4,532,436
Previously reported	42,733,468	18,291,483	41,287,269
Since Jan. 1	$47,799,180	$20,059,437	$45,819,705

The following is a comparative statement of Exports (exclusive of specie) from New York to foreign ports for the week and since Jan. 1:

	1857.	1858.	1859.
Total for the week	$591,209	$1,398	$1,484,224
Previously reported	10,149,735	8,840,795	7,451,401
Since January 1	$11,040,944	$9,915,193	$8,935,615

The following shows the earnings of the North Pennsylvania Railroad during the month of February,

1859	$22,588.19
Same time last year	18,901.51
Increase	$3,686.68
In three months ending Feb. 28	$70,720.25
To same date last year	59,714.45
Increase	$11,005.80

The annual report of the Secretary of the Treasury, on the condition of the banks of the United States, embraces the accounts of fourteen hundred and twenty-six banks and branches, being, with few unimportant exceptions, all the chartered banks which were in operation on the first of January, 1859.

The returns for the last three years give the following general results:

	1857.	1858.	1859.
No. of banks and branches	1,416	1,422	1,476
Capital paid in	$776,834,684	$794,622,799	$401,976,242
RESOURCES			
Loans and discounts	$684,456,887	$583,165,202	$855,183,799
Stocks	59,272,329	60,595,260	63,5[illegible]3,449
Real estate	20,[illegible]1,434	22,[illegible]3,584	976,497
Other investments	5,900,536	6,075,906	8,323,035
Due by other banks	65,849,205	58,052,802	78,244,987
Notes of other banks	23,124,008	22,447,436	19,858,287
Specie funds	25,081,018	15,380,441	8,508,833
Specie	58,349,838	74,412,832	104,537,818
LIABILITIES.			
Circulation	$214,578,829	$165,238,244	$193,206,918
Deposites	259,351,352	185,942,049	259,568,278
Due to other banks	57,674,3[illegible]3	51,169,875	68,212,529
Other liabilities	19,816,850	14,106,713	15,168,447

The capital in New York is represented at $101,285,489; in Massachusetts, $61,816,825; in Pennsylvania, $24,565,805; in Louisiana, $24,215,689.

BALTIMORE MARKETS.

MONDAY, March 14.

EXCHANGE.—There is a good demand for sterling bills, and rates are firm. We quote Bankers' bills on London at 109¾@109⅞; do. commercial bills at 109⅝@109¾; Paris 60 days sight 5.17½@5.15; do. sight 5.12½; Antwerp 5f 15: Amsterdam 41⅜; Bremen 79¾; Hamburg 36¾; Cologne 73; and Frankfort 41¾.

COFFEE.—There is very little doing to-day in Coffee, the sales so far as we have learned embracing only 250 bags rejected Rio at 11¼ cts. We have no change to note in the general condition of the market. Holders are still firm in their views but buyers are indisposed to operate to any extent at present rates. The quotations for Coffee to-day are as follows viz: 11⅜@11¾ cts. for fair to good Rio, 12 cts. for prime do., 12⅝@12¾ cts. for Laguayra, and 14½@15 cts. for Java. The bark Charlier arrived here yesterday from Rio with a cargo of 4,200 bags Coffee. This arrival increases the stock of Coffee here to about 24,000 bags.

FLOUR.—The Flour market continues quiet, but it is still firm for all descriptions. The only sale reported on "Change was one of 400 bbls. standard City Mills Super at $6 per bbl. There was some inquiry for Howard Street and Ohio Super, but nothing was done, none of us could learn in either of these varieties. The former description is held firmly at $6.37½, and we quote the latter as before at $6.25@6.37½ per bbl. City Mills Super may be quoted at $6 for standard, and $6.25@6.50 per bbl. for fancy brands. Extra Flour is steady at $6.75@7 for Ohio, $7@7.50 for Howard Street, $7 for regular shipping, and $8 per bbl. for choice retailing brands City Mills. We quote Rye Flour firm as before at $4.50, and Corn Meal at $3.75 for Baltimore, and $4.12½ per bbl. for Brandywine.

FAMILY FLOUR.—Family Flour is now selling at the following rates, viz: $9 for Baltimore, $8.50 for Old Dominion, and $9 per bbl. for Welch's.

