Henry Clay's Birthday in New Orleans.

INAUGURAL CEREMONIES ON LAYING THE CORNER STONE OF THE CLAY MONUMENT.

[From the New Orleans Picayune, April 12.]

The seventy-ninth birthday of Henry Clay, of Kentucky, dawned most gloriously and was ushered in by salvos of artillery from three different points in our city. The sun rose without a cloud to mar its brilgatness, and with its rising there were flung to the morning breeze a thousand flags from every available point. Soon after the whole mass of our population was astir, as if moved by a common impulse, and our thoroughfares began to assume a holiday look.

Soon the entire militiary of the city was under arms, and marching to the appointed rendezvous prior to taking place in the line of procession; and the various associations to which posts had been assigned assembled at the points designated by the Committee of Arrangements.

On the arrival of the Mobile steamer, early in the morning, a large detachment of the military of our sister city of Mobile was received by a committee of the Continental Guards, who invited them to partake of a breakfast, provided for them at the lake end of the Ponchartrain Railroad. This detachment consisted of the Mobile Cadets, Infantry and Rifles, under the command, severally, of Captains Sands, Chamberlain and Bissell; and they were received, on landing, by Col. Christy, an honorary member of the Continentals, in a very eloquent and appropriate speech, to which due response was made.

A pleasant hour having been passed at breakfast, and in social converse, the whole party took a special train for town. The cars were decorated with banners bearing the inscription, "Our Mobile friends," and a separate car was furnished for their baggage. In fact, the arrangements made by the committee of the hospitable and gallant Continentals for the reception of their brothers in arms were, in every particular, most ample and judicious.

Meantime, the Continentals had marched from their armory to the Washington square, on the line of the railroad, and awaited the arrival of their guests, who arrived under a salute from a detachment of the battalion of Artillery, and were received in due military order by the Continentals, under Capt. Labuzan.

Capt. Charles D. Dreux, accompanied by several members of the Clay Monumental Association, was then introduced by Capt. Labuzan to the commander of the Mobile Battalion, and in a brief but eloquent speech welcomed them, in the name of the association, to a participation in the interesting ceremonies of the day. A member of the infantry then came forward, and made a fitting and feeling reply; after which the line of march was taken up, and the visitors were escorted by their hosts to their place in the line.

The whole ceremony of reception was most admirably performed, and reflected great credit on the designers as well as the recipients of the honor.

We are sorry to be obliged to record the occurrence of a sad accident at this point of the ceremonies of the day. While engaged in ramming a cartridge, private Fintert, of the Battalion of Artillery, was injured by the premature discharge of the cannon. His escape from death may be considered almost a miracle. Though prostrated and stunned by the explosion, his only injury was the laceration of his right hand, which, we are happy to hear, had suffered no fracture.

The line having been formed according to the prescribed order, the whole under the Grand Marshalship of Gen. E. L. Tracy, and the Louisiana Legion, under Gen. H. W. Palfrey, forming the leading military escort. Then came the members of the Clay Monumental Association, the Jackson Monumental Association, and the Washington Monumental Association; then the orator of the day, the Governor of the State and staff and other State officers, Foreign Consuls, members of the Senate and House of Representatives, Mayor of the city, Recorders, and other city officers; directors, teachers and male pupils of the public schools, Veterans of 1814–'15, Major Gen. Twiggs, United States Army and staff, officers of the Army and Navy of the United States, Major Gen. J. L. Lewis and staff, officers of the militia, United States officers, invited guests and distinguished strangers, the Judges, and the Free Masons, in goodly numbers, and in handsome regalia, closed this division of the procession.

The Second was composed of our noble Fire Department, with their banners, under the direction of Assistant Marshal Col. George W. Shaw. As usual, this was a highly creditable portion of the parade.

In the Third and Fourth divisions we noticed several representatives of the liberal professions, numerous deputations from the various local associations, religious, charitable and others. Capt. Charles L. C. Duputy and Major Robert Ellis headed these divisions as Assistant Marshals.

The Fifth division was composed of captains of vessels and steamboats, and strangers and citizens generally, and was led by Major H. T. Sherman; and then came the rear military escort, made up of the first brigade, (including the Continentals, with their gallant military guests from Mobile,) under the command of Col. Henry Forno.

As the procession moved along the route prescribed in the programme, viz: From Canal down Royal to St. Ann, thence to Chartres, up Chartres and Camp to Julia, thence to St. Charles, down St. Charles to Canal, it was regarded by thousands of spectators with the most evident interest. The whole route was lined with people of every age, sex and condition. The windows and balconies, and even the roofs of the houses, in some sections, were filled with admirers of the imposing pageant, and among these there was, as usual, a brilliant array of the gentler sex. Here and there hearty cheers greeted the progress of the procession, and at intervals peals of artillery mingled with the martial clang of the bands.

