# GENERAL FREMONT'S RAILROAD JOB.

## The Transcontinental, Memphis, El Paso and Pacific Railroad.

**Congressional History of the Transcontinental, Memphis, El Paso and Pacific Railroad Scheme—Interesting Official Letters from Secretary Fish, Hon. E. B. Washburne and Acting Secretary of the Interior Otto—Five Failures in Congress.**

WASHINGTON, June 21, 1870.

The Fremont railroad scheme, known as the Memphis and El Paso, or Transcontinental, is again being pressed upon the attention of Congress by the largest lobby force that has been congregated here for many years. It has been brought before Congress in not fewer than seven bills and joint resolutions. Five have come to grief, and the two survivors are likely to share the same fate:—

1. On the 29th of January, 1869, a bill was introduced in the Fortieth Congress to aid the Memphis and El Paso Railroad Company in constructing a railroad from El Paso to the Pacific Ocean. It got no further than the Pacific Railroad Committee, and expired at the close of the Fortieth Congress.

2. On the 10th of February, 1869, a bill was introduced in the Fortieth Congress granting a right of way merely to the Memphis and El Paso Railroad from El Paso to the Pacific Ocean. It was referred to the committe and reported to the House, but it got no further before the expiration of that Congress, when it also expired as a matter of course.

3. On the 22d of February, 1869, a joint resolution granting the Memphis and El Paso Railroad Company the right of way from El Paso to the Pacific Ocean was pushed through the House, only to expire on the table of the Senate.

4. The commencement of the present Congress found the jobbers ready for action; for on the 9th of March, 1869, the inevitable joint resolution granting the Memphis and El Paso Railroad Company the right of way from El Paso to the Pacific Ocean was for the fourth time introduced. It struggled along in the Senate until the 6th of the present month, when it was indefinitely postponed and struck from the calendar.

5. On March 23, 1869, a joint resolution, No. 40, granting the Memphis and El Paso Railroad Company the right of way from El Paso to the Pacific Ocean, passed the House, under operation of the previous question, and the next day was received in the Senate and ordered to lie on the table. It was noticed in the HERALD at the time. Several efforts were from time to time made to get it through the Senate, but they all resulted in failure, as the gag rule could not be brought to bear, and the resolution remained on the table fourteen and one-half months, or until June 6, 1870, when it was indefinitely postponed and stricken from the Senate calendar forever. Though this resolution, No. 40, never became a law, its history is both interesting and important. It has figured on the Paris Bourse and been made the subject of official despatches, the particulars of which will be given hereafter.

6. Job No. 6 is a little different from its predecessors. It is an amendment to a pending bill creating and electing John C. Fremont and associates "into a body corporate politic, in deed and in law, by the name, style and title of the Southern Transcontinental Railway Company," granting lands to aid the construction of the road and authorizing the company to purchase or consolidate with the Memphis and El Paso and other railroad companies. It was introduced in the Senate and ordered to be printed on the 9th inst.

7. The seventh effort of the Pathfinders to get through Congress was introduced in the House some weeks since and referred to the Pacific Railroad Committee. I have not seen a copy, but understand that it is similar in its provisions to the last one introduced in the Senate.

The above embrace the entire Congressional proceedings relating to the "Transcontinental, Memphis, El Paso and Pacific Railroad Company." Not one of the bills has ever passed both Houses. Nevertheless copies were sent to France and the bonds of the company put upon the market. The following official correspondence in relation to the subject, transmitted to the Senate by the President, explains itself:—

TO THE SENATE OF THE UNITED STATES:—

In answer to the resolution of the Senate of the 4th inst., in relation to the "Transcontinental, Memphis, El Paso and Pacific Railroad Company," I transmit reports from the Secretary of State and the Secretary of the Interior, with accompanying papers. U. S. GRANT.

EXECUTIVE MANSION, WASHINGTON, March 10, 1870.

MR. WASHBURNE TO MR. FISH.

LEGATION OF THE UNITED STATES, PARIS, June 4, 1869.

SIR—I take the liberty to send you, enclosed herewith, certain advertisements, documents, &c., in connection with what is called "The Transcontinental Memphis Pacific Railway." The advertisement has appeared in nearly all the newspapers of Paris, besides being placarded all over the city. The bonds of this company have been put on the Paris Bourse, and I am advised have been sold to the amount of fifteen millions of francs. Many inquiries have been made of me by persons who have invested in these bonds, but I am unable to answer them with the exactitude I could wish. I have my own opinion touching this whole business; but I shall guard myself in expressing them until I have correct information, as I do not wish to do any injustice to the company.

I have thought proper to address you on this subject to the end that you might have it investigated at the Interior Department if it should be conformable to your views of propriety, and have you transmit me the result of such investigation.

I send you a copy of a letter I have just received from M. Malespine, a leading liberal editor in Paris and a devoted friend of the United States. I also enclose a translation of some articles in his paper on the same subject. You will see that the affair is making a great talk here. I should be glad to have this information at as early a period as practicable. I have the honor to be, very respectfully, your obedient servant, E. B. WASHBURNE.

