FINANCIAL AND COMMERCIAL.

WALL STREET, WEDNESDAY, May 30—6 P. M.

The Stock Exchange "sported the oak" to-day, if the closed iron shutters and doors can be held to have that significance, and the whole herd of bulls and bears bled them to the enjoyment of a holiday. Their British brethren were doing the same thing by tooling down to Epsom to find the French and American favorites fail even to get placed, and to see a dark horse win the blue ribbon of the Derby. So, with the Broad street people "decorating," and the Capel court people "laying the odds," dealings in stocks came pretty much to a standstill on both sides the water, and quotations in either market were without form and void. Touching this matter of visiting graves and thereon planting sprigs of acacia, and treating the subject from a moral point of view, we find no reasons for brokers to leave their own portals in order to carry out the duties of the day. The Stock Exchange is a very charnel house of dead hopes, which no amount of decorative rosemary and rue will soften the memory of, or mitigate the pang of their departure. Something at least might have been expected from the "bow window" party—some strewing of flowers upon the graves of stocks which have departed this life since last Decoration Day, and which in dying left fat legacies—the result of short sales—to the very parties which had persecuted them while living. There was no demonstration of this sort, however, and the Stock Exchange remained closed and abandoned, morally and physically, for the day. The only item of financial interest since yesterday is to be found in the report of the Pacific Mail Company, which exhibits in a clear and business like manner its present condition and its reasonable hope of a future restoration to prosperity. As an earnest of this it shows that the liabilities have been reduced $1,000,000 during the last eleven months, and an increase of $200,000 in cash assets during the same time.

IMPORTS AND EXPORTS.

The official statement of the imports and exports of the United States as published in to-day's HERALD is worthy of attention in several particulars. The total merchandise exports for the month of April, 1877, were $44,400,248, or $7,068,138 below the average exports of the last ten months. For the corresponding month of 1876 the exports were $38,919,877, or $6,283,463 below the average of the ten months preceding. The imports for April show an increase of $6,904,215 over the average of the last ten months, while there was a decrease last year for April over the ten months of $2,750,458. Again the excess of the total exports of merchandise and specie, which for April, 1876, was $7,461,285, is for the past month only $3,954,170.

CITY BANKS.

The following city banks have reduced their capital within a year:—

	Former Capital.	Present Capital.
Commerce	$10,000,000	$5,000,000
Phœnix	1,800,000	1,000,000
Republic	2,000,000	1,500,000
Metropolitan	4,000,000	3,000,000
State	1,000,000	800,000
Continental	2,000,000	1,250,000
Fourth	5,000,000	3,750,000
Tenth	1,000,000	500,000
Butchers and Drovers'	800,000	500,000
Seventh Ward	500,000	300,000
Manufacturers'	600,000	100,000
Totals	$29,700,000	$17,700,000

Total loss of concentrated banking capital..$12,000,000

In addition to this the following banks have reduced their surplus:—

Second	$300,000
New York County	200,000
Greenwich	200,000
Total	$700,000

—making altogether a loss of $12,700,000.

NEW YORK CATTLE MARKETS.

WEDNESDAY, May 30, 1877.

	Beeves.	Cows.	Veals.	Sheep and Lambs.	Hogs.
Yards.					
Bayleith street	1,530	13	2,503	2,326	—
Forbush street	—	—	—	—	3,256
Jersey City	1,728	—	—	3,986	1,843
Totals	3,258	13	2,503	6,312	5,099

