THE AMBOY MONOPOLY.

Speech of the Hon. James M. Scovel in the New-Jersey Senate, on Joint Resolution No. 3, Proposing Amendments to the Constitution of New-Jersey to Prohibit "Exclusive Privileges."

MR. PRESIDENT AND GENTLEMEN: Upon one of the classic hills of Rome, Servius Tullius built a temple to thank the Gods that, though born a slave, he had become a King. If the people of New-Jersey (and I say it in sorrow) should build a temple, I fear it would be to celebrate the decline of public virtue—to thank God that though they were born Kings they have become slaves. I proposed to speak to the resolutions amending the Constitution of New-Jersey, providing that

"The Legislature shall not pass any bill or law granting or giving to any individual or corporation any exclusive privilege, or any rights or privileges, to be employed or used to the exclusion of other persons or corporations from using and employing the same rights and privileges, or to prolong or extend for a further time, any exclusive right or privilege already granted or given by the Legislature to any person or corporation."

I proposed to speak in favor of this amendment. The adroitness of the honorable Senator from Hudson (Mr. Randolph) will prevent me. He now introduces another resolution to appoint a committee, with power to employ a clerk, who shall report to this Legislature AT ITS NEXT SESSION, what amendments, IF ANY, shall be made to the Constitution. O, magnanimous monopoly! O, patron saint of sinning New-Jersey! ought we not devoutly to thank his Royal Highness at Hoboken that he has not long ago prorogued *this* parliament because there were some Senators who did not bow down to his behests and make obeisance to the Secession Message of his Excellency Joel Parker, with the advice and consent of the Camden and Amboy Railroad Company, Governor of New-Jersey? Spared monuments of the mercy of a Railroad King, we still survive! If I am not misinformed, the monopoly rule this State. Edwin A. Stevens owns the majority of the stock, is the President of the joint companies, rules the road, and therefore rules the State of New-Jersey. Soon after the Revolution a monopoly of the right to bridge the Hackensack River was granted by the Legislature. It became necessary, in the opinion of the President of the Camden and Amboy Road, that the bridge monopoly should go down. It went down by a decision of the Chancellor (a decision which had a safe foundation in equity and good conscience), that a *viaduct* for a railroad was not a bridge. For many years the New-Jersey Railroad paid tribute to Hoboken in consideration that the Newark and Hoboken Road should not be built. When the tribute ceased the Newark and Hoboken road was built over the Hackensack River, the old monopoly to the contrary notwithstanding. This brings me to the point that if the law can abolish one monopoly perhaps the Legislature can abolish another. And I am this day as clear in my opinion that the present exclusive privileges of the Camden and Amboy Railroad have no constitutional warrant and would not live a day before the Supreme Court of the United States, as I am clear in my opinion as to my right to a seat in this Senate. I know this is political and social heresy in New-Jersey; but God's truth can enter New-Jersey without paying transit duty. My eloquent friend in Congress (Mr. Garfield) says truly that if he sought political preferment here he would become a brakesman on the Camden and Amboy Railroad; then he might aspire to a seat in Congress, and eventually hope to attain, as the blight of his ambition, a position as director of the joint companies. In my advocacy of immediate action, in my opposition to the resolutions of the Senator from Hudson, which really mean non-action and infinite delay, I shall not argue the law points which surround this question. With a majority of the Senate argument is exhausted, and I here pause to do honor to those brave and fearless members of the Democratic party, whose politics I denounce, but to whose public virtue and whose private worth I openly bear testimony. I mean the Senators from Somerset, from Warren, and from Union, who do not bend to the whisper of monopoly. I make no reflections upon those who do not agree with me on this, which is the absorbing question to my constituents and to the State. In advocacy of the monopoly these Senators who do so may be honest. *My consciousness tells me that they are wrong.* But, Sir, the stoutest heart sometimes wearies of a conflict where a vast majority of men who seek to serve the public in the councils of the State or nation, blindly bend to *power* instead of principle.

