COMMERCIAL MATTERS.

Sales at the Stock Exchange—June 8.

U.S.6s, 5-20 cp.,'62	Del. L. & W. 1 m.	N. Y. Central.
100,000 .....102¾	2,000.....101¼	100.....s30. 97
50,000.2d el..102¾	Hud. R. bds.,'67.	500.....97¼
U. S 6s, 5-20c., 64	2,000.....97	200.2d call.. 97¼
2,000.....102¼	Clev. & Tol. s. f. b.	200.....c. 98
U.S.6s,5-20cn.,'65.	5,000.....100	Reading
73,000.....102¾	Mechanics Bk. As.	300.....109¼
12,000 2d call 102¾	35.....106	500.....s30. 108¼
U. S. 5s,'71 rg.	Ocean Bank.	500.....109¼
2,000..... 99	20.....100	200.....109
U. S. 5s, '74 cou.	Cen. National Bk.	Mich. Central.
5,000 indor'd. 100	20.....107	50.....108
Treasury 7 3-10s.	Merchants Bank.	Mich. South. & N. I
3d series.	100.....110	100 ....b30. 79¾
8,000.....102¾	St. Nicholas Bank.	100.....79¾
Brooklyn C.6s,w.l.	5.....104¼	100.....79¾
2,000.....94	Bk. Commonw'th.	100 2d c 79¾
Tennessee 6s, '90.	6.....102	Cleve. & Pitts.
23,000.....91¼	Fourth Nat. Bank.	500.....82¼
Virginia 6s.	20.....103¼	Chic. & N.W
4,000.....65¼	Canton	100.....b10. 30¾
N. Carolina 6s.	200.....60	200.....3¾
10,000.....82	100.....b10. 60	400.....30¾
10,000.....81¼	200.....59¾	600.....31
Missouri 6s.	100...2d call. 59¾	Chic.& N.W. pref.
26,000.....79	Spruce Hill Coal.	900.....61¼
N. Y. S. 7s, B. L.	100.....4	100.....61¼
1,000.....102¾	West. Union Tel.	50....2d call. 61
Ohio and Miss. Cr.	700.....s10. 62	Illinois Central.
110,000.....28¾	Mariposa pref.	300.....121¼
4,500.....28¾	200.....23¾	Cleve. & Toledo.
10,000...b30. 28¾	700.....23¼	200.....104¼
O. & Miss.Cer.pf.	300...2d call.. 24	300.....104¼
5,000.....80	Erie.	1,000.....c. 104¼
Erie 4th mtge.	200.....62¼	200.....104¼
5,000.....92	400....2d c.. 62¼	P., F.W. & Chic.
H.& St.Jo.1 l.g.bd.	100.....s15. 62	300.....97
10,000.....97	800.....62¼	Mil. & St. Paul
Bank of Commerce	200.....s3. 62¼	200.....55¼
55.....112	Erie preferred.	Mil.&St.Paul pref.
5.....113	100.....75	400.....70

1 O'CLOCK BOARD.

U. S. 6s,5-20c,'62.	Mich. S. & N. I.	N. Y. Central.
70,000.....102¾	100.....79¾	200.....s30. 97
U. S.6s, 5-20 cp.'64	500.....79¾	Erie.
1,500.....102¾	Illinois Central.	100.....62¼
Missouri 6s.	200.....121	100.....62¾
2,000.....79¾	100.....121¼	100.....s30. 61¼
16,000.....79¾	Cleve. & Pitts.	Reading.
2,000.....80	200.....81¾	200.....109
N. Carolina 6s.	500.....81¾	100.....109¼
3,000.....81	Clev. & Tol.	200.....109¼
Tennessee 6s, '90.	200.....101¼	Chic. & R. I.
10,000.....92		400.....92¾

2¼ O'CLOCK BOARD.

U.S. 6s 5-20 c., '62.	Canton	Erie.
12,000.....102¾	100.....59¾	75.....62¼
10,000...2d cl. 102¼	300.....59¾	100.....62¾
U. S. 6s, 5-20rg.'65.	Quicksilver.	200.....62¼
10,000.....102¾	100.....51¾	100.....63
U. S. 5s, 10-40con.	West Union Tel.	Reading.
30,000.....96¼	200.....62	200.....109¼
Treasury 7 3-10s.	500.....s30. 60¼	Mich. S. & N. I.
3d series.	100.....61¼	100.....79¾
10,000.....102¾	Del.& H. Canal.	Ill. Central.
Tennessee 6s.	100.....150	100.....s10. 120¼
10,000.....92	Mariposa prf.	Cleve. & Pitts.
Missouri 6s.	200.....24¼	200.....b10. 82
88,000.....80	Boston Water Pr.	800.....b3. 82
25,000.....80¼	200.....59	Chic. & N. W.
10,000.2d cal. 80	100.....b10. 59¾	500.....31¼
N. Carolina 6s.	N. Y. Central.	Chic. & N. W. pref
1,000.....81	500.....97¾	200.....60¼
Fourth Nat. Bank.	P. F.W. & Chic.	Chicago & R. I.
50.....103¾	80.....96¼	100.....92¼
5.....103¼	100.....96¼	100.....92¾

OPEN BOARD OF BROKERS—1 P. M.