BEEVES.—Trade active on slightly reduced rates; quality fallen off; the herds to hand being in general coarse, but fat. Prices, 9¾c. a 12¾c. per lb., weights 5¾ cwt. a 14 cwt., strong. From 50 lbs. a 57 lbs. has been allowed net; a few selected steers sold on 58 lbs. net. At Sixtieth street yards T. C. Eastman sold for self 34 cars horned cattle. Sales as follows:—96 Illinois steers at 11½c. per lb., weight 7½ cwt.; 48 Illinois steers at 11¾c. per lb., weight 7¾ cwt.; 168 Illinois steers at 11c. per lb., weight 6¾ cwt.; 78 Illinois steers at 11¾c. per lb., with $1 off per head on 50 head and $1 on per head on 20 head, weights 7¼ cwt. a 8½ cwt.; 71 Illinois steers at 12¼c. per lb., weight 8 cwt., with 1 steer 14 cwt., strong. J. H. Williams sold for self 71 Illinois steers at 11¼c. per lb., weights 6½ cwt. a 7 cwt., with $1 off per head on 36 head. T. Gillis sold on commission 60 Illinois steers at 11½c. a 12c. per lb., weight 7¼ cwt. U. F. Burchard sold for Rankin & Thompson 34 Illinois steers at $66 65 per cwt., live weight 1,193 lbs. per head; 34 Illinois steers at 11c. a 11½c. per lb., weights 6¾ cwt. a 7½ cwt.; 30 Illinois steers at 12c. per lb., weight 8 cwt.; 20 Illinois steers at 12¼c. per lb., with 50c. off per head, weight 8½ cwt. At Jersey City yards Coney & McPherson sold for N. Morris 82 Illinois steers at 11¾c. a 12c. per lb., weights 7½ cwt. a 7¾ cwt. G. Kahn sold for Kahn & First 160 still fed Ohio steers at 11½c. a 11¾c. per lb., weight 7 cwt.; for T. Brown, 80 still fed Ohio steers at 11¼c. a 11¾c. per lb., weight 6¾ cwt.; for H. Kahn, 80 still fed Ohio steers at 11¼c. per lb., weight 7 cwt.; for M. Kahn, 30 still fed Ohio steers at 10¾c. per lb., weight 6 cwt. W. E. Dudley sold for N. Morris 53 still fed Texan steers at 11c. per lb., weight 6 cwt.; 22 still fed Texan steers at 11¼c. per lb., weight 6¼ cwt. Toffey and Sons sold for N. Morris 90 Missouri steers at 11c. per lb., with $1 off per head on 58 head, weights 6 cwt., scant, a 6¼ cwt.; 13 Missouri steers at 11½c. per lb., weight 7¼ cwt. M. Lauterbach sold for Waixel & Allerton 20 Illinois steers at 11c. per lb., with $5 off the lot, weight 6¾ cwt., strong; 106 still fed Illinois steers, the lots, as follows:—25 head at 10¾c. per lb., 21 head at 11c. per lb., with $1 off per head; 60 Illinois steers at 11c. per lb., weight 6 cwt. F. Samuels sold for N. Morris 48 Illinois steers at 11¾c. a 11¾c. per lb., weight 7 cwt., strong. E. Vogel sold for N. Morris 28 still fed Texan steers at 11c. per lb., weight 6½ cwt., scant; 84 still fed Texan steers at 11¼c. per lb., weight 6¾ cwt. a 6½ cwt., scant; 25 still fed Texan steers at 11½c. per lb., weight 6¼ cwt. S. O. Donnell sold for Waixel & Allerton 36 Illinois steers at 10¾c. per lb., weight 6¾ cwt.; 82 Illinois steers at 10¾c. per lb., weight 5½ cwt.; 37 Illinois steers at 11c., with $1 off per head on 20 head, at 11¼c. per lb., weight 6½ cwt. a 6 cwt., strong. S. W. Sherman sold for Waixel & Allerton 35 still fed Western steers at 10½c. a 10¾c. per lb., with $1 off per head on 18 head, sold at 10¼c. per lb., weights 5½ cwt. a 6 cwt., scant; 52 still fed Western steers at 11¼c. a 11½c. per lb., weight 6½ cwt. L. Regenstein sold for self and Meyer 62 Illinois steers at 11¼c. per lb., with $10 off on 31 head and $1 on per head on 31 head, weights 6¾ cwt. a 6¾ cwt.; 32 Illinois steers at 11¼c. per lb., with $10 off the lot, weight 6¾ cwt., scant; 40 Illinois steers at 11¾c. per lb., with 50c. off per head on 30 head, weights 7 cwt. a 7½ cwt., strong. M. Goldschmidt sold for L. Rothschild 40 Missouri steers at 10¾c. a 11c. per lb., weight 5¾ cwt.; 28 Missouri steers at 11¼c. per lb., weight 5½ cwt., strong; 58 Missouri steers at 11¼c. per lb., weight 6¼ cwt.; 35 Missouri steers at 11¼c. per lb., weight 6¾ cwt.

SHEEP AND LAMBS.—Trade very slow, quality fallen off and several car loads unsold at noon. Sheep sold at 4¼c. a 6¾c. per lb. Lambs at 5¾c. a 8¾c. per lb. Judd & Buckingham sold 211 Ohio sheep, weight 16,000 lbs., at 5c. per lb. Kane & Pidcock sold 30 Ohio sheep, weight 2,470 lbs., at 6¼c. per lb.; 208 Ohio sheep, weight 22,240 lbs., at 4¾c. per lb.; 224 Ohio sheep, weight 17,480 lbs., at 5c. per lb.; 55 Ohio sheep, weight 4,990 lbs., at 5¼c. per lb.; 240 Ohio sheep, weight 21,300 lbs., at 5¾c. per lb.; 65 Virginia lambs, weight 3,370 lbs., at 6¼c. per lb. Newton & Holmes sold 119 Kentucky sheep, weight 10,420 lbs. at 85 10 per cwt.; 93 Kentucky sheep, weight 8,400 lbs., at 9¼c. per lb.; 11 Kentucky sheep, weight 1,010 lbs., at 9¼c. per lb.; 248 Kentucky lambs, weight 13,820 lbs., at 7¾c. per lb.; 10 Kentucky lambs, weight 430 lbs., at 8¼c. per lb. Hume, Elliott & Co. sold 46 Ohio sheep, weight 105 lbs. per head, at 5¼c. per lb.; 107 Ohio sheep, weight 90 lbs. per head, at 5¼c. per lb.; 45 Ohio sheep, weight 94 lbs. per head, at 5¼c. per lb.; 75 Ohio sheep, weight 89 lbs. per head, at 5c. per lb. Davis & Hollenbeck sold 90 Ohio sheep, weight 91 lbs. per head, at 5¼c. per lb.; 52 Virginia lambs, weight 60 lbs. per head at 7¾c. per lb.; 52 Virginia lambs, weight 54 lbs. per head, at 8c. per lb.

