THE NEW CATHOLIC CATHEDRAL.

Archbishop Hughes has issued a circular, of which the following is a copy, in which he gives the details of a project for the erection of a new Cathedral, to be dedicated to St. Patrick, the cost of which will probably amount to nearly $1,000,000. The circular has already received a hearty response by the contribution of upward of $10,000, of which from one individual subscribed $5,000.

"NEW-YORK, June 14, 1858.

"The Archbishop of New-York begs leave to apprise you that he will have the honor to call upon you personally at the earliest opportunity, in reference to the great new St. Patrick's Cathedral, to be erected on the block bounded by Fifth avenue, west and Madison avenue, east, and between Fiftieth and Fifty-first streets. The building is to be 325 feet long, 97 feet wide in the clear, with a transept 172 feet, and an elevation of 100 feet from the floor to the crown point of the clear story.

"The Archbishop is authorized to present in the name of his office, and of the clergy and laity of his diocese, at the head of this great undertaking. And in order that it may begin under divine as well as human auspices, he now presents the first portion of his plan to those only who may be able and disposed, under noble impulses, to aid him in carrying it out.

"We propose, for the glory of Almighty God, for the honor of the Blessed and Immaculate Virgin Mary, for the exaltation of the Holy Mother Church, for the dignity of our ancient and glorious Catholic name, to erect a Cathedral in the City of New-York that may be worthy of our increasing numbers, intelligence and wealth, as a religious community, and, at all events, worthy, as a public architectural monument, of the present and prospective greatness of this metropolis of the American continent.

"The ultimate success of this undertaking is not doubtful; but its triumphant accomplishment will depend, in a great measure, on the response which I am to receive from those to whom I have the honor of addressing this letter.

"The object of it is to ascertain whether there are not in my diocese, or rather in the City of New-York itself, one hundred persons who will subscribe one thousand dollars each, once for all, to be paid in quarterly instalments, if they desire it, during the first year, and to be expressly and exclusively appropriated to carry on the work during the same period. No other appeal shall be made to the Catholic body until toward the end of this first year, dating from the first of August, 1858. In about a year from that time, it is my intention, and I think with reasonable hopes of success, to call for another one hundred thousand dollars, for those who can contribute in same manner less than one thousand but not less than one hundred dollars each. The success of the second year will depend on that of the first. Independent of the amounts thus contributed at the commencement, the moral effect of such a noble beginning will be equivalent in importance to the amount subscribed, through the influence of example. It will sustain the heart of the people at large! It will inspire them with an ardent desire to see this great work accomplished. It will stimulate them to an honorable rivalship in their liberal contributions, according to their means; and thus, I anticipate, allowing five years for its completion, there need not be a single suspension of the work. Everything depends on the first year! My principle is to pay as we proceed, up to the amount of half a million dollars; and it at that point it should be necessary to obtain, on loan, two or three hundred thousand dollars, I do not think that this would frighten any one. But I should not wish it to be consecrated, in my lifetime, until it is finished from the foundation stone to the top of the cross or the uplifted spire.

"Whether I succeed or not in the object of this communication, I shall, with the blessing of God, bless and deposit the corner-stone on the Feast of the Assumption of this year—viz., the 15th of August—precisely at 4 o'clock in the afternoon. If, what I cannot anticipate, I should be unsuccessful in the object of this appeal, the corner-stone shall be laid the same, and protected by an iron railing against possible injury until the arrival of better times. I may not have the consolation of seeing it consecrated; but I cannot leave for my successor the honor and great privilege of seeing it begun. The names of subscribers to this first year's expenditure shall be engrossed on parchment, and deposited with other materials in the cavity of the corner-stone, where, though unseen by men, they will be under the eyes and inspection of God, and may turn up for honor and mercy on the Day of Judgment. The names, however, of the first patrons of the new St. Patrick's Cathedral will be handed down to posterity, embalmed in the traditions and cherished in the memories of future generations—a glorious example and edification, not only to the people of New-York, but also of the whole United States and the whole Catholic world. ✠ JOHN, Archbishop of New-York."

We clip the following in relation to this enterprise from *The Freeman's Journal* of this week:

"The contracts for grading and cleaning the ground for the erection of the new Roman Catholic Cathedral of St. Patrick, on Fifth avenue, were given out a week or two since. The time for laying the corner-stone is finally fixed for August 15.

"The cost of the building above ground is not expected to fall short of three-quarters of a million. Its dimensions will present a front of 140 feet and a depth of 325 feet, its location being a block between Fiftieth and Fifty-first streets, fronting on Fifth avenue, and reaching back to where the line of Madison avenue will run when that street is laid out at its upper end. The position is one of the most commanding and admirable on the whole island.

