Mary A. Baulch, was charged with the wilful murder of a Swedish boy, named Ross, but whose christian name is not known. The murder was stated to have occurred on the high seas, on or about the 15th April.

Mr. Wybergh having stated the charge, the following witnesses were examined for the prosecution:—

Charles Alexander, a seaman on board the Mary A. Balch, stated that the prisoner was second mate of that ship on her voyage from America; they sailed from New Orleans on the 20th of April; he remembers a Swedish boy, who was among the crew on board, but did not know his name; he saw him about the fifth or sixth day after they sailed on the after deck, and the second mate standing near him; the prisoner was addressing the boy, and he heard him say, "You G—d d——l son of a b——h, I'll knock you down;" he looked towards them and saw the prisoner strike the boy over the head with a marlinspike and he fell on the deck; he then kicked him; witness was the only person on deck that he saw, except the man at the wheel; he was standing at the door of the forecastle, having been up with his tin to get his supper; witness then went below; he didn't know what became of the boy, he never saw him after; the mate came looking for him after that among the men; witness gave information when he reached Liverpool; the boy was about sixteen or seventeen years of age; the boy was sweeping the deck at the time the prisoner struck him; didn't think the captain saw the occurrence; reported the circumstance to the first mate three or four days before the ship reached port; did not do so before, because "I was scarred of the ship." [The witness explained that he was afraid of the prisoner.] Mentioned it to the next man to his berth a week before he told the mate. The ship has arrived here about sixteen days.

To Mr. Chilton, who appeared for the prisoner, he said the boy was on the port side when he was struck; after the boy disappeared, the first mate inquired of the crew about him; the answer some one gave was, they didn't know anything of him; witness did not dissent from that.

John Watts, a seaman, stated that he knew the Swedish boy; had since heard his name was Ross. Saw him on board after the ship sailed. Thought it was between the fifth and sixth day, in the afternoon, after sailing, he last saw him. He went to the port side of the vessel to spit out—leaving the wheel for a moment for that purpose. This was between five and six o'clock in the afternoon. It was not dark, but was approaching dusk. He looked along the ship, as he spat over the rail, and saw the prisoner take the boy by the collar and lift him up and say him on the rail. The boy lay on the deck before he took his collar. He saw him then take him by the legs and tip him over the side of the ship. The captain, at this time, had come up, and was looking over the rail round the cabin house; the prisoner went down into the cabin, and the first mate came up and went to the side and looked over; the prisoner returned and came aft towards the wheel, looking very pale. Witness first saw the body of the boy sinking over the side; was afraid to speak of the occurrence, on account of the prisoner, who always carried a sling shot in his pocket.

He was cross-examined by Mr. Chilton, with a view to show that he could not have seen anything occurring in the fore part of the vessel, but no discrepancy was shown by the examination. Mr. Chilton then called the captain, stating that he would be able to contradict the evidence for the prosecution by his testimony and that of the ship's carpenter.

Jacob T. Woodbury, captain of the Mary A. Balch, stated that he reached Liverpool a fortnight yesterday; he had nineteen seamen as crew, among whom were three boys, one a foreigner, named Ross. He left New Orleans on the 10th April in the afternoon; he remembered the boy being missing four days after leaving; they left on the Thursday, and he was missing on the Monday; the chief mate told him he was missing; he said he had looked for the boy and couldn't find him; did not look for him himself, but he inquired of the carpenter, as he heard he was the last person who had seen him; he ordered the first officer to look again all around the ship; he said he had searched already; he reported he had looked again, and couldn't find anything of the boy; the mate made an entry in the log; the log was in court; he handed it in; the mate was on board. [The entry in the log was read, as follows:—"Tuesday, 15th April, 8 P. M., missed a man; made all search, and couldn't find him; supposed to have fallen overboard; no person can give any intelligence respecting him."] The entry was in the mate's handwriting; he always kept the log; never found the boy afterwards; the prisoner was his second mate; he never asked him about him; he will swear he never said anything to the prisoner respecting him; the chief mate was the first person who mentioned the loss of the boy to him; I think it was at breakfast the following morning; does not remember he had any conversation about him with the mate on the evening he was lost.

To Mr. Chilton the captain stated that he could not see over the rail, as stated by the witness Watts; it was too high; the man at the wheel could not see under the spanker while he stood there; if he came to the lee side he could see partially, and in one place by stooping a little he could see all along the ship at that side.

