FIVE DAYS LATER FROM EUROPE.

THE NORTH AMERICAN OFF CAPE RACE.

The British Abolitionists and the United States Minister in London.

Exeter Hall on the American Question, and Mr. Adams' Reply.

A Rebel Privateer in the Waters of China.

The Prince de Joinville on Iron-Clad Ships.

Garibaldi's Command in the Army of Italy.

STATE OF THE MARKETS,

&c., &c., &c.

ST. JOHNS, N. F., April 28, 1862.

The steamship North American, from Liverpool April 17, via Londonderry April 18, passed Cape Race at eleven o'clock yesterday (Sunday) morning. She was boarded by the news yacht of the press, and the following summary of her news obtained, which is five days later.

The North American experienced strong westerly winds up to the 21st, and a strong northwest gale on the 22d and 23d of April.

The political and general news is unimportant.

The question of armor-plated ships and floating batteries continued the prominent topics in England on the 18th inst.

It is vaguely rumored that England has lately made a diplomatic recommendation to France in favor of the withdrawal of the French troops from Rome.

Encouraging advices as to cotton growing in Jamaica and Peru have reached England.

The British government has given preliminary notice to the Royal Mail Company, West India line, to terminate the existing mail contract at the expiration of the present term.

The Calcutta mails, of March 8, were forwarded by the Bremen to New York.

We are under obligations to Captain Burgess, of the North American, for his kind attention to the press on this, as on many other occasions.

Our Liverpool agent advises that the commercial reports are somewhat meagre, on account of the holidays, Good Friday having been the date of the steamer's departure from Londonderry.

The steamship Nova Scotian, from Portland on the 5th instant, arrived at Londonderry on the 16th.

The steamship Anglo-Saxon, from Portland March 29, arrived at Liverpool on the 16th instant. She broke her intermediate shaft on the 11th, but got a single engine to work on the 14th, and reached Liverpool via the south of Ireland.

The Great Eastern had been got off the gridiron at Milford in safety, and steamed to her old moorings.

The American Question.

DEPUTATION FROM BRITISH ABOLITIONISTS TO THE UNITED STATES MINISTER IN LONDON—THEIR PROPOSAL AND THE REPLY OF MR. ADAMS—A REBEL PRIVATEER IN THE WATERS OF CHINA.

A deputation from the British and Foreign Anti-Slavery Society waited on Mr. Adams, the American Minister, on the 16th, and presented an address, in which the hope is expressed that the restoration of the Union would be founded upon the abolition of the true cause of strife.

The reply of Mr. Adams is described as having been very satisfactory to the deputation; but the London *Times* thinks it indicates the policy of Northern politicians, which is to have liberty to deal, according to circumstances, with the slavery question.

The Hong Kong (China) correspondent of the London *Times*, writing about March —, reports that a Confederate privateer in the China Seas had been fallen in with by her Majesty's ship Plover on the coast of Borneo. If there at all, she must have been on the lookout for American ships outward bound, being in their course by the Palanin passage against the northeast monsoon. The correspondent says this is particularly unfortunate for American shipping, as the federal government has not a single war vessel of any description in those waters, except the Saginaw, and she is rotten and useless.

France.

The Prince de Joinville is about publishing a pamphlet on iron-plated frigates. His work, it is said, will present the subject under new aspects. He does not admit the invulnerability of the new vessels.

It is again questioned if the Emperor Napoleon will go to the London exhibition, and asserted that if he does it will be strictly incognito.

The Bourse was flat on the 16th and lower.

Spain.

It is asserted that the Spanish government is taking steps to restore its credit, and had commissioned two leading firms in London to put the whole of its funds on a basis satisfactory to British capitalists.

It is stated that the proceeds of the Moorish loan raised in London, and which are payable to Spain, are to be retained in London to meet the accruing dividends on Spanish stock and pay for the steamers in course of construction in England.

Greece.

Messages have reached the government at Athens announcing that the garrison of Nauplia was breaking up. A great number of insurgent officers and soldiers have surrendered.

Poland.

Twelve persons engaged in the late disturbances at the Warsaw Cathedral have been condemned to military service.

Turkey.

An obstinate fight occurred between the Turks and Montenegrins, near Nahrich. The latter were repulsed. There was considerable loss on both sides.

Russia.

It is reported that the Emperor of Russia has appointed a committee to consider a continual *regime* for Russia.

Italy.

Garibaldi has gone to Brescia. It is reported that his nomination as Commander-in-Chief of the National Guard has been decided upon.

Portugal.