MILCH COWS.—No fresh quotations on this forenoon.

VEALS AND CALVES.—Trade very dull. Buttermilk fed calves sold at 3½c. a 4½c. per lb. Coarse quality calves at 3c. a 6½c. per lb.

HOGS.—There were no live hogs on sale.

DOMESTIC MARKETS.

WILMINGTON, N. C., May 30, 1877.

Spirits of turpentine steady at 28c. Rosin firm at $1 35 for strained. Crude turpentine steady at $1 60 for hard; $2 25 for yellow dip; $2 50 for virgin. Tar quiet at $1 55.

OSWEGO, May 30, 1877.

Flour steady; sales 800 bbls. at $9 a $9 50 for No. 1 spring, $9 50 a $10 for amber winter, $9 75 a $10 25 for white do., and $10 a $10 50 for double extra. Wheat firm; No. 1 white Michigan at $1 92, No. 1 Milwaukee club at $1 85, No. 2 do. at $1 75. Corn quiet; sales 2,400 bushels high mixed at 56c. a 60c. Barley nominal. Corn meal at $27 boliled, $26 unbolted per ton. Shorts, $22; shipstuffs, $23; middlings, $24 a $25 per ton. Canal freights—Wheat, 4½c.; corn and rye, 4c., to New York; lumber, $1 70 to Troy, $2 20 to New York. Lake receipts—543,000 feet lumber. Canal shipments—743,000 feet lumber. Railroad shipments—7,000 bbls. flour.

CINCINNATI, May 30, 1877.

Flour weaker; family $8 25 a $8 50. Wheat dull and nominal; red, $1 50 a $1 65. Corn dull at 47c. a 49c. Oats dull and weak at 41c. a 46c. Rye dull and nominal at 75c. a 78c. Barley quiet and nominal. Pork quiet at $14 50. Lard quiet but firm at $8 30 a $8 35; kettle, 10c. a 10¼c. Bulk meats in fair demand; shoulders, 6c.; short rib middles, 7c. a 7½c., spot; 7¾c., buyer June; 7¾c., buyer August; short clear do., 7¾c. Bacon dull at 8¾c., 7¾c. a 7¾c. and 8¼c. for shoulders, clear rib and clear sides. Whiskey quiet at $1 06. Butter dull; Western reserve, 15c.; Central Ohio, 12c. a 13. Live hogs in good demand; common $4 25 a $4 70; light, $4 75 a $5; packing, $4 80 a $5 10; butchers', $5 15 a $5 20; receipts, 3,210; shipments, 1,068.

BUFFALO, May 30, 1877.

Markets generally unchanged; demand light. Canal freights easier, but no material change in price. Rail freights unchanged. Sales of flour 300 bbls. Wheat—1,000 bushels No. 1 white winter at $1 80; 500 sample do. at $1 80. Corn—10 car loads to millers at at 50c. a 51c.; 1,000 kiln dried No. 2 at 49c. Other articles—no sale reported, nominally unchanged. Receipts by lake—Flour, 2,500 bbls.; corn, 171,000 bushels; wheat, 2,400 do.; barley, 411 do. Railroad receipts—Flour, 4,300 bbls.; wheat, 11,000 bushels; corn, 23,200 do.; oats, 11,900 do.; barley, 1,200 do.; rye, 2,800 do. Canal shipments to tidewater—Wheat, 2,505 bushels; corn, 115,500 do.; do. by rail—Flour, 5,040 bbls.; wheat, 11,600 bushels; corn, 23,200 do.; oats, 11,200 do.; barley, 1,200 do.; Rye, 4,600 do.

EUROPEAN MARKETS.

COMMERCIAL.

LIVERPOOL, May 30—5:30 P. M.

Cotton—The sales of cotton to-day included 7,000 bales American.

Provisions—Lard, 46s. 3d. per cwt. for American.

Produce—Spirits of turpentine, 27s. per cwt.

ANTWERP, May 30, 1877.

Petroleum, 31f. for fine pale American.

LIVERPOOL, May 30—Evening.

Linseed oil, 29s. per cwt.

LONDON, May 30—Evening.

Linseed oil, £27 10s. a £28 per ton.

GLASGOW, May 30, 1877.

In sugar there is rather more disposition to buy at a decline of about 1s. from Saturday's prices.

NEW YORK PRODUCE EXCHANGE REPORT.

LIVERPOOL, May 30, 1877.