Hon. HAMILTON FISH, Secretary of State.

MR. MALESPINE TO MR. WASHBURNE.

OFFICE OF EDITOR-IN-CHIEF OF LA PRESSE LIBRE, PARIS, June 4, 1869.

SIR—A company calling itself the "Transcontinental Memphis, El Paso and Pacific Railroad Company" has recently issued 36,000 mortgage bonds of $100, under the form of public subscription. From personal information—for I lived for a long time in the United States—and on the strength of other information given by Americans resident in Paris, I have earnestly opposed the subscription.

The company of the Transcontinental pretends—

1. That Congress has voted a bill authorizing its fusion with all the railroad companies which, starting at the Atlantic, meet at Chattanooga.

2. It pretends to have received great concessions of land, which it offers as security.

3. It pretends that the government of the United States has guaranteed to the subscribers an interest of six per cent.

4. It pretends that some of the bonds are issued by the Secretary of the Treasury, and that the President of the United States himself is obliged to interfere in case a delay of a single day should happen to delay the payment of the interest coupons.

Is it possible for you to inform me, Monsieur le Ministre, whether Congress has engaged itself in this affair, and whether it has voted on this head one or several bills sanctioned by the President?

I have defended the United States constantly for the last ten years; the United States are more for me than a second native land. I admire and love their political institutions. I wish of their successes and of their prosperity. I do not wish, therefore, that speculators without conscience should any longer be able to injure their credit. I would not, above all, wish to see the moral influence exercised everywhere in Europe by the great American republic lessened.

Accept, Monsieur le Ministre I beg, the assurance of my most respectful and most devoted sentiment.

A. MALESPINE.

His Excellency Mr. WASHBURNE, Minister Plenipotentiary of the United States.

MR. FISH TO MR. COX.

DEPARTMENT OF STATE, WASHINGTON, June 17, 1869.

SIR:—I have the honor to submit for your perusal a despatch of the 4th inst., No. 5, from Mr. Washburne, the Minister of the United States to France, and the papers which accompanied it, in relation to a suspected fraudulent transaction in connection with what is advertised as the Transcontinental Memphis-Pacific Railway.

I commend to your favorable attention Mr. Washburne's suggestion that an early investigation of the matter be made under your direction, with a view to enabling him to put an end to any uncertainty which may exist in Paris in regard to the character of the scheme referred to.

I will thank you to return the enclosed papers when you shall have done with them. I have the honor to be, very respectfully, your obedient servant, HAMILTON FISH.

Hon. J. D. Cox, Secretary of the Interior.

MR. OTTO TO MR. FISH.

DEPARTMENT OF THE INTERIOR, WASHINGTON, D. C., June 19, 1869.

SIR—I have the honor to acknowledge the receipt of your communication of the 17th instant, transmitting a letter and accompanying papers received by the Department of State from Mr. Washburne, Minister of the United States to France, in relation to the "Transcontinental, Memphis Pacific Railway Company."

I believe that a project was formed to construct a railroad through Arkansas and Texas to the Rio Grande, opposite El Paso, and from thence to the Pacific coast through the southern portions of New Mexico, Arizona and California. The records of this department, however, furnish no evidence on the subject. The United States have granted no subsidies, either in land or money, to aid the construction of that railroad; nor have they in any instance guaranteed the payment of interest on bonds or debentures issued by any railroad company.

The papers are herewith returned. I am, sir, very respectfully, your obedient servant, W. T. OTTO, Acting Secretary.

Hon. HAMILTON FISH, Secretary of State.

GENERAL FREMONT TO SENATOR HOWARD.

In a letter addressed to Senator Howard, chairman of the Pacific Railroad Committee, General Fremont makes the following statement:—

So lately as October last Mr. Washburne informed Mr. John A. C. Gray, of New York, then in Paris but now in this city, that in response to an inquiry respecting the value of the Memphis-El Paso bonds, made by a person of rank and position, who was the holder of some sixty of them, he had told him "they were not worth the paper they were written on."

The public have in this connection a right to know how far a minister of the United States, in the gratification of personal hostilities and interests, shall be allowed to use the authority of his official position, and the weight of the government to break down individual American enterprises.

MR. FISH TO MR. WASHBURNE.

DEPARTMENT OF STATE, WASHINGTON, Jan. 7, 1870.

SIR—Referring to your No. 128 of the 24th ult., in relation to the complaint of Captain Sabiani, in connection with the Transcontinental, Memphis Pacific Railroad, I have to inform you in reply that your proceedings as therein explained are approved. I am, sir, your obedient servant,

E. B. WASHBURNE, Esq., &c. HAMILTON FISH.

Every disinterested person who gives the subject any attention must heartily approve of the course of our Minister to France in the whole business. Hon. E. B. Washburne is not the man to attack any person or interest wrongfully. He certainly is not disposed to take back anything in this "Transcontinental, Memphis and El Paso" affair, for in a private letter, dated Paris, June 2, 1870, to a friend in this city, he writes as follows:—"That Transcontinental matter is terrible, and it has inflicted a blow on the credit of our country here in Paris that we cannot recover from in years."