GRAIN.—Receipts of Wheat were better supply to-day than on Saturday, but the receipts were nevertheless very large. There was no particular activity in any variety, and for Corn the market was quite dull. There were about 16,000 bushels Corn at market to-day, and a part of it was sold at 76@78 cts. for white, 76 cts. for damp yellow, and 82@84 cts for dry lots do. Prices for Corn are as will be seen, 1 to 2 cts. per bushel lower than on Saturday. Wheat continues firm, although the market for it is not particularly active A lot of 150 bushels red, the only sale to-day, sold at 160 cts., which is the highest figure yet reached, and we quote white firm at 170@180 cts for fair to good, and 185@190 cts. for prime and choice.—There were about 5,000 bushels white Wheat at market. There were about 700 bushels Rye, and 2,500 bushels Oats at market. We quote Rye at 90 cts. for prime, 85@90 100 cts. for Pennsylvania and Oats at 50@55 cts. for Maryland and Virginia, and 53@60 cts. for Pennsylvania.

MOLASSES.—There has been no movement to-day in Molasses so far as we have heard. New Orleans is in light supply and quite firm, but of foreign the stock is increasing and the market for it is dull and heavy. We quote New Orleans Molasses at 40 cts., Porto Rico do. at 33@36 cts., and Cuba do. at 25@26 cts. for clayed and 30@31 cts. for Muscovado.

PROVISIONS.—Provisions are still in demand, and the market for most descriptions is pretty firm. We hear of no transactions of importance to-day in Bacon, but we quote it firm at 7¾ cts. for Shoulders, and 9¾ cts. for Sides. Bacon Shoulders are scarce. There is a good inquiry for Bulk Meat, and we quote it firm at 7 and 9 cts. for Shoulders and Sides. We note a sale to-day of 60 hhds. Sides at 9 cts. There is a better demand for barrelled Pork, and we note a sale of 200 bbls. Mess at $18.25 per bbl. We quote Mess Pork firm at $18.25@18.50, Prime Mess do. at $15.50@16, Prime do. at $13.50@14, and Rump do. at $14 per bbl. Beef may be quoted at $8@9 for Prime, $10@11 for No. 1, and $11.50@13 per bbl. for Mess.—Lard is dull. We quote it at 12 cts. for good Western in bbls. and tierces, and 12¾ cts. in kegs.

RICE.—There is still a good inquiry for Rice, and we quote it steady at 3¾@4¼ cts. for fair to prime. We note a sale to-day of a lot of 100 tierces good Rice at 3¾ cts. per lb.

SUGARS.—There has been no movement of importance to-day in Sugars, and the market for them is still heavy. We quote New Orleans as before at $7@7.25 for low to good fair, $7.50@7.75 for good to prime, Porto Rico do. at $7@7.50 for ordinary to good, and refining grades Cuba and English Island do. at $6.75@7.12½.

SEEDS.—The inquiry for Cloverseed to day was rather better than on Saturday, and the market for it was rather firmer in tone. Sales were made on 'Change of some 300 to 350 bushels at $6.25@6.37½, and the prime lots holders were firm at the close at the latter figure. We continue to quote Timothy Seed at $2.25@2.37½ per bushel, but we hear of no sales being made.

SALT.—Liverpool Salt is quite dull, but the nominal rates for it are still as follows, viz: 90 cts. for Ground Alum, 180 cts. for Marshall's and Jeffrey & Darcy's fine, and 160 cts. per sack for Ashton's do. Turks Island Salt may be quoted at 15 cts. afloat, and 20 cts. per bushel from store.

WHISKEY.—Whiskey is in pretty good demand, and we quote it firm 28¾ cts. for Pennsylvania, 28¾@29 cts. for Ohio, and 29¾@30 cts. for Ohio. We note a sale today of 100 bbls. Pennsylvania Whiskey at 28¾ cts.

DOMESTIC MARKETS.

CINCINNATI MARKET, March 12.—Flour.—The market continues extremely dull, and prices little better than nominal. The only sale we heard of was 300 bbls. extra white Wheat, delivered at Trenton, Ohio, at $6.25. 2,145 bbls. were received the last 48 hours.

Whiskey—Prices are ¼c. higher, with a good demand. Sales of 900 bbls. at 25@25½c., the latter rate for wagon.

Provisions—Fair demand for Mess Pork, with sales of 200 bbls. at $17.50. A moderate demand for Bacon, with sales of 100 hhds. at 7c. for Shoulders and 9¾@9¾c. for Sides, which is an advance. Bulk Meats in good demand, and prices tending upward. Sales of 50 hhds. Shoulders at 6¾c., packed; 3,200 pieces at 8c. for Shoulders and 8c. for Sides and Hams, loose, and 35,000 lbs. Sides at 8¾c. Nothing transpired in Lard.

MARKETS BY TELEGRAPH.

