NOTES ON EDUCATION.

In *The Boston Globe* appears an unusually full and interesting history of the Harvard Annex, which shows that in spite of popular prejudice, women are slowly but surely gaining a footing in Harvard University. The movement was begun several years ago by the institution of evening readings in the university which were free to members of both sexes. Then an enthusiastic young lady took up a regular classical course under one of the professors, thereby showing what women could do. Then, at the suggestion of Mr. Arthur Gilman and his wife, a few ladies of Cambridge combined to form a little school for the higher education of young women. Its only connection with Harvard was that several professors of that institution were engaged as teachers. The sum of $13,000 was raised to meet the expenses of this experiment. There were twenty-seven pupils the first year, and it was then that a witty Cambridge lady spoke of it in jest as the Harvard Annex. This name was taken up at once by everybody, and the Annex it is called to-day, even in the official reports of its officers. The corps of instructors includes thirty-nine professors and tutors in the college. The lectures and recitations are held in a building on Appian Way. There are, of course, few appliances for demonstration or laboratory work, though by the kindness of Mr. Harold Whiting, instructor in physics, a small physical laboratory has been fitted up with the necessary apparatus. A working library of about 1,000 volumes is in this building, but the university library is open to the students with certain restrictions, so that but little inconvenience is experienced from lack of books. It is thus to be seen that, practically, a college for women exists in Cambridge—a college that surpasses any other of its kind in America in the advantages and range of studies offered to its students. But, as Mrs. Agassiz says, the one link is wanting which alone can give it security. A woman's college at Cambridge can have no permanent hold on the advantages of the university till its affairs are administered and the studies directed by the same organization that governs the university itself. The fourth year of the experiment is now drawing to a close, and the managers come before the public for the first time under the conviction that, educationally, the experiment is an unqualified success. They feel that they cannot reasonably ask the Harvard corporation to adopt the Annex without a guarantee that Harvard shall not suffer financially from the new burden. A few weeks ago an attempt was begun to raise $100,000 to present to Harvard as an inducement to adopting the Annex. Of this amount over $60,000 has been quickly supplied, but just now a pause occurs in the subscription. So the work for the advancement of woman goes on. The friends of a higher education for her are making an undisguised attack upon Harvard, and meanwhile the corporation and government of that venerable institution are awaiting developments with conservative calmness, and no one can tell what attitude they will take when the critical moment comes, nor how long they will continue the battle.

Mr. Charles F. King, master of the Lewis School, Boston, recently said that in Boston geography is more poorly taught than any other branch of study, and that spelling comes next to it. He believes that geography as commonly taught gives the pupil a false idea of the relative importance of the different portions of the world.

The commencement exercises of Williams College will take place on June 30.

The schools of Nebraska are richly endowed with land by the State. It is estimated that the 2,443,148 acres of school lands in that State, if sold now, would bring in about $40,000,000. The State University at Lincoln has a faculty of eleven professors and an average attendance of 300 students.

A school of medicine will be opened next year. The university proper has an endowment of 46,000 acres of land, and the agricultural department has an endowment of 90,000 acres.

It is said that there is great need of a school of engraving at or near Chicago.

Johns Hopkins University conducts five journals devoted to original scientific investigations.

A Presbyterian university is to be established at Pierre in Southern Dakota.

The reorganization of the University of Pennsylvania, which has just been decided on, will unite the Faculties of Arts, the Towne Scientific School, and the Wharton School of Finance and Economy into a single board, which will be called the College Faculty. This reorganization will largely increase the usefulness and strength of the university.

Baltimore maintains an art school, attached to the Maryland Institute, which within the last few years has advanced to a position of distinction. It is soon to give an exhibition of the work of its pupils, which it is said will show that it takes a good position among the most useful art schools of this country.

English type and script will probably be substituted for the German black letter in the German schoolbooks of St. Louis. It will be remembered that this measure has been advocated in Germany for many years, but thus far without success.