Masters of vessels and steamboats, the foreign consuls, without exception, and the proprietors of most of the public buildings, the hotels, the newspaper offices, &c., very generally, we observed, complied with the request of the grand marshal of the day, that they would display their flags during the day.

Arrived at the place appropriated for the erection of the monumental statue, at the junction of St. Charles and Royal, on the "Neutral Ground," in Canal street, the ceremony of laying the corner-stone commenced. By invitation of the Clay Monumental Association, this was performed by the Grand Lodge of the State of Louisiana of Free and Accepted Masons, according to the time honored ritual of that venerable order. There was a peculiar fitness in this arrangement, as Henry Clay was a Past Grand Master of Masons, in Kentucky.

In a cavity of the corner-stone were placed the following articles:—

Life of Henry Clay, by Geo. D. Prentice;
Life and Times of Henry Clay, by Calvin Colton;
Private Correspondence of Henry Clay;
The names of the President of the United States and his Cabinet; of the Governor of Louisiana and state officers; of the Mayor of the city of New Orleans and city officers, and the officers of the Customs; and
The officers of the Clay Monumental Association; also,
Copies of the daily papers of New Orleans, April 12 1856;
A copy of the Civil Code of Louisiana, and one of the several codes of the United States;
A brass plate bearing the following inscription:—"This corner stone of a monument erected to the memory of Henry Clay, was laid on the 12th day of April, A. D. 1856, A. L. 5856, by the M. W. G. Lodge of Free and Accepted Masons, of the State of Louisiana—W. M. Perkins, Grand Master; H. H. Trosson, D. G. M.; S. O. Scruggs, J. G. W.; L. Texada, S. G. W.; S. C. Mitchell, G. T.; Sam'l G. Risk, Grand Secretary.

After this followed the performance of an ode in French, written by Mons. Dominique Roquet, set to music by Mons. Prevost, and sung by the artistes of the French Opera troupe, accompanied by the full orchestra of the Theatre d'Orleans, under the conduct of Monsieur Prevost. This was a very interesting part of the ceremonies, and elicited the applause of the multitude in a very flattering degree.

The Hon. Judge McCaleb, who had been designated as the orator of the day, then came forward upon the platform and, within the hearing of the assembled thousands gathered in the wide area before him, and filling the windows, balconies and roofs around him, pronounced an eloquent and appropriate address. We regret that we have not the time or space for a report of this able effort.

Capt. Chas. D. Dreux then rose, and in his usual effective style read the following graceful tribute to the occasion, from the pen of one of Alabama's fairest and most accomplished daughters:—

An address upon laying the corner stone of the monument to Henry Clay. Written by M'me Octavia Walton Levert.

While the patriotic sons of our country are uniting in a testimonial to the memory of Henry Clay, shall not women be allowed to place the flowers of gratitude and affection upon the altar of his fame?

To none were the genius and services of the illustrious statesman and orator more dear than to his countrywoman: with all those lofty and commanding qualities which sway senates, and guide the course of empires, he had a heroism of heart, a chivalry of deportment, a deference of demeanor, which, while forming the soul and secret of his impassioned eloquence, were irresistible talismans over the minds of the gentler sex.

Great as he was in the "forum of nations," or before multitudes of men, controlling them by his "gleaming finger," as with the wand of an enchanter, it was in the home circle, by the domestic fireside, that his character was seen in its true grace and loveliness; there his voice, that lately rang like a trumpet amid his assembled peers, and whose undying echoes (the richest symphonies of patriotism,) are still reverberating from the white hills of New England to the parapets of the Pacific, was attuned to all the softest cadences of social and intellectual intercourse. How delightful it was then to listen to the playful repartee, the genial anecdotes, the sparkling *bon mots*, the vivid reminiscences of European and American society, the always elevated sentiments of one who had mingled in the most prominent scenes of his time in both hemispheres, without losing in the least the lofty manliness, sincerity and purity of his nature.

Rousseau once said, "There were no compliments like a King's;" but how much more fascinating and even royal than all the persiflage of a Bourbon or a Hapsburg were the graceful praises and felicitous commendations of such a man as Mr. Clay, an unquestioned king of mind by the true right divine, when, with eyes beaming like gems, his high white brow—

"That dome of thought, that palace of the soul,"

radiant with benignity, and encircled by his silvery locks as by a crown, his aged lips wreathed by the gentlest of smiles, he stood before you in tall and stately majesty. At such times he seemed to blend the graces of Sheridan with the dignity of Washington. Thousands and thousands of his countrywomen will long thus recall him to mind.