NEW YORK, March 14.—Cotton is firm—Sales of 3,500 bales during the past three days. Flour is firm—Sales of 14,500 bbls.: State $5.55@5.80, Ohio $6.70@6.85, Southern $6.25@6.75 Wheat is firm and buoyant—Sales of 12,500 bushels. Milwaukie Club 135 cts.; Chicago Spring 110 cts.; Western red 148@150 cts. Corn is buoyant and excited—Sales of 22,000 bushels. Prices lc. higher; white western 70 cts.; mixed 91 cts.; yellow 90@92 cts. Pork is dull. Mess $17.75@18.40. Lard is firm at 11¾@12¾ cts. Whiskey has declined ¾c—Sales at 28 cts. Sugar is quiet at 7@7¾ cts. Molasses is steady at 39@39½ cts. Spirits Turpentine closed firm at 52@53 cts. Rosin is firm—Sales 6,500 bbls. at $1.72½@1.75. Rice is firm at 3¾@4¼ cts.

CINCINNATI, March 14.—Flour is firm at $5.90@6.—Wheat is firm. Mess Pork $18.

PHILADELPHIA, March 14.—Flour is dull, and prices unchanged. Wheat.—The market is bare and wanted.—Sales at 175 cts. for white, and 160@162 cts. for red. Corn is firm—yellow 86 cts. Coffee is firm: sales of 1,600 bags Rio at 11¾@11¾ cts. Pork—Mess $18.50. Lard is firm at 12¾@13¾ cts. Whiskey 28@29 cts. Bacon Sides 10¾ cts.; Shoulders 8@8¼ cts.

NEW ORLEANS, March 12.—Cotton.—Sales to-day 3,000 bales at 11¼@11½ cts. for middling; Sugar quiet at 5¾@6¾ cts.; cotton freights to Liverpool firm. Coffee firm at 11¾ cts. for Rio; sales of the week 7,750 bags; import 8,000 bags; stock in port 10,500 bags.

CHARLESTON, March 12.—Cotton market unchanged; 1,000 bales sold.

MOBILE, March 12.—Cotton.—2,500 bales sold. Market firm at 11¾@11¾ for middling.

SAVANNAH, March 12.—Cotton.—2,500 bales sold at 11¾@11¾ for middling to good ordinary.

FOREIGN MARKETS.

[*Commercial Correspondence of the Savannah Republican.*]

HAVANA, March 3.—Some few holders of Clayed Sugars have yielded to reason, and submitted to a decline of about a half real per arroba. This concession is, however, by no means as yet general, although from the latest transactions of which I have heard, I feel justified in quoting D. S. No. 12, at 9½ reals per arroba, and other numbers upon that basis. The majority of the holders appear to anticipate a reaction in the markets of the United States, whilst others believing there will be a war in Europe, and not being pressed for funds, are determined to hold on to their produce to abide the result of coming events. Judging from the statements of friends, recently from New York, I imagine it is probable much larger concessions will have to be made by holders, before they will be enabled to realize their stocks.

Molasses—Both Clayed and Muscovado remain firm, as last advised.

Rice—The stocks of all descriptions are large, and the market is very dull. The 200 casks ex Golden Rod, from Savannah, retailed at 11¼@11½ reals per arroba.

Yellow Pine—Two or three cargoes afloat await purchasers, for which no offers have been made.

Freights—This week very dull. Last engagement reported, a Swedish brig to load 900 boxes sugar for Cowes or Falmouth, and a market, at 45s. per ton.

Exchanges have declined. 1 quote Sterling at 10 per cent. premium; New York 60 day Bills 2¾ to 3 per cent. discount; New Orleans, nothing doing.

IMPORTS AT BALTIMORE.

FOREIGN.

CARIBBEAN SEA—*Brig Palestine.*
200 tons guano, master.

RIO DE JANEIRO—*Bark Cavalier.*
454 bags coffee, James Hooper & Sons; 3,746 bags do., order.

COASTWISE.

NEW YORK—*Str. Locust Point.*
70 pkgs. brandy, C. H. Myers & Bro.; 20 do., Wm. Lanahan; 10 do., C. H. Ross & Co.; 4 do. wine, J. Stewart & Son; 300 pkgs. mdse., B. & O. R. R; 220 do. do., sundry persons.

EXPORTS FROM BALTIMORE.

LONDON.—2,309 bbls. linseed cake; 200 bags do.

RIO DE JANEIRO AND A MARKET.—5,795 bbls. flour; 155 half do.; 4,517 bushels corn; 35 tcs. hams; 150 cans lard; 3 half chests tea; 100 cans spirits turpentine.

Shipping Intelligence.