Pork—Eastern dull at 75s.; western dull at 61s. Bacon—Cumberland cut dull at 35s.; short rib dull at 38s.; long clear dull at 37s. 6d.; short clear dull at 39s. Hams—Long cut dull at 43s.; shoulders dull at 28s. 6d. Beef—India mess dull at 93s.; extra mess dull at 105s.; prime mess dull at 86s. Lard—Prime Western dull at 40s. 6d. Tallow—Prime city dull at 41s. 6d. Turpentine—Spirits dull at 28s. Rosen—Common dull at 5s. 6d.; fine dull at 10s. 6d. Cheese—American choice dull at 72s. Lard oil steady at 52s. Flour—Extra State steady at 39s. Wheat—No. 1 spring steady at 12s. 9d.; No. 2 spring steady at 12s. 3d.; winter Southern, none in the market; Western, none in the market. Corn—Mixed soft dull at 24s. 6d.

FINANCIAL.

LONDON, May 30—5:30 P. M.

Consols, 95⅛ for both money and the account. Erie Railway shares, 6⅝; Illinois Central, 94.

The rate of discount for three months' bills in the open market is 2⅝ per cent, which is ⅜ per cent below the Bank of England rate.

Paris advices quote five per cent rentes 104f. 20c. for the account.

PARIS, May 30, 1877.

Exchange on London, 25f. 16c. for short sight.

LONDON, May 30, 1877.

India Council bills were allotted to-day at 3-16d. per rupee decline.

HAVANA MARKET.

HAVANA, May 30, 1877.

Sugar firm. Spanish gold, 226 a 226¼. Exchange rising. On the United States, 60 days' currency, 1¾ a ⅞ discount; short sight do., ⅞ discount; 60 days' gold, 5½ a 5¾ premium; short sight do., 6½ a 6¾ premium; on London, 17¾ a 18 premium; on Paris, 4½ a 4¾ premium. Tomorrow will be a holiday.

FINANCIAL.

In future all advertisements presented for publication after eight o'clock P. M. will be charged double rates.

AT REASONABLE RATES—MONEY ON LIFE AND Endowment Insurance Policies and Mortgages; same bought; insurance of all kinds effected with best companies. J. J. HABRICH & CO., 119 Broadway.

AT 25 WILLIAM ST.—STOCKS BOUGHT AND SOLD in small lots; commissions, one-eighth; margin one per cent. HOMAN & CO.

A.—WE BUY AND SELL AT THE EXACT MARKET price any part of 100 shares of stock on a margin of 1 per cent. $5 for five shares, $10 for ten shares. W. P. HUBBELL & CO., 46 Broad st., New York city.

ALL STOCK PRIVILEGES BOUGHT AT CLOSEST market rates and operations made against same; Stocks bought on moderate margins. Explanatory pamphlet free. TUMBRIDGE & CO., Bankers, Brokers, 50 Broad st., N. Y.

AMERICAN MINING STOCK BOARD—MEMBERship for sale; owner leaving city; price $100. CALIFORNIA, box 216 Herald office.

A LARGE AMOUNT OF TRUST MONEY TO LOAN—Sums to suit; 6 and 7 per cent. E. C. STERLING, 152 Broadway.

ADVANCES ON FURNITURE; PIANOS AND GOODS of every kind stored or put on sale at our storage and sales rooms, 103 to 107 West 33d st.

EXECUTOR WILL LOAN $250,000—CITY PROPERTY; 6 per cent; will loan on leasehold. Address EXECUTOR, station D.

LIFE AND ENDOWMENT INSURANCE POLICIES cashed or loans made on same at easy rates. 38 Broadway, room 10.

MINING STOCKS.
We buy and sell Mining Stocks at the American Mining and Stock Exchange or elsewhere on commission.
Our Mr. A. H. Nicolay is a member of the board.
ALBERT H. NICOLAY & CO.,
Bankers, Brokers and Auctioneers, No. 43 Pine st., N. Y.

MONEY TO LOAN ON NEW JERSEY PROPERTY. J. B. MELLICK, 72 Cedar st.

NOTICE.—TRADES SAVINGS BANK DEPOSITORS can obtain official information as to the assets of said bank by calling at No. 275 West 23d st. any evening between 6 and 8 o'clock until the 6th day of June next. Dated May 30, 1877. DR. MARCELIN, By order of Committee.

OFFICE OF HOTCHKISS & BURNHAM, Commission Stock Brokers, No. 36 BROAD ST., NEW YORK, May 16, 1877.
Wanted—
Proxies on Michigan Central Railroad stock, to be used at the next annual election.
We will pay for same one-half of one per cent. HOTCHKISS & BURNHAM.