"The land on which the cathedral will stand comprises an area of 200 feet front by 400 feet deep. The foundation will rest upon the rock surface, which is slightly raised above the avenue, the building occupying the center of the lot, and inclosed on Fiftieth and Fifty-first streets by a low wall with a walk and parterre, to accommodate processions, &c. The front of the edifice will be approached by steps from the Fifth-avenue, on which there will be three great entrances. It will be, as usual with Gothic cathedrals, cruciform, and with transept and rear entrances, so that its ventilation may be all that could be desired. The main elevation on Fifth-avenue will comprise a fine gable, 150 feet high, with rose windows. On the south corner (front) will spring a spire of open tracery proportionate to the great length of the church, while on the north corner (front) a tower of nearly equal bulk, octagon, and about two thirds the hight of the spire, gives the whole front great breadth and massiveness, while their lofty dimensions will present something like the true scope which is required for the aims of this style of architecture. The side elevations present splendid ranges of windows and buttresses, pinnacled and finely decorated, the ornamented transept gables, with their windows, entrances, niches, &c., enriching and relieving the great length of the side walls.

"The interior will be entered by a porch eighty feet to the crown of its arch, enriched with columns, tracery, &c. The interior will be 120 feet high in the clear, inside, and comprise a nave, two side aisles, the transept (or wings of the cross) 176 feet, and the sanctuary for the great altar at the upper end. The roof, raised upon 34 Gothic columns supports groined arches, constructed, like the rest of the building, of stone. In the side aisles there will be twelve small chapels, with altars, making, with the great altar and an altar to the Virgin, fourteen in all.

"The building will be constructed under the supervision of Messrs Renwick & Rodriguez, architects, in the most substantial manner, five years being estimated as the probable period for its completion. There will be no curtailment of the plans for economical reasons. Its details will exercise the earnest attention and study of the Archbishop whose energy and care, it is intended, shall control every line and block in its progress. It will be a church for the whole diocese, without pews, and but a limited number of stairs in the transept, in the manner of the French cathedrals."

TERRIBLE DISASTER AND LOSS OF LIFE.

From The Pottsville Journal of Saturday.

We are pained to announce a sad catastrophe, the result, it is to be feared, of carelessness. It appears that about noon on Tuesday last, five men and two boys ascended the shaft at the Thomastown colliery, in a car testing on a cage. When within a few inches of the top, a pin upon which the cage rests when it reaches the top was pulled out too soon, and the car was not on a level with the platform sufficiently to permit it to be rolled off the cage. In this position two of the wheels of the car were rolled off the cage; but it was found impossible to get the other wheels off. A signal was then given to the engineer, who could not see the position of the cage, to hoist it a little. Unfortunately, it was hoisted too high; the car tilted, was freed entirely from the cage and, the next instant, with its freight of precious lives, consisting of four men and two boys, was dashed down the shaft, a perpendicular depth of 240 feet. The remains of the unfortunate men and boys were, after the occurrence, removed to the surface in a shocking condition. Two of the men killed, named Sullivan and Kenwich, leave families. The other two, one of whom was named Brennan, were unmarried. The names of the two boys we have not learned.

This is one of the most terrible mining accidents which has ever happened in this county, and we grieve to say that it is attributable alone to carelessness. If miners themselves would only, as a body, be as careful of their lives as their employers and bosses are solicitous for their safety, we should not be called on so often to note these distressing casualties.

MARRIED.

CLARK—ABBOTT—In the Village of Goshen, Orange County, on Thursday morning, July 1, by the Rev. Scott Bradner, Mr. J. Henry Clark to Miss Jennie Abbott, both of this city.

HENRY—BYFELD—On Thursday, July 8, at St. Paul's Church, Morrisania, by the Rev. Mr. Appleton, John A. Henry to Jane Maria, daughter of James Byfeld, esq., all of Morrisania.

LOCKWOOD—ROLLINS—At Oxford, Ohio, on Thursday, July 1, by the Rev. J. W. Hall, D. D., Mr. W. L. Lockwood of New-York City, to Miss Addie C. Rollins of Eaton, Ohio.

NICHOLS—MATHER—At Morristown, on Tuesday, July 6, by the Rev. Mr. Edwards, Jonathan V. Nichols to Millie Lindsley Mather, daughter of Robt. P. Lindsley, deceased.