PORT OF BALTIMORE, March 14.

ARRIVED.

Steamship Locust Point, French, from New York—mdse. to Samuel T. Pearce.

Steamer Belvidere, Keene, from Richmond. At 10 A. M., Sundy, passed steamtug Wasp, at steamer Baltimore, before reported sunk—had got chains around her, and wished to be reported.

Steamer Henry L. Gaw, Iler, from Philadelphia—mdse. to J. A. Shriver.

Steamer Kent, Kirwan, from Cambridge and Denton. Reports below Sharp's Island, a hermaphrodite brig—bound up.

Bark Cavalier, Ferrall, from Rio de Janeiro, Jan. 23d.—coffee to Jas. Hooper & Sons. Towed up by steamtug Hercules. Passed bark Hannibal, from Richmond for Montevideo, going into Rio, and bark "Haslup," of the Harbor. On the 8th and 9th inst., south of the Gulf Stream, encountered a heavy gale, and on the 10th, off Cape Henry, saw a bark beating in, with the head of the foretopmast apparently sprung.

Schr. Tiger, Evans, from Saco—heading to T. W. O'Brien. (Arr. Friday, 11th.)

Schr. Bee, ——, from Philadelphia—mdse. to Jno. W. Brown & Son.

CLEARED.

Steamer Henry L. Gaw, Iler, Philadelphia—J. A. Shriver.

Bark Mondamin, Collins, Rio Janeiro and a market—Thos. Whitridge & Co.

Bark New Light, Reynolds, Rio Janeiro and a market—T. Pierce.

Brig Elliott, (Br.) Ford, London—Thomas Whitridge & Co.

Brig Mary H., Kelly, Boston—Morrell & Randall.

SAILED.

Ship Wild Rover, Humphrey, New York, in tow of steamtug Hercules.

Ship Johannes, (Brem.) VonTritzen, Bremen, in tow of tug Reliance.

Bark Blue Wing, Burnham, Rio de Janeiro, in tow of tug Hercules.

Bark Mondamin, Collins, Rio Janeiro, in tow of steamtug Lioness.

Bark New Light, Reynolds, Rio Janeiro, in tow of steamtug Lioness.

Brig Mary H., Kelly, Boston.

MEMORANDA.

Steamship City of Norfolk, Parker, arrived at Savannah 11th inst. from Baltimore.

Ship Pleiades, Winslow, sailed from Liverpool 19th ult. for Philadelphia.

Ship Phantom, Peterson, cleared at Boston 11th inst. for Honolulu.

Ship Bramah, from Liverpool, with 800 tons railroad iron, arrived at Pensacola 3d inst.

Ship "Mariner" Trefry, from Baltimore, arrived at London on the 23d ult.

Ship Amazon, Hovey, from London, arrived at New York 13th inst.

Ship Orso, Jones, from Androssan, arrived at New Orleans 8th inst.

Bark David Kimball, Linnell, from Philadelphia, arrived at New Orleans 8th inst.

Bark Mustang, Greenman, for Lavacca, cleared at N. York 12th inst.

Bark Nassau, Lewis, from Baltimore, arrived at Charleston 12th inst.

Bark Champion, Mayo, cleared at Mobile 9th inst. for Cronstadt.

Bark Evadne, Dean, for Callao, loading, was at Valparaiso Jan. 31.

Bark Thomas Dallett, Dill, from Laguayra, was at Porto Cabello 22d ult.

Bark Alexina, Lovell, from New Orleans, arrived at Philadelphia 12th inst.

Bark Overman, Sterling, from Rio Janeiro, arrived at Savannah 11th inst.

Brig Daniel Davis, Staples, cleared at Philadelphia 14th inst. for Cardenas.

Brig Jenny Lind, Eaton, from Arecibo, arrived at Philadelphia 12th inst.

Brig Carolina, Porter, from Aspinwall, arrived at New York 13th ult.

Brig "Motford," reported discg. at Aspinwall, Feb. 2d, should be Abbottsford, Cooper.

Schr. Spirit of the Times, Ruffrio, from Baltimore via Kingston, Ja., at Portland 24 inst.

Schr. Lizzie Maul, Henderson, cleared at Charleston 11th inst. for Baltimore.

Schr. Wm. Spear, Jones from Baltimore, arrived at Richmond 12th inst.

Schr. Ellen, Goldsborough, Bunting, from Baltimore, arrived at Richmond 12th inst.

Schr. Jno. Randolph, Phillips, from Baltimore, arrived at Richmond 12th inst.

Schr. Valetta, Means, for Cardenas, cleared at Mobile 9th inst.