The Commencement exercises of Harvard University will take place on June 27. The Latin Salutatory will be delivered by A. L. Hodges, of Taunton, Mass. The other speakers and subjects will be as follows: Edward Cummings, of Lynn, "Richelieu as Statesman"; G. R. Hewitt, of Roxbury, "Charity"; H. M. Lord, of New-York, "Chemistry in the Eighteenth Century"; A. M. Lord, of Cambridge, "The Melancholy of Heinrich Heine"; A. P. Marsh, of Newport, "Petrarch and the Renaissance"; Charles Ranlet, of Holyoke, "Æsthetic Schopenhauer."

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COLUMBIA COLLEGE.

SCHOOL OF ARTS.

The final examination of the several classes for the year 1883 will begin on MONDAY, May 21, at 9:30 a. m.

Candidates for the degree of Master of Arts and students in the Graduate Department will be examined on THURSDAY, June 7, and following days.

The examination of candidates for admission will begin on WEDNESDAY, June 6, at 9:30 a. m.

SCHOOL OF MINES.

The annual examination of the classes will begin on MONDAY, May 21, at 10 a. m.

The examination of candidates for admission to any of the six regular courses, viz., Mining Engineering, Civil Engineering, Analytical and Applied Chemistry, Geology, Metallurgy, Architecture, will begin on FRIDAY, June 8, at 9:30 a. m.

SCHOOL OF POLITICAL SCIENCE.

The annual examination of the students of the school will begin on MONDAY, May 21, 10 a. m.

For admission it will be required of the applicant that he shall have satisfactorily completed the regular course of undergraduate study in this college, or in some other institution of an equivalent curriculum of study, to the end of the Junior year. Students from other colleges must present certificates of proficiency and of discharge in good standing.

Special students admitted without examination to any or all of the courses.

COMMENCEMENT, at the ACADEMY OF MUSIC, on WEDNESDAY, June 13, at 10 a. m.

F. A. P. BARNARD, S. T. D., LL. D., President.

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FORT WASHINGTON, N. Y. Established 1854. Superintendent—JOHN B. HAYS, M. D. REOPENS SEPT. 4, 1882.

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THE COLLEGE OF THE CITY OF NEW-YORK.

EXAMINATION FOR ADVANCEMENT TO THE SEVERAL CLASSES.

Residents of this city, 14 years or more of age, may be examined for admission into the Sub-Freshman class on Monday, June 4, Tuesday, June 5, and Wednesday, June 6, provided they obtain in season the required blank certificates relating to their age and residence, and present the same, properly filled up, to the President for examination and approval on Tuesday, May 29.

If the certificates be approved on that day, those presenting them will receive their card numbers, which will entitle them to admission to the regular examination. Candidates for the Freshman and the higher classes will receive notice of the days appointed for their examination with the regular college classes. Candidates for the Sophomore, Junior and Senior classes will not be examined with the candidates for the Sub-Freshman class. LAWRENCE D. KIERNAN, Secretary to the Board of Trustees.

New-York, May 15, 1883.

University Grammar School, 1,481 Broadway, near 42d-st. (46th year.) Primary, Commercial and Classical Departments. M. M. Hobby, W. L. Akin, Principals.

Art Schools.

MRS. LOUISA B. CULVER will receive pupils after Monday, Oct. 16, in DRAWING, OIL and WATER COLOR PAINTING, STILL LIFE, FLOWERS and LANDSCAPE CHINA PAINTING and DECORATION. STUDIO, No. 80 MADISON AVENUE. References: Mr. D. HUNTINGTON, Mr. WILLIAM HART, Mr. JAMES M. HART, Mr. A. F. BELLOWS.

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ALEXANDER INSTITUTE—Military Boarding School, White Plains, N. Y. Principals: R. WILLIS, Ph. D.