TAYLOR—BALDWIN—In Bridgeport, Conn., on Tuesday evening, July 6, by the Rev. Mr. Towne, the Rev. Oliver S. Taylor of Brookfield, Conn., to Miss Charlotte E., daughter of Geo. Baldwin, esq., of the former place.

WALSH—TOWNSEND—On Tuesday evening, July 6, at Grace Church, Brooklyn, by the Rev. Edward de Lancey, Jr. Thos. Walsh to Mary Townsend, second daughter of the late Wm. H. Townsend.

DIED.

AYMAR—In this city, on Wednesday morning, July 7, William M., son of Julia and Wm. R. Aymar, aged 5 years and 9 days.

BARTON—In Brooklyn, on Thursday morning, July 8, Ann, wife of the late John W. Barton of Birmingham, England, in the 76th year of her age.
The relatives and friends of the family are respectfully invited to attend her funeral this (Friday) afternoon at 3 o'clock, from the residence of her son, John C. Barton, No. 98 Willoughby street, Brooklyn.

BURKE—In Brooklyn, on Wednesday morning, July 7, after a lingering illness, Thomas, jr., son of Thomas and Ann Burke, aged 6 years, 11 months and 26 days.

CULLEY—At No. 135 West Thirty-fifth street, on Wednesday, July 7, Anne Culley, of Queens County, Ireland, aged 65 years.

DAWSON—At No. 14 Marion street, on Tuesday, July 6, Margaret Ann, only and beloved daughter of Peter and Anne Elizabeth Dawson, aged 10 years, 7 months and 11 days.

FLANDERS—On Thursday, July 8, of inflammation of the lungs, Mrs. Paulina A. Flanders, wife of Wm. Flanders, esq.
The friends of the family are invited to attend her funeral from her late residence, No. 241 State street, on Friday afternoon, July 9, at 4 o'clock.

HAIG—On Thursday, July 8, Agnes, wife of Robert Haig, aged 44 years.
The funeral will take place at 2 o'clock this (Friday) afternoon, from her late residence, No. 93 Mercer street. Her remains will be taken to Greenwood for interment.

HOLLY—On Thursday, July 8, William C. Holly.
The relatives and friends of the family are invited to attend the funeral from the Church of the Ascension, Fifth avenue, corner of Tenth street, on Saturday, July 11, at 2½ p. m., without further notice.

ISAACS—At Saugerties, on Thursday morning, July 8, Mrs. Magdelin Isaacs, widow of Jacob Isaacs, and daughter of the late John Sidell.
The friends of the family, and of her sons-in-law, D. E. Bishop and the late I. W. Andariese, are invited to attend her funeral, without further notice, from the Dutch Reformed Church in Saugerties, on Friday afternoon.

LEGGETT—In Monmouth, N. J., on Wednesday, July 7, Elisa A. Leggett, daughter of Gilbert Leggett.

OGDEN—Suddenly, at Tarrytown, on Thursday, July 8, James Williamson, son of Isaac G. Ogden, in the 19th year of his age.
The friends and relatives of the family are invited to attend his funeral at St. Luke's Church, Hudson street, this day (Friday) at 5 o'clock p. m., without further notice.

RYDER—At Oberlin, Ohio, suddenly, on Tuesday, June 29, Oliver R. Ryder, formerly of Danbury, Conn., for several years a highly respected and Christian merchant of the former place. Mr. Ryder leaves numerous friends in this city to lament his loss.

ROPER—In Williamsburgh, on Tuesday evening, July 6, after a lingering illness, Abraham Roper, senr., aged 48 years, 7 months and 13 days.

SMITH—On Thursday, July 8, Henrietta Ketelas, wife of C. Bainbridge Smith.
The friends of the family are invited to attend her funeral from the residence of her father, Eugene Ketelas, No. 37 St. Marks-place, on Saturday next, at 4 o'clock p. m., without further invitation.

STANTON—In Brooklyn, on Wednesday, July 7, Miss Agnes Stanton, aged 60 years.

COMMERCIAL MATTERS.

Sales at the Stock Exchange....JULY 8.