Canton.	Mich. So & N. I	Erie.
100.....s3. 60	300.....79¾	400.....s3. 62¼
100.....60	100.....b10. 79¾	200.....c. 62¼
Spruce Hill.	200.....b3. 79¾	500.....62¾
500.....4	200.....b15. 79¾	900.....c. 62¼
100.....s5. 4	200.....c. 79¾	300.....s3. 62¼
Mariposa pref.	200.....s3. 79¾	400.....62¾
300.....24¼	100.....b3. 79¾	Clev. & Pitts.
200.....s3. 24¼	200.....c. 79¾	1,800.....81¼
N. Y. Central.	Illinois Central.	500.....81¼
400.....c. 97¾	300.....121¼	500.....s3. 81¼
300.....97¾	Chicago & R. I.	400.....s3. 81¼
100.....b10. 97¾	200.....92¾	500.....b3. 81¼
200.....s3. 97¾	100.....s3. 92¾	600.....82
Chic & N.W. pref.	West. Union Tel	400.....b3. 81¼
300.....b3. 61¼	200.....61¼	400.....s3. 81¼
800.....s30. 61	Reading.	500.....81¼
200.....s10. 61	400.....109¼	Chic. & N. W.
400.....61¼	Cutawissa.	100.....c. 30¼
200.....b10. 61¼	500.....78	200.....31

OPEN BOARD OF BROKERS—3¼ P. M.

West. Union Tel.	Cleveland & Pitts.	Chic. & N.W.
160.....b60. 62	200.....82¼	500.....31¼
100.....61¼	200.....s5. 82¼	300.....s3. 31¼
Quicksilver.	400.....s3. 82¼	200.....s30. 31
100.....51¼	200.....82¼	200.....s10. 31¼
N. Y. Central.	400.....82¼	100.....b30. 31¼
100.....97¾	200.....82¼	200.....b3. 31¼
Erie.	400.....s3. 82¼	Chic. & R. I.
2,200.....63	Chic. & N. W. prf.	200.....s10. 92¼
800.....s3. 63	200.....69¾	200.....92¾
2,000.....b3. 63¼	200.....b3. 69¾	100.....s15. 92¼
500.....63¼	100.....60¼	100.....b30. 92¼
200.....b10. 63¼	200.....60¼	200.....s3. 92¼
Batawissa.	200.....s3. 60¼	P. F. W. & Chic.
100.....b3. 78	100.....b3. 60¼	100.....96¾
Mich. So. & N. I.	200.....b15. 60¼	300.....96¼
200.....79¾		100.....b5. 96¼

FRIDAY, June 8—P. M.

Gold is weaker, and closes at 138¾, after selling at 141¼ and 138¾ during the day.

The Stock market, at the regular board, was very sluggish, and the sales small. Government securities were steady, and continue to have a decided preference with investors, whether for long or short periods. The Railway share list is neglected, except by cliques, and outside operators were never less disposed to try the hazards of the street. Money is easy, and stocks can be carried with unusual facility, but this is offset by approaching hot weather, the alarm felt about epidemic disease, and the discredit which attaches to several of the most popular roads in regard to dividends. The North-Western, with its $26,000,000 of stocks; the Erie, with its $24,000,000, and the common stock of the Michigan Southern are regarded as hopeless of present dividends, and not deemed safe places to put money in until Autumn. The present vitality is the result of clique movements, and lower prices for them may naturally be looked for at an early day. In some shares there is hardly enough doing to make quotations. At the Second Board the market was dull, and after the call was heavy on New-York Central and the North-Western Shares. Erie was bid up to 63, but declined to 62¾@62¾, with little demand. The market closes dull at quotations: Ohio Certificates, 28¾@28¾; Canton, 59@60; Cumberland Coal, 45¾@46; Quicksilver, 51; Mariposa, 11¾@12; Mariposa Preferred, 24@24¼; New-York Central, 97¼@97¾; Erie, 62¾@62¾; Hudson River, 110@110¾; Reading, 109¼@109¾; Michigan Southern, 79¾@79¾; Illinois Central Scrip, 121@121¼; Cleveland and Pittsburgh, 82¼@82¾; Rock Island, 92¾@92¾; North-Western, 31¼@31¾; North-Western Preferred, 60¾@60¾; Fort Wayne, 96¾@96¾.