The Portuguese government exempts from export duty, for ten years, all cotton produced in the Portuguese African possessions.

India.

Additional despatches from Bombay, March 27, announced that Lord Elgin was installed Viceroy of India March 13.

Mogul Bey had been hanged in front of the Palace of Delhi.

A wide spread Mahratta conspiracy had been discovered and suppressed at Hyderabad, in the Deccar.

Bysarus Jung, President of Scindia, had abolished the export duty on cotton in Moolior.

Markets.

THE LONDON MONEY MARKET.

The funds continue steady, with scarcely any demand for discount at the bank, and on the Stock Exchange short loans are offered at 1 per cent. Gold continues to flow to the bank, with no demand for export. There is nothing definite as yet as to the Russian loan; but it is asserted that the arrangements were concluded, not with the Barings, but with the Rothschilds.

LONDON, April 18, 1862.

Consols for money, 93¾ a 94.

Illinois Central shares, 48½ a 47½ discount; Erie Shares, 31 a 32.

LIVERPOOL BREADSTUFFS MARKET.

LIVERPOOL, April 17, 1862.

Messrs. Richardson, Spence & Co. and Wakefield, Nash & Co. report no regular market since Tuesday, owing to the holidays. Flour firm, with an advance of 6d. on the week; American quoted 26s. a 30s. Wheat firmer and 1d. a 2d. higher on the week; red Western, 10s. 3d. a 11s. 3d.; red Southern, 11s. 6d. a 11s. 8d.; white Western, 12s.; white Southern, 12s. 10d. Corn still advancing; mixed, 28s. 3d. a 28s. 6d.; white, 33s. a 34s. 6d.

PROVISION MARKET.

The same authorities report beef dull and unchanged. Pork quiet and steady. Bacon steady. Lard active at 42s. 6d. a 44s. Tallow firmer; sales at 45s. 6d.

PRODUCE MARKET.

Ashes tending upwards; pots, 33s.; pearls, 32s. Rosin easier; common, 13s. 6d. a 14s. Spirits turpentine—No sales. Sugar heavy. Coffee—No sales. Rice flat. Cod oil very dull. Linseed oil firmer at 38s.

LONDON, April 16, 1862.

Breadstuffs quiet and steady. Sugar steady. Coffee firm. Tea steady.

THE LATEST MARKETS.

LIVERPOOL, April 18, 1862.

The Brokers' Circular reports an advance of one-eighth of a penny a one-quarter of a penny on American cotton, and one-quarter of a penny a three-quarters of a penny on other descriptions, with a buoyant market. The sales of the week were 80,000 bales, of which 29,000 were to speculators and 12,500 to exporters. The sales to-day (Friday) are estimated at 12,000 bales, including 6,000 to speculators and exporters, the market closing firm and unchanged. The authorized quotations are:—

	Fair.	Middling.
Orleans	14¼	13½
Mobiles	13¾	12⅞
Uplands	13½	12¾

The stock in port is estimated at 390,000 bales, of which 126,500 bales are American.

The Manchester advices are favorable. The market for cotton goods and yarns was active, and tending upward.

The breadstuffs market is firm, with a still advancing tendency.

Provisions are quiet but steady.

THE SLAVE TRADE TREATY.

Treaty Between the United States of America and Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, for the Suppression of the African Slave Trade, Concluded at Washington, April 7, 1862.

TREATY FOR THE SUPPRESSION OF THE AFRICAN SLAVE TRADE.

The United States of America and her Majesty the Queen of the United Kingdom of Great Britain and Ireland, being desirous to render more effectual the means hitherto adopted for the suppression of the slave trade carried on upon the coast of Africa, have deemed it expedient to conclude a treaty for that purpose, and have named as their plenipotentiaries, that is to say: The President of the United States of America, William H. Seward, Secretary of State; and her Majesty the Queen of the United Kingdom of Great Britain and Ireland, the right honorable Richard Bickerton Pemell, Lord Lyons, a peer of her United Kingdom, a Knight Grand Cross of her most honorable Order of the Bath, and her Envoy Extraordinary and Minister Plenipotentiary to the United States of America, who, after having communicated to each other their respective full powers, found in good and due form, have agreed upon and concluded the following articles:—

ARTICLE 1. The two high contracting parties mutually consent that those ships of their respective navies which shall be provided with special instructions for that purpose, as hereinafter mentioned, may visit such merchant vessels of the two nations as may, upon reasonable grounds, be suspected of being engaged in the African slave trade, or of having been fitted out for that purpose, or of having, during the voyage on which they are met by the said cruisers, been engaged in the African slave trade, contrary to the provisions of this treaty; and that such cruisers may detain and send, or carry away such vessel, in order that they may be brought to trial in the manner hereinafter agreed upon.

