ments are sent as now arranged, it is not improbable that the army of Manassas may find itself crushed in a vice of which McClellan's force is one jaw and Burnside's the other.

ITEMS FROM ANOTHER CORRESPONDENT.

SOMETHING ABOUT THE ENEMY.

But little is known in regard to the enemy, further than that, according to rumor, they are prepared to defend Roanoke Island vigorously. According to the best information possessed, they have 2,500 men, principally Georgians, and four batteries—one on the island and two on the main shore. The number of guns is not known. Our forces will make a combined attack, and, if the plan is carried out, the more Rebels there are on the island, the more we shall bag.

Pilots have been obtained from among the natives to take our fleet through the most difficult passages, though it is somewhat noticeable how many there are who a while ago knew all about these waters, plead ignorance now, and how many who do know are afflicted with the rheumatism.

Gen. Thomas Williams, who commands the forces that have so long held possession of this stormy beach, will command a brigade in the expedition, but will not take part in the operations against Roanoke. Probably not more than one-half of Gen. Burnside's forces will participate in that expedition.

Yesterday morning two rebel steamers came about fifteen miles below Roanoke Island. The entire fleet could be seen from the Island, and it is not expected that the rebels will be kept in ignorance of our general movements. The delay consequent on employing boats of too deep draft, may prove a very serious drawback; it doubtless will cost us a good many lives, as the rebels, having become, in part at least, possessed of the knowledge of the expedition's destination, will be able to concentrate their forces and strengthen their defenses.

THE NATIVES AS PILOTS.

Much of the time of Flag-Officer Goldsborough has been consumed in the examination of natives, with the view of obtaining pilots. The duty of obtaining pilots was some time since committed to hands that little less than neglected it altogether. Consequently it had to be done almost wholly after our arrival here. Scouts were sent to Chicamacomico, 40 miles above, and to Ocracoke, 12 miles below, to bring in the natives, nearly all of whom had the reputation of being more or less familiar with the sounds and their estuaries. Probably not much, if any, less than 100 answered to the summons. Those from Chicamacomico came in with apparent willingness, but Ocracokians had to be brought as prisoners. I have remarked elsewhere on the apparent forgetfulness by these men of nearly all they ever knew as pilots. But few would confess to any knowledge, particularly of Gra ns Sound, of which information was most desired—a fact which they well understand. Most of them knew something of almost every other locality, but of this little or nothing. The apprehension of being required to go where there was danger appeared to knock whatever they knew of that Sound out of their heads. At any rate, they were extremely prudent in their confessions. It was observed, however, that in some instances the offer of liberal pay somewhat quickened their recollection and made them think better of it. Taking their own stories to be true, there were but few well men among them, sickness being the reason why they could not go, and one would infer that this cheerful spot on the footstool afforded a fine opening for the doctor and the undertaker. But the guises of these people were easily penetrated, and they stood objects of pity more than of censure for the lies they told. Not so of all, however, for there were some who pursued the manly course, and were employed by the flag officer.

Among those who presented themselves to Flag-Officer Goldsborough to give intelligence and make themselves useful, was a negro named Ben. He was no common man, whether you considered him as white or black; but natively considerable above the average in intelligence and straight-forwardness in communicating what he knew. By all odds was he the best specimen of a man of the 40 or 50 who that day were questioned on the same subjects; and it was the opinion of those who witnessed the scene (which, by the way, would, in the hands of an artist, make one of the liveliest pictures imaginable), that Ben was in fact one of the most considerable men yet found in this part of North Carolina. When Hatteras was taken, Ben was employed on the island near Chicamacomico, but the slaves of his master, who lived on Roanoke Island, having mostly decamped, he was taken home. Subsequently, with a dozen others, he escaped to Fort Hatteras in an open boat. He has made occasional secret visits to Roanoke, and managed to bring away eighteen of his immediate relatives. He and two brothers will continue with Flag-Officer Goldsborough through the campaign.

They are indeed a peculiar people, with strong and distinct provincial characteristics, both in dialect and manners. It is not at all surprising that, regarding themselves between two fires, they should manifest some degree of hesitation in communicating even what they do know. As a general thing, however, on being properly assured, they communicate freely, and at times exhibit a good deal of shrewdness with all their simplicity.

THE LOSS OF THE POCAHONTAS.

Some natives from the Cape report that, on Friday night, the army steam transport Pocahontas, when opposite Little Kine Reef, eighteen miles above Hatteras Light, parted her rudder chain, and subsequently burst her boiler and went ashore at the first-named place. She had 103 horses and 60 men aboard; all the men and 18 horses were saved, all of whom have arrived at Fort Hatteras. The Pocahontas went to pieces in a very short time. She was a side-wheel steamer, owned in Baltimore, and quite old.