THE SOUTHERN PACIFIC RAILROAD

will doubtless be provided for in Senator Howard's bill during the present session of Congress. A line will be chartered to run through on the parallel of Vicksburg, connecting with the existing system east of the Mississippi river, but the franchise will not be given to the "Transcontinental, Memphis and El Paso" lobby.

# A NIGHT OF HORROR IN MONTREAL.

**Particulars of the Fire at St. Gabriel's Docks—Great Destruction of Property—Planing and Saw Mills, Lumber Yards and a Large Number of Dwellings Destroyed.**

[From the Montreal Evening Telegraph, June 22.]

One of the most terrific fires with which our city has ever been visited occurred last night. The amount of property destroyed is appalling. Large manufactories, which but yesterday gave employment to hundreds of mechanics have almost totally disappeared and nothing remains of them but a heap of blackened ruins. Piles of lumber covering acres of ground have been reduced to ashes, and houses which gave shelter to numerous families are level with the earth. At about ten o'clock last night an alarm was sounded from box sixty-one at St. Gabriel's Locks, and almost immediately after a second alarm called out the whole force of the fire brigade. For miles and miles around the sky gleamed with a ruddy light, and almost before the bells had done ringing eager crowds were hurrying towards the scene of destruction. Arrived at St. Gabriel's Locks the sawing and planing mills of Messrs. Tucker & Son and Mr. Ostell were found to be wrapped in flames, which rapidly communicated to piles of lumber on each side and in the rear of these premises. A strong breeze, blowing from the north-east, rapidly carried the flames through the large lumber yards of both the above mentioned establishments and contributed, in a measure, to the safety of Mocogk's edge tool factory, and sugar refinery of John Redpath & Son, both of which establishments were in extreme danger. The flames spread through the dry pine lumber with amazing rapidity and soon reached St. Patrick's street. Here the wind apparently increasing, the flames leaped as if impelled by evil spirits, fully a hundred feet in the air, and soon reached the western side of the street. A score first fell a prey to the devouring element, soon followed by more lumber and a couple of dwelling houses. At this point the scene was inexpressively grand. A tract of ground nearly ten acres in extent was one mass of burning lumber and houses, immense masses of flame were whirled up into the air and bits of burning wood and felt sailed about like rockets. Overhead the sky was hidden by a thick, dark cloud of smoke, underneath which myriads and myriads of many colored sparks rushed hither and thither, much resembling a storm of meteors. No efforts of the men of the fire brigade seemed to have the slightest effect. They stood their ground most firmly in St. Patrick street (as indeed they did wherever they were required), playing on the fences on the left and the buildings on the right until they were forced to go away or be roasted alive, and they had no sooner taken their departure than the very roadway itself was one mass of flame. Still following a southwesterly course, the fire swept across Manufacturer lane and street, taking all the dwellings and lumber in its way, and following the immense piles of boards soon crossed into Shearer's lumber yard, at the corner of Seigneur and Richmond streets, and also attacked the houses on the upper side of Seigneur street.

In St. Patrick's, Manufacturer and Richmond streets the road sides were lined with furniture, doors, window sashes and all manner of goods, and crowds of men and women were hurrying eagerly to and fro carrying out some household god or other. One man carried a little child from a house which was apparently in danger, and as he passed some one thrust a bank note in his hand. Returning at a late hour from the conflagration the scene from the bridge opposite Ogilvie's mill was indescribably grand; as far as the eye could reach in the direction taken by the fire there was nothing to be seen but reddish colored flame and a few blackened remnants.

At half-past one, when our reporter came away, there appeared to be some hope of before long putting a stop to the destruction. It was impossible at that time to gain any idea of the extent of damage done or likely to be done.

LATER.—We have just received information that Shearer's mill, owing to almost superhuman efforts, has been saved, and that the flames are now under command, and not likely to spread further.

# REAL ESTATE MATTERS.

**Projected Buildings.**

Plan 662—Jane st, No 30, one 2 story brick second class dwelling, 20x30. Owner, Pearsall.

Plan 663—6th av and 55th st, n e corner, one 5 story brown stone tenement, 25.5x75. Owner, A Mead.

Plan 664—Norfolk st, No 71, one 5 story brick store and tenement, 25x54. Owner, H. Ehrenfeld.

Plan 665—King st, No 47, rear, one 3 story brick tenement, 25x25. Owner, W Clancy.

Plan 666—Laurens st, No 141, one 5 story and basement brick store and tenement, 25x37. Owner, T Huchnatter.

Plan 667—Crosby st, Nos 63 to 69, one 5 story brick factory, 72x100. Owners, Phelan & Collender.

Plan 668—55th st, s s, 75 ft e of 6th av, one 5 story brown stone store and tenement, 19x38. Owner, A Mead.

Plan 669—21st st, n s, 20 ft w of av A, one 1 story open front coal shed, 252x75.3. Owner, New York Gas Light Company.