Money is increasing in ease, and at 5@6 per cent borrowers are readily supplied. Prime short paper is scarce and salable at low interest—as low as 5 per cent for choice short bills—but long engagements are not in favor. The alarm shown at every rumor of trouble among the National Banks is very significant, and should teach borrowers caution. It is well known that a large majority of these institutions live mainly upon their circulation, and that any attempt to make them redeem their notes in legal tender would force them into liquidation by scores. For the present, Mr. McCulloch has abandoned his effort to bring about specie payments, and is the leading inflationist of the day; but this cannot last, and borrowers must be careful and not be too much expanded when he returns, as he must, to the principles of his Fort Wayne speech and his annual report. The country cannot afford to continue business upon irredeemable paper and successfully compete with nations paying specie; and to specie we must return at no distant day. The return, come by what route it may, will cause great distress to all who are debtors during the process and are obliged to pay debts with assets daily shrinking under the appreciation of paper to gold. The use of paper money by the Treasury during the Rebellion was a desperate resort, and its cost has yet to be borne by the country.

Sackett, Belcher & Co., merchants, are in difficulty, one of the parties having absconded with a large amount of the funds of the concern, which stops to see where it stands. The losses of the retiring partner are the results of unsuccessful speculation.

Exchange is not so firm, and 60-day bills more in request. The rates are: London, prime bankers', 60 days, 109¼@109¾; London, prime bankers', sight, 111@111¼; Paris, bankers', long, 5.11¼@5.10; Paris, bankers', short, 5.06¼@5.05; Antwerp, 5.12¼@5.11¼; Swiss, 5.12¼@5.11¼; Hamburg, 37¾@37¼; Amsterdam, 42¼@42¾; Frankfort, 43; Bremen, 80@80¼; Berlin, 74.

Injustice is done to Commodore Vanderbilt in connecting his name with the recent financial manœuvers of the Erie Railway Company. Although paraded to the public as a member of its most important committee, we understand that he does not consider himself a director at all. In July, 1865, when a dividend was under debate, he stated that upon the balance sheet no dividend could be shown, and that he would resign if one was made. His resignation was placed in the hands of the Board and has since been accepted; but at the last election, against his consent, he was again chosen. There are other names on the list which deceive people by giving an impression that they are something more than ornamental. The concern seems to run itself, and to be off the track just now, and, as usual, "nobody to blame."

Stockholders in the various City Banks are notified that if they wish to have the tax on their stock corrected they must apply to the Commissioners of Taxes and Assessments, at their office, No. 32 Chambers-st., on or before the 30th day of June, instant. Under recent legislation the taxes are collected from individual shareholders, and the assessors are, by the law, supplied with a correct list. It should also be remembered that the taxes are a lien upon the shares, which cannot be transferred until the taxes are paid.

The Susquehanna Railroad is being rapidly completed to Nineveh, the point where the railroad being constructed by the Delaware and Hudson Canal Company from Carbondale, in the Wyoming Valley, joins it. When both these roads are finished the whole of the Anthracite coal region will be opened to Albany by a very short, direct, and level route, and coal can be delivered at Albany as cheaply as at any other point on the Hudson River.

The Cincinnati Commercial of Wednesday says:

The tendency toward closeness that the money market had a week ago, has been maintained since, and it is now in more of a piece than it has been heretofore for a long time. The regular demand for loans is considerable, yet it necessarily appears larger when, as is now the case, there is a scarcity of currency. Money is regarded as readily worth 10 per cent on select customers' paper, and 12 on first class outsiders, while it is said that some good names will stand as heavy a rate as 18 per cent per annum. Exchange has increased in supply during the week, mainly through the offerings of banks here and in the interior, that were in want of currency.

The Chicago Tribune, of Wednesday, says:

There are complaints from all quarters to-day, of a scarcity of currency, and the money market may safely be reported to be stringent. The heavy receipts of grain for ten days past have caused a constant drain on our banks, and large amounts of currency have been daily sent into the interior of Illinois, Wisconsin, Iowa and Minnesota. Hence the bankers are not as well prepared to supply the public as formerly, and they have to make a closer discrimination of the paper offered for discount. Rates, however, are steady at 10 per cent per annum at the banks, at 3 1@1¼ per cent per month on the street.

The supply of Eastern exchange to-day was greater than the demand, but not greater than it has been for a day or two past. The scarcity of currency, however, has weakened the market, and we note a decline in rates. The counter rates at the banks were irregular, ranging at 110@120 discount buying, and par at 110 premium selling. Round lots were sold among bankers at 110@120 discount.