LATEST NEWS.

TELEGRAMS.

From Washington.

WASHINGTON, March 14.—It is credibly ascertained that both England and France disclaim any other intention in sending naval forces to the coast of Mexico than to procure due reparation for wrongs done to British and French subjects. The further statement is also made that it is not their purpose to take sides with or favor either of the contending Mexican Governments. There is no reason to believe that our Government is apprehensive that anything will be done by them in conflict with the Monroe doctrine, or to shake the political institutions of that country.

Mr. Holt entered upon the discharge of his duties as Postmaster General to-day. A committee from Boston had an interview with him in reference to the removal of the post office of that city, and he informed them that he would consider the subject after hearing from Postmaster Capen.

Governor Denver left this afternoon for California. His resignation as Commissioner of Indian Affairs is to take effect on the 1st of April. Mr. Mix, the Chief Clerk of that Bureau, has been commissioned as Acting Commissioner.

The Grand Jury to-day commenced the examination of witnesses in the Sickles case. Some twelve or fourteen persons have been summoned.

The last weekly Treasury statement to the 7th inst., shows a balance of $3,000,000; Receipts $715,000; Drafts paid $732,000; Drafts paid $1,041,000; Reduction $329,000. The receipts in New York, for the week ending on Saturday last, amounted to $272,000, including $1,600,000 on account of loan.

A Board consisting of Chief Engineers Wood, Isherwood and Long, will convene at Philadelphia Navy Yard on the 28th inst. for the examination of candidates for admission and promotion in the Engineer Corps of the Navy.

The Chief Clerk of the Patent office, Mr. Shugert, is now acting as Commissioner of Patents.

Hon. Mr. Florence, who has been ill here ever since the close of Congress, is convalescent.

Ex-Congressman Joseph Miller, of Ohio, has been appointed Associate Justice of Nebraska, vice Governor Samuel W. Black.

Destruction of the Albuquerque Mail by the Indians.

ST. LOUIS, March 14.—The loss of the Neosha and Albuquerque mail of last November is confirmed by the arrival here of John Hall, the conductor, who makes an affidavit to the effect that when about one day's march behind Lieut. Beale's party he was attacked by forty Camanche Indians, badly wounded and taken prisoner, and the mail destroyed. Mr. Hall escaped from the Indians in February, and after enduring severe hardships succeeded in reaching a settlement safely.

Overland Mail.

ST. LOUIS, March 14.—The overland mail of the 18th ult. has arrived. The Tejon Camanche Indians had stolen eighty mules from a drove belonging to the Company, designed to supply the mail stations. A party of rangers had started out in pursuit.

The Company were supplying the stations with ammunition and Sharp's rifles.

The report that Governor Pesquira, of Sonora, had been deposed, is not confirmed.

Arrival of Lord Lyons, the New British Ambassador.

NEW YORK, March 14.—The British frigate Curacoa, with Lord Lyons on board, the newly appointed Minister to Washington, arrived this morning.

Suicide.

NEW YORK, March 14.—Louis Bene, formerly a Prussian officer, but now a citizen of Texas, shot himself here yesterday at the Shakspeare Hotel.

[*From the New York Papers.*]

Later from Havana.

CHARLESTON, March 13.—The steamship Isabella has arrived from Havana and Key West 10th inst.

The ship Cornelia, from Boston for New Orleans, was totally lost on the 2d inst., on Cape Florida. Officers and crew saved.

At Havana Sugars were quiet and declining.—Molasses unchanged. Sterling Exchange 10 per cent. premium. Exchange on New York 60 days, 2 per cent. discount. Money was tight, and the banks refused to discount. Freights active.

NEW YORK March 14.—The steamer Philadelphia from Havana has been signalled below.

Detention of the Prince Albert.

ST. JOHNS, N. F., March 12.—The brigatine Neol, which arrived at Bay of Bulls last Wednesday, spoke the steamship Prince Albert, from New York for Galway *via* St. Johns forty miles south of Cape Race, on Tuesday, at 9 A. M. The Prince Albert has not yet arrived here; and is probably kept out by the ice, of which the supply is unusually abundant.

The Navigation of the Hudson.

ALBANY, March 13.—The water is quite high here, the stores on the docks and pier being inundated. Large quantities of ice passed the city last night and to-day. The weather is very warm.—The Railroad people report the whole body of ice between the city and Poughkeepsie in motion. Boats are loading here for New York.

Sale of the Yacht Wanderer.

SAVANNAH, March 12.—The schooner Wanderer, of slaver notoriety, was sold at auction to-day to Charles Lamar for $4,000.

Arrival of the Ætna.