Augustus Wilson, carpenter of the ship, deposed to the boy being missing four days after leaving the bar; he was speaking to him the evening he was missed between 5 and 6 o'clock; he was then sitting on the deck, forward; the second mate was on the quarter deck; the witness went into his room, and never saw the boy afterwards; the second mate remained on the quarter deck until he went with witness to supper.

At this stage of the proceedings, Mr. Maxwell stated that they had not heard anything to alter their determination to hold the prisoner in custody until the proper authorities should deal with him.

The prisoner was then removed, and will be retained in prison until the Secretary of State shall order his trial on to the American Consul, who will provide that he be forthwith transmitted to America to take his trial for the murder of the boy.

A gentleman from the staff of the American Consul was present during the inquiry. The depositions had already been made out; but the inquiry before the magistrates was necessary, in order to warrant our authorities in acting in the case.

Flower Show of American Plants in London.

[From the London News, June 5.]

Yesterday a large number of persons assembled, by invitation, to view a collection of American flowers in Ashburnham Park, grown by Messrs. Waterer and Godfrey, in Knapp-hill Nursery, Woking. The flowers consist principally of rhododendrons, azaleas, kalmias, and some fine specimens of coniferous plants. The present show of flowers is perhaps the largest private collection ever presented to the public. The tent in which they are arranged is 375 feet long by 100 broad. It is covered by 1,000 feet of American canvas, and is capable of affording accommodation to several thousand visitors. Opposite the entrance is an emblematic painting, in holland, with figures of Peace, Industry, Plenty, and Commerce, with medallion portraits of the Queen and Prince Albert; and on the opposite side is a corresponding painting, representing Fame, History, the Fine Arts, and Science, with medallion portraits of the Emperor and Empress of the French. Along the sides of the tent run transparencies, also in holland, having painted representations of tropical birds and plants, which harmonise in a most agreeable and natural manner with the plants and flowers on the ground. These paintings, and the decorations generally, have been executed by Mr. J. Collins, of Bennet street, and are highly creditable in an artistic point of view. The standard rhododendrons presented a rich and gorgeous appearance. The Atrosanguineum, ornatum, Sir Isaac Newton, Lord J. Russell, Cervantianum, pordoloton Brayanum, and other specimens of the class, were particularly noticeable for their full bloom and rich coloring. Some specimens of the azaleas here exhibited have attained a height of eight or nine feet. Two specimens of the Thuja aurea were much admired among the conifers at the entrance. When viewed from the raised platform the whole collection presented a most agreeable prospect.

It should be observed that this floral treat is in connexion with Cremorne-gardens; and when it becomes more generally known to the public it will doubtless form one of the great attractions of the floral season, which may be said to have only just commenced.

Amongst the visiters were the Duchess of Cambridge and the Princess Mary, the Duke of Mecklenburg and Duchess of Mecklenburg, the Duchess of Wellington, the Duchess of Sutherland, the Countess of Derby, the Earl of March, Lady Mary Clive, Lord and Lady Hardinge, the Sardinian Ambassador, the Earl of Belmore, the Earl of Ashburnham, the Earl of Bective, Lady Wijloughby, Lady Overstone, Marquis of Winchester, Lady Anstruther, Lady Beauclerc, Lord C. Wellesley, Sir G. Grey, Sir R. Peel, Lady G. Bathurst, Sir J. Atkinson, the Hon Percy Ashburnham, &c.

In the evening the fireworks were suspended, in order to secure the floral pavilion from damage, and this arrangement will be continued during the exhibition. An immense crowd, however, assembled in the gardens, and enjoyed the other numerous entertainments which Mr. Simpson has provided for the public.

The London *Chronicle* of June 5 says:—The mingled pleasures of shade, beautiful form and color, and delightful odors render a stroll through the walks of this exhibition one of the most delightful summer pastimes that can be imagined. Messrs. Godfrey and Waterer have not only placed here the most beautiful, but many of the finest specimens of these plants. Altogether the collection forms one of the most magnificent specimens of floriculture which we have ever seen. Whatever may be of the animal productions of America, there can be no question that it stands above the Old World in the beauty of its floral creation, and the collection is only an amplification of the admitted fact.

The North American and West India Fleet of England.

[From the London Times, June 11.]