The open Board of Brokers have unanimously passed a resolution suspending any member of that body who deals in Stocks in any bar-room or club-house up-town, after 6 o'clock, p. m., and we trust the same resolution will be passed by the members of the New-York Stock Exchange and the Gold room.

The business of the Sub-Treasury was: Receipts, $3,047,416 36—for Customs, $354,000; Payments, $1,336,893 57; Balance, $88,125,055 57; Gold Notes, $343,000.

Freights to London—7,800 bush. Corn, at 5½d.; to Glasgow, per steamer, 20,000 bush. Corn, on private terms; to Havre, 100 bales Cotton, on private terms. A bark, with 16,000 bush. corn, to Cork, per orders, at 5/.

The movement of Dry Goods at this port for the past week has been as follows:

ENTERED FOR CONSUMPTION.

Manuf. of	Pkgs.	Value.	Manuf. of	Pkgs.	Value.
Wool	308	$148,043	Flax	273	$63,302
Cotton	364	111,677	Miscellaneous	165	42,718
Silk	117	108,271			
Total				1,167	$504,071

WITHDRAWALS.

Manuf. of	Pkgs.	Value.	Manuf. of	Pkgs.	Value.
Wool	287	$104,803	Flax	146	$31,602
Cotton	137	45,727	Miscellaneous	375	7,293
Silk	58	64,266			
Total				1,003	$254,491

WAREHOUSED.

Manuf. of	Pkgs.	Value.	Manuf. of	Pkgs.	Value.
Wool	144	$60,288	Flax	33	$6,842
Cotton	62	22,357	Miscellaneous	232	9,541
Silk	8	6,035			
Total				479	$107,303

It is stated that Mr. R. H. Gallaher, whose Evening Exchange and Stock Board was closed some months ago, now proposes to open a news room on the first floor of the Fifth Avenue Opera House building. There will be no call of Stocks, but, we suppose, the usual opportunity for speculation.

This is a rival of the "Evening Exchange," conceded to be one of the most disgraceful "institutions" in New-York, and quite as demoralizing as any gambler's hell or bagnio in town. If the New-York Stock Exchange wishes to keep within the pale of decency it will at once take measures to keep its customers from dealing, *through them*, at any board after the "Long Room" closes. With this Evening Exchange in operation brokers and brokers' clerks are kept at work from 9 a. m. to midnight, to gratify a class of customers who are nothing but desperate gamblers, and who had better abandon Wall-st. and confine their operations to faro banks.

SPECIE MOVEMENTS AT NEW-YORK IN MAY.

Imports from foreign ports	$393,073
Received from California	4,007,708
Total receipts	$4,400,781
Exports to foreign ports in May	23,744,194
Loss in May	$19,343,413
Receipts since Jan. 1	15,704,962
Exports	29,891,474
Loss since Jan. 1, 1866	$14,186,512

The New-Jersey Railroad makes the following annual statement:

The total receipts for the year were $1,875,981 30, an increase over those of the previous year amounting to $312,374 60. The receipts for the transportation of passengers increased $254,920 27, and the receipts for the transportation of freight increased $48,223 84. The total expenses were $1,072,657 78, being an increase of $286,677 50 over the previous year, and bearing a ratio of 57 17 100ths per centum to the total earnings. The taxes paid to the State of New-Jersey amounted to $76,649 44, a large amount was also paid for local taxes, and the Government tax was $68,305 41. The total amount of taxes paid during the year was more than three per centum on our capital. Twenty thousand dollars were added to the sinking fund, and after the payment of semi-annual dividends of 5 per cent each, increased in amount on the dividends of last year $30,112 50 by a dividend on the increased capital, the amount of $117,355 08 remained as surplus earnings. The capital stock was increased to $5,000,000 by the issue of 4002 200 in new stock, in accordance with the recommendation of the stockholders, at the last annual meeting, and pursuant to the notice issued at that time. The funded debt was increased $170,000 by the sale of that amount of the bonds of the company, that were issued in February, 1865, leaving the balance of that issue $130,000 in the possession of the company on the 1st of January. These have since been sold, or exchanged in the payment of a loan of $60,000 that matured on the 1st of May ult. The floating debt of $145,000 was paid with the proceeds of these bonds.

HOWES & MACY, BANKERS, 30 Wall-street, New-York. (Formerly officers of the Park Bank.) Four per cent interest allowed on deposit.

The business of this house is the same as an Incorporated Bank.

PERSONS KEEPING ACCOUNTS may DEPOSIT and DRAW as they please, and will be allowed Interest on their daily balance at 4 per cent.