But not alone in this his more private character does woman appreciate the excellence of Mr. Clay. His public life in many of its aspects had all the romance of chivalry. He stood among the orators and statesmen of his time, as Philip Sidney amid his cotemporary kings and barons. History has already placed his statue in the pantheon of immortality.

Our country's records, from the purchase of Louisiana (this lovely land of the sugar cane and magnolia) to the great pacification of 1850, are vitalized by his glowing words. The mighty Mississippi, upon whose margin we now stand, bears in all its waters a full remembrance of his early efforts to give freedom to its commerce, and to braid its million streams into a mighty band of union and prosperity for our glorious country.

The fame of Henry Clay can never die. As our most gifted Southern poet has said:—

Long mid our gallant, great and good,
Like Washington, he nobly stood;
While trembling on his burning tongue,
Truth, justice, peace and freedom hung.
Thrice when our storm-tossed ship of State
Seemed sinking with its priceless freight,
His guardian spirit, firm and free,
Walked o'er our troubled Galilee.
Through all the world his glorious name
Is whispered by the lips of fame;
For long in every kinding zone,
His voice was freedom's bugle tone!
The Greek girl, kneeling by her sons,
Deemed him a new Demosthenes;
And young Bolivar's patriot ray
Was light-like caught from Henry Clay.

How appropriate, then, is it that a memorial of this model statesman, patriot and orator, should be erected here in the crescent bend of the Mississippi!

Not far off rises the sculptured image of his great rival compatriot; the one was the sword and shield, the other the mind and the tongue of the country. Side by side they stand in the temple of fame.

Glorious in their lives, let the noblest of the fine arts here place their sculptured forms together, that future generations may gaze in love, gratitude and veneration upon them, and be nobly stimulated in the paths of patriotism, while they feel the refining influences which the beautiful in art always exerts upon its votaries.

The statue of Themistocles long greeted from a promontory in Greece the home returning voyager, and fired afresh his love for Attica and Athens. So may the statue of our patriot orator ever inspire with emulating fervor the citizens of this land of liberty, and especially of this prosperous city of New Orleans.

The next performance, in the order of exercises, was the delivery, by its talented author, of the following occasional ode, written by M. F. Bigney, Esq. It was well read and well received by the crowd of listeners, to whom the poet read his lines "with good emphasis and discretion:"—

HENRY CLAY.—BY M. F. BIGNEY.

Lonely the mill boy wends his weary way,
Too soon inured to toil. A mother's wants—
A widowed mother's—claim his young regard,
And labor is a pleasure. Sometimes thoughts
Prophetic of the future, stir his soul,
And give ambition wings. Golden and grand
The hills of fame, in the dim distance, rise
All spangled o'er with triumphs, and he feels
That he can mount them with an earnest tread,
And wreath a fadeless chaplet for his brow.
Nature is his instructor:—trees and flowers;
The sparkling gems in night's cerulean dome;
The spring-time warblers, and th' insensate clod,
All teach him wondrous lore. Bright as the sheen
Of an archangel's wing his thoughts take form
In rudimental beauty, out his tongue,
As yet unskilled in verbal witcheries,
All vainly strives to give them fitting speech.
Time speeds its flight: the mill boy's hope expand.
Friends gather round with kindly proffered aid,
And he becomes a student. Books are his—
The treasure-tomes of deep forensic skill—
Mazes of written and unwritten law—
And he attemps the hard though pleasant task
Of searching out their hidden mysteries.
Who speaks of failure to that ardent boy?
He scorn the timid word! His soul has grown
On young ambition's manna, and he dreams
That he shall yet so fix his name on time
That all the Future cannot blot it out.
And oh! his mother mingles with his dream;
That gentle mother who, in poverty,
Had trained his infant steps, and in his eyes
Had locked her doting love, and in his ear
Had breathed a mother's purest, kindest thoughts
And so, the boy dreams on, and studied on—
Each day a new success! The richest stores
Of legal erudition soon are his,
And with the strength of a fresh giant mind
He boldly joins in the polemic fray.
Now, like "the star of empire," Westerward
Be onward speeds, and where Kentucky's fields
Spread out in virgin beauty, he begins
The summer labors of an active life.
With "the stern joy" the generous foeman feels,
When battling with the brave, in mental strife
He meets the ablest jurists of the West,
Reason his sword, and eloquence his shield.
Strong as the heaving surf a mountain wave;
Playful as zephyrs toying with fair flowers;
Clear as the light, and luminous as stars,
His thought to take wing, and clothe themselves with words.
In proud pre-eminence, high over all,
Like Saul above his fellows, forth he stands,
A giant among giants. soon the halls
Of legislation echo to his voice,
While pundits hail the wisdom of his speech.
Deep, vast and comprehensive, now his mind
In questions of high polity engaged,
Becomes a nation's guide.
When storms arise,
His are the clarion tones which counsel war,
While others prate of "Peace!" Honor and Right!
The flag's protective pow'r!—these are his themes;
And when, with burning words, he gives them voice,
The pulses of a people's will are stirr'd,
As fierce winds stir the ocean to its depths.
His counsels sage time fails not to approve:
The seas gain other sov'reigns; and the name
Of proud Columbia brightens to a world—
The dread of despots, but the hope of man!
Wit the charm'd utterance of "Compromiss,"
He breathes a spell, and civil discord ends;
Strife shrinks within its covert, exorcised,
And the broad Union hails the cherish'd word!
He, too, is Freedom's pleader—he, the wise,
The brave, the eloquent, the nation's guide!
He pleads for struggling Greece; and every sound
Is turned into a sword. But for his voice,
The noblest river of this Western land—
Our own broad Mississippi—would have been
The claim of rival Powers, and the source
Of fierce contention and of wasting wars.
So lived he on—the statesman and the sage:—
And when the herald from the shining land
Appeared to claim him, firm at duty's post
The Christian Tribune pleading still was found—
Pleading for Brotherhood and Compromise!
He passed!—from breathing dust to endless life—
From earth's closed labors to supernal spheres!
Gone is the peerless commoner, self-made,
Whose acts were all a triumph; who, to gain
The proudest honors in a nation's gift,
Would ne'er forsake the right; and now, his praise
Falls from all lips in heartfelt gratitude.
Fitting it is his cenotaph to rear
In view of the glad waters of that tide
Whose commerce speaks his constant eulogy:
This is the corner stone; and here to-day
Assembled thousands see it firmly laid.
Above, to bear his fame to latest time,
In monumental marble shall arise
The faint translation of a grateful thought
Which swells in each true breast for Henry Clay.