The Rev. Mr. Flanders, Chaplain of the 4th Rhode Island Regiment, attached to the Burnside Expedition, furnishes *The Providence Journal* with an account of the perils through which the vessels passed. He also says:

Among other heroic acts to which the hazardous condition of the fleet gave rise, one in connection with the loss of the City of New-York especially deserves mention. The 2d engineer, Mr. Shoverman, was the last to leave the vessel.

Lashing himself to the rigging, he remained there until all had left. Then mounting the mast, he cut down the flag, wrapped it around his body, and returning to the deck, and thence on shore, bore it as a triumphant trophy of his daring heroism. Said he, "I meant either to die in its folds or bring it safely to land."

It was the prevailing opinion at Hatteras that the City of New-York was lost through the treachery of the pilot. Commodore Goldsborough declared to Mr. Flanders "that, with the permission of the Government, he would hang him up that very day." The crew of the City of New-York were also of the opinion that the pilot played the part of a traitor.

Gen. Burnside was full of hope, anticipating the most complete success. In conversation he remarked "that he had seen darker days than this," and that no disaster which the fleet had yet experienced disheartened him in the least. The soldiers place the utmost confidence in his judgment and abilities as a General, and wherever he will lead they are ready and eager to follow.

DEPARTURE OF THE SEVENTY-SIXTH REGIMENT N. Y. V.—The 76th Regiment N. Y. V. took their departure yesterday morning at 10 o'clock for Washington. The troops were taken directly from Riker's Island to the railroad depot by one of the boats of the Camden and Amboy line. The regiment is commanded by Col. Green. We have already published a full list of the officers.

COMMERCIAL MATTERS.

Sales at the Stock Exchange....JAN. 30.

2,000 Treas 7 3-10 ₱ct N's	99¾	2.0 Erie Railway	b10 35
1,000 Ill. Canal Bns '66	79	1000 do	35
19,000 Tenn. State 6s, '90	44½	200 do	b30 35¼
5,000 Mo. 6s, Iss. H. & St. Jo. RR	50	1,000 do	b30 35¼
2,000 La. State 6s	61	100 do	b10 35¼
6,000 Ga. State 7s	67	3.0 Erie Railway Pref	50
20,000 Erie RR. 4th Mtge Bds	110 10	50 do	b10 58½
11,000 do	b3 10	500 Erie Asst. Scrip	80
2,000 C. B. & Q. RR. 8 ₱ cent Bonds	97½	100 Mich. Cen. RR. ex div.	52½
1,000 N. Ind. 1st Mtg	90½	200 Mich. So. & N. I. RR.	21½
1,000 Mich. S. & S. F. Bds	80	150 do	21½
5,000 Chic. & N.W.S F B.	87	50 do, Gus. S.F.	41½
1,000 Han & St. Jos R. Bs.	30½	300 Ill. Cent. RR. Scrip	61½
5,000 Del. Lack. & W.R. 2d Mtg	93	100 Galena & Chi. RR.	67½
3,000 Cleve. & Tol S.F.B.	84½	50 Cleve. & Pitts. RR.	41½
10 U.S. State of N. York	73½	100 do	b10 42
5 Continental Bank	71	100 do	42
50 Bank of the Republic	75½	200 do	b30 42
47,000 American Gold	b30 103	200 do	b30 42
75 Pacific M. Steam Co	99	100 do	b30 42
50 do	b30 99½	100 do	b30 41½
50 do	b30 99	100 do	b10 42
50 do	c 99	150 Chic. & Rock Isl. RR.	55½
50 do	c15 99	300 do	b10 55½
1200 N. Y. Central R.R.	84½	200 do	b15 55½
50 do	83	50 do	b30 55½
150 do	b30 83½	50 do	b30 56
50 Mil. & Pr. du Ch. RR.	20	275 Chic. Burl. & Qy. RR.	62
25 Reading Railroad	42		

SECOND BOARD.