1,600 United States 6s, '67	115	50 Erie Railroad	c 17½
7,000 Ohio State 6s, '86	1-6	100 do	s10 17½
3,000 Ohio State 6s, '60	10½	450 do	s10 17½
6,000 Tenn. State 6s, '90	91	400 do	s3 17½
11,000 Missouri State 6s	84	200 do	b10 17½
1,000 California State 7s	85½	50 do	s30 17½
7,000 Cal. State 7s, new Bs	86	100 Hudson River R R	s30 26½
1,000 Erie R. R. 2d M. Bs	89½	150 do	s30 27
1,000 Hud. Riv. R.R. 2d M.	69	50 do	27
4,000 Hud. Riv. R.R. 3d M.	64	25 do	27
11,000 Harlem R.R. 1st mtg.	82	100 Reading Railroad	s30 45
2,000 Harlem 3d mtg. bds	55	10 do	46
2,000 Mich. C. R.R. 8 p ct. 1st mtg. exg. f'd c. bds	95	17 Panama Railroad	102½
1,000 Ill. Cent. R.R. bds	89	100 do	b60 103
14,000 La Cr. & Mil. f'd g'th.	34½	10 Mich. Cen. Railroad	54½
5,000 do	s10 34½	50 do	55
12,000 do	s3 34½	50 do	58
9,000 do	34½	50 do	b60 58½
5,000 do	b10 34½	55 Mich. So. & N. Ia. R. R.	22½
15,000 do	s19 34½	150 do	22½
55 Bank of Commerce	108½	100 Mh. So. & N. Ia. pf. stk.	49½
10 American Ex. Bank	105	24 Illinois Cen. Railroad	78½
5 Metropolitan Bank	105	25 Galena & Chi. R.R.	s10 87
20 Ocean Bank	94	50 do	87½
20 Del. & Hud. Canal Co.	96½	100 do	b60 87½
15 Pennsylvania Coal Co.	75	100 do	b60 87
56 Pacific Mail Steam. Co.	73	100 do	b60 87½
200 do	78	300 do	b60 87½
100 Gardiner Gold Co.	1	614 Cleve. & Toledo RR.	34
150 N. York Central RR.	b60 84	300 do	s30 34
100 do	83½	400 do	s30 34
50 do	84	100 do	b30 34
100 do	b30 84	450 Chic. & R. Isl. RR.	75
100 do	s30 84	100 do	b30 75
300 do	84	100 do	b60 75
200 do	b30 84	20 do	75
300 do	b60 84	50 do	75
200 do	s10 84	100 do	s5 75
200 do	s3 84	200 do	75
100 do	s40 85	225 do	75
50 do	b10 84	200 do	s10 75
150 La Crosse & Mil. RR.	6	100 do	s30 75
10 Third Avenue Railroad	116		

SECOND BOARD.

1,000 Tenn. State 6s, '90	91	50 Erie Railroad	s10 17½
1,000 do	91	50 do	17
9,000 Missouri State 6s	84½	50 Hudson River Railroad	27
8,000 Hud. R. R. 3d Mtg	63	10 La Crosse & Mil R. R.	6
1,000 do	64	45 do	6½
4,000 La C & Mil. L Gt Bds	34½	50 Mich. Central R R	b60 56
20,000 do	34	93 Cleve. Col & Cin. R. R	92
15,000 do	s 5 34½	100 Panama Railroad	103
110 Pacific Mail S. Ship Co.	78	50 Galena & Chicago R. R.	87½
50 do	s10 78	100 do	s30 87
100 do	s60 77½	100 do	b60 87
50 Del. & Hud. Canal Co.	96	100 Cleve. & Tol. R. R.	b30 34½
100 N. Y. Central R. R.	b30 84	100 Chicago & R. Isl. R. R.	75
100 do	83½	100 do	b30 74½
200 Reading R. Road	46½		

SALES BY AUCTION.

2,000 N. Y. & N. H. R. 6s	85½	15,000 California 7s	86
15,000 Hudson River R. 6s	64	1,000 Mil. & Beloit RR. 8s	49
1,400 N. Y. City 5s	90	2,000 City of Wheeling 6s	30
10 Hanover Bank	91	3,000 Del. & Rar'n Canal 6s	90
25 Am. Exchange Bank	103½	10,000 City of Watertown 6s	40
50 Hermany Fire Ins. Co.	52½	10,000 Virginia 6s	93
40 New World F. Ins. Co.	104	10 Bank State New-York	101
100 Bowery Fire Ins. Co.	167	20 Security Fire Ins. Co.	115
15 La Crosse & Mil RR.	6½	10 New World F. Ins. Co.	104
25 Pitts., F. Way'e & Ch. R	16½	30 Wells, Fargo & Co.'s Ex	67

THURSDAY, July 8—P. M.