The whole ceremonies went off in a manner abundantly to satisfy the thousands who participated in them, and to reflect the highest credit upon the committee under whose direction they were designed and carried into execution.

Monument on the Cowpens Battle Field.

[From the Charleston Mercury, April 15.]

As has been intimated heretofore, the Washington Light Infantry, Captain Hatch, will leave this city tomorrow night, on a visit to "The Cowpens" battle field, in Spartanburg district. On the anniversary of the battle, they intend erecting a monument on the spot which local traditions point out as where Colonel Washington, at the head of his troopers, overtook the retreating British, and gave them the first taste of his steel. The foundation of the monument will be of concrete, composed of cement, and sand and shells from Fort Moultrie, mixed in water from Eutaw Spring. On this will be placed the base, an eight-sided slab of white marble, from which will spring a cast iron shaft, surmounted by a bombshell, on the apex of which will be a golden eagle, being a fac simile, enlarged, of the staff of the Eutaw flag, which is he heirloom of the company. On its several sides it bears the following inscriptions:—

WASHINGTON.

The Washington Light Infantry of Charleston, to whose custody the Widow of William Washington entrusted his banner, visited this battle field, April, 1856, and again waved over it the Flag borne by him on that occasion.

MORGAN.
HOWARD.
Fort Moultrie, King's Mountain, Cowpens, Eutaw Springs—our Heritage.
PICKENS.

To the Victors of Cowpens: we enjoy the result of their struggles, let us emulate the virtues which secured it.

Voyaging to the Rocky Mountains.

[From the St. Louis Democrat, April 15.]

About this time of every year, two, three, or a greater number of boats, exclusive of those belonging to the United States government, start on expeditions to Fort Pierre, or the mouth of the Yellow Stone river, and are not seen again at our landing for a period of two, or perhaps three months.

They are either chartered for government uses, or by some trading company, to convey supplies to their employees in the wilderness, and to bring in return the furs, robes and peltries collected by them during the year.

The departure and the arrival of one of these mountain boats is an event at the landing of unusual importance. Days are spent in fitting out for the expedition. The boat is made lighter than usual, by discarding everything about her that can be dispensed with. Stores are laid in for the support of officers and crew; adieus are said, handkerchiefs are waved, and the vessel is away on her long and dreary trip.