In order to fix the reciprocal right of search in such a manner as shall be adapted to the attainment of the object of this treaty, and at the same time avoid doubts, disputes and complaints, the said right of search shall be understood in the manner and according to the rules following:—

First—It shall never be exercised, except by vessels-of-war authorized expressly for that object, according to the stipulations of this treaty.

Second—The right of search shall in no case be exercised with respect to a vessel of the navy of either of the two Powers, but shall be exercised only as regards merchant vessels; and it shall not be exercised by a vessel-of-war of either contracting party within the limits of a settlement or port, nor within the territorial waters of the other party.

Third—Whenever a merchant vessel is searched by a ship-of-war, the commander of the said ship shall, in the act of so doing, exhibit to the commander of the merchant vessel the special instructions by which he is duly authorized to search, and shall deliver to such commander a certificate, signed by himself, stating his rank in the naval service of his country, and the name of the vessel he commands, and also declaring that the only object of the search is to ascertain whether the vessel is employed in the African slave trade, or is fitted up for the said trade. When the search is made by an officer of the cruiser who is not the commander, such officer shall exhibit to the captain of the merchant vessel a copy of the before mentioned special instructions, signed by the commander of the cruiser; and he shall in like manner deliver a certificate signed by himself, stating his rank in the navy, the name of the commander by whose orders he proceeds to make the search, that of the cruiser in which he sails, and the object of the search, as above described. If it appears from the search that the papers of the vessel are in regular order, and that it is employed on lawful objects, the officer shall enter in the logbook of the vessel that the search has been made in pursuance of the aforesaid special instructions; and the vessel shall be left at liberty to pursue its voyage. The rank of the officer who makes the search must not be less than that of lieutenant in the navy, unless the command, either by reason of death or other cause, is at the time held by an officer of inferior rank.

Fourthly—The reciprocal right of search and detention shall be exercised only within the distance of two hundred miles from the coast of Africa, and to the southward of the thirty-second parallel of north latitude, and within thirty leagues from the coast of the Island of Cuba.

ART. II. In order to regulate the mode of carrying the provisions of the preceding article into execution, it is agreed—

First—That all the ships of the navies of the two nations which shall be hereafter employed to prevent the African slave trade shall be furnished by their respective governments with a copy of the present treaty, of the instructions for cruisers annexed thereto (marked A), and of the regulations for the mixed courts of justice annexed thereto (marked B), which annexes respectively shall be considered as integral parts of the present treaty.

Secondly—That each of the high contracting parties shall from time to time communicate to the other the names of the several ships furnished with such instructions, the force of each, and the names of their several commanders. The said commanders shall hold the rank of captain in the navy, or at least that of lieutenant; it being nevertheless understood that the instructions originally issued to an officer holding the rank of lieutenant of the navy, or other superior rank, shall, in case of his death or temporary absence, be sufficient to authorize the officer on whom the command of the vessel has devolved to make the search, although such officer may not hold the aforesaid rank in the service.

Thirdly—That if at any time the commander of a cruiser of either of the two nations shall suspect that any merchant vessel under the escort or convoy of any ship or ships of war of the other nation carries negroes on board or has been engaged in the African slave trade, or is fitted out for the purpose thereof, the commander of the cruiser shall communicate his suspicions to the commander of the convoy, who, accompanied by the commander of the cruiser, shall proceed to the search of the suspected vessel; and in case the suspicions appear well founded, according to the tenor of this treaty, then the said vessel shall be conducted or sent to one of the places where the mixed courts of justice are stationed, in order that it may there be adjudicated upon.

Fourth—It is further mutually agreed that the commanders of the ships of the two navies, respectively, who shall be employed on this service, shall adhere strictly to the exact tenor of the aforesaid instructions.

ART. III. As the two preceeding articles are entirely reciprocal, the two high contracting parties engage mutually to make good any losses which their respective subjects or citizens may incur by an arbitrary and illegal detention of their vessels; it being understood that this indemnity shall be borne by the government whose cruiser shall have been guilty of such arbitrary and illegal detention; and that the search and detention of vessels specified in the first article of this treaty shall be effected only by ships which may form part of the two navies, respectively, and by such of those ships only as are provided with the special instructions annexed to the present treaty, in pursuance of the provisions thereof. The indemnification for the damages of which this article treats shall be paid within the term of one year, reckoning from the day in which the mixed court of justice pronounces its sentence.