The Shannon is not yet commissioned, but was yesterday put in hand to be prepared for a crew with the utmost despatch, and a vast body of artificers were set upon her to expedite her readiness. All the commanders of the gunboats at Portsmouth were also called to the Port Admirals yesterday morning—it is rumored, to receive instructions for having their respective vessels ready for active service at telegraphic notice. When these vessels all there will be upon, or on their way to, the North American and West India station the following fleet:—Pile, 81, Captain G. R. Mundy; Powerful, 84, Captain Classie; Boscawen, 70 (flag), Captain Glanville; Imaum, 52, Commander Morrish; Pembroke, 60, Captain Seymour, C. B.; Cornwallis, 60, Captain Wellesley, C. B.; Euryalus, 51, Captain G. Ramsay, C. B.; Amphion, 34, Captain Thads; Vestal, 26, Captain T. P. Thompson; Eurydice, 26, Captain Tarleton, C. B.; Termagent, 24, Commodore Kellett, C. B.; Cossack, 21, Captain Fanshawe; Pylades, 21, Captain D'Eyncourt; Arachne, 18, Commander Inglefield; Malacca, 17, Captain Farquhar; Falcon, 17, Commander Campion; Archer, 15, Captain Feathercote; Mariner, 12, Commander Pearse; Daring, 12, Commander Napier; Buzzard, 6, Commander Dobbie; Argus, 6, Commander Purvis; Basilisk, 6, Commander Crofton; 8, Master-Commander Parsons; Hermes, 6, Commander W. E. Gordon. Only one-third of the above are sailing ships; the steamers, although mounting but few guns, mount the heaviest carried, and good crews. The Gile, Pembroke and Cornwallis are screw line-of-battle ships; Euryalus is the heaviest first-class frigate; Termagant, Cossack, Pylades, and Malacca are the heaviest class of corvettes; carrying 68 and 84 pounders. The Vestal and Eurydice are heavily armed "donkey" frigates. The Amphion is a heavily armed frigate. The 12-gun sloops are the newest and most efficient of their class, all carrying long 32's; and the 6-gun steamers are mounted with bow, stern, and broadside guns of the heaviest metal and longest range; and if a flotilla of gunboats be taken into consideration, about 80 of the heaviest and newest guns of the longest range maybe added to the computation.

The light squadron of despatch boats and gunboats, under the command of Captain Watson, C. B., in the Imperieuse, of 51 guns, and comprising, of the first named class, the Wanderer, the Victor, the Ringdove, the Lapwing, the Pioneer, and the Intrepid; and of the second class, the Starling, the Janus, the Beaver, and the Drake, all arrived in Falmouth on Sunday, and will fill up with coal and provisions immediately, in consequence of the receipt on that day of an Admiralty telegraphic despatch, which was communicated to the Commodore, then off the port, by one of the gunboats. The evolutions of the past week embraced sailing, steaming, gunnery, and various other exercises, which are now suspended, as it is surmised that these ships will all proceed to the American coast forthwith. The Mohawk and other steamers are expected to join at Falmouth.

Her Majesty's ships Nile, 91, Capt. Mundy; Shannon, 51, (new screw frigate); the Pylades, 21, Captain D'Eyncourt; and Cossack, 21, Captain Fanshawe, have been telegraphed to prepare for sea ("foreign service") with all possible dispatch. Their destination is believed and currently reported to be North America. The Cossack has had orders for some days, we have been informed, for Halifax, and this, we doubt not, is the intended destination of the squadron now so instantaneously ordered to prepare for active service. The Arrogant had received instructions to fit out for the conveyance of the British Ambassador and staff from England to St. Petersburg, but she has now returned the fittings and supplied their places with something more substantial. Last evening, at half past 6, the Arrogant steamed through Spithead and down Channel under sealed orders.

Belgium and the New Maritime Law of Europe.

The Belgian *Moniteur* publishes the following as the reply from the Belgian government to the representations addressed to it by the Ministers of Austria, France, Great Britain and Sardinia, the Turkish Resident and the Chargés d'Affaires of Prussia and Russia, on the subject of the new system of Maritime Law inaugurated at the Congress of Paris:—

BRUSSELS, June 6, 1856.

Monsieur le Ministre—Your Excellency has been charged to invite the government of the King to accede to the declaration subscribed on the 16th April last, by the Powers that participated in the Congress of Paris—a declaration having for its object the sanction of the following principles of maritime law, viz:—

1. Privateering is, and remains abolished. 2. A neutral flag covers an enemy's merchandise, unless contraband of war. 3. Neutral merchandise, unless contraband of war, is not seizable under an enemy's flag. 4. Blockades, to be binding, must be effective; that is, enforced by a force sufficient really to prevent access to the enemy's seaboard.

After having taken the orders of the King, my august Sovereign, I have the honor to acquaint your Excellency with the full and entire adhesion of Belgium to the above cited declaration, and the principles it contains. I will add that his Majesty has highly appreciated its elevated character. He felicitates himself on the salutary influence this new basis of public maritime law must exercise on the future, and charges me to be the interpreter of his sentiments of satisfaction.