2,000 U. S. 6s, 1868, Coup.	89½	20,000 American Gold	b30 103½
4,000 do	90	2,000 do	103½
1,000 U. S. 6s, 1881, Coup.	99½	55,000 do	b30 103½
3,000 Texas, 7 3-10 ₱ cent Notes	97½	65,000 do	103½
3,000 Missouri State 6s	42½	9 Del. & Hud. Can. Co.	95½
12,000 Missouri State 6s, Iss. to Han. & St. Jo. R.	50	50 Pacific Mail SS. Co.	99
5,000 Indiana War Loan	73½	200 New-York Cen. RR.	83½
3,000 Erie R. 4th mtg. Bs.	80½	100 Erie Railway	b5 56
5,000 Erie R. 5th mtg. Bs.	74½	100 do	56½
2,000 Mich. So. S. F. Bs.	85½	300 do	56½
1,000 Clev. & Tol. S. F. Bs	84	200 Erie R. R. Pref	b30 58½
6,000 do	83½	100 Mich. Cent. R.R. ex d.	52
5,000 Mich. Cen. ₱ ₱ c. 1st mt. S. F. Conv. Bs.	100	50 Mich. So. & N. I. G.S	b15 41
2,000 C. B. & Q. RR. 8 ₱ cent coupon	97½	20 Panama R.R.	115
1,000 Mich. S. 1st M. Bs	90	100 Col. & Chic. R.R.	6½
4,000 Tol. and W. 1st M.	79½	100 Clev. & Tol. R.R.	41
3,000 Mil. & Prairie du C. 1st Mtg	89	100 do	b30 41½
10 Bank of Commerce	74½	100 do	42
50 Chic., Bur. & Qu. RR.	62½	100 do	b30 42½
		50 Chic. & R. Isl. RR.	b10 55½
		5 N. Jersey Cent. RR.	119

THURSDAY, Jan. 30—P. M.

The Stock market this morning was without special activity or important features, excepting in Toledo, in which the speculative movement was large, and the price advanced to 42¼. The quotations of the list are somewhat irregular, the market being disturbed by the conflicting rumors from Washington in regard to the probabilities of the passage of the Currency bill. The private advices are to the effect that the legal tender clause is in jeopardy. Although the bill will probably eventually pass, it is certain that bankers and others interested have raised a greater opposition to it than was anticipated. It was thought that the war necessity of the nation would force it through Congress with little or no debate, but the indications now are that the struggle over the bill will be a prolonged one. In the mean time, parties who have operated for the rise on the theory that the expansion of currency, consequent upon the passage of this bill, would bring about an advance in the market, are disposed to hesitate in their movements and await the developments from Washington. Between the Boards the market was heavy, and at the Second Board the quotations show generally a decline on the Morning Board. The dealings were mostly in cash stock, without any special pressure of stock on the market. After the regular session, there was a firmer market, and the decline of the Second Board was mostly recovered. Central was 83¼ bid; Erie, 35; Toledo, 42¼; Rock Island, 55¼, &c. In American gold the market was without important change from yesterday, and fairly active at 103¼, regular, and 103⅜@103½ on time. Government securities are not active and are heavy.

In foreign bills there is not much doing, but the quotation is firm. The supply of outside bills is light, the recent bad weather having checked shipments of produce. Sterling is 113½@114 for leading names nominally.

Freights are rather dull, and rates are somewhat heavy and irregular. To Liverpool: The engagements are 25,000 bushels Corn, at 7½d. in bulk; 2,700 bbls. Flour at 2s. 6d.; 2,500 boxes Bacon and Lard at 25s. @27s. 6d. in American, and 30s. @32s. 6d. in neutral vessels; 500 bbls. Petroleum Oil at 7s. 6d. To London: 1,050 boxes Bacon and Lard at 27s. 6d. in American, and 30s. @32s. 6d. in neutral ships; 800 pkgs. Provisions at 32s. 6d. by foreign vessels; 50 tcs. Pork at 6s. 6d. To Bristol: 200 bbls. Rosin at 3s. 1½d. To Glasgow: 600 tcs. Lard at 32s. 6d. The Charters are, a Swedish brig to Newry (Ireland), with 12,000 bushels Wheat, at 10d. ₱ 60 lbs., and a British vessel of 1,400 bbls. capacity to the West Indies and back, at $1 550.

The business of the Sub-Treasury was: Receipts, $796,412 52—for Customs, $85,000; Payments, including redeemed 6 ₱ cent notes, $112,099 65; On account of Loan, $15,887 50. Balance, $2,757,954 45. The balance, it will be seen, is now very low. Mr. Chase will probably make a call on Saturday on the Banks, for the remaining three and a-half millions due on the Stock Loan, which will close all the loans made with those institutions by the Government. The Banks are now preparing themselves with Demand Notes to meet this call.