ART. IV. In order to bring to adjudication, with as little delay and inconvenience as possible, the vessels which may be detained according to the tenor of the first article of this treaty, there shall be established, as soon as may be practicable, three mixed courts of justice, formed by an equal number of individuals of the two nations, named for this purpose by their respective governments. These courts shall reside—one at Sierra Leone, one at the Cape of Good Hope, and one at New York.

But each of the two high contracting parties reserves to itself the right of changing, at its pleasure, the place of residence of the court or courts held within its own territories.

These courts shall judge the causes submitted to them according to the provisions of the present treaty, and according to the regulations and instructions which are annexed to the present treaty, and which are considered an integral part thereof, and there shall be no appeal from their decision.

ART. V. In case the commanding officer of any of the ships of the navies of either country, duly commissioned according to the provisions of the first article of this treaty, shall deviate in any respect from the stipulations of the said treaty, or from the instructions annexed to it, the government which shall conceive itself to be wronged thereby, shall be entitled to reparation, and in such case the government to which such commanding officer may belong binds itself to cause inquiry to be made into the subject of the complaint, and to inflict upon the said officer a punishment proportioned to any wilful transgression which he may be proved to have committed.

ART. VI. It is hereby further mutually agreed that every American or British merchant vessel which shall be searched by virtue of the present treaty, may lawfully be detained and sent or brought before the mixed courts of justice established in pursuance of the provisions thereof, if in her equipment there shall be found any of the things hereinafter mentioned, namely:—

First—Hatches, with open gratings, instead of the close hatches which are usual in merchant vessels.

Second—Divisions or bulkheads in the hold or on deck in greater number than are necessary for vessels engaged in lawful trade.

Third—Spare plank fitted for laying down a second or slave deck.

Fourth—Shackles, bolts, or handcuffs.

Fifth—A larger quantity of water in casks or in tanks than is requisite for the consumption of the crew of the vessel as a merchant vessel.

Sixth—An extraordinary number of water casks or of other vessels for holding liquid, unless the master shall produce a certificate from the Custom House at the place from which he cleared outward, stating that a sufficient security had been given by the owners of such vessel that such extra quantity of casks or of other vessels should be used only to hold palm oil, or for other purposes of lawful commerce.

Seventh—A greater number of messtubs or kids than requisite for the use of the crew of the vessel as a merchant vessel.

Eighth—A boiler or other cooking apparatus of an unusual size, and larger, or capable of being made larger, than requisite for the use of the crew of the vessel as a merchant vessel, or more than one boiler or other cooking apparatus of the ordinary size.

Ninth—An extraordinary quantity of rice, of the flour of Brazil, of manioc or cassada, commonly called farina, of maize, or of Indian corn, or of any other article of food whatever, beyond the probable wants of the crew; unless such rice, farina, flour, maize, Indian corn, or other article of food, be entered on the manifest as part of the cargo for trade.

Tenth—A quantity of mats or matting greater than is necessary for the use of the crew of the vessel as a merchant vessel; unless such mats or matting be entered on the manifest as part of the cargo for trade.

If it be proved that any one or more of the articles above specified is or are on board, or have been on board during the voyage in which the vessel was captured, that fact shall be considered as *prima facie* evidence that the vessel was employed in the African slave trade, and she shall in consequence be condemned and declared lawful prize, unless the master or owners shall furnish clear and incontrovertible evidence, proving to the satisfaction of the mixed court of justice that at the time of her detention or capture the vessel was employed in a lawful undertaking, and that such of the different articles above specified as were found on board at the time of detention, or as may have been embarked during the voyage on which she was engaged when captured, were indispensable for the lawful object of her voyage.

ART. VII. If any one of the articles specified in the preceding article as grounds for condemnation should be found on board a merchant vessel, or should be proved to have been on board of her during the voyage on which she was captured, no compensation for losses, damages, or expenses consequent upon the detention of such vessel, shall, in any case, be granted either to the master, the owner, or any other person interested in the equipment or in the lading, even though she should not be condemned by the mixed court of justice.

ART. VIII. It is agreed between the two high contracting parties that in all cases in which a vessel shall be detained under this treaty by their respective cruisers as having been engaged in the African slave trade, or as having been fitted out for the purposes thereof, and shall consequently be adjudged and condemned by one of the mixed courts of justice to be established as aforesaid, the said vessel shall, immediately after its condemnation, be broken up entirely, and shall be sold in separate parts, after having been so broken up, unless either of the two governments should wish to purchase her for the use of its navy, at a price to be fixed by a competent person chosen for that purpose by the mixed court of justice, in which case the government whose cruiser shall have detained the condemned vessel shall have the first option of purchase.