The Stock market opened firm this morning, and before the Board prices were sustained at the full quotations of last evening; but at the first session of the Board there was a disposition manifested to sell among some parties who have been sustainers of the market for the past few days; and as the session progressed prices gradually fell on from opening quotations. New-York Central was the leading stock, and was freely supplied for cash by a prominent operator, who sold about 1,500 shares; and at the close of the call the price had declined about ¼ ⅌ cent from opening sales. Erie was very steady, and failed to attract much attention among operators. The sales were small, and there did not appear to be much disposition to press the stock upon the market. For Western Railroad Stocks the market was quite active, and prices generally were well sustained, with large operations. Galena and Chicago particularly was very firm and well sustained, it being generally believed that the August dividend will be at least 4 ⅌ cent, while some are anticipating 5 ⅌ cent. Toward the close of the session the bears offered Stocks on sellers' options very freely, and at large differences from cash prices. The only operations in Bonds to any extent were in the La Crosse Land Grants, which opened at about yesterday's prices, but under a free supply fell about ¼ ⅌ cent, and were more plenty at the decline than at the opening price; while, at the same time, they were offered in large lots on sellers' options at very large differences from cash prices. If the interest on these Bonds is to be paid on the 1st of August (and that it will be there seems to be no reasonable doubt), they certainly look very cheap by the side of other Seven ⅌ cent securities on the list. At the Second Board there was a fair degree of activity, but stocks were freely offered and prices were not sustained. The market continued to decline after the Board, and the bulls showed little or no nerve in their operations. At the close the prices were: Erie, 17¼; Central, 83⅞@83¾; Southern, 22@22¼; Michigan Central, 55; Reading, 46½; Toledo, 33¾@34; Rock Island, 74¼@74¾; Galena, 87¼@87⅞; Missouri 6s, 84¾@84¾.

In foreign bills there is nothing doing, but the market is steady.

Freights are rather easier. To Liverpool the engagements are, 1,900 bbls. Flour at 1s. 3d. @ 1s. 6d.; 35,000 bush. Grain at 4d. in bulk, and 5d. in bags; 250 bales Cotton at 5-32d., 70 bales Sea Island at 7-32d.; 100 tcs. Beef on private terms. To London, 100 bbls. Oil at 25s.; 800 bbls. Rosin at 2s. 3d. ⅌ 280 lb; 600 bbls. Flour at 1s. 7½d. To Rotterdam, 50,000 Pipe Staves at $25. To Glasgow, a British vessel with Naval Stores on private terms. An American brig of 300 tuns, to Cadiz, with Staves, on private terms. A schooner to Porto Rico and back, with Sugar at 15c. and Molasses at $3. A schooner to Belfast with Flour at 17c. and Corn at 3c.

The business of the Sub-Treasury was: Receipts, $158,526 23—$138,000 from Customs; Payments, $138,365 54; Balance, 5,439,273 41.

The Columbia Fire Insurance Company have declared a dividend of 6 ⅌ cent, payable on and after the 10th inst. The trustees of the Seamen's Bank for Savings have ordered that 5 ⅌ cent interest be paid on sums exceeding $500, and 6 ⅌ cent on sums under $500. The Butchers and Drovers' Bank has declared a semi-annual dividend of 5 ⅌ cent, payable on the 15th inst. The Continental Insurance Company, a dividend of 50 ⅌ cent on the earned premiums, for which scrip will be issued on the 10th of August, upon which day 6 ⅌ cent interest will be paid on the scrip of 1857. A dividend of 6 ⅌ cent on the capital will be paid on the 12th inst. The Hope Fire Insurance Company, a semi-annual dividend of 5 ⅌ cent, payable on demand. The Republic Fire Insurance Company, a semi-annual dividend of 3½ ⅌ cent, payable on demand.

S. Draper's regular daily auction sale of bonds and stocks will take place to-morrow (Friday), at 12½ o'clock at the Merchants' Exchange.

The business of the Clearing House to-day was $18,432,601. The Metropolitan Certificates which have stood for several weeks at $46,000 have been reduced to $28,000. At a meeting to-day of the members of the Clearing House the application of the Mechanics' Banking Association for admittance was rejected by a vote of 22 to 10. A motion to reconsider was laid upon the table. The policy of the House is to check the establishment of banks with small capital.

It is understood that the meeting of the managers of the Erie, Central and other roads, at the St. Nicholas last night, broke up in an unpleasant spirit. Mr. Moran expressed his determination to manage his road without interference, and suggested that other railroad managers would find themselves full employment in the concerns of their own roads. It is stated that the Central have made a proposition of settlement with the Erie which will be taken into consideration.