Plan 670—1st av, e s, 50 ft n of 21st st, one 1 story brick store room, 97.6x18.8. Owner, New York Gas Light Co.

Plan 671—49th st, n s, 100 ft e of 9th av, one 5 story brick factory, 25x50. Owner, A Staats.

Plan 672—Wall st, No 74, one 5 story and basement, cast iron front bank building, 21x85. Owner, Seaman's Bank.

Plan 673—92d st, n s, 125 ft e of 9th av, twenty 3 story and basement brick first class dwellings, 20x50. Owner, S. S. Gentle.

Plan 674—20th st, East, Nos 238 and 240, two 5 story Dorchester stone stores and tenements, 25x60. Owner, A Eagleson.

Plan 675—Stable court, rear of Bowery, rear 4th st, one 3 story brick stable, 19x40. Owner, O B Potter.

Plan 676—55th st, n s, 170 ft e of 6th av line, 3 story and basement brown stone front first class dwellings, 20x55. Owner, S Lynch.

Plan 677—39th st, West, No 416, one 3 story brick tenement 25x26. Owner, H Solomon.

Plan 678—2d av, w s, 50 ft s of 117th st, one 4 story brick store and tenement, 25x60. Owner, John Muller.

Plan 679—9th av, w s, 75 ft s of 53d st, one 3 story frame mission chapel, 35x61. Owner, Bethlehem Mission.

Plan 680—10th av, w s, 50 ft n of 54th st, one 4 story brick tenement, 25x50. Owner, John Lalor.

Plan 681—Lexington av, w s, 20 ft n of 62d st, one 3 story brown stone front first class dwelling, 20x50. Owner, A Baumann.

Plan 682—12th st, s s, between 3d and 4th av, one 1 story brick church, 65x66, and one 4 story brick school. Owner, T S Preston.

Plan 683—3d av and 73d st, n e corner, four 5 story brown stone stores and tenements, 25x98. Owners, Hine & Huber.

Plan 684—Bowery, No 4, one 4 story iron store, 13x71. Owner, S Seibel.

Plan 685—25th st, East, No 228, one 2 story brick shop and dwelling, 21x34. Owner, A Oakley.

Plan 686—12th st, Nos 351 and 353, one 4 story and basement brick factory, 44x46. Owner, W Ritchie & Son.

Plan 687—2d av and 111st st, n w corner, one 1 story brick shop, 20x24. Owner, Rourke & Lalby.

Plan 688—65th st, s s, 200 ft w of av A, one 1 story brick dead house, 20x25. Owner, Colored Home.

Plan 689—46th st, 250 ft w of 11th av, two 4 story brick tenements, 25x50. Owner, J Fitzgerald.

# REAL ESTATE TRANSFERS.

**New York City.**

Mercer st, w s, No 53, 25x100, ¼ share ..... $8,000
Orchard st, e s, bet Stanton and North sts, 25x87.6 ..... 13,000
Rutgers st, e s, 78 ft s of Henry st, 22x61, house and lot ..... 11,500
18th st, s s, 400 ft e of 10th av, 25x92 ..... 4,750
24th st, s s, 212.6 ft e of 2d av, 18.9x98.9, ½ part ..... 4,250
24th st, n s, 383.4 ft e of 6th av, 16.8x98.9 ..... 22,000
26th st, s s, 300 ft e of 6th av, 25x92.9, house and lot ..... 5,875
36th st, s s, 187.5 ft w of 8th av, 12.5x98.9, house and lot ..... 22,000
52d st, n s, 255 ft e of 6th av, 20x100.5, house and lot ..... 15,000
57th st, n s, 350 ft w of 8th av, 25x100.5, house and lot ..... 32,500
116th st, n s, 602.4 ft w of 3d av, 16.8x100.11 ..... 12,000
5th av and 53d st, n w corner, 100.6x122.6 (q c) ..... Nom.
4th av and 84th st, n e cor, 102.2x125 ..... 90,000
8th av, e s, 50.4 ft s of 109th st, 50.4x100x50.4x70x100.8x ..... Nom.
6th av and 133d st, s w cor, 99.11x100 ..... 27,500

LEASES RECORDED.

Chrystie st, No 202, 4 years, per year ..... 840
East Houston st, Nos 151 and 153, 2 years, per year ..... 1,200
3d av, No 195, 5 years, per year ..... 1,700

**Kings County.**

BROOKLYN.