The following are the earnings of the St. Louis, Alton, and Chicago Railroad for the week ending Jan. 23, 1862:

	1862.	1861.
Passengers	$6,297 49	$6,840 50
Freight	9,866 11	13,954 89
Sundries	555 73	555 83
Total	$17,493 33	$21,649 22
Decrease in 1862	4,156 89	....
Total this month to date	50,366 51	50,942 26
Total since Jan. 1	50,366 51	50,942 26

Annexed is a statement of the earnings of the Detroit and Milwaukee Railroad for the week ending Jan. 23, compared with the corresponding week last year:

For week ending Jan. 23, 1862	$16,146 65
Corresponding week last year	7,629 67
Increase	$8,516 98

The following is a statement of the earnings of the Great-Western Railroad for the week ending Jan. 24, compared with the earnings of the corresponding week of last year:

Passengers	$16,142 83
Freight	30,052 46
Mails and sundries	1,656 24
Total	$47,851 53
Corresponding week of last year	43,760 08
Increase	$4,091 45

The statements of the banks of the three principal cities of the Union for the last week compare with the previous one, and the corresponding time of 1861, as follows:

	Loans.	Deposits.	Specie.	Circul'n.
N. Y., Jan. 25	$146,767,659	$10,814,766	$2,568,728	$5,233,017
Boston, Jan. 27	63,125,191	24,430,756	6,562,175	6,264,268
Phila., Jan. 27	50,355,606	29,038,680	5,821,223	2,121,146
Total	$260,178,477	$64,284,002	$14,952,126	$13,233,431
Last week	244,662,178	156,408,895	40,475,550	16,030,150
Last year	213,063,214	120,462,354	37,344,742	17,011,412

There is rather more activity in the street in Gold, and the rate is steady at 103¼@103½. This rate of premium is, however, bringing in considerable parcels from neighboring cities and from the country, and but for the speculations on the Stock Exchange the rate could not be sustained. The fact that the ultimate loss is limited to the premium, and the ease with which money is borrowed upon it, makes gold a favorite with speculators for the rise.

There is a recovery of ¼ ₱ cent on Treasury notes bearing 7.30 ₱ cent interest, it being understood that Mr. Chase has stopped paying them out to public creditors, after disbursing about three and a half millions. The clean notes are salable at 1¼@1½ ₱ cent discount.

The North-Western Insurance Company of Oswego has declared a dividend of 5 ₱ cent to New-York stockholders, on demand at No. 69 Wall-street. The Delaware Division Canal Company have declared a dividend of 3 ₱ cent on their capital stock, payable on and after the 15th of February. The interest on the first mortgage bonds of the Central Railroad Company of New-Jersey, due February 1, will be then paid at the office, No. 69 Wall street. The Mercantile Mutual Insurance Company has declared a dividend of 4 ₱ cent, payable February 10.

The business of the Clearing-House was $17,210,679.

Mr Cisco has now on hand two millions of Coupon 6 ₱ cent bonds, and will receive to-night three and a half millions of 7.30 ₱ cent notes, for delivery to the Banks. This will complete the delivery of the 7.30 ₱ cent notes, excepting three millions and a half. The members of the Clearing House are not just now a band of brothers, and we shall not be surprised to see its operations eventually restricted simply to the settlements between the banks, in which *role* it has been and is very useful. As a legislative body for the government of united bank policy, it is considered to have been a failure. It has certainly assumed powers never originally intended to be within its scope.

The Money market is without change of importance. The range of call loans is 5@6 ₱ cent, at which the supply is abundant, with an occasional transaction at 4 ₱ cent. The Bank loans continue to decline, while the individual deposits now exceed $104,000,000. The specie reserve is also increasing, being over $28,000,000.

The books of the New-York Central Road close for the February dividend on the 1st prox. at 2 o'clock.

It will be seen by the annexed card that the Winsted Bank very coolly proposes to throw upon the public its loss by robbery. The card produced some hilarity in Wall street:

TO WHOM IT MAY CONCERN.—You are hereby notified that the Winsted Bank, of West Winsted, Conn., having redeemed the entire amount of its legitimate circulation, will refuse hereafter to redeem its bills of any and all denominations (of date or issue prior to the date hereof), they having been stolen from the vault of said Bank on the 9th day of November last; and any person presenting said bills for redemption will be held to a most rigid scrutiny of the manner in which they became possessed or seized of the same.

Per order of the Board of Directors, this 22d day of January, 1862. GEO. DUDLEY, President.