ART. IX. The captain, master, pilot and crew of any vessel condemned by the mixed courts of justice, shall be punished according to the laws of the country to which such vessel belongs, as shall also the owner or owners and the persons interested in her equipment or cargo, unless they prove that they had no participation in the enterprise.

For this purpose, the two high contracting parties agree that, in so far as it may not be attended with grievous expense and inconvenience, the master and crew of any vessel which may be condemned by a sentence of one of the mixed courts of justice, as well as any other persons found on board the vessel, shall be sent and delivered up to the jurisdiction of the nation under whose flag the condemned vessel was sailing at the time of capture; and that the witnesses and proofs necessary to establish the guilt of such master, crew or other persons shall also be sent with them.

The same course shall be pursued with regard to subjects or citizens of either contracting party who may be found by a cruiser of the other on board a vessel of any third Power, or on board a vessel sailing without flag or papers, which may be condemned by any competent court for having engaged in the African slave trade.

ART. X. The negroes who are found on board of a vessel condemned by the mixed courts of justice, in conformity with the stipulations of this treaty, shall be placed at the disposal of the government whose cruiser has made the capture; they shall be immediately set at liberty and shall remain free, the government to whom they have been delivered guaranteeing their liberty.

ART. XI. The acts or instruments annexed to this treaty, and which it is mutually agreed shall form an integral part thereof, are as follows:—

(*A.*) Instructions for the ships of the navies of both nations, destined to prevent the African slave trade.

(*B.*) Regulations for the mixed courts of justice.

ART. XII. The present treaty shall be ratified, and the ratifications thereof shall be exchanged at London in six months from this date, or sooner if possible. It shall continue and remain in full force for the term of ten years from the day of exchange of the ratifications, and further, until the end of one year after either of the contracting parties shall have given notice to the other of its intention to terminate the same, each of the contracting parties reserving to itself the right of giving such notice to the other at the end of said term of ten years. And it is hereby agreed between them that, on the expiration of one year after such notice shall have been received by either from the other party, this treaty shall altogether cease and determine.

In witness whereof the respective plenipotentiaries have signed the present treaty, and have thereunto affixed the seal of their arms. Done at Washington the seventh day of April in the year of our Lord one thousand eight hundred and sixty-two.

WILLIAM H. SEWARD.
LYONS.

The Hackley Contract.

SUPREME COURT—SPECIAL TERM.

Before Hon. Judge Barnard.

APRIL 28.—*Lewis Baker vs. A. J. Hackley and others.* The Court made an order in this case to the following effect:—It being represented that there are large sums due to laborers and others for work done under the contract, and that such persons are dependent for their support upon such moneys, it is ordered that the injunction shall not prevent the payment to or receipt by the defendant, Anthony S. Hope, of any moneys due, or to become due, on the contract; but that the moneys may be received and paid in the same manner as if the injunction had not been granted. All moneys not necessary to pay the laborers and sub-contractors shall be retained by A. S. Hope until the decision of the motion for an injunction and receiver.

MANDAMUS AGAINST THE MAYOR.

The people at the relation of Charles W. Baker vs. the Mayor.—Application was made for a mandamus to compel Mayor Opdyke to countersign a warrant drawn in favor of plaintiff for binding two thousand volumes of Kent's Commentaries and Notes to the City Charter. The Judge ordered a peremptory mandamus to issue.

Arrivals and Departures.

ARRIVALS.

RIO JANEIRO—Brig Abby A Elizabeth—Francis B Parker, J M de Silva, S W Royes, C H Bliss, daughter and 2 sons.

FINANCIAL AND COMMERCIAL.

MONDAY, April 28—6 P. M.

To-day's bank statement compares as follows with that of last Monday:—

Week ending.	Loans.	Specie.	Circul'n.	Deposits.
April 19	$123,070,263	34,671,528	8,064,663	95,179,340
April 26	125,086,825	35,297,944	8,118,571	101,897,435
Increase.	$2,016,562	626,416	53,908	6,718,095

The feature of this statement, as foreshadowed in this morning's HERALD, is the startling increase in the deposits, which indicates the increase in the volume of currency and government paper. It is the first decisive indication of the new financial era upon which the country is entering, and to persons who understand it rightly will convey most important information. From this time forth we shall probably have to record a steady increase in the bank deposits and loans, arising from the accumulation of money at this centre, and its employment here. The actual deposits to-day are understood to foot up nearer one hundred and five than one hundred and one millions, and they are steadily on the increase. Nothing but the necessities of the government can prevent money from falling to an unprecedentedly low figure. The increase of bank circulation is less than was expected, considering the want of small notes, which is still experienced.