Cook st, s s, 153.11 ft e of Smith st, 5x100 ..... 2,000
Frost and Withers and Lorrimer sts and Union av, 5 lots a of centre line of block and 100 ft e of Union av, also indefinitely located gore (probable error in deed) (q c) ..... 300
Green st, s s, 225.7 ft e of Union av, 20x100 ..... 467
Marshall and Gold sts, n e corner, 53.5x—to river ..... 43,500
Pacine st, s s, 250 ft w of Bocrum st, 20x100 ..... 4,700
Sackett st, s s, 160 ft w of Columbia st, 20x95 ..... 4,800
Sackett st, s s, 200 ft e of Van Brunt st, 58x95 ..... 5,000
Union st, n s, 233.8 ft w of Smith st, 15.8x100 ..... 10,000
Van Brunt st, e s, 50 ft s w of Ewen st, 25x90 ..... 2,500
Warren st and Buffalo av, s e corner, 100x50 ..... 550
William st and Meeker av, s e corner, 153.4x38.9 ..... ...
William st, w s, 125 ft n of Herbert st, 25x100 ..... 6,254
Wolcott st, n e s, 100 ft n w of Richards st, 20x81 ..... 1,000
17th st, s s, 225 ft e of 6th av, 50x100x irr x 100x25x100 ..... 2,400
60th st, w s, 250 ft n of 6th av (New Utrecht), 25x100.2 ..... 120
Graham av, w s, 75 ft n of Frost st, 25x100 ..... 1,780
Lafayette av, n s, 100.8 ft e of Hamilton st, 20x98 ..... 9,000

**Richmond County, Staten Island.**

CASTLETON.

Torrce st, w s, 60 ft s of Young st, 60x150 ..... 300
Grand View Park, Atlantic av, 1 8-100 acres ..... 648
Grand View Park, Cottage place, corner St John's av, 2 52-100 acres ..... 2,220

FACTORYVILLE.

Broadway, adjoining Michael Haggerty, 18x13, John Ryan's ..... 100

NORTHFIELD, PORT RICHMOND.

Fart Houseman farm, lots 252 and 253 ..... 800

**Westchester County.**

EAST CHESTER.

6th av, w s, lot 504 Mount Vernon, south ½, 50x105 ..... 2,000

MORRISANIA.

Willis av, e s, 50 ft s of 146th st, 25x100 ..... 800
1st av, and New st, corner of, 75x145 ..... 5,500
Milton st, s w s, 100 ft n w of Boston road, 20x100 ..... 1,200
143d st, s s, 175 ft w of Clifton av, 25x100 ..... 800
3d av, e s, 78 ft s of 154th st, 25x196 ..... 4,000
Gouverneur st, n s, 275 ft w of Morris av, 25x100 ..... 425
Robbins av, w s, lot 166, East Morrisania, 25x125 ..... 1,300

OSSINING.

Mott st, n s, adjoining Barney Foshay's, 80x150 ..... 3,000

WEST FARMS.

Av B, s e s, 150 ft n e of Strouds, 50x200 ..... 600

WESTCHESTER.

Westchester to Pelham Bridge road, John Weber's, 4 acres ..... 7,500

WHITE PLAINS.

Rabbitt st, w s, adjoining Dennis Rabbitt, 50x50 ..... 500

YONKERS.

Kingsbridge road, w s, 50 ft s of J O'Reilly, 50x100 ..... 400
Kingsbridge road, w s, adjoining J Burns, 25x100 ..... 300
Woodworth av, e s, 100 ft n of Locust st, 100x114 ..... 2,500
Buena Vista av, e s, 104 ft s of Hudson st, 125x200 ..... 18,500
Broadway and Ludlow st, n w corner, 73x200 ..... 4,000

**Essex County, N. J.**

NEWARK.

Court and Bergen sts, s e corner, 50x100 ..... 2,100
West Broad st, s s, 162 ft w of Clinton av, 271x180.2 ..... 14,000
Broad and Tichenor sts, n e corner, 23x114 ..... 2,000
German st, n s, 175 ft w of Coes av, 64x100 ..... 750
M and E RR and Roseville ave, s e corner, 126x100 ..... 3,000
Kossuth st, b n s, 465 ft e of Hamburg place, 50x100 ..... 3,000

EAST ORANGE.

Munn av, w s, adjoining Marsh's property, 178.5x250x10 ..... 8,000
Clinton st, e s, 500 ft s of Morris and Essex Railroad av, 175x175 ..... 8,750

WOODSIDE.

Cedar place, n s, adjoining Coyeman's, 100x140.11 ..... 900

# FINANCIAL AND COMMERCIAL.

WALL STREET, THURSDAY, June 23—6 P. M.

Wall street had a sensation to-day in the

FAILURE OF A BROKER

in gold and stocks whose operations had obtained considerable notoriety for the reason that he was the recognized agent of a pool embracing Edward B. Ketchum, the young operator whose exploits in gold had already rendered his name famous throughout the country. It will be remembered that we first announced to the public the return of Ketchum to Wall street and his manipulation of Lake Shore, in which he made nearly half a million of dollars, and which he sold out at the same time that the directors unloaded. He then turned his attention to gold, and was successful to the extent of advancing the market one or two per cent, but was unfortunate in endeavoring to resist the normal tendency of the precious metal in the present remarkable period of peace and national prosperity. The broker in these operations, Mr. James Boyd, is blamed for having carried on such extensive operations on slender margins; but his popularity in the Gold and Stock Boards have disarmed his debtors of any ill-feeling. He was carrying a line of stocks, also for Ketchum, the profits on which so nearly compensate for the losses on gold that the loss to the broker is reduced to about $100,000. Ketchum's entire venture was about ten millions of dollars. In endeavoring to stem the decline in gold he was under the necessity of buying heavy sums, and in this way had accumulated about five millions of dollars.