The Genoa, Captain Throckmorton, is now preparing at the landing for one of these trips to Fort Pierre, and will probably be the first boat to reach that point this year. The St. Mary will be the next. She will leave about a week hence. But Captain Labarge intends to take the St. Mary fifteen hundred miles beyond Fort Pierre, and far beyond the utmost point ever gained by a steamboat on the Missouri. The place intended to be reached if possible by Captain L., is the Forks of the Missouri, is the vicinity of Fort Benton. He has already been offered as an encouragement to carry out his enterprise, fifty tons of government goods, to be delivered on account of some tribe of Indians. Some years ago Captain L. made himself quite familiar with the river in the vicinity of the "Fork" by frequent excursions in canoes, accompanied by Indians and traders. We have no doubt he will succeed in earning for himself the fame of being the first captain to take a steamboat to the head of navigation on the Missouri. His boat is extremely light, and he is possessed of that indomitable energy which will insure the carrying out of his object, if it be attainable. If the St. Mary gets to her destination and returns in safety, she will have performed a round trip of about 6,000 miles.

Grand Buffalo Hunt in the West.—A company has been organised to start from St. Cloud, Minnesota, on the 5th of June, for the great buffalo ranges on the Red, Shugenau and James rivers. The buffalo ranges are about 150 miles west of St. Cloud, and constitute the finest tract of country in the northwest. The route lies through a beautiful section of country. Probably there will never be another so favorable an opportunity to indulge in the grandest sport ever seen on the continent. The renowned chief of the Chippewa nation, Hole-in-the-Day, and twelve of his braves, several Pembina gentlemen, and Pierre Bottineau, guide to Stevens' Pacific Railroad expedition, will accompany this. Those desiring for further information are referred to ex-Gov. A. Ramsey, St. Paul; Hon. H. M. Rice, delegate to Congress, Washington, or the Committee of Arrangements. The St. Anthony *Express* challenges English sportsmen especially to join the party, and indulges in a romantic comparison of the coming hunt from St. Cloud across the flowery prairies to a royal party sallying forth with Louis the Fourteenth.

FINANCIAL AND COMMERCIAL.

MONEY MARKET.

Monday, April 21—6 P.M.

The stock market does not present any new feature. With about the usual activity, prices experienced about the usual fluctuations. The leading railroad stocks do not vary more than a fraction from day to day, and as most of them are steadily improving in actual value, we have every reason to believe that they will advance steadily, but gradually, in market value. At the first board to-day Tennessee 6's advanced ⅛ per cent; Canton Company, ½; New York Central Railroad, ¼; Cleveland and Toledo 2½. Reading Railroad fell off ⅛ per cent; Panama, ½; Galena and Chicago, ½. The most important movement to-day was in Cleveland and Toledo. It was very active from the opening to the close. The stock was in demand at the close of the first board at the advance, but soon after fell off and sold at a decline of 1½ per cent. There is not much stock on the market, and holders do not appear disposed to sell. With one exception Cleveland and Toledo is the lowest Western railroad stock on the market. It is considered a permanent eight per cent investment, at par—the New York Central is no more, and sells at 92 a 92¼ per cent. The opening of the Wabash Valley road has added largely to the receipts of the Cleveland and Toledo Company, and it is now proposed to run the steamboats of the Michigan Southern Railroad Company to Cleveland, instead of Toledo. This will throw the whole of the through travel by the Michigan Southern route over the entire length of the Cleveland and Toledo line, and thus form a new and important source of revenue. In view of these movements, holders are not disposed to part with their stock. Cleveland and Toledo stock is worth more to-day than it was eight months since, when it was selling at 93 a 95 per cent. Michigan Southern was not so buoyant to-day, but it opened and closed firm at our quotations. There is not much activity in the stock, and we see no indications of a movement. The earnings of the road thus far this month have been unusually large, and are likely to continue so. We consider this a stock richly worth par. All permanent ten per cent railroad stocks are worth par, and will command it before the lapse of many weeks. Galena and Chicago was rather heavy to-day at 113½ per cent. Erie remains about the same. The sales continue limited.

After the adjournment of the board the following sales of bonds and stocks were made at auction by A. H. Nicolay:—

$20 000 Virginia State 6's, 1st added	92⅛
11,000 Hartford City 6's, 1st added	97⅞
10,000 Wheeling City 6's, 1st added	55⅞
5,000 Grand Western (Ills) RR, 1st Mort, 1st add.	71
15,000 Lake Erie, Wabash & St L 2d Mort, 1st add.	54¾
29 shas Rutgers Ins Co	97⅞@97¾
30 Columbia Ins Co	99
15 Lenox Ins Co	94
60 Ocean Bank	95½
25 Citizens' Bank	105½
2 Academy of Music, per share of $1 000 each	$340
185 Kensett Gas Light Co, per share of $25	1⅜

Simeon Draper's regular semi-weekly sale of bonds and stocks will take place to-morrow (Tuesday), at half-past 12 o'clock, at the Merchants' Exchange.