The money market is very easy. People are running about trying to lend money on call at 5 per cent, and money is left on call with the established houses at 4. The Sub-Treasurer received $1,022,000 on deposit to-day. There is a very active market for Treasury notes: the 7.30 notes are worth 101, the 6 per cents 100¾, the certificates of indebtedness 98½ a ⅝.

Exchange opens more firmly; the bankers ask 112⅝ a ⅞; the best bids, however, thus far, are 112¼. Francs are held at 5.02½, and 5.05 is bid. Gold was firmer to-day; there were sales at 101¾.

The news of the fall of New Orleans, which was published in this morning's HERALD, was generally believed on the Stock Exchange to-day, though discredited among the cotton and exchange people. It had the effect of causing an advance in United States sixes from 94⅝ on Saturday to 96 this afternoon. The whole market was better. The gradual decline in the value of money is producing its usual effect in stimulating speculation in bonds and stocks, and every time we receive good news the market responds. At the first board to-day Pacific Mail rose ⅝, Central ⅜, Erie ⅛, Michigan Southern ¼, Panama ⅛, Illinois Central ⅝, Galena ¼, Toledo ⅛, and Rock Island ⅛. The most active stocks were Toledo and Illinois Central, which have been oversold. After the board the market was better, and there was quite an inquiry for stocks. At the second board the improvement continued. Central advanced ⅛, Erie preferred ⅛, Toledo ⅜, Illinois Central ⅛, and other shares in proportion. The market closed very firm, the following being the last quotations:—United States 6's, registered, 1881, 95⅛ a ⅛; do. 6's, coupon, 1881, 95⅞ a 96; do. 5's, 1874, 87¼ a 88; Indiana 5's, 77⅛ a 78⅛; Tennessee 6's, 56⅝ a ¾; Virginia 6's, 55½ a 58; North Carolina 6's, 65 a 66; Missouri 6's, 49¾ a 50; Pacific Mail, 108 a 108; New York Central, 83½ a 83⅞; Erie, 36⅞ a 37; do. preferred, 61⅛ a 61¾; Hudson River, 35½ a 36; Harlem, 12½ a ¾; do. preferred, 30 a ¼; Reading, 43¼ a 45; Michigan Central, 54⅛ a ¾; Michigan Southern and Northern Indiana, 22 a ¼; do. guaranteed, 44¾ a 46; Panama, 124 a 124; Illinois Central, 59¾ a ⅞; Galena and Chicago, 67 a ¼; Cleveland and Toledo, 42⅜ a ⅛; Chicago and Rock Island, 54⅛ a ½; Chicago, Burlington and Quincy, 62½ a 63; Milwaukee and Prairie du Chien, 25¼ a 26; Cleveland, Columbus and Cincinnati, 112 a ½; New York Central 7's, 1876, 103⅛ a 104; Erie third mortgage bonds, 94½ a 95; Michigan Central 8's, first mortgage, 100 a 100¼; Illinois Central bonds, 7's, 87 a 88; gold, 101⅝ a ¾.

The European news from Cape Race is important in regard to the increased firmness in breadstuffs. This probably indicates a continuance of the bad weather which, at latest advices, caused so much alarm for the crops.

The business of the Sub-Treasury was as follows to-day:—

Receipts	$2,508,920 11
—For customs	118,000 00
Payments	2,183,297 23
Balance	12,668,375 41

The exchanges at the Bank Clearing House this morning were $26,543,778 14, and the balances $1,580,041,04.

At auction this afternoon A. H. Nicolay sold the following stocks:—

$2,000 Logan Co. Mining and Manufact'g Co., 1st mg.	76¾
4,000 Peoria and Oquawka, 1st mortgage, flat	31¾
4,000 do. do. 2d mortgage, flat	15
10 shares Washington Fire Insurance Company	100½

The receipts of the Harlem Railroad for the first three months of this and last year were as follows:—

	1861.	1862.
January	$103,494	100,922
February	88,201	96,930
March	88,790	103,020
Total	$230,486	300,872
		230,486
Total increase for the months of 1862		$20,395

The Harlem Company did not run any express trains to Albany this year, resulting in a great saving of expenses. The way travel and freight has largely increased, and to this cause alone is to be attributed the increase of freight. The bill for opening Madison avenue, passed by the Legislature 15th April inst., will enable the Harlem Company to lay down their track for their Fourth avenue cars to Seventy-ninth street, on the Madison avenue, and when finished will greatly augment their income. This is a very important city improvement, and will prove a very great accommodation to the public visiting Central Park, and is much needed. The Harlem Company have the right to run their cars on this avenue for thirty years, under the act of the Legislature passed April 16, 1859.