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HIGHLAND MILITARY ACADEMY, Worcester, Mass. 27th year. For full information apply to C. B. METCALF, A. M., Superintendent.

PENNSYLVANIA MILITARY ACADEMY, Chester, Penn.—Civil Engineering, Chemistry, Classics, English. Degrees conferred. Col. THEO. HYATT, Pres't.

PEEKSKILL (N. Y.) Military Academy.—For circulars address Col. C. J. WRIGHT, A. M., Principal.

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YALE LAW SCHOOL.—Six Professors and nine Instructors. LL. B. in two years, D. C. L. in 4 years. Fall term opens Sept. 27. For circulars address PROF. WAYLAND, New-Haven, Ct.

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ANCHOR LINE. U. S. Mail Steamships. Sail from New-York every Saturday for GLASGOW via LONDONDERRY. From Pier 20, North River.

BOLIVIA.....June 5, 5 a. m. | CIRCASSIA, June 16, 2 p. m.
DEVONIA.....June 9, 8 a. m. | ETHIOPIA, June 23, 7 a. m.

Cabin passage, $60 to $80. Second Cabin, $40. Steerage, Outward, $24. Prepaid, $26.

LIVERPOOL AND QUEENSTOWN SERVICE.

CITY OF ROME sails June 9, July 14, August 18.
BELGRAVIA sails June 16, July 21, August 25.
FURNESSIA sails June 30, Aug. 4, Sept. 8.

Cabin passage, $60 to $100; according to accommodations. Second Cabin and Steerage as above.

Anchor Line Drafts issued at lowest rates are paid free of charge in England, Scotland and Ireland.

For passage, Cabin Plans, Book of Tours, &c., apply to HENDERSON BROTHERS, 7 Bowling Green.

BORDEAUX LINE. New and direct line to the South of France. NEW-YORK AND BORDEAUX DIRECT. CHATEAU LAFITTE.....Wed., June 27
CHATEAU LEOVILLE, 4,000 tons.....Tues., July 26

From "Prentice's Stores" (near Wall-st. Ferry, Brooklyn). Travellers for France, Spain and Italy, Pyrenees, Paris, Nice, &c., will save time and expense by taking this line. Cabin (including wines, $80; Steerage, $29. For passage apply to P. L. BOULANGER, 43 Beaver-st.

CUNARD LINE. NOTICE—"LANE ROUTE." FROM NEW-YORK TO LIVERPOOL VIA QUEENSTOWN. FROM PIER NO. 40 NORTH RIVER.

PAVONIA.....Wednesday, June 6, 6 a. m.
SERVIA.....Wednesday, June 13, 7 a. m.
*SCYTHIA.....Wednesday, June 20, 4 p. m.
*GALLIA.....Wednesday, June 27, 10:30 a. m.

Steamers marked * do not carry steerage. Cabin passage, $80 and $100. Steerage tickets to and from all parts of Europe at very low rates. Freight and passage office, No. 4 Bowling Green. VERNON H. BROWN & CO., Agents.

GUION LINE. UNITED STATES MAIL STEAMERS FOR QUEENSTOWN AND LIVERPOOL. Leaving Pier 38, N. R., foot of King-st.

NEVADA.....Saturday, June 2, 3 p. m.
ABYSSINIA.....Tuesday, June 5, 5 p. m.
WYOMING.....Tuesday, June 12, 10:30 a. m.
ALASKA.....Tuesday, June 19, 3:30 p. m.
WISCONSIN.....Tuesday, June 26, 9 a. m.

These Steamers are built of iron, in water-tight compartments, and are furnished with every requisite to make the passage across the Atlantic both safe and agreeable, having bath-room, smoking-room, drawing-room, piano and library; also experienced surgeon, stewardess and caterer on each steamer. The staterooms are all upon deck, illustrating those greatest of all luxuries at sea, perfect ventilation and light.

Cabin passage (according to stateroom), $60, $80 and $100. Intermediate, $40. Steerage at low rates.