SALE OF CLEVELAND VIADUCT BONDS.—UNDER authority of an act of the General Assembly of Ohio, passed April 6, 1876, and of an ordinance of the City Council of the city of Cleveland, passed May 14, 1877, the city now offers for sale two hundred and fifty thousand dollars ($250,000) of Viaduct Bonds in two classes, namely:—One class, running thirty years, at five per cent interest, payable semi-annually, and the other running twenty years, at six per cent interest, also payable semi-annually; said bonds are dated June 1, 1877, and are payable, both principal and interest, at the American Exchange National Bank, in the city of New York. Open bids for the purchase of said bonds will be received by the City Auditor, at his office in City Hall Building, until noon Friday, June 1. The city will reserve the right to accept any or reject all bids, if the prices offered should not be deemed satisfactory and to the interest of the city to accept.
GEO. W. GARDNER,
A. K. SPENCER,
S. M. CARPENTER,
Committee on Finance of the City Council.
S. T. EVERETT, City Treasurer.
THOS. JONES, Jr., City Auditor.

SIX PER CENT MORTGAGE LOANS.—APPLICATIONS invited for whole or part $50,000; five years; total expense one per cent. ESTATE, box 2,464 Post office.

THE ELEVENTH WARD SAVINGS BANK IS NOW located at Nos. 906 and 908 3d av., corner of 55th st.; deposits from 10 cents to $5,000 received; bank open daily from 10 to 3 o'clock, and Monday, Wednesday and Saturday evenings from 6 to 8 o'clock. CHAS. E. LOEW, President; JAMES E. LITTLE, HENRY SCHUMACKER, Vice Presidents; JOHN H. TIMMERMAN, Secretary.

THE MINING RECORD.—PUBLISHED EVERY Thursday at 60 Broadway; for sale at all the hotels.—Present issue contains important contrasting article, showing railway investment losses as compared with mining; also New York, Boston and San Francisco markets; London and New York price of silver.

$2,200.—SEVEN PER CENT FIRST MORTGAGE on improved Property in Brooklyn, property worth three times amount of mortgage, for sale. Address MORTGAGE, box 221 Herald office.

$4,000 WANTED—ON IMPROVED PROPERTY above Harlem River, worth more than double Address OWNER, Herald office.

$16,000 FOR BROOKLYN DOCK PROPERTY, for sale, which cost $33,000; only $1,000 cash wanted; will rent the same. Apply to HARDY, 155 Maiden lane.

$30,000 SIX PER CENT MORTGAGES WANTED on first class property. PRIVATE OWNER, box 758 Post office.

$200,000 AT SIX PER CENT FOR FIVE years, to loan on mortgage, in sums to suit, on first class city Property. H. L. GRANT, 145 Broadway.

$1,000,000 TO LOAN.—ESTATE'S FUNDS for five years at 6 per cent. JACOB V. D. WYCKOFF, 30 Pine st.

COPARTNERSHIPS.

NEW YORK, NO. 22 JOHN ST., MAY 28, 1877.—MR. Herman Marcus has this day retired from the firm of Starr & Marcus, and the copartnership heretofore existing has been this day dissolved. THEODORE B. STARR, HERMAN MARCUS.

The copartnership of Starr & Marcus having been dissolved by mutual consent, and the interest of Mr. Marcus therein having been purchased by the undersigned, he will continue the business at No. 22 John st. until his removal to No. 206 5th av. THEODORE B. STARR.

BUSINESS OPPORTUNITIES.

A FIRM WANTED IN NEW YORK TO TAKE THE exclusive sale for United States of a practical fire escape. Address O. N., box 1,042, New Haven, Conn.

A.—ADDITIONAL CAPITAL PROCURED FOR MERchants, manufacturers and others; Real Estate exchanged for Business; Mining Interests, &c., negotiated; persons with capital seeking business advised without charges of approved opportunities. References:—Leonard, Sheldon & Co., Bankers, 10 Wall st.; Erastus Titus, Esq., Cracker Bakery, 283 Washington st., and others. GRIGGS & CARLETON, Financial and Business Brokers, 98 Broadway.

AN OPPORTUNITY FOR A MAN WITH LIMITED capital to become interested in a successful cash business, established 14 years. LLOYD, 29 Broadway.

AN ESTABLISHED HAY, STRAW AND FEED BUSIness for sale reasonable; first rate opportunity; satisfactory reasons given for selling. Address J. J., Herald office.

A YOUNG MAN WILL DISPOSE HALF INTEREST ($700 about) profitable manufacturing business; security, integrity, stock investigation. GRAND CHANCE, Herald office.

A CHOICE SELECTION OF USEFUL PATENTED inventions for investment; 10 to 3 daily. M. J. PATON, 37 City Hall place.

A PARTNER WANTED—BAR, BEER, ICE CREAM, dining saloon, lodging, club rooms, &c.; well established, paying largely; responsible, industrious party can make money fast. SMITH, 17 Centre st.

BEST MONEY-MAKING PATENT FOR SALE LOW—Now in successful operation; article sells everywhere; profits large; orders always ahead; full investigation; reasons for selling. Those meaning business please address ESTABLISHED, Herald office.