At the second board the market was dull and slightly depressed. Reading Railroad fell off ¼ per cent; Cleveland and Toledo, ¾; Chicago and Rock Island, ⅝; Cleveland and Pittsburg, ½. Erie closed without change. Michigan Southern Railroad was offered at 98½ per cent, 98¾ bid. Cleveland and Toledo offered at 82½ per cent, 82 bid. Illinois Central bonds were firm at 88 per cent bid, at the close.

There was a fair demand for sterling exchange for remittance by the Boston packet. We quote bills on London at 9¼ a 9¾ per cent premium; on Paris 5f. 20 a 5f. 17½ were the ruling rates. The steamer will not take out much specie.

The Board of Directors of the Bank of Commerce have resolved to increase the capital stock of that institution five millions of dollars. This will make the total capital ten millions of dollars. This will give fifty thousand new shares of $100, and each old stockholder will have the privilege of subscribing for one new share for every one of the old he may hold on the 1st day of August next. The particulars of payment, &c., will be found in an official notice in another column.

The Assistant Treasurer reports to-day as follows:—

Paid on Treasury account	$38 824 99
Received "	177,635 53
Balance "	9,097,493 17
Paid for Assay office	94,096 76
Paid on disbursing checks	61,198 64

The warrants entered at the Treasury Department, Washington, on the 18th inst., were as follows:—

For the redemption of stocks	$31,220 48
For the Treasury Department	27,466 14
For the interior Department	121,814 09
For Customs	20,026 14
War warrants received and entered	52,574 99
War repay warrants received and entered	1,675 46
Interior repay warrants received and entered	1,675 46
On account of the Navy	25,011 72
Repayment on account of the Navy	21,309 65
From Customs	118,317 94
From miscellaneous sources	614 64
From Customs	17,625 00

A letter from the President of the Milwaukie and Watertown Railroad states that he completed on the 9th instant, a purchase of 1,880 tons of iron for that road. 0 tons were on hand ready for shipment, sufficient that now on the spot to complete the road to Lowe miles beyon Watertown, by the 1st of August next. remainder is to be delivered by the 15th of August, a in two months from that time it was expected the cars ld be running on the road to Columbus, twenty miles from Watertown.

The annexed circular, prepared by De Coppet & Co. for transmission abroad by the steamship Cambria, from Boston, gives a brief review of the bond and stock market for the past week:—

NEW YORK, Monday, April 21, 1856.

There is no prominent feature to notice in our stock market since our advices of the 15th inst. The news which has reached us by the last steamer, of the conclusion of the peace treaty at Paris, remains without effect, its influence having been anticipated.

In the absence of any disposition to speculate, operations continue on a very moderate scale, and our subjoined table of daily quotations shows, in some instances, nice fluctuations, variously resulting in a rise and a decline.

State Stocks—There has been a fair demand for Missouri 6's, Tennessee 6's and Virginia 6's. The two first have declined a fraction, and the last named have risen 1½ per cent.

For City and County Bonds.—The demand has been for small amounts, and principally for European account. San Francisco 10's have declined 1 per cent. We note transactions in Milwaukie city 7's guaranteed by the Milwaukie and Mississippi Railroad, without variations in rates. Bonds of the same city, guarantied by other railroads, are offered 1 per cent lower.

Railroad Bonds.—At private sale there is scarcely anything doing. At the Stock Exchange, the only bonds in which there has been any activity, are Illinois Central Construction, without any marked fluctuations. There has been some business in Erie 7's, 1871, Terre Haute and Alton second mortgage, Hudson third mortgage, and New York Central 6's. The last declined for a short time only and they all closed at very much the same quotations as in our preceding circular.

Railroad Stocks have variously fluctuated, influenced by local causes. There have been transactions to a moderate extent in Erie, Chicago and Rock Island, New York Central, Reading, Michigan Southern and Central Cleveland and Toledo has again been the object of speculation, and after sudden fluctuations closed at a rise of ¾c.

Money is in rather more active demand, on call, at 7 per cent, according to its length and class.

Exchange on London is firm, and in demand at 109⅝ a ¾; on Paris, bills are scarce at 5f. 16¼ a 5f. 17½.