BOSTON, March 13.—The Cunard screw-steamship Ætna from Liverpool, February 27, arrived at this port at 7 A. M. to-day. She brings no later news.

A GALLERY OF THE MASTERS.

Mr. Wm. H Aspinwall, of New York, has acquired a new claim to the title of "Merchant Prince." In a late visit to Europe, he made, with judicious discrimination, a most valuable collection of works of the old masters, together with a few choice gems of modern art; and the walls of his gallery in Tenth street are now covered with pictures that might excite the envy of a Medici or a Doria. The gallery, which adjoins Mr. Aspinwall's private residence, has been erected under the architectural supervision of Mr. Aspinwall's son-in-law, Mr. Renwick, and is admirably adapted to the purpose for which it was designed. To the right of the spectator, as he enters the principal gallery, of which there are three, hangs the Immaculate Conception of Murillo; opposite a full-length portrait of the Marquis of Langamey, Governor-General of Milan, by Vandyke; and a Knight of Malta, by Velasquez; a fine Guido; a Sybil, by Guercino; a Savior and St. John, by Correggio; a Singing Party, by Paul Veronese; a Titian, two Cuyps, Rembrandt, Jacques Ruysdael, Andrea del Sarto; a Christ, by Carlo Dolcci, exquisite in tone and color, and many others, as worthy of mention. In the small gallery devoted to modern art, we have specimens of Carl Muller, Ten Kate, Verbeckhoven, Madon, Delabert (pupil of Paul Delaroche), and the most exquisite Merle we ever saw. Our native artists are admirably represented by Huntington, Church, Gignoux and others. The public exhibitions, which are on Thursday of each week, are under the superintendence of Mr. N. Wilson, Janitor of the artist's studio, No. 15 Tenth street, from whom tickets of admission (free) can be obtained.—*Post.*

OFFICIAL PRAISE.—The illness of Bomba is thus spoken of by the official journal of Naples in a passage translated in the London *Times* of Feb. 19:

"The eyes and the hearts of all, moved by high and noble sentiments, sought in vain with amorous anxiety in those carriages for the dearest object of their love, and the first cause of so much exultation. The August Majesty of the King our Lord, in consequence of a trifling indisposition, retired from the sea-breeze; the regal splendor appeared therefore as though dimmed by a veil of cloud, since the greater star was hidden." This is pretty well for the Neapolitan Jenkins.

CITY INTELLIGENCE.

CITY RAILROAD.—The following ordinance passed the First Branch yesterday evening. It originated in that Branch and passed, but was amended and modified in the Second Branch, and returned to the First Branch for concurrence.

An ordinance empowering William H. Travers, William S. Browning, William DeGoey, Robert Cathcart, Joshua B Sumwalt, and those who are now or may hereafter become associated with them, and their assigns, to build and lay down tracks for a Passenger Railroad on Baltimore street and other streets.

1. That William H. Travers, William S. Browning, William DeGoey, Robert Cathcart, Joshua B. Sumwalt, or a majority of them and those who now are or who may hereafter become associated with them, and their assigns, be and they are hereby authorized and empowered to lay a double track of city passenger iron railways on Baltimore street, from the western limits of the city to Broadway, there along Broadway, diverging at Canton avenue, on each side of the Market-house to Thames street, the tracks along the market not to be used during market hours, thence along Thames street east to Ann or Wolf streets, thence north to Aliceanna street or Gough street, for the purpose of running thereon passenger cars to be drawn by horses or mules, and they are also authorized to lay down a single track on Lombard or Fayette streets, or both, as far as said streets may be graded and paved; and they are hereby further authorized and empowered, for the same purpose, to construct and lay down double track of railways upon Charles street, from the northern limits of the city to Read street, thence along Read street to Calvert street, thence along Calvert street to Lexington street, thence along Lexington street to North street, thence along North and South streets to Exchange place, thence along Exchange place and Lombard street to Exeter street, thence along Exeter street to Bank street, thence along Bank street to Ann street, thence along Ann street to Aliceanna street, thence along Aliceanna street to Winsor street, thence along Winsor street to Essex street, thence along Essex and Burke streets to Lancaster street, thence along Lancaster street to Patapsco street, thence along Patapsco street to Hudson street, thence along Hudson street to Chesapeake street, thence along Chesapeake street to Elliott street and thence along Elliott street to the eastern limits of the city, at Canton; also upon Hanover street or Sharp street, from Baltimore street to Hill street, thence along Hill street to Charles street, thence along Charles street to Montgomery street, thence along Montgomery street to Light street, and thence along Light street to Fort street, to be continued by way of Fort and Marshall streets to Ferry bar, when said Fort street shall have been graded and paved from Light street to Marshall street, and when said Marshall street shall have been graded and paved from Fort street to Ferry bar; also upon Eutaw street from Baltimore street to Madison street, and thence northwestwardly along Madison street to the city limits, or as far on said street as the same shall have been graded and paved; also upon Green street from Baltimore street to Pennsylvania avenue, and thence by a double track along Pennsylvania avenue to North avenue, or as far on said Pennsylvania avenue as the same may be graded and paved; and also a double track upon Gay street from Baltimore street to Baltimore Cemetery.