The statement of the Boston Banks for the last week compares with the previous week, and with the corresponding week of 1861, as follows:

	Jan 20, 1862.	Jan. 27, 1862.	Jan. 28, 1861.
Loans	$64,409,065	$63,625,191	$60,297,796
Specie	8,565,277	8,562,175	4,532,919
Deposits	23,446,327	24,030,756	18,195,122
Circulation	6,249,871	6,264,268	6,314,456

The Indianapolis and Cincinnati Railroad earned in 1861 $406,644 59
Expenses 235,000 00
Net Earnings $231,644 59

The bonded debt of the Road is as follows:

First Mortgage	$400,000
Second Mortgage	300,000
Renewed Bonds	250,000
Dividend Bonds	130,000
Total	$1,330,000
Floating Debt	180,000
Balance	$1,510,000

The balance-sheet of the Cleveland and Toledo Railroad Company, submitted to the Directors at the meeting held in this city on the 28th inst., which was made up to the 24th inst., shows:

Cash on hand	$78,514
Due from Buffalo and Erie and other Companies on account of freight	$52,100— 130,614
Estimating earnings from Jan. 24 to Feb. 1	23,000
Total	$153,614
Deduct coupons due Feb. 1, 1862, and other bills	63,500
Balance	$90,114

All the pay-rolls for December are paid, and everything deducted, including coupons due Feb. 1, 1862, leaving a cash balance in the hands of the Company and due from roads, now being paid, of about $90,000. The bills payable are retired as fast as they mature, and the prospect for a continued increase of the business of the road is good. The net earnings of the road for the current year will probably show a sum equal to about 7 ₱ cent on all the stock.

The following is a statement of the earnings of the St. Louis, Alton and Chicago Railroad from Jan. 16 to Jan. 23, 1862:

	1862.	1861.
Passengers	$6,297 49	$6,840 50
Freight	9,866 11	13,954 89
Sundries	555 73	555 83
Total	$17,493 33	$21,649 22
Decrease in 1862	4,156 89	
Total this month to date	50,366 51	50,942 26
Total since Jan. 1	50,366 51	50,942 26

The following is a summary of the cost of the railway system in Ohio:

Total length of miles	4,699
Number of miles in the State	3,024
Capital stock	$77,897,600
Cost of road and equipment	$153,846,191
Bond debt	$72,949,963
Floating debt	$10,515,722
Number of locomotives	759
Number of baggage cars	102
Number of passenger cars	594
Number of freight cars	9,214
Number of passengers carried, 1860-61	4,084,723
Number tons freight	4,235,360

GROSS EARNINGS.

Passengers	$6,268,196 21
Freight	9,472,174 36
Mail	509,224 27
Express	217,174 73
Other sources	521,515 76
Total earnings	$17,177,285 33
Operating expenses	10,046,717 48
Net earnings	$7,130,567 85

—or 58 per cent of gross earnings.

The gross earnings were equal to $4,121 62 per mile, which would make the earnings of the miles within the State about as follows: $12,474,237 54
Operating expenses 7,293,769 39
Net earnings $5,180,558 15

—or 58 per cent of gross earnings.

The following is a comparative statement of the gross earnings, expenses, and net earnings of Ohio railroads for the past four years:

	Expenses.	Net earnings.	Gross earn's.
1860-61	$10,046,717	$7,130,568	$17,177,285
1859-60	9,240,457	6,067,774	15,308,231
1858-59	8,292,224	6,149,361	14,441,709
1857-58	7,881,520	7,167,383	15,048,903

The Anglo-Saxon brings a decline of ⅛d. @ ¼d. in cotton, and a dull breadstuff market. Consols were also heavy at lower figures. Money was abundant, and choice bills had been done in the open market at 2 ₱ cent.

In relation to American securities, Messrs. Baring, Brothers & Co. remark:

Nothing doing in United States stocks; business alone in New-York and Erie shares at 2%. Canada 5s have advanced to 90@100 ex dividend. New-Brunswick, 104@106. Nova-Scotia, 105@106.

The London Times notices and quotes the market as follows:

In the colonial market, Grand Trunk relapsed to 20@21; and Great Western of Canada to 4½@4¾. In American securities there was a rise in Erie preference, and a decline in Illinois Central. Canada 5 ₱ cents, 99½ ex div.