I embrace the present occasion to offer your Excellency the assurance of my high consideration.

Viscount VILAIN XIV.,
Minister for Foreign Affairs.

Mormon Emigration from Preston, England.

[From the Preston (Eng.) Guardian.]

The emigration of the inhabitants of our town, under the auspices of the Mormonites, is more extensive than we were led to imagine. We find it is not unusual for husbands to return home at night and find wife, daughter and children fled, the house stripped, and a pretty long list of debts, incurred on the eve of departure, left unpaid. Tradesmen, too, in seeking after debtors, are astonished to find those who had promised to pay, off to the land of promise. A hard case has recently come under our notice. A laboring man took his wages home on Saturday evening, and returned to his work, which detained him until a late hour. When he had finished his labor, he again returned home, but found his wife and family had fled, and his home stripped. Subsequently he ascertained that, instead of applying his wages to their proper use, they had run deeply in debt, and allowed the money to accumulate to assist them in their flight. They sailed from Liverpool on the 23d ult., with a large number of others, from various places, in the Horizon, bound for Boston.

Visit of Mr. Fillmore to Manchester.

[From the London Chronicle of June 11.]

The Hon. Millard Fillmore, an ex-President of the United States, arrived in Manchester on Sunday evening, from London, for the purpose of inspecting some of our great engineering and manufacturing establishments. On Monday forenoon, accompanied by Mr. W. S. Stell, Mr. Fillmore and the gentleman who is travelling with him, proceeded from the Queen's Hotel to the works of Messrs. Joseph Whitworth & Co., engineers and tool makers, Chorlton street, where they spent an hour and a half minutely examining various machines, tools, &c. They next visited the mill of Messrs. James Houldsworth & Co., silk manufacturers and embroiderers, Portland street, where they inspected the process of embroidery and of spinning; and they subsequently passed through the warehouse of Messrs. J. and N. Philips, merchants, manufacturers, &c., Church street. The party proceeded thence to the Union Club and partook of luncheon, after which they visited the Mayfield print works of Messrs. T. Hoyle & Co., Buxton street, and the engineering establishment of Messrs. Sharp, Stuart & Co., the Atlas Works, Great Bridgewater street and Oxford street. Mr. Fillmore brought letters of introduction from Mr. William Brown, M. P., to Mr. James Watts, the Mayor, and to Mr. Whitworth; but, despite all his efforts, the Mayor was unable to meet with Mr. Fillmore until after the tour of inspection yesterday had been concluded. Last evening a number of gentlemen met Mr. Fillmore by invitation, at the residence of Mr. Stell, Halliwell lane, Cheetham hill. Mr. Fillmore leaves England on Wednesday, so that his stay in Manchester is limited to this evening or to-morrow morning. He has been put in nomination by a strong party in Philadelphia for the next election to the Presidency of the United States, and his friends entertain very sanguine hopes of his success.

Electric Communication with America from Europe.

[From the London Times, June 11.]

Accounts from Cork state that the screw steamer Propontis, Captain Goodwin, is now at Queenstown, where she is coaling, having on board the sub-marine electric cable, to be laid down between Cape Ray, Newfoundland, and Cape North, Cape Breton Island. The length of this cable is eighty-five miles, and its weight 170 tons. She has also on board the cable to be laid down between Cape Traverse, Prince Edward's Island, and Cape Formantino, New Brunswick; length thirteen miles and weight thirty tons. The cables are manufactured and are to be laid down by W. Kuper & Co., of London, under the direction of Mr. Canning, who, with his assistants, is on board. The former failure in laying down the cable arose from the fact that it was on board of a vessel towed by a steamer; now it is on board the steamship itself, and there is no doubt it will be effectually laid down.

Theatrical, Musical, &c.

NIBLO'S GARDEN.—The unrivalled Hengler, in conjunction with M. Audruche Lehmann, and M'lle and M. Chiarini, will this evening perform a variety of astonishing feats on the tight rope. M'lle Robert, the favorite danseuse, afterwards appears in the pretty ballet called "Terpsichore." The Ravels close the entertainments with their new and very successful pantomime entitled "Pongo," in which M. Marzetti nightly elicits the heartiest applause in the character of the Ape.