2. That the said railway shall be built under the supervision of the City Commissioner and Joint Standing Committee on Highways; and the rails shall be of the most approved pattern and be so constructed and laid down as not to obstruct or impede the free flow of water across the streets or down the gutters thereof; and further, that the track upon Baltimore street and Green street, Pennsylvania avenue and Gay street, and also the track to Canton, and on Hanover and Sharp streets, and the south section of the city as far as paved, shall be laid down and completed within twelve months from the passage of this ordinance, and the remaining, mentioned in the first section of this ordinance, shall be completed as far as the streets therein designated may be graded and paved within such time thereafter as may be determined upon by the Mayor and City Comptroller, and not to exceed two years after the passage of this ordinance, and in case of failure of the Association to comply with this section, they shall forfeit and pay five hundred dollars per month for each and every month until this section be complied with.

3. That the guage of said railway tracks shall be the same as that of ordinary street carriages in use in the city of Baltimore, in order to admit of the passage of such carriages upon the tram plate of the said railway; but no vehicles shall be permitted to use the said railways for the purpose of carrying passengers for pay or hire, and in no case shall it be lawful to use said railways for the accommodation of passengers on the Sabbath day, under a penalty of $50 for each car so run on the Sabbath day, to be collected as other penalties are collected.

4. That in laying down said railways, the proprietors thereof shall conform to the grades of the several streets used by them as the same are now or may hereafter be established by law.

5. That the cars running upon said railways shall not remain standing on the line of said roads for passengers, but shall be subject to all the police regulations which are now or may hereafter be contained in the ordinances of the city in regard to railway cars or other vehicles, so far as said regulations may be applicable thereto; and further, that the price for transporting passengers from any part of the city to any other on the line of these railways shall not exceed the sum of four cents per passenger; and that the sum of twenty dollars shall be paid annually, upon each car running regularly on said railway, as license money therefor, to the City Register.

6. That it shall be the duty of said association to run cars at intervals of not over ten minutes, to the extent of their tracks, from 6 A. M. to midnight, from the 1st to October 1st; and from 7 A. M. to midnight, from October 1st to April 1st, under a penalty of five dollars, for each car, that does not run, to said extent, of said tracks, as embracated in this ordinance, collectable as other city fines are collectable; and further, that the running speed upon said roads, shall not, at any time, be at a greater rate than six miles an hour in the built up portions of the city.

7. That the said association shall after the passage of this ordinance, cause a book to be opened in this city for the purpose of receiving subscriptions to the capital stock of said city railways, and the subscriptions to the same from such persons, as may wish in their own right, to become stockholders therein; and said book shall be opened at the place and at the hour of ten ninety days from the passage of this ordinance, and its approval by the Mayor, and shall be kept open for five days; and the said association shall give notice of the time and place of opening said book in all of the daily newspapers of this city, three times previous thereto, and in the event of more stock being subscribed for, than said company are authorized to issue, the same shall be divided pro rata to each subscriber.

8. That the parties hereby authorized to construct the railways aforesaid be and they are hereby required to agree with James Mitchell, Coleman & Bailey, and William Robertson, owners of existing omnibus lines in the city of Baltimore, for the purchase of their horses, harnesses, carriages and stabling, to be paid for in cash before the street railway shall be used for passengers, or any part of said railway, and for the purpose of ascertaining the true value or amount to be paid for said property, if the price demanded by the omnibus proprietors be deemed by them excessive, the parties to this grant shall appoint a referee, and the said omibus proprietors another referee, who, in the event of disagreement, shall appoint an umpire, whose decision in the premises, as to the price to be paid as aforesaid; provided, however, that if said omnibus proprietors shall refuse to sell out as provided for in this section, then the said parties authorized to construct the proposed railways, shall be authorized to proceed without reference to said purchase from the omnibus proprietors.