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GENERAL TRANSATLANTIC COMPANY. Between New-York and Havre.

Company's pier (new), No. 42 North River, foot of Morton-st. Travellers by this line avoid both transit by English railway and the discomfort of crossing the Channel in a small boat. Special train leaves the company's dock at Havre direct for Paris on arrival of steamers. Baggage checked at New-York through to Paris.

LABRADOR, Collier.....Wednesday, June 6, 3 p. m.
ST. GERMAIN, Bonifacy.....Wednesday, June 13, noon
AMERIQUE, Santelli.....Wednesday, June 20, 3 p. m.

Checks payable at sight, in amounts to suit, on the Banque Transatlantique of Paris.

For freight and passage apply to LOUIS DE RERIAN, Agent, No. 6 Bowling Green.

GERMAN AND U. S. MAIL STEAMERS. NORTH GERMAN LLOYD. STEAMSHIP LINE BETWEEN NEW-YORK, SOUTHAMPTON AND BREMEN.

ODER.....Saturday, June 2 | HELIA.....Sat., June 9
MAIN.....Wednesday, June 6 | ELBE.....Wed., June 13

RATES OF PASSAGE from NEW-YORK to SOUTHAMPTON, HAVRE or BREMEN.

FIRST CABIN.....$100 | SECOND CABIN.....$60
STEERAGE, $30.

Return tickets at reduced rates. Prepaid Steerage Certificates, $24. Steamers sail from Pier between second and Third-sts., Hoboken, N. J.

OELRICHS & CO., 2 Bowling Green.

INMAN ROYAL MAIL LINE STEAMERS FOR QUEENSTOWN AND LIVERPOOL.

CITY OF BERLIN.....THURSDAY, June 7, 6 a. m.
CITY OF PARIS.....Saturday, June 9, 9 a. m.
CITY OF CHESTER.....SATURDAY, June 23, 6:30 a. m.
CITY OF RICHMOND.....THURSDAY, June 28, 11 a. m.
CITY OF BERLIN.....SATURDAY, July 7, 6:30 a. m.

From Pier 41, North River, foot of Leroy-st.

CABIN PASSAGE, $80 and $100. Intermediate, $40. STEERAGE, $28. For passage, &c., apply to the INMAN STEAMSHIP CO. Limited, 31 and 33 Broadway, N. Y. Philadelphia Office, No. 105 South 4th-st.

NATIONAL LINE.—From Pier 39, N. R. FOR LIVERPOOL AND QUEENSTOWN. THE QUEEN, June 2, 3 p. m. | EGYPT, June 9, 8:30 a. m.
ERIN, June 16, 9 a. m. | ITALY, June 23, 11 a. m.

Cabin $55 to $70. Outward tickets $25, prepaid steerage, ticket, $20. F. W. J. HURST, Manager, 69 and 73 Broadway, N. Y.

PACIFIC MAIL STEAMSHIP COMPANY'S LINE FOR CALIFORNIA, SANDWICH ISLANDS, JAPAN, CHINA, NEW-ZEALAND, AUSTRALIA, CENTRAL and SOUTH AMERICA and MEXICO.

From New-York, pier foot Canal-st., N. R., For San Francisco via the Isthmus of Panama. ACAPULCO sails Saturday, June 2, noon. Connecting for Central and South American ports and Mexico. From San Francisco, 1st and Brannan sts., For Japan and China. CITY OF TOKIO sails Thursday, May 31, 2 p. m. Excursion tickets between San Francisco and Yokohama at special rates. For HONOLULU, NEW-ZEALAND and AUSTRALIA, CITY OF NEW-YORK sails Wednesday, June 6, 2 p. m. or on arrival of London mails at San Francisco. For freight, passage and general information, apply at Company's Office on the pier foot Canal-st., North River. H. J. BULLAY, Superintendent.