Mr. President, the reasons for immediate action on the joint resolutions are many and exigent. What means this lavish munificence and these midnight suppers at Bordentown and at Number Ten? What means the crawd of parasites and instruments of a power which has reduced *corruption to an exact science?* Why have they traveled from the Elysian Fields of Hoboken, that traditional Mecca where the "*weary* cease from troubling and the *hard-up* are at rest?" Why do the newspapers from Bergen to Cape May teem, and why are they tuneful, in singing *Io Triumphe* to the golden calf of Hoboken? Is it because New-Jersey soldiers write home begging decayed politicians to haunt the lobbies at Washington to urge Republican Senators that the interests and honor of New-Jersey demand that the Raritan and Delaware Bay Railroad may cease to live, while the Amboy Road may go on rejoicing and corrupting? No, Sir! these "funeral baked meats" are coldly furnished forth that legislative conscience may be stifled—while *under the forms of law* a Legislature, first deceiving and then betraying the people, may bind us with iron bands—helpless and shorn of our *strength—for twenty years to come.* Do the soldiers ask it?—these brave hearts who have turned toward home many a time with dying eyes to curse the treason that sends sympathetic greeting to Jefferson Davis, the king of monopolists. No! *These* sympathies are for Liberty, against all kinds of Slavery. THEY, at least, are for the people against the politicians, for God and their country against the Devil and Jeff. Davis. One of them, a distinguished officer, who made fight with me against a Breckinridge ticket, headed by *Edwin A. Stevens* (an electoral ticket which eventually did not dare to brave the popular storm), writes, "Give the soldiers a chance to vote (for they who fight have a right to vote), and you will hear thunder tones from the army for Liberty and the Union in next November." Who refused to allow New-Jersey's soldiers to vote, and proclaimed it unconstitutional when an able Attorney-General declared the right of a soldier to vote clearly in accordance with the Constitution. Who denied this right to the bravest and the best of our sons and brothers? The dominant party, who outnumber the Republicans in the House and Senate two to one—the dominant party who represent the views and interests of the Sage of Hoboken, whose money, paid the election expenses of many of these respectable gentlemen. Yet, says a talented ex-member of Congress, "Desist from interfering with our local sovereignty. Don't you know that the Camden and Amboy Railroad and Transportation Company mean to carry the State for us in 1864?" Sir, these men palter with us in a double sense. They keep the word of promise to the ear, then break it to the hope. They fear the Union tide which true men have swelled—they fear the fire which others have kindled. *They would* control it, and seem to control it if they can. Sir, in the dark days of 1863, I cannot remember the slightest sympathy for the Republican party on the part of the monopoly masters. Democracy and Monopoly were insolent and defiant. But, says the ex-Congressman, we help Republicans. Yes! you sent an excellent and reputable Bank President to me, who says, "Promise the road you will not oppose them, and you can have all the money you want." "No, Sir," I replied, "let me be beaten first." Then Tray, Blanche, and Somebodyart were let loose at once, and I was hunted like a partridge in the mountain, simply because my a Massachusetts father and a New-Jersey mother I had been educated in the old-fashioned notion that conscience—God's vicegerent on earth—was never meant by the Divine Author to be a merchantable article. Sir, if the Republican party cannot succeed in New-Jersey without the help of this railway corporation, it deserves to sink till the schoolmaster (or Greeley's History of the War) gets abroad and teaches the peasant heart what republican liberty means. As Mr. Grudgeind says, "What we want is facts." Now, this monopoly dictation in politics, Sir, is no new thing. And permit me here to say to my friends in New-Jersey and out of it, whose letters of cheer and encouragement will live long in my memory, and to those who are pleased to question my fidelity to the party of the Republic, permit me to use the language of Bombos:

"But trust me, gentlemen, I'll prove mere true
Than those that have more cunning to be strange. * * *
Therefore—pardon me"—

I have never regretted that, with a handful of some men in New-Jersey, we kept the banner of Douglas from trailing in the dust when the monopolists and the defenders of Slavery struck down that flag. They triumphed then. But time makes all things even. My fidelity to this Government has never been questioned, and much as I regard this administration, in my own defense against my accusers, it is just that I should say I am not its debtor. But, to return. In the strife against Lecompton, 1858-9, a Director of the Camden and Amboy Railroad wrote to his nephew—a Collector of the port in Camden—"Do you or do you not agree with Douglas and the Black Republicans. Your silence will be construed into a confession of guilt." The Collector was silent. The Director straightway reported Henry James I., sometimes called Benjamin. The refractory Collector lost his head in 24 hours. When it was important to elect, many years ago, a monopoly President of the Senate, I was informed by this Director that it cost $5,000 to purchase a suitable candidate. He was purchased and, of course, elected, but did not long survive the betrayal of his party.