9. That the rights, aforesaid parties, their associates, successors, or assigns, shall hereafter become vested in the rights and privileges granted to them by virtue of this ordinance shall extend to such corporation upon the conditions herein prescribed, and will such such corporation shall have been obtained, such association shall have all the rights and privileges hereby granted, or their successors of said parties, without further action of the Mayor and City Council of the city of Baltimore.

10. That all the cars, iron rail, and other material used and employed in and upon or about the construction and use of said city railways, and all the labor necessary to the building, use, and occupation of the same, shall be made, manufactured, employed, and obtained in the city of Baltimore, and not elsewhere, unless it shall appear, after due effort by advertisement, that any part thereof cannot be had or obtained within the prescribed limits, in a reasonable time, so as to enable said association to complete said railways within the time limited in this ordinance for the completion of the same, when after due effort as aforesaid, such part or parts may be had within the limits, aforesaid, may be had and obtained elsewhere.

11. That the owners and proprietors of said railways shall keep the streets covered by said track, and extending two feet on the outer limits of either side of said tracks in thorough repair, at their own expense, and shall free the same from snow or other obstructions, in doing which, they shall not be obstructed, the other portion of the street, on either side of the railway track, authorized by this ordinance to be constructed, and for non-compliance, the Mayor and City Council may impose such reasonable fines, not exceeding twenty dollars per square, to be collected as other city fines are now collected.

12. That no route or routes of railway authorized to be constructed by the provisions of this ordinance shall be abandoned or the use of it or them discontinued unless a majority of the property holders upon said route or routes, shall first assent thereto; in the event of said assent being obtained, the said route or routes may be removed; in case any of the said tracks shall be abandoned, or in case of a failure to use it for the space of six months, then it shall and may be lawful for the Mayor and City Council of Baltimore to remove the same at the expense of said association, and the said track or tracks, or said route, shall not be again used without the consent of the Mayor and City Council.

13. That the Mayor and City Council shall have the privilege, within two years after the expiration of fifteen years from the passage of this ordinance, to purchase and buy out the stock and interest of said association or company, together with such appurtenances belonging to said railways as they the Mayor and City Council may deem proper, for and at a fair and equitable consideration or value, and in case of a disagreement as to said value and consideration, the Mayor and City Council shall appoint one referee, and the said parties to this grant or their assigns, shall appoint another referee, who in the event of disagreement, shall appoint an umpire, the decision of whom shall be final as to the price to be paid aforesaid, and provided further, that if the Mayor and City Council shall decline or neglect to give notice to said Company of their intention to make said purchase within the aforesaid two years, then the grants and privileges herein given to said Company shall continue to them, or to their assigns, for fifteen years longer, subject to all the conditions and restrictions contained in this ordinance, renewable thereafter every fifteen years under the aforesaid terms and conditions.

14. That the parties hereby empowered to construct the passenger railways aforesaid, shall give bond and security to the Mayor and City Comptroller, in the sum of twenty-five thousand dollars for the faithful performance of all the obligations and liabilities contained in this ordinance, and to commence the road within sixty days after the passage of this act.

FURTHER DEVELOPMENTS.—Yesterday afternoon, Jacob Snyder and Margaret Snyder, parents of the young girl, Margaret Snyder, who committed suicide on Thursday last, by drowning herself in the "Feet off" Shot tower, in Fort Henry Gardens, were tried before Justice Showacre, at the southern district station house, upon the charge of maltreating their child, and inflicting such severe punishment as to cause her to destroy herself. Frederick Pinkney, Esq., Deputy State's Attorney, appeared on behalf of the prosecution.

Many witnesses testified to the harsh usage which the deceased sustained at the hands of her parents—her father in particular, while some of them averred that the idea of self-destruction was always familiar to the mind of the deceased. All, however, concurred in giving the girl a good character. Her pastor, the Rev. Mr. Hooper, thought that she was the best girl in a class of young persons whom he instructed. He said the deceased was very timid, and the least harsh treatment would operate injuriously upon her.

It was also in evidence, that on the night before the girl drowned herself, her father beat her severely. A witness who lived in part of the same house, saw him strike her with his fist in a brutal manner, and with both his hands beat the unfortunate girl's head against the wall.

Some of the females who helped to wash and lay the body out, discovered only one or two bruises on it, which may or may not have been caused by beating. One small bruise on the small of the back, one on the right arm, and another—the worst hurt of all—on the left eye, was all that the most minute observer could detect.

Upon the conclusion of the testimony Mr. Pinkney suggested to the magistrate that there were no grounds for committing the accused for a felony.—He said that while moderate chastisement was a parent's right, and the law upheld him in its exercise, yet there is a point beyond which even a parent could not go. When chastisement is inflicted immoderately