COLLECTIONS made on any part of the United States or Canada.

Orders for the PURCHASE or SALE of the various Government and other Stocks, Bonds and Gold, promptly executed for the usual commission.

CENTRAL PACIFIC RAILROAD STATE AID BONDS.
INTEREST at the rate of SEVEN PER CENT PER ANNUM, payable in GOLD by the STATE OF CALIFORNIA, free of Government Tax.
For sale by FISK & HATCH, Bankers, No. 5 Nassau-st.

The Mariposa Estate.

Parties engaged in California mining stocks will be interested in the following intelligence received from the Mariposa estate, and furnished by Captain Henry J. Hall, who has charge of the new machinery and amalgamating process on the Mariposa. We have permission from Mr. Brumagim to publish the information as it came to him. Additional facts will be furnished from time to time.

GREAT RICHNESS OF THE MARIPOSA.

BENTON MILLS, BEAR VALLEY, April 25, 1866.

MR. MARK BRUMAGIM—*Dear Sir:* Your brother, Mr. Jacob Brumagim, requested me, while awaiting the completion of the amalgamating machinery, to inspect the principal mines on the Mariposa estate, and send to you my opinion about the value and best mode of working them to ensure the greatest profit. I have examined the four principal ones which are now having ores taken from them: the Mariposa, Princeton, Josephine and Pine-tree. They are all, I believe, *A No. one mines.*

THE JOSEPHINE VEIN.

The Josephine has, to the best of my judgment, $500,000 of pay metal above the lower tunnel; there must be some dead work, however, to obtain this result. From the tunnel next above the lowest one to the top croppings there is as yet a large amount of pay quartz that can and should be taken out. The Sierra Buttes Company have worked the top of their mine twice, and are now working it all over again to a finality. It was there a few days ago. Of course it will require good mining engineering to do it, but it can be accomplished, and with great profit. The strike of the vein (as also the Pine-tree) is south-east and north-west; the pay is all in shoots tending to the south-east in the *vein matter* as they sink in depth; therefore the tunnel should be driven further south-east to cut this pay metal, as far as the pay has been found in that direction under *the most prominent croppings*. The vein is almost entirely between the lower and the next tunnel above it; in this tunnel should be placed a small steam hoisting machine (Mr. App has one in his mine, a double engine, costing less than $3,000, taking but one-half cord of wood for twelve hours' work), which will be portable, so as to be moved from pay shoot to pay shoot to sink to the next tunnel below, where, after one shoot is worked through to it, all the pay metal can be dumped down and run out at the lowest tunnel. The rock of these veins is what is termed hard, therefore they must be sloped under-hand or downward, following on the heels of the inclined shaft and on both sides of it, until the pay shoot is entirely worked out; therefore the taking out of good pay will be simultaneous with the sinking of an inclined shaft; when there is but a small shoot of pay, the common windlass will be the cheapest to use. The pay metal in these shoots is sometimes the width of the whole vein, but in most cases it is in streaks, changing through the *vein matter* from the hanging to the foot walls, mostly found on or next to one or the other of the *main walls*. It requires careful engineering and careful prospecting mine the *pay metal* so as to leave the *barren quartz* with the least dead work.

THE PINE-TREE VEIN.

The Pine-tree mine has, like the Josephine, been *overworked*: there is apparently very little dead work ahead of the miners. There are a number of streaks of pay met leading downward from the lowest tunnel, all tending to the south-east on the vein; here, on some one of the best shoots, should be placed a portable steam hoisting works, the same as spoken of with regard to the Josephine mine and sink an inclined shaft, following after with the sloping down of the metal. The "New Vein," as it is called, has some extraordinary rich rock in it, but not much left above the lowest tunnel, 'tis no new vein; 'tis a pay shoot come in entirely between the two main walls of the vein *matter. There may be no fear for it on that account.* In the next to the lowest tunnel the veinstone pinches out, going south east, not so the vein matter and walls; and there is every reason to hope that the vein will be found as good as formerly beyond, and deeper, if not on this level as it is beyond and above at the uppermost tunnel near the croppings of both Josephine and Pine-tree, where there has been left still much good pay metal. The Pine-tree like the Josephine, has no doubt a large body of unbroken and undiscovered pay metal in and among the old uppermost workings, as it is now being demonstrated by Mr. Delan, the mining engineer, only up, however, and in the railroad tunnel. There is an immensity of *vein matter* between this point and the uppermost croppings of both veins, where just beneath is visible good pay. This whole mass should be examined carefully, and I think could be very profitably done.