The following is a comparative statement of the earnings and expenses of the Buffalo, New York and Erie Railroad Company for the six moths ending April 1:—

Earnings—	1861.	1862.
Passengers	$55,943	60,965
Freight	223,609	356,176
Other sources	14,638	21,807
Total	$294,650	438,950
Expenses—		
Maintaining road	$48,008	71,662
Repairing machinery	34,846	52,460
Operating road	91,932	112,101
Total	$174,787	236,224
—Net earnings	116,803	202,725

This makes the increase for the six months $85,861. The net earnings of the period, $202,000, are more than sufficient to pay the interest on the funded debt of the company for the entire year. The company has no construction account. The earnings for the first fifteen days of April show an increase of $9,284 on the same time last year.

Stock Exchange.

MONDAY, April 28, 1862.

$10000 US 6's, 1881, reg	94¾	50 shs Pac M SS Co.	106¾
2000 do	94⅞	50 do b30	106½
40000 U S 6's, '81, cou	95	100 do	106½
20000 do	95⅛	210 NY Central RR	83¼
5000 do s30	95⅛	25 do	83⅜
1000 US 6's '81 Orwl ½y	94¼	100 do s30	93¼
30000 US 5's, 1874, cou	87½	260 do b30	83¼
1100 Treas 7 3-10 pen	100¾	70 do	83⅛
2000 U S 6's, 1 y cer	98¼	50 do s30	83⅛
70000 do	98⅜	50 Harlem RR	12¾
3000 Ohio 6's, 1860 b30	100	400 Erie RR pref b30	61¾
1000 Ill coup bs, 1877	90	100 do s15	61⅝
12000 Tenn 6's, '90	56	100 do	61⅝
7000 do	56½	10 Mich S & N Ind RR	22
10000 do s30	56	50 Mich S & N Ig stk	44½
20000 Missouri 6's	49¾	5 Panama RR	124
5000 do b10	49½	150 Ill Cen RR scrip	59½
1000 California 7's	86¾	20 do	59¾
3000 N Y Cent 7's	103	100 do b30	59½
3000 E RR 3dmb '83	94	250 do	59¼
5000 do s30	94	13 do	59
1000 E RR 4th m b	86	100 do s30	59
500 Mich So 2d m	74½	50 do s30	59¼
500 Ill Cen RR b	87	100 do b10	59¾
8500 do	87½	100 do s10	59¾
9000 Tol & Wabl stm	80	200 Galena & Chic RR	67½
5000 do b10	80¼	50 do b30	67¼
6000 Tol & Wab 2dm	52	555 Cleve & Toledo RR	42
7000 Clev & Tol s f bs	87	400 do b30	42
28500 American gold	101¼	100 do s30	41½
5000 do s10	101½	200 do	41¾
25000 do s15	101¾	100 do b10	41⅞
10000 do s30	101¾	400 do	41⅞
15000 do b60	101¾	400 do s30	41¾
10 shs Merchants' Bk	94	350 Chic & Rl RR b30	54¼
5 Bank Commerce	88¼	100 do s30	54¼
50 Pac M SS Co s60	106¼	100 Chic, Bur & Q RR	62
258 do	106¼		

SECOND BOARD.

$34000 U S 6's, '81, reg	95½	215 shs N Y Cen RR	83⅜
13000 U S 6's, '81, cou	96	200 do b10	83½
5000 US 6's 81 Orwl ½y	94¼	425 do	83½
16000 Tenn 6's, '90	56½	11 Erie RR	36¾
5000 do b10	56¾	100 Erie RR pref	61¾
7000 Missouri 6's	49¾	50 Harlem RR pref	30½
5000 do s60	49¾	30 do	30
4000 do	49⅞	50 Mich Cen RR	54½
10000 Erie RR 8mb '83	94½	150 Mi So & N Ind RR	22
4000 Tol & Wab 2d m	52	325 Panama RR	124
10000 do	52¼	100 do b60	124½
5000 Cl & Tol s f b s30	87½	50 Ill Cen RR scrip	59⅝
1000 Mich So skg f bs	92½	50 do	60
10000 American gold	101¾	25 do b30	60
15000 do	101¾	300 Clev & Tol RR s30	42¼
50 shs Pac M SS Co s60	106¾	650 do	42¾
110 do	108	50 do	42¼

New York City Banks, April 26, 1862.