BURTON'S THEATRE.—An admirable bill has been issued for this, the second evening of Mr. Fleming's managerial career at this popular house. The performances are to commence with Massinger's celebrated comedy, "A New Way to Pay Old Debts," with a remarkably fine cast, viz.: Justice Greedy, Mr. G. Holland; Marall, Mr. J. B. Fuller; Sir Giles Overreach, Mr. Fleming; Wellborn, Mr. J. J. Prior; Margaret, Mrs. Fleming; Lady Allworth, Mrs. Lesdernier. To conclude with the "Secret"—Mr. Holland and Miss Fanny Dean as Mr. and Mrs. Dupins.

BROADWAY VARIETIES.—Large audiences continue to bestow their cheering approbation on the Wood and Marsh juveniles every evening they perform in the thrilling moral drama styled the "Six Degrees of Crime." This is one of the most effective pieces in which they have as yet appeared—every character is delineated in a vigorous, life-like manner—crime and its ignominious results are strongly depicted, and cannot fail to have a beneficial effect on the minds of all who witness the drama.

KELLER'S EMPIRE HALL.—M. Keller is constantly charming the numerous patrons who nightly throng his well ventilated place of recreation by frequent changes in his programme of tableaux, and by the engagement of popular artists to while away the time that elapses between the presentation of the different pictures. This evening he tenders a series of Scriptural, historical and allegorical pictures; necromantic performances by Sig. Adonis, the wonderful magician; music by Mme. Lovarny, Miss Duckworth, &c.

WOOD'S MINSTRELS.—Those who delight in a real old fashioned laugh should not permit the present week to pass away without witnessing the extraordinary burlesque called the "Mischievous Monkey." George personates the cunning animal to perfection—it is one of his most successful hits. See him, by all means, if you are fond of fun.

SAD AFFAIR AT ROCHESTER.—A MAN AND TWO BOYS DROWNED.—About eleven o'clock to-day, some boys went in to bathe on the east side of the river, near the saw mill above the weighlock, when two of them, named Gallagher and McGown, getting out of their depth, sank and were drowned before assistance could be rendered. Search was immediately instituted for the bodies, but without success. About one o'clock, John Haley, a young man about 23 years of age, who drives a team for Mr. Bronson, went out in a boat with some other persons, to assist in the search. With the supposition that the bodies must have come down with the current to the dam, when about four rods above the dam, he got out of the boat into the water, which was much deeper than he expected, and before he could be assisted went to the bottom, and that was the last seen of him. He is the same young man who rescued Mrs. Chumasero, a few weeks since, when she fell into the race. Many men with boats and grappling irons are now searching the river in the vicinity of the disaster. The shrieks of Haley's mother, whom the sad news brought to the spot, were heart rending. His brother, who works near at hand, hearing of the accident, rushed down to the water perfectly wild, and it required the united efforts of half a dozen men to keep him from plunging in the stream. The bodies of all three of the drowned persons were subsequently found.—*Rochester Advertiser, June 21.*

Naval Intelligence.

On Saturday morning last the United States war steamer San Jacinto arrived here, bearing the flag of Commodore Armstrong, and having on board the Hon. Townsend Harris, Minister Extraordinary to Siam and Japan.

The United States ship Macedonian, Captain John Pope, sailed on Sunday morning for Boston, Mass., after having been full three years upon the East India station. The following is a list of the officers of the United States ship Macedonian, all well:—John Pope, Esq., Captain; Robert Wordworth, fleet surgeon; Washington Gwathmay, Geo. H. Preble, W. E. Boudinot, John Walters, J. G. Sproston, Lieutenants; R. T. Allison, Purser; J. S. Gilliam, Passed Assistant Surgeon; Wm. Whittlesey, Captain's Clerk; John G. Hayden, Boatswain; Daniel Jones, Carpenter; Charles T. Frost, Sailmaker; John Elliot, Gunner. The Macedonian takes to the United States the remains of the late Commodore Joel Abbot, who died at Hongkong in December last. The United States sloop-of-war Vandalia, Commander Rootes, now at Macao, having also completed her three years' cruize on the East India station, has been ordered to proceed to Portsmouth, New Hampshire, U. S., America. The Macedonian, on Saturday last, saluted the broad pennant of Commodore Armstrong with thirteen guns, which was returned by nine guns from the San Jacinto.—*Singapore Straits Times, April 8.*

Supreme Court.

Before Hon. Judge Davies.

JUNE 23.—John J. Seabury vs. Mary T. Furlong.—*Injunction order vacated.*

Gideon C. Marchant vs. John B. Dodds.—Order for receiver granted.

Before Hon. Judge Clerke.

Mathew Dargaden vs. John S. Demerest.—Report of referee affirmed.

Geo. Pettibone vs. Hannah K. Wolf.—Motion on finding security for $3,000.