These facts belong to our political history. The same Director informed me then that their rule of conduct was, "Every man had his price, and they had the money to pay it"—I was informed but fell by an eminent statesman that the President of the Camden and Amboy Railroad was bitterly hostile to the policy of Emancipation from the hour the Proclamation was issued. And yet, while the power, of which this Railroad President is the representative man, hates the policy of the Government, the Corporation itself, *professes* to favor the cause of the Union. If we believe it the *power of dollars* can no further go. In the nature of things the Monopoly must control the Legislature or lose its power. It proposes to control the one and resist the other. It does not ask us to defend its rights. It asks the Legislature, and it asks Congress to perpetuate its wrongs. Shall it be done in the name of the Republican party? On the contrary, since this corrupt corporation has become a National nuisance, I am glad that the American people feel it their duty to *extinguish it.* The main argument used by our citizens in favor of this road is that it paid into the State Treasury during the year 1863 from its earnings, $136,944 48; by the canal there was paid $36,339 20. From dividends on stock and interest on bonds, $24,850. How was this paid? By the terms of its charter, the road pays no tax on its immense estates. It charges ten (10) cents on every through passenger and fifteen (15) cents on every ton of merchandise. In other words, this *transit duty* is a tribute levied on all the world which has the temerity to cross New-Jersey. But is it just that Maine and Massachusetts and Delaware and Maryland, the East and the West, shall pay our taxes? New-Jersey, from her geographical position, ought to be, and the monopoly at an end would be, the orchard and the household garden for New-York, Massachusetts and Connecticut. Her position by nature is better than that of any State in the Union. Shall she, like a pauper, be supported by the charity of her neighbors? Where her farmers are now saved one cent an acre tax by transit duties, a system of free railroads kindling competition would add ten dollars an acre to the value of our lands and would develop the vast mineral resources of Iron, zinc and franklinite ores. New-Jersey could then look her sister States in the face; she would become what she ought to be, and what, under Divine Providence, her people mean her to be—a State peopled by freemen who need not blush at sight of the flag of the Union. As I am charged here with representing interests outside of my State, my words to this accusation shall be few. To the man who can deliberately make such a charge, when he is so well aware that my course on this question has been as open as the day, I answer him that "I rather pity than condemn." Go tell your master at Hoboken—Edwin A. Stevens—that the Senator from Camden is his peer. His son-in-law, Moncoe R. H. Garnett of Virginia, may strike his lash on the back of his slave till it reverberates from Accomac to the nation's capital. But the days of servitude will soon be over, and that slave will find a land where the voice of the oppressor is no more heard forever. New-Jersey will soon cease to be a plantation owned by a Railroad King, for the day of her salvation draweth nigh. God speed the day. For myself I ask nothing from New-Jersey; nothing from my country, save that my last gaze may behold America what she was but now the admiration of man and the wonder of the world. I ask of posterity only this, that when my epitaph comes to be written may it be said of me with justness and truth. *"He loved principle better than power. He scorned to wear the Amboy livery. He was neither a Copperhead nor a coward."*

UNITED WORKINGMEN'S ASSOCIATION.—At a meeting of the United Workingmen's Association, held on Friday evening at No. 132 Hester street, Mr. Dawson in the chair, Mr. Shannon, Secretary, it was resolved to send Messrs. Murphy, Fisher and Stephens to Albany, to present to the Legislature the petition of the working classes of New-York against the passage of Senator Hastings's bill. One hundred dollars was allowed for their expenses.

COMMERCIAL MATTERS.

Sales at the Stock Exchange—APRIL 9.