To do work on these two mines so that the best results will follow for many years to come would, in my judgment, be to run a *double track tunnel* from "Cape Horn Bridge" on the railroad in "Hill's Hollow," at right angles to the two veins (they being nearly parallel) about one-third of the entire distance to each vein; let there be an air-shaft sunk at this point, which will have to be sunk but about 125 feet, as the ground rises very gradually to this point; from this shaft run to each mine a *single track tunnel*, so diverging that each may cut the veins beneath the present workings. The different tunnels could be run at the same time, raising the rock and dirt by a horse-whim at the air-shaft, at the eastern end of the double track tunnel. This is the shortest and most convenient place to cut the two veins by tunnel; the rock is also in this place stratified slates, standing almost upright, which adds to the cheapness of the work. The double track will have to be timbered perhaps only 100 feet or so. Further on, the rock, no doubt, will be good all the distance to the veins. The entire distance from "Cape Horn" to cut the Pine-tree will be something less than 1,500 feet; it will cut the Josephine some number of feet less.

HOISTING WORK, &C.

The Josephine vein would be cut by this tunnel about 600 feet below their lowest tunnel; and about 375 feet below the lower tunnel in the Pine-tree there should be an incline shaft sunk on the vein of each mine where the tunnel would cut them, which must be selected to go down as much as possible within a pay shoot; then all the metal could be dumped down, to be taken out of the Cape Horn tunnel, as also it can be raised to this tunnel to unknown depths. The Hayward Mine is now over 1,000 feet deep, and the rock and water is hoisted to the top. By running this tunnel *one-half of the railroad will be saved*; it will cut off the steepest part of the grade also. When these tunnels are done the road must have a number of places strengthened, cutting off some points, and walling up to the grade in about six g lches. Extra cost, not to exceed $2,500, will, by building larger dumping cars, (the ones now used are not dumping cars,) with an attachment to allow the mules to ride down, lessen the transportation of the metal to *one-fourth the present cost*. The old road, with slight repairs, will answer until the tunnels are finished, then it will require an entire new track from "Cape Horn" to the "Benton Mills;" the upper part must remain to transport material from "Bear Valley" to the "Mercer River Mills." Although this I think the best plan, yet by erecting proper hoisting works on the new lowest tunnels in each mine, they can be worked a thousand or more feet down, running drifts to cut the pay shoots. The shoots of pay metal in these mines give out, but equally as good ones have been discovered by drifting on the vein metal, or cutting through the entire mass. This last should be done frequently, it has been much neglected in these two mines. When the walls are all the way from right to forty feet apart there is no need of taking out much *barren rock*, and what is taken out should be thrown back in the places most needed to sustain the mine, or if taken to the surface, thrown away there and *not carried to the mills* to be worked up with pay ore as they are doing now, and by it losing a portion of gold which is in the paying rock, as also reducing the profit by working it. In veins like these two, when it pays in shoots, and sometimes in streaks, within these shoots there should be employed the most skillful running engineer in each mine. By this I don't mean a high salaried man, but a man who will stay with his men *all* the time, a man who knows his business from hard experience and will take pride in not only working his mine in such a manner as to get out for milling only the best rock, leaving the barren behind, and also, taking out all the pay ore, and, if possible, he should be a practicable specialist; expert in horn-spoon testing, to take the drillings, or if not practicable to get them, (which is not always the case,) to have a good large mortar to pound up the rock to test in horn-spoon, so as to know the point when the pay ore stops on any side of the pay bodies of metal. In no other way can this class of mines be worked to the best profit. This, 'tis true is the old Mexican mode, with this exception, that they rarely or never do any dead work, which with our superior judgment make a mine worth working for future profits. The rule has been on this estate, how much rock can be worked, because the Grass Valley Mines are narrow veins and the whole rock pays, or so near it that it can't be selected, or that when the Princeton Mine now in "*Bonanza*," and needed no expert to test it, is no reason why veins that pay only where "you find it" should be mined in the same manner. The "Sierra Buttes Mine" is of the same class as these. It was there, as an owner ten years ago, that I learnt from the best Mexican gold miners that could be procured in the State or Mexico, to be specialists, expert in horn-spoon testing. I know the value. The "Buttes Mine" has the most rigid testing done now, but the present owners, after putting up wet batteries instead of the arrastras which we used, abandoned the testing until four years ago, when I spent a week at the mine, showing them to their perfect satisfaction that they were crushing *barren rock* as well as pay rock and *throwing away* as useless splendid pay ore. Ever veins should be worked according to its formation, and not with preconceived prejudices. The rock being taken from the Josephine Mine of late has been sacked and sent off by team to the "Bear Valley Mill." The track had been taken up from it to run it to the Benton Mills. They have stopped it, though, since I came here. The ore paid, as near as I can learn, from $12 to $13. It was mined by Mr. Katin, one of the most practical quartz miners in the State. The ore, if properly worked, would pay full $30 per ton, as he only mined the fruitful rock, leaving the barren behind, or throwing it away.