CAPITALIST WANTED—TO START MANUFACTORY; meritorious Venetian blind and awning; patented. PATON, 37 City Hall place.

FOR SALE—THE STATE AGENCY OF ONE OF OUR oldest Life Insurance Companies; agent's income $2,500 a year; agency established in 1853; experience preferred but not essential. Address R. J. H., box 1,428 Providence, R. I. The above is a rare chance to get a good, permanent position.

SUREST MONEY MAKING INVENTION AFLOAT.—A fortune. General agents, with capital, for Eastern and Western States. Call or address BLECKER, 19 University Place (9th st.).

WANTED—A PARTY WITH $5,000, IN A RETAIL business established and doing a first class trade. To the right person the financial position and a rare opportunity to make money and be secured for money invested. Address B. A. H., Herald office.

$800 PARTNER WANTED.—MONEY MAKING Office and Store Business; immense profits. 75 Nassau st., room 1.

$1,000.—PARTNER WANTED IN AN OLD EStablished manufacturing business; article staple; I cannot fill one-half of my cash orders; bears the closest investigation. Call at residence R. S. C., 195 Wyckoff st., Brooklyn.

$3,000.—ANY ONE HAVING THIS AMOUNT IN cash and desiring the Retail Liquor Business (day and night), can have the best opening ever offered; finely stocked, low rent (whole building), doing big business, near Washington Market and ferries. Address CUSTOM HOUSE, Herald office.

$20,000.—A GOOD BUSINESS MAN, WITH about this amount, can obtain the position of treasurer in a long established Philadelphia manufactory; must furnish satisfactory reference. Address JOHN R. HALL, room No. 5 Commercial Exchange Building, Philadelphia.

A RUSSIAN COLOSSUS.

THE PETER THE GREAT—THE THUNDERER OF THE IMPERIAL RUSSIAN NAVY—A FLOATING CITADEL.

So much has been said for and against the Peter the Great, one of the two ships of the Russian Navy which belong to that class of seagoing monsters known as the fighting ships of the future, that the following description of this immense vessel, destined possibly to play an important part in the naval operations of the present European war, will be found especially interesting.

The most formidable vessel in the Imperial Russian Navy is the Peter the Great, a colossal iron-clad, designed after the Devastation type, but since modified so as to more closely resemble the more recent Dreadnaught. The Peter the Great, like the circular iron-clads which bear his name, was built after the designs of Vice Admiral Popoff, and was finished in 1875. Her sides, breastwork walls and turrets are very heavily armored, and she carries four twelve inch 41-ton breechloading steel rifled Obouk-hoff guns She is calculated to steam at the rate of fourteen knots per hour, and her trial trips in the Gulf of Finland have in general been successful, though on her first trip several defects were found, which have since been remedied. Her total length over the armored deck is 330 feet, and between perpendiculars 321 feet 10 inches. Her extreme breadth is 63 feet 3 inches, and without armor and armor backing, 59 feet. She draws 22 feet 9 inches of water forward and 24 feet 9 inches aft, and has the immense total displacement of 9,665 tons.

With the exception of the stem and stern posts, which are of gun metal, the entire hull is of iron. The ship has a double bottom, the space between the skins being divided into watertight cells, so that an injury to any part by means of a torpedo or otherwise would only result in the filling of one, or possibly two or more of them, and therefore allow of a complete localization of the injury. Above the second skin the hull is further divided for the same purpose into compartments by nine watertight bulkheads running transversely across the ship. In addition to these there are two bulkheads which traverse the hull longitudinally, being situated symmetrically one on each side of the keel. These inclose the amidships space, in which are situated the coal bunkers, having a fuel capacity of from twelve to fifteen days. The outside skin is worked in two thicknesses of one inch each. The ship's bottom is sheathed with wood and copper.

THE ARMOR.

The armor belting, which is carried entirely around the ship, extends, except where it rises to form the breastwork, 3 feet above and 5 feet below the load water line. It is bolted on in two belts formed of solid plates, the upper belt being 14 inches in thickness amidships and tapering off at the ends to 9 inches, and the lower one 12 inches in thickness amidships, running down to 8 inches at stem and stern. This armor is only intended to protect the vital part of the hull. Hollow girders form the armor backing, the spaces in and between being as usual filled with teak. These girders it is claimed are capable of producing an additional resistance equal to that of two inches of solid iron. For the upper belt the armor backing is 10 inches in thickness, and behind the lower it is 12 inches thick. Unlike the Dreadnaught, this vessel has no ramming spur. The armored belt for a length of 160 feet amidships rises to a height of 10 feet 3 inches above the load water line, forming the sides of the breastwork which encloses the gun turrets. The end walls of this breastwork are semicircular in form, and have the same armor plating as the side walls, but worked on in two thicknesses, in order to more thoroughly protect the turret bases and machinery. The armor covering of the deck of the ship outside of the breastwork and that over the breastwork is formed of double steel plates 1¼ and three-quarter inches in thickness.

THE GUNS AND TURRETS.