10,000 U. S. 6s, 5-20s, Con.	113	1200	Harlem Railroad		165
25,000 do.	112½	100	do.		168
4,000 do., Small	111½	300	do.		s30. 168
24,000 U. S. 5s, '65, Coup.	100	600	do.		169
1,500 Treas. Notes, 7 3-10		100	do.		s30. 169
Oct. & April	111½	500	do.		170
25,000 do.	111½	400	do.		s30. 170
2,000 do., Feb. & Aug.	111½	400	do.		172
20,000 U. S. 6s, 1-yr. Cer.	99½	100	do.		173
10,000 Mo. State 6s	73½	100	do.		175
15,000 do.	73½	1000	Reading Railroad		164
20,000 do.	73½	200	do.		s10. 164½
30,000 Mo 6s, int. to Feb. R.	66	200	do.		s10. 164½
1,000 do.	66½	1200	do.		164½
1,000 do.	65½	300	do.		b10. 165
5,000 O. & Miss. Cer.	b30 65	200	do.		164½
20,000 do.	65½	100	do.		b5. 165
5,000 do.	b10 66	200	do.		165
1,000 do.	65½	1500	do.		b10. 164½
10,000 Erie 3d Mort.	118½	500	Michigan Central RR.		154
4,000 do.	119	100	do.		154½
4,000 Erie 4th Mt. Bds.	133	400	do.		155
1,000 Hudson R. Mtge.	115	300	do.		156½
3,000 Mich. So. & N. In.	115	600	do.		155
5,000 Alt. & T. H. Inc.	83	1000	Mich. So. & N. I. R.R.		115
10,000 Tol. & Wa. 1st M.	106	150	do.		115½
4,000 M. & P. Du Ch. 1st M.	114	400	do.		115½
20,000 Pen. R.R. 1st Mt.	100	400	do.		115½
1,000 Pitts. F. W. & C. 2d M.	116	200	do.		s30. 115
2,000 Del. Lack. & W. 1st M.	115	100	Mich. So. & N. I. Guaranty.		137
1,000 do.	116	1000	Marietta & Cin. 1st Pref.		80
1,860 American Gold	156½	500	Ill. Cen. RR. Scrip		149
10 Continental Bank	100	300	do.		150½
10 American Ex. Bank	121	100	do.		b10. 149
450 Canton Co.	74	500	do.		149½
800 do.	b10 74½	100	do.		b10. 149½
200 do.	s30 74	300	Cleve. & Pitts. RR.		131
700 do.	b30 74½	400	do.		b10. 131
200 do.	74½	1000	do.		130½
50 Del. & Hud. Can. Co.	s30. 247	300	do.		130½
100 do.	248	600	do.		130
100 do.	249	100	Galena & Chic. RR.		136
100 do.	249½	500	do.		136½
100 do.	250	200	do.		s10. 137
450 Penn. Coal Co.	235	500	do.		137
50 do.	236	500	do.		137½
250 Central Coal Co.	85	100	do.		137½
150 Cum. Coal Pref.	83½	300	do.		138
300 do.	b10 87	300	do.		138½
400 do.	86½	300	Cleve. & Tol. RR.		155
200 do.	87	100	do.		s30. 152
100 do.	s30 87½	1000	Chic. & R. Isl. RR.		126½
300 Copake Iron Mines	16	500	do.		126
250 Quicksilver Min. Co.	52	700	do.		126½
100 do.	52½	200	Chic., Bur. & Q. RR.		115
250 do.	52½	500	do.		116
100 do.	52½	1000	Tol. & Wab. RR.		75
400 do.	b10. 52½	500	do.		74½
100 do.	b10. 52½	600	Tol. & Wab. Pref.		94
100 do.	52½	400	do.		94½
100 Bucks Co. Lead	1	200	do.		94½
2500 do.	1	300	Pit., F. W. & Chic.		149
100 Pacific Mail Ship Co.	27½	200	do.		148½
90 do.	27½	200	do.		148
50 do.	b30. 27½	100	do.		s10. 148
200 Cen. Amer. Tran. Co.	54	100	do.		s10. 145
400 N. Y. Central RR.	144½	200	do.		141
250 do.	143½	400	do.		140
300 do.	s15. 143½	400	do.		139
200 do.	143	500	do.		b30. 140
150 Erie Railway	s30. 122	200	do.		b5. 139½
2200 do.	120	100	do.		b10. 139
200 do.	120½	1700	do.		138
400 do.	b10. 120½	200	do.		137½
200 do.	120	200	do.		137½
1100 do.	120½	500	do.		137½
100 do.	b10. 120½	200	Alton & T. H. RR.		84
200 do.	b10. 120½	200	do.		b10. 84½
200 do.	b5. 120½	400	Alton & T. H. Pref.		104
200 Erie Railway Pref.	112	300	do.		b10. 101
500 do.	111½	100	Chicago & N. W. RR.		64
400 do.	s5. 111	900	do.		63
200 Hudson River RR.	s30. 160	50	do.		b10. 63
350 do.	159½	100	do.		b10. 63
400 do.	b10. 159	100	do.		63
100 do.	158½	100	do.		b30. 63
100 Chicago & Alton RR.	170	100	Chicago & N. W. Pref.		80
200 do.	168	100	do.		b10. 80
100 Marietta & C. 2d Pref.	61	6	H. & St. Jo. RR. Pref.		70
400 H. & St. Jo. RR.	38	100	Gold M. Co., Colorado.		8
1,000 P., Ft. W. & Chi. 1st	105	900	Quarts Hill Min's Co.		23
320 Fourth National Bank	102	200	do.		23½
800 Mariposa Mining Co.	20	200	Gregory Gold		35
200 do.	b10 20	200	Mex. and Mo. R.R.		65
500 Passaic Copper Co.	8	100	do.		b15 65
200 Hope Gold Co.	11½	100	do.		65