The receipts of the Illinois Central Railroad in June were $155,000. The cash receipts of the Land Office in that month were $63,613 48, and $51,000 in bonds were canceled. The entire amount which has been canceled is $791,000. The letters by the Africa, in regard to the new assessment, are more favorable than was anticipated. The large stockholders look upon it as the only legitimate method of lifting the road out of its difficulties. The market price fell off under the assessment to 25 discount, but afterward improved to 22 discount. The receipts of the fourth week of June on the Michigan Central were $10,000, against $51,000, showing a falling off of $11,000 against $20,000, decrease of the previous week. The Rock Island receipts in June will be about $95,000. Mr. E. W. Dunham, President of the Corn Exchange Bank, was elected Treasurer of the Rock Island Railroad, vice Mr. Mr. Flagg superseded. This is a capital appointment.

There is a good demand for Treasury Notes, but the rates of premiums are low. We hear of further sales of 4¼ ⅌ cents at 1⅛ premium, and 4½ ⅌ cents at 1-20@1-10 premium. The Ohio new loan, taken by Messrs. Thompson Brothers, is all out of first hands. A sale of $60,000 of the new State Fives was made to-day at 103. The new Minnesota Bonds have not yet been received. They are held by Messrs. Clark, Dodge & Co. at 105.

The Superintendent of the Bank Department has called upon the city and country banks to report their exact condition, as on Saturday, June 19.

According to the last statement the condition of the Federal Treasury was as follows:

Amount on deposit	$8,119,730 14
Drafts drawn, but not paid	2,263,807 07
Amount subject to draft	6,964,683 39
Reduction from last week	1,636,113 79
Receipts	1,891,068 75
Drafts paid	2,778,794 18
Drafts issued	2,717,487 52

The June earnings of the Galena Road exceed somewhat $200,000. The officers write that the dividend will probably be 5 ⅌ cent. The truth of the rumor that a Director is in town endeavoring to make a loan of $200,000, we are authorized positively to deny.

The Free Banking law of Iowa, which was passed by the Legislature last Winter and approved by the Governor on the 22d of March, has been confirmed by a popular vote of the people. The Iowa system is based upon that of New-York, Wisconsin, Missouri, and other States where the free banking system is maintained, but it requires each bank to hold a certain amount of specie according to its liabilities (say 25 ⅌ cent). It prohibits the partial withdrawal of collateral stocks.

Messrs. Wel's, Fargo & Co. have issued a circular in regard to the Bonds of the City and County of Sacramento. The following is a sketch of the provisions of that law:

The law itself repeals all former laws incorporating the City and County of Sacramento; and no provision is made for the payment of their old indebtedness, except such as is surrendered and funded under this law. By reference to these sections of the law, it will be seen that a revenue is created and set apart for the payment of the Bonds issued under the law. That the amount of new Bonds to be issued is limited, as follows: By the City of Sacramento, $1,600,000; by the County of Sacramento, $600,000. That all debts beyond that amount are left unprovided for. All the Bonds are to be dated Jan. 1, 1859, to draw interest at 6 ⅌ cent per annum, payable annually, on the first day of each year, at the office of the Treasurer, and are to mature as follows: One fourth on the 1st of February, 1888; one-fourth on the 1st of February, 1898; one-fourth on the 1st of February, 1903. Claims to be registered, and to be entitled to the shortest time in the order of presentation. No Bonds to be issued for less amount than $200; but fractional certificates will be issued convertible into Bonds. The undersigned respectfully call the attention of holders of claims against the City and County of Sacramento, to the provisions of the law above referred to, and to the advantage to be gained by an early presentation of their securities.

The following is a comparative statement of the value of some of the leading articles of Import at this port for six months of the years 1857 and 1858:

	1857.	1858.
Coffee	$3,384,739	$3,089,239
Guano	67,516	156,890
Hair	155,620	99,507
Hemp	434,500	448,210
India Rubber	225,333	201,345
Rags	394,674	218,249
Salt	158,687	135,593
Sugar	13,252,394	3,120,403
Tea	3,564,419	5,220,495
Tobacco	547,176	561,096
Jewelry and Watches	1,600,402	961,535
Cigars	193,444	146,498
Medicines	513,657	42,881
Bleaching Powder	99,568	86,249
Peruvian Bark	62,651	20,332
Hides	3,292,515	2,395,731
Iron Bar &c.	1,496,183	484,720
Iron, Pig	258,140	129,819
Iron, Railroad	1,747,749	43,481
Lead	761,366	116,792
Steel	645,976	311,060
Tin Pig	394,294	212,973
Tin Plate	1,527,472	735,976
Spelter	343,202	155,516
Wool	724,690	173,693
Molasses	4,314,537	359,321
Brandy	626,912	236,919
Rum	71,542	61,788
Gin	289,657	109,371
Wine	790,678	244,466
Champagne	421,645	207,161
Linseed Oil	435,131	33,253
Olive Oil	70,317	31,798
Manufactures of Wool	11,527,100	6,096,634
Manufactures of Cotton	11,035,732	5,115,299
Manufactures of Silk	14,744,819	7,959,352
Manufactures of Flax	4,355,440	2,480,904
Manufactures—miscellaneous	4,113,791	1,730,681