Inside of the citadel, at each end, are placed the revolving gun turrets, the height of the battery being 13 feet above the load water line. The turrets are protected by armor plating having the same thickness and backing as that of the breastwork walls outside. Their outside diameter is 32 feet 6 inches, and they, as before stated, each enclose two 12-inch 41-ton guns. The turret poris being very small the gun carriages are arranged so as to allow of the heavy guns being raised and lowered within the limits of 18 inches into three different positions with respect to their carriages. This is effected by hydraulic power—two force pumps being used, a steam and a hand one. The position of these pumps is outside of the turrets, the supply pipe passing into the interior. When the guns are in action the steam pump is kept constantly at work. On shutting the regulating valve underneath the gun the pressure inside of the supply pipe increases up to a certain point, when the engine is stopped by the resistance of the compressed water in the pipe. On opening the valve the accumulated pressure is brought to bear, and the resistance being diminished the steam pump starts off again. Thus a continuous hydraulic pressure is maintained. The guns are also run in and out by hydraulic machinery. The turrets are revolved by two turret engines, the starting gear of which are placed inside of the turrets, so as to be at the hand of the captain of the guns.

Inside of the breastwork and between the turrets rises the funnel and the two derrick masts, having a hurricane deck between them.

Outside of the breastwork, forward and forming a continuation of it, a light forecastle superstructure is built over the armored deck. Aft there is a hurricane bridge running on a level with the top of the breastwork.

THE PROPELLING POWER.

The ship's engines, by Baird, of St. Petersburg, are of 1,400 nominal horse power, working up to 10,000 indicated, and give rise to two large independent loose-bladed screws. These are each 18 feet 6 inches in diameter and have pitches varying from 19 to 24 feet. There are on board two steam windlasses and two steam crab winches.

THE PUMPING MACHINERY.

In a war vessel of this class the pumping arrangements are especially important, and those of the Peter the Great merit a detailed description.

Running the whole length of the ship, between the outer and inner bottoms, and lying next to the keel, is a main pipe, having an inside diameter of 12 inches at the centre and tapering off to 8 inches at the two ends. The several pieces of which this pipe is composed are so arranged that they can be taken out separately in case repairs are needed. The pipe, at each cell it passes through between the two bottoms, has a mud hole, with a hermetically closed cover. In each cell there is a tank, the under side of which communicates with the pipe. In the cells just under the watertight bulkheads which divide the hull above the tanks communicate with the compartments above the double bottom. The openings, through which the water passes into the main from the tanks are provided with automatic valves which close when their compartment becomes filled with water; thus, in case of the filing of one by means of a ram or torpedo, isolating it entirely from the others. In addition to these valves there are others, worked by levers, and suitable for the same purpose. The branch pipes, for passage of the water from the other side of the ship to the main pipe, pass through openings in the keel, and are each provided with a valve worked from the deck above. The water which under any supposititious case has accumulated in the main pipe is pumped out by means of steam pumps. There are nine special steam pumps, with a total capacity of 6,269 gallons per minute. In addition to these there are eight steam pumps attached to the main engines, which have a total capacity per minute of 11,924 gallons, and eight small hand pumps, having a total capacity of 438 gallons per minute. This gives as the total quantity of water which can be pumped out of the main pipe per minute the immense volume of 18,631 gallons. The pumps attached to the main engines are intended solely for the drying of the three compartments occupied by the engine and boiler rooms, and which communicate with each other by a pipe having an inside diameter of 12 inches, and which is 60 feet in length. This is placed inside of the double bottom, and provided like the main pipe with special valves. The smaller pumps above spoken of, which consist of bilge, donkey pumps and the like, communicate with the separate cells and compartments by a special system of small pipes. One of the excellences of the disposition above described is that in case of fire any of the compartments can be instantly filled, by way of the main pipe, by either water or steam.

Two auxiliary boilers are placed inside of the breastwork on the deck to work the two large centrifugal pumps, which each have a capacity of 1,626 gallons per minute, either of the boilers being able to give the necessary pressure within a few minutes of the lighting of the fires.

THE PETER THE GREAT AND THE DREADNAUGHT.

Let us compare the Peter the Great with the English Dreadnaught, which it most resembles, and which is said by competent authorities to be the most formidable vessel afloat. As to length there is but a foot difference, the Russian vessel being 321 feet to the 320 feet of the English one. In breadth there is a difference of one inch in favor of the Russian. In displacement the Dreadnaught has somewhat the advantage, her displacement being 10,950 tons, while that of the Peter the Great is 9,510 tons. In the average draught of water there is nearly four inches in favor of the Russian ship, the average draught of the Dreadnaught being 27 inches. The turret walls on both ships are about the same strength. Those of the breastwork show a difference of 3 inches in favor of the Russian, while the waterline belt is of nearly the same strength. The iron girders used in the armor backing on the Russian ship are considered an improvement. Both carry the same number of guns, the Russian armament being, as before stated, 12 inch 41-ton guns, while the English ship carries 12½ inch 38-ton ordnance. The speed put down for both ships is about the same.