The Reading Railroad, it appears by the report, brought down during the week ending on the 15th inst. 51,055 tons of coal, which, added to the previous business of the year, makes 519,065 tons, against 606,393 for the same time last year; leaving a deficit of 86,728. To make up this deficiency and reach the business of last year, will require a weekly average of 51,314 for the balance of the year, and to reach the increase of 1855 over the business of 1854, 57,963 tons will be required. In that event, which, from the increased facilities in the mining department and the present condition of the rolling machinery of the road, is altogether probable, 2,439,376 tons will be about the business for the year. If not, or if under the amount, the prospect for a supply of coal will be rather bleak to consumers. This fact, if we contemplate the condition of the works leading to the other sources of supply, will be clearly, if not palpably, manifest. The Schuylkill Canal, with its increased number of boats and all the advantages of a full canal throughout the season, is now short 85,755 tons, and so in proportion is the condition of the Lehigh and Delaware and Hudson. Consequently, to make up the deficiency on the Schuylkill will require a business of 32,088 tons per week, (greatly above the average of last year), and on the other two works an average weekly business corresponding with the business of the year. But as we cannot contemplate a season so peculiarly favorable to the business on canals, and as the boatmen, from the profits on the carrying trade are not in a condition to increase the number of boats, but are rather disposed to turn them in the trade to another account, we must, in making an estimate, cut down the business on the canals at least 300,000 tons from the business of 1855. A few weeks in the busiest part of the season, with boats reduced to half their capacity on account of the water, would warrant a larger estimate, and very much reduce the prospect of anything like a supply. At present the tonnage from the Schuylkill district is short 172,264 tons, and as the business of last year exhibits an increase over the business of the previous year, of 423,347 tons, we must look for a similar increased demand during 1856. The new furnaces and factories now in operation, and going into operation, along the line of the Reading Railroad, will take up half the amount, and even if we admit the possibility of the canal reaching its last year's business, we will find that the weekly estimate of 57,963 tons for the Reading will be greatly below the requirement.

Therefore, as there is no possibility of the canals regaining their present deficiency, and as the new sources of supply are not in a condition to make it up, we must fall back upon the Reading for relief, and towards the close of the season a very considerable advance in the article. The capacity of the Reading Railroad, we know, is about 4,000,000 of tons; and as it has hitherto been the policy of the managers to keep the rolling machinery within the requirements of the market, we can conceive no remedy for the short supply but an immediate augmentation of cars. In the mining department the increased facilities are fully equal to the increased demand over last year's business; and as the present rolling machinery, if constantly employed, will reach the increased business on the road, it follows that a few more trains per day will make up the deficiency expected from the region. But if the deficiency in the trade of the year is to be considered, the business on the Reading during the year 1855 must exceed 3,000,000 tons.

Among the passengers per steamer George Law, which sailed to-day for Aspinwall, were Professor Newton S. Manross, geologist, and Charles Bonner, Esq., mining engineer, accompanied by a party of miners and workmen. These gentlemen go out in the service of the Chiriqui Improvement Company, and will proceed direct to Bocas del Toro from Aspinwall. By the last mail, the most favorable accounts were received from the agent of the company at Bocas del Toro, tending to confirm in every point the great value of the company's possessions—additional coal mines having been found in most convenient localities. The advent of these engineers on the spot will be the signal for active operations, and we may look forward to a shipment of coal from this district to Aspinwall at an early day.

The earnings of the Macon and Western Railroad Company for the first quarter of the present and past year, were as follows:—

	1855.	1856.
January	$30,163 77	$26,814 70
February	26,095 11	28,428 50
March	28,456 38	33,390 6
Total	$84,715 26	$89,333 8
Increase in 1856		$4,618 57

The annexed statement exhibits the average daily movement in the leading departments of the banks of this city, during the week preceding Saturday morning April 19, 1856:—

NEW YORK CITY BANKS.