PINE-TREE ROCK.

The Pine-tree Rock, in its pay portion, would yield as much, worked by proper machinery, but about half sent to the mill now is totally barren of gold. The amalgamator now at the Benton Mills thinks he will get about $7 per ton, but he has to-day commenced to assort it, and will no doubt make it pay more.

THE PRINCETON MINE.

THE PRINCETON MINE.—This has been the mine of the estate, and by all I can learn is yet a good mine. The pay ore has given out in a manner, going north. It is said it has failed altogether. I did not go down in the mine, but by all I could learn by those in charge the *veins* and *wall matter* are still all the same to the north. Therefore, it is foolish to say there may never be good pay found by explorations in that direction. In the bottom of all the shafts the ledge still exists, as also to the south-east, but they claim it will not pay. They are now taking out the *Pillars*, to mix with the poor in working. I took a near average, and tested it. It ought to pay, properly worked, over $30—possibly $40—per ton. I think it is very dangerous to disturb the pillars, unless it is done by one much versed in mining. There are a number of sh fts on this mine, with their different hoisting works. I would reduce the three to one, and make that one permanent. The new one has good works on it, and would do the work to the depth of a thousand feet, or perhaps one or two hundred feet more—of course after a thorough examination by a perfect mining engineer of great experience. In my opinion, the mine should be prospected to the south as soon as could be. Other explorations might be done at another time. There are 15,000 tons of sand saved here; yet the water, with the scum and slum, was allowed to run away when they had so much good ground to save them. Yet there must still be left a good proportion of pay in them, as the most of them come from rich rock. Of course, there will have to be considerable dead work done on this mine, including the two incline shafts—one for air and the other for hoisting purposes. I can't guess the amount near enough to state it; it might come up to $50,000 before pay ore—and all dead to obtain it—could be had, and might not be half that amount.

THE MARIPOSA MINE.

MARIPOSA MINE.—I hardly know how to express myself about this mine. After what I have learned from others and my own observations, the beautiful rock now being taken out of the main vein, the great extent of this main vein, the easy manner it can be worked for an age to come; then, the wonderful pockets that have been taken from the two veins to the west of the mine shaft, where the main vein ends and the branches commence. This shaft only now 170 feet, and deeper by 40 feet than any other; that it strikes through the hill to Stockton Creek, yet lower down still in distance on the main vein of more than 2,500 feet. Rock has been taken out for more than half of this distance, yielding at this time $13, and has at times yielded $23 per ton in these. I venture to say, the poorest specimens of mills in the entire State; and the fabulous amounts said to have been washed from the Mariposa Creek below, as I said, I hardly know how to express myself. Suffice it to say it is the most wonderful gold-vein I ever saw. I am forced to believe in gold-quartz veins being as good below as they have been above. History says, in Grass Valley, that when any vein has paid for 150 feet down, it is now paying as well or better (statistics, January, 1866). Alison vein is now over 700 feet; lately 14 tons paid $17,000. The Butte mine is 400 feet; the last run of 59 days was over $52,000, and my dividend on one-sixteenth of the mine was $600, leaving a large surplus in the hands of the Treasurer. The Independence, half a mile to the west of the Butte mine, is 350 feet, still deeper, and in splendid "boreance." The Hayward, in Amador County, is over 1,000 feet deep, and getting two or three more dollars to the ton than formerly. I could cite many more of my own knowledge, as the App, Hight and others. The Mariposa mine is, to all intents and purposes, a virgin mine. I believe there will be millions yet taken from it, but it has been overworked—that is, the dead work has been a secondary consideration. The work now being done, if continued, will before long injure it a hundred times more than all the profits obtained. With $20,000, or perhaps much less, this mine can be taking out a plenty of fine ore. The hoisting works are good, with some little repairs; yet I would judge it best to place them at once in the lowest tunnel, in a chamber made for the purpose, and then sink and stop in different places, according to the pay metal. The mine in the lowest level has a vein averaging six feet wide, and wherever there are pay shoots the whole vein pays; so all that is necessary is to test their length by horn spoon on the ledge, and the thing is done. These shoots all trend to the south, a little west. They are very large; the one now being burrowed (I can call it by no other name) is over 300 feet long by an average of more than 4½ feet thick—or wide, as most quartz men would say.

MR. OLMSTEAD'S TUNNEL.