GOLD DOWN TO 111¼.

The intelligence of the failure produced great excitement in the Stock and Gold Exchanges. Gold had been weak from the evening previous. On the street, before the Board, it sold at 112 to 111¾. It opened at the Board at 111¾, and on the reading of the letter of Mr. Boyd, for whose account about a million was sold under the rule, declined to 111¼. It subsequently turned out that private settlements had been made for the balance of the gold in the pool. When the worst was known the market rallied, especially when it was reported that the Cuban question was again before Congress. The course of the market is shown in the table:—

| | | | |
|---|---|---|---|
| 10 A. M. | 111¾ | 1 P. M. | 111¼ |
| 10:01 A. M. | 111¾ | 2 P. M. | 111¾ |
| 10:52 A. M. | 111¾ | 3 P. M. | 111¾ |
| 11 A. M. | 111¾ | 4 P. M. | 111¾ |
| 12 M. | 111¾ | 5:30 P. M. | 111¾ a 111⅞ |

In the gold loan market the rate ranged from one per cent for carrying to flat and 1-64 for borrowing. The operations of the Gold Exchange Bank were as follows:—

| | |
|---|---|
| Gold cleared | $45,757,000 |
| Gold balances | 1,888,108 |
| Currency balances | 1,611,115 |

The European steamer took no specie.

DECLINE IN STOCKS.

The failure of the clique produced great excitement at the Stock Board. Details of the effect in Wall street are given elsewhere in our columns. The whole stock list gave way, and prices fell a half to one and a half per cent. The lowest prices were made at and just after the last board, when there was a fresh selling out of stocks by brokers whose customers had refused to make good their impaired margins. Later in the day the market reacted from the lowest prices on the rumor that the trunk railway lines will advance their freight tariffs on the 1st of July. The directors of Lake Shore went up town to a private house and deliberated in secret over the question of declaring a dividend. The following were the closing prices at the last session of the Stock Exchange:—Canton, 65½ a 67½; Cumberland, 40; Consolidated Coal, 27⅞ a 28; Western Union, 34¾ a 34⅞; Quicksilver, 7¾ bid; Mariposa, 6½ bid; do. preferred, 14½ a 15; Atlantic Mail, 32 bid; Pacific Mail, 41¾ a 42; Adams Express, 66¼ a 66½; Wells-Fargo Express, 16½ a 17; American Express, 46½ bid; United States Express, 45 a 45¾; New York Central consolidated, 98½ a 98¾; do. scrip, 94 a 94½; Harlem, 140 a 140¼; Erie, 22 a 24¼; Reading, 107½ a 107¾; Michigan Central, 124½ bid; Lake Shore, 98¾ a 98⅞; Illinois Central, 139 bid; Cleveland and Pittsburg, 109¼ a 109¾; Chicago and Northwestern, 83½ a 84; do. preferred, 88½ a 89; Cleveland, Columbus and Cincinnati, 80½ a 82; Rock Island, 117⅞ a 118; Milwaukee and St. Paul, 65⅛ a 65¾; do. preferred, 80¾ a 80⅞; Toledo and Wabash, 55¾ a 56; Fort Wayne, 94¾ bid; Ohio and Mississippi, 37¼ a 37⅜; Delaware and Lackawanna, 110¼ bid; New Jersey Central, 108 a 108¼; Chicago and Alton, 118; do. preferred, 118; Morris and Essex, 90; Hannibal and St. Joseph, 118¼ a 119; do. preferred, 120; Iron Mountain, 40; Boston, Hartford and Erie, 4½ a 4¾; Columbus, Chicago and Indiana Central, 20¼ a 20¾.

HIGHEST AND LOWEST PRICES.

The following shows the highest and lowest prices to-day for the leading speculative stocks:—

| | Highest. | Lowest. |
|---|---|---|
| New York Cen. & Hud. consolidated | 99¼ | 98¼ |
| New York Central & Hudson scrip | 94½ | 93¾ |
| Harlem | 140⅝ | 140¼ |
| Erie | 24¼ | 24¼ |
| Reading | 107¼ | 106¾ |
| Lake Shore | 99¼ | 98¾ |
| Wabash | 56½ | 55¾ |
| Northwestern | 84 | 82¾ |
| Northwestern preferred | 89¼ | 88¾ |
| Rock Island | 119½ | 117⅞ |
| Milwaukee and St. Paul | 66¼ | 65¾ |
| Milwaukee and St. Paul preferred | 81½ | 80½ |
| Ohio and Mississippi | 38 | 37½ |
| New Jersey Central | 108¼ | 108 |
| Western Union Telegraph | 35 | 34¾ |
| Pacific Mail | 42½ | 41¾ |

GOVERNMENTS LOWER.