The following is a comparative summary of some of the leading articles of produce exported since Jan. 1, and for the corresponding period of 1857 and 1858:

	1857.	1858.
Cotton, bales	313,032	35,594
Flour, bbls	551,963	716,204
Rye Flour, bbls	1,442	3,746
Corn Meal, bbls	29,672	38,820
Wheat, bushels	1,622,805	1,916,326
Corn, bushels	1,657,564	1,458,573
Rye, bushels	31,146	.....
Beef, bbls and tcs	57,038	49,456
Pork, bbls	45,209	37,350
Bacon, &c., lb	18,589,475	16,116,350
Lard, lb	11,910,769	6,537,255
Cheese, lb	1,060,035	1,924,516
Butter, lb	389,299	685,148
Ashes—Pot, casks	8,262	7,524
Ashes—Pearl, casks	2,238	1,000
Beeswax, lb	99,953	104,490
Rosin, bbls	256,510	210,252
Crude Turpentine, bbls	19,357	43,804
Spirits Turpentine, bbls	24,651	26,507
Tar, &c., bbls	35,279	10,766
Rice, casks	20,774	23,528
Tobacco, crude, pkgs	38,794	51,317
Tobacco, manuf., lb	1,413,574	1,503,624
Tallow, lb	1,236,762	639,770
Whalebone, lb	7,290,151	324,174
Domestics, pkgs	19,061	20,364

The annexed is the official statement of the business of the Little Miami Railroad Company for the six months ending 31st May:

REVENUE.

Passenger receipts	$296,150 20
Freight receipts	202,504 39
Express and Mail receipts	20,473 84
	$519,178 59

EXPENSES.

Repairs of machinery	$591 02
Repairs of freight cars	17,79 25
Repairs of passenger cars	11,514 53
Repairs of Locomotives	29,946 24
Repairs of road	45,044 61
Repairs of bridges	804 99
Repairs of water stations	547 81
Repairs of depots	4,523 52
Fuel account	39,420 94
Oil, tallow and waste	4,860 50
Books, printing and stationery	4,302 77
Rent account	1,276 84
Loss and damage	3,828 19
Transportation expenses	20,157 61—263,434 29
Net earnings of the Road	$277,744 30
Add dividend on Columbus & Xenia Stock, Dec., 1857	23,645 75
Total	$301,721 05
And deduct interest account	$44,220 44
And payments on previous year's business	16,582 59—60,803 03
Net profits of Little Miami & Col. & Xenia Co.	$240,918 02
Of which Little Miami Railroad owns ⅘	$192,734 43
And the Columbus & Xenia R.R. Co. owns ⅕	48,183 59

Whereupon, it was

Resolved, That a Dividend of 4 ⅌ cent on the capital stock be, and the same is hereby declared out of the earnings of the six months ending with May last, and payable in current funds, on and after the 1st July, prox., to the holders of Stock, on the 1st inst.

The annual report of the Michigan Central Road gives the annexed statistics, showing the result of the business of the year ending 31st May:

Months	Year ending May 31, 1857.	Year ending May 31, 1858.	Loss.
June	$167,386 12	$241,375 57	$73,024 55
July	236,791 17	211,655 98	15,065 19
August	263,649 89	221,353 98	41,295 91
September	271,912 22	201,587 74	70,324 48
October	403,767 11	292,253 39	111,638 28
November	321,294 11	211,860 89	109,433 22
December	215,815 47	170,464 77	45,350 70
January	143,336 35	122,379 98	20,956 44
February	118,521 19	107,502 43	27,818 79
March	206,719 46	163,336 13	43,383 33
April	248,298 15	223,619 37	75,259 50
May	155,863 15	130,727 91	74,076 14
Totals	$3,104,052 69	$2,428,757 52	$675,845 17

The operating disbursements of the two years show a net decrease of disbursements of $551,981 32.

Operating disbursements for the year ending May 31, 1857	$2,063,100 56	
Less increase of materials on hand during that year	210,594 51	
Actual expense of operating the road		$1,872,594 85
Operating disbursements from June 1 to Dec. 31, 1857	$597,176 97	
Add for decrease of materials on hand during that time	182,554 92	
Expense of first seven months	$779,731 89	
Expense for the other five months	574,038 17	
Operating expense for past year		1,353,772 56
Showing a saving during the year of		$518,822 29

The prices of labor and materials have fallen from the high rates ruling before, and our efforts to reduce the working expenses have since the opening of the present year met with considerable success, as the following statement will show:

COMPARISON *of Expenses for the first Five Months of* 1857 *and* 1858.