Banks.	Loans.	Specie.	Circul'n.	Deposits.
America	$6,454,778	1,210,760	51,235	5,949,526
Atlantic	424,144	122,865	93,217	405,522
American Ex	6,171,361	2,965,162	242,913	4,860,723
Broadway	3,501,793	1,433,801	366,615	4,182,647
Butch. & Drov.	1,462,172	238,513	280,422	1,248,060
Bull's Head	397,558	50,180	127,648	360,056
Chemical	1,593,182	2,544,484	134,724	4,289,509
Chatham	854,721	119,246	89,339	841,460
Citizens'	775,353	148,870	154,781	607,596
City	2,212,771	1,941,950	—	3,376,497
Commerce	12,816,901	1,664,460	1,075	6,375,789
Corn Exchange	2,211,719	504,849	206,764	1,283,560
Continental	3,070,801	317,808	285,623	1,383,314
Commonwealth	1,481,688	276,876	286,196	956,019
Dry Dock	435,694	99,148	151,829	304,393
East River	365,181	43,540	103,922	262,386
Fulton	1,470,880	465,864	73,171	1,447,631
Greenwich	437,260	419,682	117,886	552,367
Grocers'	499,880	68,411	50,800	394,331
Hanover	1,718,639	158,072	96,636	842,925
Irving	721,988	104,917	115,224	517,674
Impt'rs & Trad'rs	2,878,901	286,676	202,542	1,733,236
Leather	1,566,834	748,314	208,774	1,296,321
Marine	1,151,153	208,172	192,536	749,182
Market	1,657,716	280,811	220,692	1,096,848
Manhattan	4,844,016	1,737,165	106,192	4,504,774
Man. & Mchts'	777,701	202,254	36,898	665,263
Merchants'	5,338,474	1,516,352	119,542	3,974,822
Mechanics'	3,977,328	714,477	265,036	3,008,560
Mercantile	2,690,403	535,299	6,991	2,246,196
Metropolitan	5,513,833	1,812,023	235,575	5,277,997
Merch'ts Exch.	2,019,825	216,347	125,329	1,057,168
Mech. & Trad.	999,750	220,063	168,173	953,203
Mech. Bkg. Ass'n	791,557	151,757	83,968	516,989
National	2,098,972	463,755	158,210	1,123,984
Nassau	1,716,142	306,911	36,204	1,211,738
New York	3,992,435	1,829,138	420,122	3,592,905
N. Y. Exchange	356,431	62,046	99,651	341,890
N. Y. County	311,825	66,318	76,607	276,566
North America	1,646,466	200,126	146,266	1,278,792
North River	683,191	101,534	73,077	471,265
Ocean	1,689,380	272,552	76,149	1,120,409
Oriental	545,785	107,824	104,949	500,193
Park	6,115,839	2,890,514	325,413	7,096,769
Pacific	1,121,681	203,163	133,214	899,121
People's	677,020	106,248	82,942	496,695
Phenix	3,304,641	601,066	50,168	2,311,751
Republic	3,889,971	1,341,331	227,795	3,040,225
St. Nicholas	1,195,484	121,656	124,340	602,782
Seventh Ward	1,212,904	307,821	182,004	818,194
Shoe & Leather	2,857,294	245,565	301,961	1,856,548
State	3,909,558	676,737	173,972	3,677,153
Tradesmen's	1,517,814	238,217	205,385	1,047,919
Union	3,088,037	1,655,454	196,914	2,925,404
Total	$125,086,825	35,297,944	8,118,571	101,897,435

CITY COMMERCIAL REPORT.

MONDAY, April 28—6 P. M.

ASHES.—The market was steady, with small sales of both sorts at $5 62½.

BREADSTUFFS.—Flour—The market in the morning opened dull and about 5c. per bbl. lower; but the receipt of the foreign news caused a reaction in prices, which closed firm at about the rates of Saturday. The transactions footed up about 12,000 bbls., within the following range of prices:—

Superfine State	$4 80	a	4 90
Extra State	5 10	a	5 15
Superfine Western	5 80	a	5 90
Common to choice extra Western	5 15	a	6 50
Canadian	5 10	a	6 50
Southern mixed to good superfine	5 40	a	6 00
Extra do	6 10	a	7 00
Good to choice family do	7 00	a	7 50
Rye flour	3 00	a	4 15
Corn meal, Jersey and Brandywine	2 70	a	3 00

—Canadian flour was easier at the opening, but clos