The government market was lower but trifingly so in contrast to the decline in gold. The present strength of quotations seems to justify the opinion that even with specie payments the leading long bonds would command a high premium. The following were the latest street prices:—United States currency sixes, 114 a 114¼; do., sixes, 1881, registered, 114¾; do. do., coupon, 117⅞ a 118; do. five-twenties, registered, May and November, 111 a 111¼; do. do., 1862, coupon, do., 111¼ a 111⅝; do. do., 1864, do. do., 111 a 111¼; do. do., 1865, do. do., 111 a 111¼; do. do., 1865, coupon, January and July, 113⅝ a 113¾; do. do., 1867, do. do., 113¼ a 113⅝; do. do., 1868, do. do., 113¼ a 113¾; do. ten-forties, registered, 107¾ a 108; do. do., coupon, 108 a 108¼.

SOUTHERN SECURITIES DULL.

In the Southern list the new Tennessees were weak, under heavy calls by parties supposed to have been the leaders of the recent bull movement, and the price declined to 64. The old bonds were strong. The State Agent of South Carolina advertises that he will receive proposals up to July 7 for the sale to the Sinking Fund of another $100,000 of the bonds of the State. The Louisianas were strong and scarce. The general list was dull and closed as follows:—Tennessee, ex coupon, 66½ a 67; do., new, 64½ a 64¾; Virginia, ex coupon, 68½ a 69½; do. new, 68 a 70; do. registered stock, old, 65½ a 56; Georgia sixes, 89 a 90; do. sevens, 95½ a 96; do. sevens, old, 93 a 95; North Carolina, ex coupon, 49 a 49½; do. funding, 1866, 37 a 38; do. do., 1868, 34 a 35; do. new, 27¾ a 28½; do. special tax, 25¾ a 26; Missouri sixes, 94¼ a 95; do. Hannibal and St. Joseph, 94 a 95; Louisiana sixes, 77 a 78; do. new, 74 a 75; levee sixes, 78 a 80; do. do. eights, 95 a 96; do. Penitentiary sevens, 81½ a 82; do. railroad eights, 87 a 90; Alabama fives, 73 a 75; do. eights, 101 a 102; do. railroad eights, 97½ a 100; South Carolina sixes, 91 a 93; do. new, January and July, 82 a 82½; do. do., April and October, 78 a 80; do. registered stock, old, 78 a 82; Arkansas sevens, 75½ a 76; Mobile Ohio Railroad sterling, 80 a 81; do. interest eights, 76 a 77; Mississippi Central Railroad, first mortgage, sevens, 77 a 80; do. second do. eights, 63 a 66; New Orleans and Jackson, first mortgage, 88 a 90; do. second do., 70 a 75; Memphis and Charleston Railroad, first mortgage, 86 a 88; do. second do., 79 a 80; do. stock, 40 a 42; Greenville and Columbia Railroad, guaranteed by South Carolina, 73 a 75; Macon and Brunswick, guaranteed by Georgia, 84 a 86; Memphis city sixes, 54 a 55; Savannah city sevens, 89 a 91; New Orleans consols, old, 76 a 78; do. issued to railroads, sixes, 73 a 75; do. new, sevens, 79 a 80.

THE GOVERNMENT PURCHASE OF BONDS.

The government bought a million of bonds to-day. The amount offered at the Sub-Treasury was $4,880,000. The accepted lots were as follows:—

| | | | |
|---|---|---|---|
| $9,000 '62 c. | 110.40 | $100,600 '65 c. n. | 110.36 |
| 100 '64 c. | 110.40 | 500 '65 c. n. | 110.42 |
| 100 '65 c. | 110.40 | 900 '67 c. | 110.42 |
| 1,450 '65 c. n. | 110.40 | 500 '68 c. | 110.42 |
| 1,350 '67 c. | 110.40 | 10,000 '04 | 110.48 |
| 9,000 '62 r. | 110.29 | 48,800 '65 c. | 110.48 |
| 67,000 '67 r. | 110.45 | 124,450 '62 r. | 110.48 |
| 500 '64 c. | 110.35 | 34,350 '64 r. | 110.48 |
| 500 '67 c. | 110.25 | 33,000 '65 r. | 110.48 |
| 500 '65 c. | 110.35 | 50,000 '65 r. | 110.48 |
| 5,000 '65 r. | 110.35 | 46,000 '65 r. | 110.48 |
| 10,500 '67 r. | 110.44 | 2,000 '65 c. | 110.48 |
| 1,500 '65 r. | 110.39 | 26,500 '65 c. | 110.48 |
| 10,000 '62 r. | 110.39 | 20,000 '62 c. s. | 110.48 |
| 7,000 '64 r. | 110.39 | 7,000 '67 c. s. | 110.48 |
| 15,000 '64 c. | 110.39 | 549,500 '65 c. n. | 110.48 |

MISCELLANEOUS.

The money market was easy at three to five per cent on call.

Foreign exchange was dull and lower. The prime bankers were selling sterling sixty day bills at 109¾.