Mr. Olmstead ran a tunnel from the level of the dump-floor in his new mill a portion of the distance toward the vein, cutting the vein about 100 feet below the last, or railroad tunnel; but the rock being very hard, it cost too much to try to finish it. It has the vital mistake, beside, of not being run 20 feet higher, so as to store to the full capacity of the splendid dump-house, which would hold at least 1,800 tons. The present railroad, with repairing, would be all that could be asked for. A little cost of putting sheet iron in the shoot leading from the road to the dump-house would ten times more than pay for the privilege of storing a great quantity of ore. Then but a short time need to intervene after the floor should happen to be empty until it would so fill up about the mouth of the shoot to stop the great amount of wear on the sheathing. So far as the building and its situation, they could not be bettered. Of course it is too large, but this is, now it is built, an advantage. The power is enormous; but as the power is divided by the boilers being set apart, and the connecting pipes between the two engines can be valved apart, there is no need of using but half the power at once, if not wanted. This mill is, with the exception of some small copperplate tables, the same in its mode of amalgamating as all the others on the estate—the most inefficient mode of any I ever saw. The Sierra Buttes are bad enough. Other parties have 16 arrastras below in the creek leading to the Yuba River who pay the Company a per cent. There are some pans being used at the Benton Mill, but of no great account the manner in which they are used. Some other little fixtures at the Princeton of little value. The Benton Mills are set too low, but might be remedied by building a house higher up, and belting up from the pinion-wheel shaft, so they could be splendid mills in all particulars. The power is of the first order, being almost as good as an overshot wheel; they are large breast wheels, taking the water on a 12-foot face, two of these wheels. The little mill further up the flume, where the amalgamating works are now being put up, has a turbine. I don't like them as well as the others.

PLANS FOR FUTURE WORKING.

In the management of this estate, the first and great object would be to work the mines to the most profit of the Company, and to so do it by driving the dead work ahead as fast as it can be judiciously to insure pay, metal prospective and in sight to work for a year ahead at all times, keeping all the main and air shafts, with the main tunnels in perfect order, to take out all the pay metal as you go, so to let the mine cave or collapse without injury to it. To know you have the best mode for working the quartz and saving the most gold which will insure the greatest profit to the Company (the rest of the estate is trifling in comparison to this in its management), I hold that it is not the amount of rock worked that will do this, but this seems to be the principle acted upon up to a short time since; but there must now be raised a working capital to put things in proper shape. You must employ a good manager, who is paid to work only for the Company's interests, and will give it his every day service.

We expect in a few days to send by telegraph the results of the first workings with the amalgamator now being erected for testings. Yours,

HENRY J. HALL.

Family Markets,

OR LIVING EXPENSES IN NEW-YORK.

FRIDAY, June 8—P. M.

The strawberry season is now fairly opened, and in the quantity there is a good show, but the quality is not up to the standard. A little more warm sunshine will greatly improve them. The large berries are nearly all Wilsons. Prices are gradually working down, though they are a little stiffer to-day. Many soft berries are in market selling below our quotations. The indications are that the strawberry season will be a short one, and prices not much lower than at present. The crop is likely to be very short in most parts of New-Jersey, being badly injured by the late frosts this Spring. The vegetable markets are almost daily adding something new in their line. In addition to what have already been mentioned, we now have hot house cauliflowers, Southern squashes, watermelons, and cabbages. Gooseberries are also added to the fruits. Fish are plenty and lower. Butter is also declining; eggs advancing, unless they are stale lots which dealers are anxious to sell before warm weather. Some butchers have advanced the price of beef. Poultry is a little higher. We quote:

BREAD AND CRACKERS.			Cents.
Bread, wheat loaf	5@10	Crackers, Bos'n, ℔ lb.	20
Rye loaf	10	Butter, ℔ lb.	16@17
Biscuit, milk, ℔ lb.	20@21	Graham, ℔ lb.	14@16
Extra Pilot, ℔ lb.	10@12	Soda, ℔ lb.	12@13
Crackers, sweet, ℔ lb.	16@20	Snaps, ginger, ℔ lb.	20@22
BUTTER, CHEESE AND EGGS.			
Cheese, ℔ lb.	22@26	Cooking	28@30
Butter, prime, ℔ lb.	42@45	Eggs, 10@11 for	25
Medium	35@40	Duck, 7@8 for	25
Pot, ℔ cake	22@3		
FISH—FRESH.			
Bass, striped, ℔ lb.	12@20	Mackerel, each	16@15
Sea, ℔ lb.	12@15	Porgies, ℔ lb.	8@10
Blue Fish, ℔ lb.	8@10	Salmon, ℔ lb.	60@75
Cod, ℔ lb.	10@12	Shad, each	40@60
Eels, ℔ lb.	12@15	Roe, ℔ pair	10@12
Flounders, ℔ lb.	8@10	Sturgeon, ℔