The Peter the Great was to have proceeded to the Mediterranean last year, but the same motives which led to the withdrawal from those waters of the fleet lately here, leaving only the iron-clad Petropaulovski in Italy and two small vessels in Greece, caused her retention in the Baltic, and she is now lying at Cronstadt. She is commanded by Captain Vegax, with Captain Balk as executive officer. The officer of artillery is Colonel Idanoff.

AMERICA AND RUSSIA.

A WELSHMAN'S OPINION.

TO THE EDITOR OF THE HERALD:—

In the perusal of your valuable paper and that of others of similar proclivities I observe a growing tendency to try to kindle a spirit of unfriendliness toward the British government. A single individual of British birth can scarcely utter a word in reference to this country without its being misconstrued and magnified and afterward cherished as one more black mark against the English government. The majority of Americans seem to me like an over-sensitive school girl, ready to take umbrage at a moment's notice, and ever willing to apply everything that is said to herself. Supposing that Englishmen and others of British birth, who have adopted this country as their home, were to notice everything that is said slightingly of the British government by Americans, the result would be that we would seek homes in another clime. But fortunately the British mind is tolerably well balanced, and a smile (oftener than a tear) is evoked by the braggadocia which we have long learned is one of the attributes of a Yankee. But my object for writing this letter is for the purpose of criticising one written by "Justitia" in reply to one written by an "Englishman." "Justitia" accuses the British government, along with other unpardonable sins, of aiding the South during the late civil war, "thereby endeavoring to crush the Union." He places England on a level with Russia for barbarism, and both countries, in that respect, on a level with "any other country with a monarchical form of government." He also says "that nine out of every ten of the English residents and emigrants in this country show an aversion to our government;" also "that nine out of every ten repudiate the idea of becoming citizens." The climax is not yet reached. "Justitia" has evidently been reading American history very recently, and feels keenly for his forefathers, although to me it is rather vague who his forefathers were; but in order to give the reader a chance to guess I will give his grievance in his own words:—"The inexpressible punishment and torture inflicted upon our forefathers by the British, &c." Verily "Justitia" goes a long way back to hunt up grievances against the barbarous English, whose cruel hands inflicted such inexpressible punishment and torture on the gentle, civilized and lamb-like Yankee. The other charges that "Justitia" makes are all well known to be false and a libel on a people whose brain, muscle and money have contributed so much to the success and development of this great country. "Justitia," although thy missiles are as harmless as the paper bullets from a boy's pop gun, it were better for thee to turn thy attention to something more profitable than to try to vilify and belittle a people and a nation, greater than which in all that is noble, is not to be found.

Now, Mr. Editor, I will not transgress further on your time and space, and will deem it a favor to have this given publicity. A WELSHMAN.

"ENGLISHMAN" IN ANSWER TO "JUSTITIA."

TO THE EDITOR OF THE HERALD:—

Will you allow me a little space in reply to "Justitia's" communication published in your edition of yesterday (May 23)? Your correspondent finds fault with me in the first place because I call the war between Russia and Turkey "an infamous war." I consider any war infamous which is declared under false pretences. Russia makes war on Turkey on account of her treatment of her Christian subjects in the principalities. Is Russia the only Christian power in Europe? Austria, Prussia, Italy, France and England all profess Christianity. If the treatment of her Christian subjects by Turkey be a *casus belli*, how is it that these Powers have not drawn the sword? The simple fact is, this pretence on the part of Russia is mean, false and hypocritical in the extreme. Since the days of Catherine Russia has set her covetous eyes on Constantinople and as much of Turkey as she can obtain by the sword. This has been the dream of every ruler since the death of the great Empress. Russia is always ready to make use of any excuse to further her ambitious designs. A few years ago she declared war against Turkey on account of the protection of the holy places—to-day it is for the protection of Turkish Christian subjects in the principalities. Out upon such hypocrisy! It would be much more honest to say—We want Constantinople and the control of the Black Sea, and we intend to obtain them by force if we can. "Justitia" goes on to state "that there is as comparatively little barbarism in Russia as in England or any other country with a monarchical form of government." I must think that your correspondent penned this statement without due reflection. Every one knows that England is fully as free as the United States—indeed, I might almost say that it is more free, for in England the minority has rights, which is not the fact in this country; and on Sunday a thirsty pedestrian has no necessity to distend his stomach with carbonic acid gas in the shape of "ice cold soda," but he can obtain a glass of wholesome ale without infringing the law. In England every man's house is his castle. A subject cannot be imprisoned except by due process of law, and he can demand an immediate hearing by writ of habeas corpus, while the press is as free as it is in the United States. A man in the United Kingdom can worship God according to his own heart. How is it in Russia? Every man's life is at the beck and nod of the despot who rules. No such thing as a free press exists, and no religion save that of which the Czar is at the head is tolerated. Religion is, in fact, much