American Railways, &c.	Closing Prices.	Business
United States 6s 1874	69 @ 71	
Virginia	46 @ 48	48 6
Atlantic & Great Western, N. Y. sec. 1st mort., 1880, 7 ₱ cent	60 @ 65	62 1
Erie shares	24 @ 29	28½ 6
Erie shares, 7 ₱ cent preference	49 @ 50	49½
Erie shares, ex-amount scrip	1½ @ 2	
New-York and Erie 7s, 1897	85 @ 90	
New-York and Erie 2d M., 1859	63 @ 66	
New-York and Erie 3d M., 1883	76 @ 78	77½
Illinois Centralts 1875	74 @ 78	
Illinois Central 8s 1875, s. f.	79½@ 80½	79½ 30
Illinois Central ₱ 100 shares, ₱ 5 paid, dis.	42 @ 41	41 2
Illinois Central, all paid, ex.	56 @ 58	57
Michigan Central 8s Convertible '69	80 @ 85	
Michigan Central Sinking Fund 8s, '82	82 @ 86	
Michigan So. & N. Indiana 7s 1875	— @ —	
New-York Central 6s, 1883	78 @ 82	
New-York Central 7s 1864	85 @ 90	
New-York Central 7s, 1876	85 @ 90	
New-York Central 6s 1876	85 @ 90	
New-York Central ₱ 100 shares	70 @ 74	
Pennsylvania 1st M. 7s, 1905	95 @100	
Pennsylvania 2d M. 7s, 1872	95 @100	
Pennsylvania Central 6s	82 @ 83	82 3
Pennsylvania Central 2d M.	81 @ 83	
Pennsylvania Central ₱ 50 shares	29 @ 30	
Philadelphia and Reading 6s, 1870	— @ —	
Philadelphia and Reading ₱ 50 shares	14 @ 18	

This statement of the Bank of England shows the following variations as compared with the previous week:

	Increase.	Decrease.
Public deposits	....	£2,002,659
Other deposits	£3,170,426	....
Notes in circulation	188,075	....
Rest	51,301	....

On the other side of the account:

Government securities	£1,206,946	....
Other securities	....	£604,171
Coin and bullion	84,578	....
Notes unemployed	....	121,422

The Economist says:

The Bank of England yesterday reduced their rate of discount from 3 per cent, at which it was fixed on the 7th of November last, to 2½ per cent.

The steady improvement in the accounts of the bank had caused an expectation of an early decline in the rate of discount, but it was generally believed that any reduction would be deferred for a week. It appears, however, that the satisfactory intelligence from America induced the Court to act at once, and the announcement has given general satisfaction. Yesterday the demand at the bank was rather active, but in the open market the best bills were taken at 2½ to 2¾ per cent. To-day there has been a fair inquiry, but no change has taken place in the rates. The following are the approximate charges for paper of various rates:

30 to 60 days	2½ per cent.
3 months	2½ per cent.
4 months	2¾ to 3 per cent.
6 months Bank drafts	3 per cent.

Although the rates for long dated bills are lower, there is rather less disposition shown to take paper of this description. In exceptional cases three months' bills have been negotiated a fraction under 2½ ₱ cent.

On the Stock Exchange there is little demand for money, while the supply remains abundant, being augmented by the release of the dividends. The rate for loans on Government Securities is nominally about 1 ₱ cent.

In consequence of the settlement of the Trent affair, the rates for war risks at Lloyd's have become nominal.

An advance has taken place in the price of saltpeter, from an expectation that the present prohibition to export may be rescinded. The foreign markets are generally very scantily supplied with this article, and prices are in most cases much higher than in England.

The following are the rates of discount in the principal cities of the Continent, showing a decline at Hamburg:

	Bk. rate. ₱ ct.	Op. m'kt. ₱ c.		Bk. rate. ₱ c.	Op. m'kt. ₱ c.
Paris	5	4½	Turin	5½	5
Vienna	6	6	Brussels	4	4
Berlin	4	3½	Hamburg	—	2½
Frankfort	4	3	St. Petersb'g	7	8
Amsterdam	4	4			

Consols were dull in the earlier part of the week, and at one period marked as low as 92, owing to apprehensions respecting the American question. Some influential buyers then appeared, especially for houses considered to possess good information respecting the United States, and a rise occurred of nearly two-eighths. On Thursday the announcement of the release of Messrs. Mason and Slidell caused great buoyancy and a further immediate improvement, Consols touching 92¾. From this point, however, there was a reaction, and the final price to-day was 92⅝@92¾, or about seven-eighths per cent above last Friday.

The latest quotation for American securities was: Illinois Central shares, 42½@42¾ discount; Erie shares, 28; New-York Central shares, 71@73.

The Chicago Tribune, in an article upon some proposed action, relative to the Illinois Central Railroad, in the Illinois State Convention now in session at Springfield for the purpose of amending the State Constitution, says:

We wish to correct a misapprehension which exists at Springfield touching the great profits of this immense monopoly. The capital account of this company, by the balance-sheet published on the 31st of December, 1860, stands charged with $33,210,000.

Of this sum, $4,326,213 16 have been paid out of pocket for interest on the money borrowed by the shareholders. The company owed at that time $15,670,000. Beside this debt, the stockholders have paid in money $15,654,960.