	Loans.	Specie.	Circul'n.	Deposits.
New York	$3,617,546	444 01	254 413	2,978,997
Manhattan	4,874,601	454,269	374,299	3,620,237
Merchants'	4,336,451	1,177,455	194,611	5,519,758
Mechanics'	4,208 189	620,024	398 561	3,755,168
Union	2,931,196	300,196	190,507	3,083,148
America	5,141 438	1,545,518	55 495	6 034,024
Phenix	2,273,593	350,954	124 051	2,130,766
City	1,747,619	195,245	41,234	1,375,825
North River	1,043 815	62,117	167,188	833,914
Tradesmen's	1,313,455	134 191	300,366	791,394
Fulton	1,622,368	182,823	124,474	1,352,527
Chemical	1,531,447	273,684	242 215	1,258 338
Merchants' Ex.	3 037,956	163 187	116 802	2 258,811
National	1 613 762	107,525	201,069	967 384
Butchers'	1 551,367	160,809	98,324	1,215,801
Mechanics' & Tra.	746,336	52,236	110,819	508,839
Greenwich	604,565	19,779	22,101	545,693
Leather Manufac.	2,018,118	180,353	259 234	1,609 08
Seventh Ward	1,228,461	116,188	247,216	699 72
State	3,677,964	375,007	504 782	2,818 504
Am. Exchange	7 112 268	912,757	316,532	7,005 968
Association	1 148,438	63,121	196,473	818 259
Commerce	8,452 359	988,060	2 092	5,815 149
Bowery	1,028,462	111,017	174,866	902,980
Broadway	1,456,147	123,654	235 884	1,271 871
Ocean	1,621,573	109,780	158,367	1 109,703
Mercantile	2,448,297	151,822	101,601	1,789,236
Pacific	951,238	66,425	117,992	675,464
Republic	3,502,745	732,672	98 451	4,014,184
Chatham	622,180	39,278	128,088	373,93
People's	755 302	56,454	158 876	594 587
North America	1,595,707	151,424	79,231	1,358,851
Hanover	1,386,205	73 102	105,872	813,150
Irving	577,555	50,399	115,225	521,114
Metropolitan	5,801,100	664,147	207,809	5,731,240
Citizens'	724,533	85,387	171,209	591,156
Grocers'	628,182	130,184	86,260	576,833
Nassau	1,379,326	82,576	118,241	1,057 928
East River	469,584	47,308	94,196	355,266
Market	1,491,195	128,832	124,701	1,287,583
St Nicholas	725,171	46 825	91,717	476,644
Shoe & Leather	1,311 348	64,538	102,093	901,709
Corn Exchange	1,465,547	115,647	91 577	1,482,768
Continental	2,885,888	399,307	82,122	2,411,658
Commonwealth	1,952,211	171,906	85,405	1,302 103
Oriental	554,861	30,224	116,671	342,889
Marine	789,256	56,113	95 864	670,79
Atlantic	536,554	43,889	97,684	288,705
Import. & Trad's	1,637,126	186,489	119,619	1,187,589
Island City	437,639	39 317	90,415	269 69
Dry Dock	425,810	18,946	79,803	94,91
N. Y. Exchange	236,304	11 733	135,221	176 08
Bull's Head	259,370	25 418	117 390	160,401
N. York County	305,718	11,744	88,495	141 806
Park	1,667,065	91,476	12,724	1,053,749
Totals	$106,765,085	12,958,132	8,221,518	90,875,73

CLEARING HOUSE TRANSACTIONS.

Clearings for week ending April 14	$136,687 15
" " 21	144,216,67
Balances " " 14	5 276 51
" " 7	6,305,230

The annexed statement exhibits a comparison of the leading departments of the banks of this city for several weeks.

NEW YORK CITY BANKS.

	Loans.	Specie.	Circul'n.	Deposits.
July 7, '55	97,852,491	15,481,008	7,743,069	85,647,23
July 14, '55	98,415,432	16,563,756	7,515,724	85,616,68
July 21, '55	99,629,147	15,918,999	7,407,086	82,079,894
July 28, '55	99,083,799	15,920,976	7,409,498	81,625,788
Aug. 4, '55	100,118,569	15,298,358	7,642,908	82,279,998
Aug. 11, '55	100,774,209	15,280,669	7,714,401	83,141,32
Aug. 18, '55	101,154,060	14,649,248	7,610,106	81,428,967
Aug. 25, '55	100,604,604	13,326,378	7,582,095	81,178,549
Sept'r 1, '55	100,436,970	12,852,823	7,620,178	81,057,216
Sept'r 8, '55	100,278,733	12,006,625	7,861,143	80,442,478
Sept. 15, '55	99,397,009	12,218,240	7 721,825	80,510,308
Sept. 22, '55	98,681,734	11,655,391	7,716,492	80,105,148
Sept. 29, '55	97,385,225	9,919,124	7,724,970	76,818,108
Oct. 6, '55	95,515,021	11,110 687	7,853,217	77,582,629
Oct. 13, '55	95,059,420	11,136,878	7,840,114	76,615,803
Oct. 20, '55	95,108,376	12,461,723	7,888,164	77,852,563
Oct. 27, '55	94,216,372	11,163,521	7,828,489	76,974,884
Nov. 3, '55	93,369,079	12,106,298	8,011,508	77,787,576
Nov. 10, '55	92,454,290	10,855,526	8,088,608	75,762,403
Nov. 17, '55	92,029,920	11,302,917	7,941,579	75,328,36
Nov. 24, '55	92,312,408	11,715,239	7,779,567	74,676,184
Dec. 1, '55	92,526,921	11,237,134	7,842,654	79,047,98
Dec. 8, '55	93,186,805	11,844,625	7,861,741	78,060,110
Dec. 15, '55	93,800,038	11,584,075	7,708,052	76,820,510
Dec. 22, '55	94,360,487	12,688,359	7,778,893	77,241,008
Dec. 29, '55	95,114,060	10,786,099	7,841,046	80,436,627
Jan. 5, '56	95,