John Lafarge vs. Raphael Felix.—The defendant is brother of Madame Rachel. The suit was for rent, and the motion was to strike out part of the proceedings. Motion denied. Costs to abide the event.

FINANCIAL AND COMMERCIAL.

MONEY MARKET.

MONDAY, June 23—6 P. M.

There was a very buoyant stock market at the opening this morning. With a very active market, the tendency was upward from the start, and continued so to the close. An advance of some importance was realized in all the leading securities. At the first board Illinois Centra Bonds went up ¾ per cent; Delaware and Hudson, ¾; Cumberland, ¼; New York Central Railroad, ¾; Galena and Chicago, ¾; Erie, 1; Reading, 1; Michigan Southern, 1¼; Panama, ½; Illinois Central Railroad, ½; Cleveland and Pittsburg, 2; Cleveland and Toledo, 1½; Chicago and Rock Island, 1½. It will be seen that in every instance there was an advance. The large operations for cash show that the bears are about. These are strong indications that the shorts are taking care of themselves, and are by no means disposed to let the present opportunity to take in stock pass by without securing themselves against greater loss.

At the second board the market was much more buoyant than in the morning. The disposition to buy is rapidly extending, and outsiders were in the market in some force to-day. Erie advanced ¾ per cent; New York Central Railroad, 1; Illinois Central bonds, ½; Canton Co., ¾; Reading, ¾; Michigan Southern, ¼; Galena and Chicago, ¼; Cleveland and Toledo, ¾; Chicago and Rock Island, ¼. There was an active demand for Erie, and at the close the tendency was upward. The receipts of the company thus far this month are in advance of those for corresponding period in May, and far in advance of those for the whole month last year. The increase in gross earnings in June this year, over those for the same month last, will be full two hundred thousand dollars, or about seventy per cent. There was a small sale of Wisconsin Lake Shore this afternoon at 72 per cent, and that was offered for more, without finding sellers. After the board the market was steady, and but very little stock was pressing for sale. Holders look for a steady improvement in the market value of all good dividend paying railroad stocks. The advance to-day was the greatest in Western railroad securities, and there is no doubt but that they will take the lead of all others. Western railroad stocks and bonds, of the first class, must steadily appreciate in market value under such a pressure of capital for investment.

The quotations for consols in London on the 10th inst. were 94 a 94⅛ per cent. Those figures show a decline compared with those current at the departure of the previous steamer, but it must be borne in mind that the quotations received by the Atlantic were the dividend of one and a half per cent off. This shows an actual advance of one and a quarter per cent in the four days previous to the 10th inst. It would make, with the dividend in, 95½ a 96⅝ per cent.

We notice a small lot of Michigan Southern Sinking Fund Bonds to be sold by auction at the Merchant's Exchange to-morrow, Tuesday. These are the consolidated bonded securities of the Southern Michigan and Northern Indiana Railroad Company, and are, beyond all question, a first class investment. They are not only a first mortgage bond, but their payment, at or before maturity, is provided for by annual contributions to the sinking fund. The stock of this company is selling at 98⅞ a 99 per cent, and semi-annual dividends of five per cent, in cash, are regularly paid, leaving a large surplus on hand for contingencies.

The Assistant Treasurer reports to-day as follows:—

Paid on Treasury account	$70,837 90
Received " "	131,491 25
Balance " "	6,272,658 07
Paid for Assay office	34,831 34
Paid on disbursing checks	33,614 65

The warrants entered at the Treasury Department, Washington, on the 20th inst. were as follows:—

For redemption of Texas Debt	$25,989 60
For the Treasury Department	30,494 73
For the Interior Department	27,278 83
For Customs	8,537 35
War warrants received and entered	30,731 66
War repay. warrants received and entered	255 83
Interior repay warrants received and entered	1,969 22
On account of the Navy	34,452 28
From miscellaneous sources	760 75
From Customs	3,560 60

Simeon Draper's regular weekly sale of bonds and stocks will take place to-morrow, Tuesday, at half-past 12 o'clock, at the Merchants' Exchange. The sale will include $34,000 Michigan Southern Railroad Company's Sinking Fund bonds, and $100,000 first mortgage convertible bonds of the Belleville and Illinoistown Railroad Company, guaranteed by the Terre Haute and Alton Railroad Company.

It is the impression in Wall street that the steamship Arabia from this port for Liverpool, on Wednesday, will take out a very large amount of specie. Figures as high as a million and a half have been named.