SECOND BOARD.

10,000 U. S. 6s, 5-20s, Coup.	112½	100	Mich. Central RR.		155½
20,000 Missouri 6s	74	200	Mich. S. & N. I. RR.		115
8,000 Tennessee 6s, '90	61½	100	Ill. Cen. RR. Scrip.	b5.	115
5,000 Ohio & Miss. Cer.	65	200	do.		149½
100 Quick. Ming Co.	b10 65	100	Cleve. & Pitts. RR.		130
500 do.	52½	200	do.		b10. 130
50 Pacific M. Steam Co.	22½	300	do.		130
100 R. Y. Cen. R. R.	143	100	Galena & Ch. RR.		137
200 do.	143½	100	do.		136½
1500 Erie Railway	120½	300	Cleve. & Toledo		159½
1000 do.	120	100	Mich. S. & P. Du Ch. RR.		98
50 Erie Preferred	111	100	do.		98½
50 Hudson Riv. RR.	s30. 158	1000	Toledo & Wab.		74
100 do.	159	100	do.		74½
100 do.	159½	200	do.		74½
500 do.	b10. 159½	500	Tol. & Wabash Pref.		94
100 Harlem Railroad	170	100	Chic. & N. W. RR.		63
200 do.	171	50	Chic. & N. W. R. Pref.		76
600 do.	173	100	do.		76
100 do.	s30. 170	600	P., Ft. W. & Chic.		144
100 Chicago & R. I. RR.	127	50	do.		s30. 141
400 do.	127½	200	do.		b5. 144
500 Reading RR.	164	100	do.		143½
200 do.	164½	100	do.		143½
200 do.	164½	100	Terre Haute & Alton		84

SALES AT THE PUBLIC BOARD, 5½ P. M.