Neither the road or the lands have ever given one dollar of income to these stockholders, and the operation of both road and lands has left them minus income and minus $4,326,213 16, paid for interest, over and above the earnings of the road and collections on the lands for the last seven years.

[Advertisement.]
The highest Premium paid for AMERICAN GOLD at the banking office of THOMPSON BROTHERS, No. 2 Wall-st.

MARKETS—CAREFULLY REPORTED FOR THE N. Y. TRIBUNE.
THURSDAY, Jan. 30, 1862.

ASHES—The market is steady, with a limited inquiry at $6 37½ for Pots, and $6 25 for Pearls.

COTTON—The mkt. opened stiff, but since the receipt of the steamer's news, there has been nothing done, and our quotations are nominal at 21½@22c. for Middling Uplands, and do. New-Orleans and Texas.

COFFEE—Rio has been quiet; prices are firm; other kinds are in but limited demand, and we have only to notice sales of 50 bags Jamaica at 21½c., cash.

FLOUR AND MEAL—Western Canal Flour is again lower, under the unfavorable private advices from Europe by the steamer Europa, and the still later unfavorable news per Anglo-Saxon, but there is more doing at the concession; sales of 15,400 bbls. at $5 20@$5 50 for superfine State and Western; $5 60@$5 80 for the low grades of Western Extra; $5 70@$5 75 for Extra State; $5 80@$5 90 for Fancy do.; $5 85@$5 95 for Round-Hoop Extra Ohio, and $6@$6 75 for Trade brands do. Canadian is also lower, but there is a little more doing at the decline; sales of 900 bbls. at $5 70@$6 50 for Extras. Southern Flour is more active, but at a slight reduction in prices; the arrivals are limited; sales of 1,050 bbls. at $5 70@$6 25 for mixed to good superfine Baltimore, &c., and $6 30@$6 90 for Trade brands. Rye Flour is steady, and in limited request; sales of 100 bbls. at $3@$4 25. Corn Meal is steady, and in fair demand; sales of 250 bbls. at $3 for Jersey, and $2 35@$2 40 for Brandywine. Buckwheat Flour is in request at $1 75@$1 87½ ₱ 100 lb.

GRAIN—The Wheat market continues dull under the unfavorable news from Europe, and though the arrivals and supply are equally limited, it is difficult to effect sales unless at a concession in prices, but most holders are indifferent sellers; the sales include 22,000 bush. Red Jersey at $1 40; 270 Red Long Island at $1 41; few do. Red State (Spring) at $1 25, and 6,000 do. Milwaukee Club afloat at the Atlantic Dock at $1 30. Barley is quiet but steady at 90c.@$1. Barley Malt is dull at 80c.@$1. Oats are in fair request, in part for Government use, and prices are rather firmer, especially for State; sales of Western and Canadian at 40@41c. and State at 42@43c., the latter rate for prime. Rye is steady and in fair request; sales of 1,400 bush. State at 83c. on the dock, and 85c. delivered. Corn opened heavy, but closed rather firmer under the influence of an improved demand and moderate receipts; sales of 66,000 bush. at 60c. for new Southern Yellow, 61@62c. for old do., 63½@64c. for Western Mixed in store, and 66c. for do. delivered.

HOPS arrive very sparingly, but the stock is ample, though reduced to the extent of 1,500 bales by the recent fire. The demand, however, is limited, and prices are unchanged; sales of 40 bales New at 17@22c., as to quality.

HAY—The supply is light and the market is firm; sales of 400 bales at 90c. ₱ 100 lb.

MOLASSES—The demand continues very limited, and the only sales we hear of since our last report are some 20 hhds. Barbadoes at 24@26c., and 10 bbls. New-Orleans at 40c.

NAVAL STORES continue languid, apart from a moderate inquiry for Spirits of Turpentine, which has been sold to the extent of 175 bbls. at $1 42c., $1 43, and $1 45 ₱ gallon, cash, and the latter rate offered for 250 bbls more to arrive.

OILS—Linseed is in limited demand at 84@86c. Other kinds also continue quiet, and, in the absence of sales, prices are unchanged.

PROVISIONS—The Pork market is quite active and firm; the demand is chiefly for future delivery; sales of 6,300 bbls. at $12 87 for Old Mess; $13 75 for City Prime Mess; $12 17@$13 for New Mess; $13@$13 25 for do. deliverable in February, and $13 25 for do. deliverable in March and April. Beef is in fair demand and is firm; sales of 600 bbls. at $12@$12 25 for Plain Mess, and $13 for Extra. Bacon is in limited request and is lower; sales of 200 boxes at 6¾@7c. for City Cumberland; 6½c. for Western Long Ribbed, and 6½c. for do. Short Clear. Lard is in fair demand and is steady; sales of 1,300 bbls and tcs. at 7¼@7½c. Cured Hogs are in good request at $42@$44 ₱ 100 lb. for Western and City. Butter and Cheese are in moderate demand at steady rates.