The semi-annual interest, due in this city the 1st of July next, on the real estate bonds of the La Crosse and Milwaukie Railroad Company will be paid on presentation of the proper coupons at the office of Atwood & Co., No. 8 Wall street, 1st proximo.

The Hanover Fire Insurance Company has declared a semi-annual dividend of six per cent. The Emigrants' Industrial Savings Bank has declared a semi-annual dividend at the rate of six per cent per annum on all sums of five hundred dollars and under, and at the rate of five per cent on larger sums. The Jersey City Gas Light Company and the Mechanics' and Traders' Bank have each declared dividends of four per cent.

The business of the Cleveland, Columbus and Cincinnati Railroad Company for the last six months is estimated as follows:—

Earnings of five months ending May 31, 1856	$490,487 01
June, estimated	106,000 00
Total	$596,487 01
Expenses of four months, ending April 30, 1856	$188,739 22
May and June	100,000 00
	288,739 22
Equal to 6½ per cent net for six months	$307,747 79
Five per cent cash dividend	236,956 00
Surplus	70,791 79
Earnings for same time in 1855	585,811 08
Increase in six months	10,576 00

The annexed statement exhibits the average daily movement in the leading departments of the banks of this city for the week preceding Saturday morning, June 21:—

NEW YORK CITY BANKS.

	Loans.	*Specie.*	*Circul'n.*	*Deposits.*
New York	$3,574,036	411,703	254,555	2,782,253
Manhattan	4,649,740	757,202	313,719	3,542,803
Merchants'	4,325,458	1,824,981	194,139	5,874,476
Mechanics'	4,289,702	726,461	372,691	3,659,734
Union	2,775,528	397,169	186,817	3,003,289
America	5,010,792	2,240,678	54,753	6,590,130
Phenix	2,283,391	476,756	111,110	2,193,296
City	1,813,979	228,673	39,671	1,480,758
North River	985,657	97,736	166,508	772,162
Tradesmens'	1,439,400	148,580	311,825	894,579
Fulton	1,765,868	301,121	128,342	1,590,941
Chemical	1,465,156	200,703	251,456	1,153,458
Merchants' Ex.	2,446,567	412,565	117,983	1,921,598
National	1,718,041	197,932	164,183	1,185,466
Butchers'	1,396,120	135,662	87,596	981,302
Mech. and Tra's.	787,780	50,517	120,635	527,765
Greenwich	629,350	42,481	41,757	543,461
Leather	2,008,071	143,828	233,617	1,524,500
Seventh Ward	1,199,262	195,392	258,306	704,318
State	3,647,243	674,521	527,507	3,241,591
American Ex.	6,218,056	1,092,025	278,309	6,678,068
Association	1,189,146	99,063	200,598	923,132
Commerce	8,501,592	1,815,292	2,095	6,926,325
Bowery	1,631,372	108,443	173,960	874,812
Broadway	1,449,827	138,146	233,067	1,244,767
Ocean	1,604,368	120,861	164,472	1,147,658
Mercantile	2,210,989	287,799	101,094	1,564,747
Pacific	926,709	84,085	118,185	676,331
Republic	3,610,021	1,080,153	89,278	4,729,668
Chatham	683,705	28,568	127,399	434,369
Peoples'	723,716	53,333	154,911	511,743
N. America	1,609,374	194,555	80,538	1,373,775
Hanover	1,393,040	97,733	119,729	824,985
Irving	573,646	66,733	109,061	540,561
Metropolitan	5,029,144	700,356	223,266	5,104,427
Citizens'	732,394	58,563	202,335	621,553
Grocers'	628,467	141,900	89,106	572,642
Nassau	1,206,843	182,809	114,367	939,061
East River	515,775	42,379	94,285	425,840
Market	1,460,621	142,194	123,062	1,299,560
St. Nicholas	739,703	79,558	92,980	521,243
Shoe	1,650,138	233,155	105,681	1,389,308
Corn Exchange	1,612,409	169,949	92,288	1,641,253
Continental	3,002,692	376,863	79,819	2,501,848
Commonwealth	1,208,902	274,838	92,259	1,320,856
Oriental	594,944	34,721	114,136	369,421
Marine	820,842	70,027	97,288	708,845
Atlantic	851,304	49,976	98,055	832,416
Imps. & Traders'	1,735,906	109,900	134,706	1,127,659
Island City	440,036	40,686	95,700	266,426
Dry Dock	426,870	22,489	76,141	89,709
N. Y. Exchange	192,682	16,377	131,101	141,937
Bull's Head	272,126	19,398	121,179	178,179
N. Y. County	343,677	11,180	91,432	175,379
Park	2,530,888	169,217	118,950	1,370,364
Total	$105,626,995	17,871,955	8,278,002	93,715,837

*Capital, $1,813,826 76.