100 N. Y. Cen. R. R.	143½	400	Clev. & Tol. R.R.		154½
100 do.	143½	200	do.	s10.	154½
100 do.	b5. 143½	500	do.		154½
100 Erie Railway	120½	100	Chic. & N.W. RR.		63
100 do.	120½	100	do.		63
100 do.	120½	100	Pitts., F. W. & C. RR.		143
100 do.	b5. 120½	300	do.		142
200 do.	120½	100	do.		s30. 142
100 do.	b5. 120½	200	do.		142½
100 Erie Preferred	111½	100	do.		s30. 142
100 Hudson River RR.	159	200	do.		142½
300 Harlem R. R.	172	100	do.		142½
100 do.	b5. 172	100	do.		142
200 do.	b30. 172	100	Ter. H. & Alton R.R.		84
100 Reading R. R.	b5. 165	100	do.		b5. 84
100 do.	165	100	T. H. & Alton Pr.		104½
100 do.	s5. 165	300	Tol. & Wab. RR.		74½
100 Michigan Cen. RR.	155	200	Toledo & Wab. Pref.		94
100 do.	b5. 154	200	Mich. & Missouri RR.		64½
200 do.	b5. 154	100	do.		63
100 Mich. So. & N. I. R. R.	115	1000	Chic. & Mil. Certs.		64
100 do.	115½	100	do.		64
100 do.	115½	100	do.		64
200 do.	b5. 115½	100	Pacific M. S. S. Co.		210
100 do.	115½	100	Cen. Am. Transit Co.		52
100 do.	115½	150	Canton Company		75
100 Mich. So. & N. I. G. R.	136½	150	Cumberland Coal		25
100 Ill. Central R.R.	s30. 147	500	do.		s60. 22
100 do.	147	400	Quicksilver M. Co.	b3	52
100 do.	b10. 147	400	do.		52½
100 do.	s5. 147	100	do.		b5 52½
100 do.	s5. 147	200	do.		s3 52½
100 Cleve. & Pitts. R. R.	129	400	do.		52½
200 do.	130	100	do.		b3 52½
400 do.	130	100	do.		s10 52½
100 do.	b10. 129	1000	do.		52
100 do.	b5. 129	500	do.		51½
200 do.	s5. 129	200	American Coal		125
200 do.	129	100	Rutland Marble		22
400 Galena & Chi. RR.	136	100	do.		21
100 do.	136½	600	Quartz Hill Min Co.		23
100 do.	136½	100	Bucks County Lead	s3	1½
100 do.	s5. 137	500	do.		1½
100 do.	b5. 137	1000	N. Y. & Pac. Cop.		3½
100 Chicago & R. I. RR.	127	500	do.	b3	3½

EVENING EXCHANGE, 5½ P. M.

10,000 American Gold	171	100	Ill. Central RR. 147½
100 N. Y. Central RR.	143½	400	Gal. & Chic. R. R. b3. 138
2200 Erie Railway	b3. 122	100	do. 137½
100 do.	122½	100	Cleve. & Tol. RR. b10. 134
100 do.	s10. 122½	200	Rock Island R. R. 127
100 do.	b5w. 122½	300	do. s30. 127
100 do.	122½	100	North-Western 69½
200 Erie R. R. Pref.	111	200	do. 69½
100 do.	110½	100	do. 69½
500 Hudson River R.	s10. 159	100	Fort Wayne b3. 141
100 do.	s30. 159½	300	do. s3. 140
100 Harlem Railroad	173	200	do. 140½
400 do.	s2. 173	100	do. s3. 140½
100 do.	174	200	do. b3. 140
200 do.	173½	100	Mil. & Pr. du Ch. R. 83½
400 do.	173	200	Chicago & Alton 98
200 Reading Railroad	165½	200	do. b10w 99
200 do.	b3. 164	100	Terre H. Pref. 42½
200 do.	b3. 164½	200	Toledo & Wabash 73
200 Michigan Central	154½	200	Tol. & Wabash Pref. 94
100 do.	b5. 154	1000	Ohio and Miss. Cer. 64½
100 Michigan Southern	114½	400	Marietta 2d Pref. 59
100 M. So. & N. I. O. S.	134½	100	Central Am. Transit 29
200 do.	b5. 135	300	Canton Company b10 74
200 Pittsburgh RR.	b3. 129	100	Cumberland Coal b3 27½
1200 do.	129	100	Quicksilver M. Co. 8½
200 do.	129½	100	do. 12½
100 do.	b3. 129½	100	Quartz Hill. 25

SATURDAY, April 9—P. M.