The following shows the results of to-day's business at the Sub-Treasury in this city:—

| | |
|---|---|
| General balance yesterday | $30,811,941 |
| Gold receipts | 473,749 |
| Gold payments | 1,058,533 |
| Gold balance | 76,167,029 |
| Currency receipts | 1,442,930 |
| Currency payments | 240,456 |
| Currency balance | 11,891,659 |
| General balance | 88,320,439 |
| Customs | 454,000 |

SALES AT THE NEW YORK STOCK EXCHANGE.

**Thursday, June 23—10:15 A. M.**

| | | | |
|---|---|---|---|
| $1000 U S 6's, '81, r | 114¾ | 400 shs Pac M SS Co | 42½ |
| 3000 US 6's, '81, c | 117¾ | 400 do | 42½ |
| 4000 US 5-20, c, '64 | 110¾ | 100 Atlantic M SS Co | 35⅝ |
| 10000 US 5-20, c, '65 | 111 | 500 do | 35¼ |
| 1000 US 5-20, r, '65 c | 110¾ | 200 do | 35 |
| 20000 US 5-20, c, '65, n bd | 112¾ | 100 do | 35¼ |
| 85000 US 5-20, c, '67 | 112¾ | 250 Wells-Fargo Ex | 17 |
| 285000 do b | 112¾ | 25 Am M U Ex | 47 |
| 2000 U S 5-20, r, '67 c | 109¾ | 1100 N Y Cen & H R c | 98¾ |
| 25000 US 5-20, c, '68 | 113¾ | 300 do c | 98¼ |
| 5000 US 6's, currency | 114¼ | 700 do | 98¼ |
| 2000 Tenn 6's, ex c | 66¾ | 1000 do bet call | 98¾ |
| 20000 do | 67 | 10000 N Y C & H R RR c | 94¾ |
| 30000 Tenn 6's, n | 64¾ | 1100 do | 94 |
| 26000 do | 64¾ | 10000 do b c | 94¼ |
| 5000 N Car 6's, sp tax | 25¾ | 10000 do | 94¾ |
| 500 S C 6's, n, Jan & July | 33 | 10000 do | 94¾ |
| 25000 Missouri 6's | 94¾ | 100 Erie RR | 24⅞ |
| 1000 Ala 8's | 101¾ | 900 Reading RR | 107 |
| 5000 Ala 8's, RR bds | 97½ | 200 do b c | 107 |
| 1000 La 8's, 1 | 95½ | 500 L S & M S RR | 94¾ |
| 2000 B'klyn 6's, w i | 95 | 900 do b c | 58⅞ |
| 2000 N Y Cen 6's, '83 | 98 | 500 do | 99 |
| 500 do | 99 | 100 Cleve & Pitts | 109¼ |
| 2000 Erie 2d mtg, '79 | 95¾ | 100 Chic & N W RR | 82¾ |
| 1000 Erie 4th mtg | 84 | 100 do 60 | 82¾ |
| 2000 Mich So 2d mtge | 95 | 300 do 60 | 82⅞ |
| 5000 Cen Pac RR g bds | 93¾ | 100 do | 83¾ |
| 30000 U Pac RR 1st | 87⅞ | 300 do | 83¼ |
| 8000 do | 87½ | 200 do 60 b c | 83 |
| 2000 Chi & N W 1st m | 89¾ | 100 Chi & N W RR pf | 80¾ |
| 1000 Tol & Wab 2d m | 84½ | 80 do | 89 |
| 4000 C & R I & P RR 7's | 101¾ | 100 Chic & Rk I RR | 119¾ |
| 1000 Ohio & Miss con bs | 91¾ | 600 do | 119¾ |
| 9000 Mil & StP 7s 10 con | 94½ | 600 Mil & St P RR | 66¼ |
| 15000 M & St P 1st | 98 | 100 Mil & St P pref | 81 |
| 5000 St L & I M 1st m bs | 89½ | 100 do 30 | 81 |
| 12000 Col, C & I C 1st m | 84¾ | 100 Tol, W & W RR | 56¾ |
| 3000 N Y & N H 6's, bds | 97 | 100 do | 56⅞ |
| 5000 Tol, P & W 1st, w d | 82¾ | 100 P, Ft W & C g x div | 95 |
| 2000 Quin & Tol 1st | 84 | 7 do | 98 |
| 10000 Mar Tr 10's, cert | 40 | 115 Chic & Alton RR | 118 |
| 30 shs Manhat Bank | 160 | 50 Chicago & Alt pref | 118 |
| 5 Am Ex Bank | 113 | 50 do | 118¼ |
| 100 Con Coal of Md | 27⅞ | 20 Del, Lack & W | 111¼ |
| 200 West U Tel | 34¾ | 60 do | 111 |
| 100 do | 34¾ | 300 Han & St J RR | 118½ |
| 200 do 30 | 34¾ | 200 do | 118¾ |
| 600 Pacific Mail SS | 41¾ | 500 do | 118 |
| 1000 do | 