RICE is firm, but the demand is very limited, and we have no sales to advise.

SUGARS—There has been a better inquiry to-day, at about our last quotations; the sales embrace some 500 hhds. Cuba at 7¾@8c., 25 bags Siam at 8½c., net, cash; 500 hhds. Porto Rico and 900 bags on terms not made public. Refined are without change of moment.

SPICES—The market is quiet, but prices are very firm.

SALT—The market is quiet but steady, at $1 90 for Ashton's, $1 70@$1 80 for Worthington's and Jeffry's and Davy's, 90c.@$1 for Liverpool ground, and 30@32c. for Turk's Island.

SEEDS—The inquiry is limited for Cloverseed and the market is heavy; sales of 50 bags good Ohio at 7½c. Timothy and rough Flaxseed are still scarce and prices are nominal.

TALLOW—The market is heavy and the demand moderate; sales of 11,000 ℔ prime Western at 9½c., cash.

WHISKY is less active and the market is heavy; sales of 300 bbls. at 24c.

THE LATE STORMS AT SEA.

Capt. Pittman, of the ship James Guthrie, from Antwerp, arrived on Tuesday, states that in his long experience as a ship master he never had such a constant succession of violent gales as he encountered from the Banks to this port, on this his last passage. We make the following extract from his log:

	Barom.
Jan. 1..Tremendous gale, revolving complete	29.8
Jan. 2..Hurricane from S. S. W. to S. W.; no canvas	28.[illegible]
Jan. 3..Squally and unsettled; wind W.	28.
Jan. 4..Squally and unsettled; wind W.	29.
Jan. 5..W. S. W. to N. W.; heavy squalls	29.3
Jan. 6..Heavy gale; W. to N. W.	29.
Jan. 7..Hurricane S. to S. S. W.; no canvas	29.
Jan. 8..Heavy gale from N. N. W.	29.3
Jan. 9..Continual gale from N. N. W.	30.3
Jan. 10..Furious gale from S. W. to N.	30.0
Jan. 11..Wind around the compass; some rain	29.7
Jan. 12..Furious gale from S. W. to N.	29.5
Jan. 13..Strong gales from S. S. W.	29.9
Jan. 14..N. to N. N. E.; some rain	30.5
Jan. 15..E. N. E. to E. S. E.; rain	29.5
Jan. 16..Heavy gales from S. around to S. W.	29.8
Jan. 17..Strong gales from S. W. to N. W. to N.	30.5
Jan. 18..Light baffling winds from N. W. to S. W.	30.4
Jan. 19..Hurricane from S. W. to W.; no canvas	29.9
Jan. 20..Light, rainy, and unsettled; wind S. S. W.	29.6
Jan. 21..Light airs from N. W. ₱ S. W.	29.9
Jan. 22..Strong gale from N. E. to N.	29.8
Jan. 23..Strong gale from N. N. W. to E. N. E.	29.9
Jan. 24..Very heavy gale from N. E. to E. N. E. and E.	29.8
Jan. 25..Terrible gale from E. S. E.	29.6
Jan. 26..Heavy gale from W. N. W., and clear	29.5

LOSS OF THE BRITISH SHIP BOYNE, FROM THIS PORT.—Capt. Wood of the ship Grotto, arrived on Thursday morning from Havre, reports: Jan. 26, lat. 38° 50', lon. 11° 13', spoke the Portuguese brig Maria Camilla, from Santos, for Falmouth, England, and supplied her with provisions, water, and fuel, she having on board the crew, seventeen in number, of the British ship Boyne, Capt. Storer, from this port, of Fleetwood, England, with a cargo of 35,401 bushels of corn, which foundered in lat. 48° 30', lon. 15° 30'. The crew were taken off by the Norwegian bark Daphne, and transferred the next day to the Maria Camilla. Dec. 30, lat. 45° 45', lon. 29° 30', saw the ship E. Z. Hodges, from Liverpool. Jan. 3, lat. 45°, lon. 41° 37', saw the ship Bazaar of Richmond, Me., from Havre for New-York, in ballast.

CITY ITEMS.

ACADEMY OF MUSIC.—The *Trovatore* will be played to-night by Mrs. Susini (late Miss Hinkley), M. Brignoli, &c.

THE LITTLE COMMODORE.—Commodore Nutt, who is, doubtless, the smallest