Gold opened on the street at 169¾@169⅞, and sold at this rate until the shipment of $426,770 was posted, when the rate rose to 171¼. From this point it fell to 171⅛, and closed steady. Upon the street, Stocks were strong and in demand. At the Stock Exchange, all Government securities were in active request; Coupon 6s of 1881, 114¼; 5-20 Coupons, 112¼@112½; April 7.30s, 111⅛ bid; Certificates, 99⅛; Tennessee 6s, 61@62; Missouri 6s, 73⅛@74; Delaware and Hudson, 249¼@249¾; Central Coal, 85; Cumberland, 83; Quicksilver, 52⅛@53; Pacific Mail, 227¼@228; New-York Central, 143¼@143⅞; Erie Railway, 120⅛@120¾; Erie Preferred, 111⅛@112; Hudson River, 160⅛@160¾; Harlem was exceedingly excited, selling up to 175, cash; Reading, 164⅞, and much excited; Michigan Central, 156, and 155, seller 30, bid for any part of 5,000 shares; Michigan Southern, 115⅛; Michigan Southern Guaranteed, 156⅛@157; Panama, 240@245; Illinois Central, 149@149¼; Central Transit, Company, 56@60. The feature of the day has been the rally in Harlem to 177, the stock closing firm at 174. There is a sharp corner in the stock, and higher rates are predicted by those in the secrets of its manipulation. Fort Wayne made another eccentric movement, and sold from 150 down to 136, rallied to 144⅛, firm. All Government stocks were strong at the Second Board and at brokers' counters, and no 5-20s were to be had under 112½. The closing prices were: Gold, 171; New-York Central, 143¼; Erie, 120⅛; Erie Preferred, 111⅛; Hudson River, 159; Harlem, 173; Reading, 163¾; Michigan Central, 154⅞; Michigan Southern, 114⅛; Michigan Southern Guaranteed, 155⅛; Illinois Central Scrip, 147⅛; Cleveland and Pittsburgh, 130; Galena, 139; Toledo, 154⅛; Rock Island, 127; Pittsburgh and Fort Wayne, 141⅛; Chicago and North-Western, 66.

This afternoon's quotations compare as follows with those of the past week:

	APRIL.						
	9.	8.	7.	6.	5.	2.	1.
U. S. 6s '81, Reg.	114½	114	114	114	114	114	114½
U. S. 6s '81, Coupon	114½	114½	115¼	114	114½	115¼	115
U. S. 5-20s, 1-yr. certs.	112½	111½	111½	111	111	110	110
U. S. 5-20s, Coup.	112½	112	111½	111½	111	110½	110½
U. S. 1-yr. Cer., Cer.	99	99½	99½	99½	99	99	99
American Gold	—	168½	—	170½	167½	166½	160
Tennessee 6s	61	61½	61½	61½	61	61	61½
Missouri 6s	74	73½	72½	72½	72	72	72½
Pacific Mail	227½	226	229	230	230½	230½	226
New-York Central	143½	143	143½	144	143½	143	143½
Erie	122½	120½	120½	120½	120	121½	122½
Erie Preferred	111	111½	111½	111½	112½	112	112½
Hudson River	158½	159½	160½	163	162½	162½	162
Harlem	174	164½	158	157½	160½	159½	157½
Reading	163½	163	164	163½	162½	162	157½
Michigan Central	155	154	156	156½	160½	160	156
Michigan Southern	114½	112½	113½	113½	115½	117½	119
Mich. Southern Guar.	154	—	153	153	152	150	148½
Illinois Central Scrip	148	148½	150½	151	151	148	148½
Pittsburgh	129	128½	128	127½	127½	126½	128
Galena	138	138½	134	134½	137	136½	136½
Toledo	153½	154	155½	155	154½	149	149
Rock Island, ex div.	127	127½	127½	124½	122	123½	122½

Freights continue extremely languid and depressed. To Liverpool the engagements are 7,000 bush. Wheat at 2½d. in bags; 7,000 do. do. at 2½d. in bags; 7,000 do. do. at 3d. in bags; 1,000 bbls. Flour at 1s.; 30 pkgs. Lard, and Tallow at 7s. 6d.; 250 tcs. Beef on private terms; per neutral, 450 boxes Bacon at 12s. 6d.; 100 do. Parilline Coke at 12s.; and per steamer, 300 bales Cotton at ⅛d. To London: 50 tons Heavy Goods at 12s. To Glasgow: per neutral, 50 hhds Tallow at 25s.; 250 tcs. Lard on private terms, and 5,000 Canada Butt Staves at £7 ₱ M. To Antwerp: per neutral, 200 tcs. Lard at 27s. 6d. and 50 hhds. Tallow at the same rate. The carrying rates are: To Liverpool, per American flag—Flour, 9d.@10½d.; Wheat, 2½@3½d.; Heavy Goods, 7s.6d.@10s.; per foreign flag—Flour, 1s.@1s. 3d.; Wheat, 3d.@3½d.; Heavy Goods, 12s. 6d.; To London, per American flag—Flour, 1s. 6d.; Heavy Goods, 15s.@16s. 3d.; per foreign flag, Flour, 2s.; Heavy Goods, 20s.@22s. 6d.