CLEARING HOUSE TRANSACTIONS.

Clearings to June 16		$132,095,390
" "	23	140,007,764
Balances "	16	6,759,721
" "	23	6,151,809

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	15,481,093	7,743,069	85,647,282
July 14, '55	98,415,432	16,563,756	7,515,724	85,616,636
July 21, '55	99,029,147	15,918,999	7,407,086	82,079,590
July 28, '55	99,083,799	15,920,976	7,409,498	81,025,780
Aug. 4, '55	100,118,569	15,298,858	7,642,953	83,279,890
Aug. 11, '55	100,774,209	15,280,669	7,714,401	83,141,320
Aug. 18, '55	101,154,060	14,649,245	7,610,106	81,948,673
Aug. 25, '55	100,604,604	13,326,378	7,582,095	81,178,558
Sept. 1, '55	100,436,970	12,852,823	7,620,178	81,057,210
Sept. 8, '55	100,273,733	12,006,625	7,861,143	80,442,478
Sept. 15, '55	99,397,009	12,213,240	7,721,825	80,510,306
Sept. 22, '55	98,581,734	11,655,391	7,716,492	80,105,141
Sept. 29, '55	97,385,225	9,919,124	7,724,970	76,818,109
Oct. 6, '55	95,515,021	11,110,687	7,858,217	77,582,626
Oct. 13, '55	95,059,429	11,138,878	7,840,114	76,615,807
Oct. 20, '55	95,103,376	12,481,723	7,888,164	77,852,551
Oct. 27, '55	94,216,372	11,163,521	7,828,489	76,974,850
Nov. 3, '55	93,369,079	11,106,298	8,071,508	77,787,570
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	75,326,361
Nov. 24, '55	92,312,408	11,715,239	7,779,567	74,675,154
Dec. 1, '55	92,526,921	11,227,134	7,841,654	79,047,983
Dec. 8, '55	93,189,805	11,844,625	7,861,741	78,060,110
Dec. 15, '55	93,800,038	11,584,075	7,761,052	76,820,517
Dec. 22, '55	94,386,487	12,088,359	7,726,893	77,241,006
Dec. 29, '55	85,114,960	10,788,090	7,841,946	80,438,627
Jan. 5, '56	95,863,390	11,687,209	7,903,658	83,534,893
Jan. 12, '56	96,145,498	11,777,711	7,612,507	77,931,498
Jan. 19, '56	96,382,968	13,385,260	7,462,708	82,652,828
Jan. 26, '56	96,887,221	12,733,059	7,406,986	78,918,315
Feb. 2, '56	97,970,611	13,640,437	7,622,827	82,269,061
Feb. 9, '56	98,344,077	14,233,329	7,819,122	82,838,152
Feb. 16, '56	99,401,315	15,678,736	7,693,441	88,085,944
Feb. 23, '56	100,746,447	15,835,874	7,664,688	87,686,478
March 1, '56	102,632,235	15,640,686	7,754,392	88,604,377
March 8, '56	103,909,686	15,170,946	7,888,176	88,749,625
March 15, '56	104,528,298	14,045,024	7,803,148	88,621,176
March 22, '56	104,533,576	14,369,556	7,912,561	89,390,261
March 29, '56	104,746,307	14,216,841	7,943,253	88,186,648
April 5, '56	106,992,018	13,381,454	8,347,498	91,008,408
April 12, '56	107,846,436	12,628,094	8,281,525	91,081,975
April 19, '56	106,768,086	12,988,132	8,221,518	90,875,737
April 26, '56	105,558,864	12,802,857	8,246,120	89,627,280
May 3, '56	105,325,962	12,850,227	8,715,163	92,816,063
May 10, '56	103,803,793	13,317,365	8,662,485	89,476,262
May 17, '56	103,062,320	12,496,541	8,488,152	88,720,415
May 24, '56	102,207,767	13,850,333	8,335,097	87,094,300
May 31, '56	102,451,275	14,052,289	8,569,151	86,775,318
June 7, '56	103,474,921	16,164,180	8,430,252	90,609,243
June 14, '56	104,168,881	17,414,680	8,369,735	91,602,245
June 21, '56	105,626,995	17,871,955	8,278,002	93,715,837

The last returns compared with those of the previous week exhibit the following changes in the aggregate:—

Increase in loans and discounts of	$1,458,114
Increase in specie of	457,