Operating disbursements in 1857	$807,013 24
Receiving T rail in 1857	$102,109 99
Relaying T rail in 1858	34,925 32
Difference to be deducted	$68,075 67
Fuel charged in 1857	$62,849 93
Fuel used in 1858	91,674 41
Apparent difference	$121,675 49
In 1857 there were run 132,044 miles more than in 1858, at an expense of	52,675 72
Actual difference to be deducted	$161,999 77
Add difference in rerolling rails	68,075 67
Total difference to be deducted	169,985 44
Operating expenses of 1857 for purpose of comparison	$527,021 30
Operating expenses of 1858	374,038 17
Saving in expense for the first five months	$252,991 63
The gross earnings of these five months have in the aggregate fallen below those of the last year by the sum of	227,713 84
Showing a net gain for the five months of	$25,277 79

A part of this large saving in expenses is due to the mildness of the Winter, but much to the causes above alluded to.

During the year a little over 47 miles of rails have been rerolled at a cost of $144,388 59, and charged to operating expense; 23 long freight cars have been built and charged to the same account, and it is believed that the entire property of the Company has been fully kept up, and was never in a more efficient condition for service than now.

There have been charged to construction during the year the following items:

Freight houses and offices at Chicago	$9,041 91
Enlargement of engine house and shop at Chicago	3,630 53
Wharf at Chicago	1,114 13
Car house at Detroit	6,530 21
Enlargement of freight shed at Detroit	3,114 81
Freight house at Galena	2,967 82
Expended on Chicago connection railroad bridge	13,498 24
Settlements of rights of way	788 10
New cars	20,040 98
New locomotives	56,967 77
Construction of telegraph	10,931 22
Engineering and expenses	38,402 17
Discount on bonds	365,603 70
Total	$539,251 39

The propriety of charging the discount on the late issue of bonds to construction is shown in the Treasurer's report.

No expenditure on construction account is recommended for the next year, nor is it believed that any of importance will be required for several years, the equipment and facilities of every description being ample for a very large business.

A contract was entered into last season with the Michigan Southern Railroad Company, to take effect Nov. 1, 1857, by which the through passenger business is divided equally, and we divide equally with them all the through freight business we do over 58 ⅌ cent, and they divide equally with us all they do over 42 ⅌ cent. We had been doing a larger proportion of the through business than this division gives to our Company, but as it was not probable it could be closed on more equitable terms, with the hope that their through business would become more prosperous, we conceded the difference rather than continue the competition existing before. This contract is to continue one year from the first of last November, unless revoked on thirty days' notice by either party; under it most of the outside expenditures are discontinued.

The transportation business upon the Lakes has been so unprofitable for the last two years, and the prospect for the present season being still worse, we have laid up the Company's steamers and made arrangements for a line of propellers to fill their place this season upon the North Shore Route, at their own risk as to profit or loss. For freight and emigrants these will answer all the necessities of the trade, and the steamers will not be required again till a change for the better occurs in the Lake business.

The business of all the Western States has been very much depressed since last Autumn, but their resources are very great, and their elements of prosperity can only be temporarily checked, soon to return to their usual channels of rapid growth and substantial progress. With the renewal of business in that region, the earnings of our road will come up again, and we have reason to hope that the experiences of the past year have permanently done away with many of the causes of unprofitable expenditure, and will be the means of promoting stricter accountability and a more conservative management of this species of property, and if so, the disasters of the year may result in permanent benefit to the railroad investments of the country.

It is understood that the managers entertain no doubt of their ability to pay a dividend in January next. The floating debt maturing before 1860 is $118,576 95. The funded debt, $503,950. The aggregate funded debt is $8,284,063.

The Africa brings unfavorable advices in regard to American Stocks. Messrs. D. Bell, Son & Co. report as follows:

"The market for American securities continues without animation, and prices are without change. In railroad bonds and shares there is very little business doing. A considerable decline in the price of Illinois Central shares has taken place, in consequence of an unexpected call upon them of $20 per share."

They quote Illinois Central shares at 23@21 discount; Erie shares, 15@17; and New-York Central shares, 76@78.

Messrs. Baring Brothers & Co. remark:

American Stocks dull. There are buyers of the United States 6s Bonds of 1868