Money is irregular, some houses reporting great ease, while others are ready to pay 7 per cent and a commission. Upon some loans upon Stocks, as much as 4 per cent for 10 days was charged. The sales of Ten-forties, to-day, exceeded a million in New-York City alone. The sales of Gold exceeded $400,000, and over $200,000 were deposited at 5 per cent on temporary loans.

The new Mining Stocks were all dull except Quartz Hill, Gregory and Briggs. These being old mines in active work, were active. The new Companies, without machinery, were not in demand, though offered at the distribution price.

The most satisfactory feature in the Stock market is the advance in 5-20s, which close at 112¼, against 110½ last week. In addition to the investment and export demand, there is probably superadded the absorption for the National Sinking Fund. Compared with everything else upon the list, they stand without an equal, so far as income is concerned, and for security. They are an absolute mortgage upon the property of the whole Union and every branch of industry must yield to their support.

The Chicago and Milwaukee Road earned in March:

	Miscellaneous.	Freight.	Passenger.	Gross Er'gs.
1864	$1,265 77	$[illegible]	$[illegible]	$[illegible]
1863	2,593 43	11,427 09	23,616 21	36,636 68
Increase	—	$6,167 19	$7,468 11	$13,635 12
Decrease	$327 71	—	—	—

The Cleveland and Pittsburgh Road earned in March:

1863	$135,211	1864	$192,871
Increase			$57,660

The Company will pay its 4 ₱ cent dividend April 20, and transfers close on the 15th.

The Toledo and Wabash Railway earned in March:

1863	$165,656	1864	$177,890
Increase			$12,240

A dividend of 3½ ₱ cent has been declared, payable May 1, a movement quite unexpected by every one who has read the late of the last financial year of the concern.

The Chicago and North-Western Railway Company earned in February, 1864:

Passenger	$69,476 14	Expenses	$1,011 97
Freight	97,951 35	Miscellaneous	75 00
Mail	2,337 49		
Total			$100,551 65
Same period last year			92,481 18
Increase, 36½ ₱ cent			$8,170 47
The earnings of the fiscal year ending April 1, amount to			$1,278,363 92
Earnings of previous year			1,073,555 40
Increase for the year, 19½ ₱ cent			$204,808 52

Sterling Bills are quoted 186½@187, and 180 for Gold.

The subscriptions to the 10-40 Loan received to day at the First National Bank amount to $419,500.

Attention is called to the advertisement in another column of the Hartford Mining Company of Michigan.

Subscriptions are now received by the Tenth National Bank, No. 240 Broadway, for the Ten-Forty five per cent loan, gold bearing bonds.

The Preston Coal and Improvement Company of Pennsylvania, with a capital of $2,000,000, advertise 80,000 shares of their stock for sale at $50 a share.

J. S. Blackwelder, County Clerk of Montgomery County, Illinois, wishes information of the Montgomery County Bonds, made to the Terre Haute Railroad Company as to who has them, and if they are for sale.

The following changes have been made in the contract of reorganization of the Pittsburgh, Fort Wayne and Chicago Railway Company, commencing the 1st of January last, by a unanimous vote of the shareholders and bondholders:

1. The capital stock of the Company may be increased from $6,500,000, the present capital, to an amount sufficient to construct a double track, and to properly equip the same, the increase for the present year not to exceed $1,500,000; afterward, from year to year, as may be needed by vote of the share and bondholders at their annual meetings, after estimates carefully prepared of the amount that can be usefully and economically expended for that year. The money arising from such sales to be exclusively appropriated to the purposes aforesaid. J. W. D. Lanier, J. Edgar Thomson, S. Hasbaugh, S. J. Tilden and L. H. Meyer, are appointed a Committee to direct the sale of the stock and see to the proper application of money arising therefrom.

2. The revenues of the Company, after paying expenses, interest and the sinking fund hereinafter named, to be held subject to such dividends to shareholders as the Board of Directors may deem expedient.

3. An annual sinking fund of $53,250 applicable to the first mortgage bonds, and $51,160 applicable to the second mortgage bonds, is to be paid over to the trustees in the mortgages, to be applied to the purchase of said classes of bonds at the lowest market rates, the accumulations from interest on the bonds taken up to be applied in the same manner.

4. The former system of sinking fund is abrogated.

5.