RED STAR LINE. For Antwerp and Paris. Sailing from New-York and Antwerp every Saturday.

RHYNLAND.....Saturday, May 26, 9 a. m.
PENNLAND.....Saturday, June 2, 3 p. m.

Saloons, state-rooms, smoking and bath-rooms amidships. First cabin, $60 to $80, excursion, $110 to $160. Second cabin, $35; excursion, $100; Steerage, $28, prepaid, $20. PETER WRIGHT & SONS, General Agents, 55 Broadway.

ROYAL MAIL TO THE NETHERLANDS. Steamers leave Co.'s pier foot of Sussex-st., Jersey City FOR AMSTERDAM.

SS. ZAANDAM.....Wednesday, June 6, 7:30 a. m. FOR ROTTERDAM.
SS. P. CALAND.....Wednesday, June 13, 12:30 p. m.

1st Cabin, $60; Steerage, $26, prepaid, $20. In. CAZAUX, General Agent, 27 South William-st. FUNCH, EDYE & CO., 77 Desbrosses-st. L.W. MORRIS, 27 S. William-st., Freight Agts. 50 B'way, Gen. Pass. Agt.

UNITED STATES AND GERMAN MAIL STEAMERS.—Hamburg American Packet Company's Line for PLYMOUTH (London), CHERBOURG (Paris), and HAMBURG. Saturday steamers Hamburg direct. WIELAND...Thurs., May 31 | BOHEMIA.....Sat., June 9
SILESIA.....Thurs., June 7 | HAMBONIA.....Thurs., June 14

Rates (to Paris extra): First cabin, $100, $90, $80; Second Cabin, $60; Steerage, $30. First Cabin on Saturday Steamers, $65 and $70. Excursion rates greatly reduced. Send for "Tourists' Gazette." AUGUST BOLDT & CO., Gen. Agts., No. 61 Broadway, N. Y. C. R. RICHARD & CO., Gen. Pass. Agts., 61 B'way, N. Y.

WHITE STAR LINE. UNITED STATES AND ROYAL MAIL STEAMERS FOR QUEENSTOWN AND LIVERPOOL.

NOTICE.—The steamers of this line take the Lane Route recommended by Lieutenant Maury, U. S. N., on both the outward and homeward voyages.

ADRIATIC, Capt. Jennings.....Thursday, May 31, 12:30 p. m.
BRITANNIC, Capt. Perry.....Saturday, June 9, 8:30 a. m.
GERMANIC, Capt. Birney.....Thursday, June 14, noon
BALTIC, Capt. Parsell.....Saturday, June 16, 2 p. m.
CELTIC, Capt. Cleveland.....Thursday, June 21, 4 p. m.

FROM THE WHITE STAR DOCK, FOOT OF WEST 10TH-ST.

These steamers are uniform in size and unsurpassed in appointments. The Saloons, staterooms, Smoking and Bath-rooms are placed amidships, where the noise and motion are least felt, affording a degree of comfort hitherto unattainable at sea.

RATES.—Saloon, $80 and $100. Return tickets on favorable terms. Steerage from the Old Country, $21, from New-York, $28.

These steamers carry neither cattle, sheep nor pigs. For inspection of plans and other information apply at the Company's offices, No. 37 Broadway, New-York. R. J. CORTIS, Agent.

C. L. BARTLETT & CO., Agents, Boston. BARRITT & CATTELL, Agents, Philadelphia.

THE MONEY MARKET

WEDNESDAY, May 30—P. M.

At the annual meeting of the stockholders of the Pacific Mail Steamship Company, held to-day, a report of the company's business for the year ended April 30, 1883, was submitted. President Houston made only a few remarks upon the results presented; but he continues to entertain a cheerful view of the company's future prospects. He anticipates that the loss sustained by the company, because of the Act of Congress prohibiting the immigration to this country of Chinese laborers will be compensated for by an immigration to British Columbia, where the authorities are not adverse to the "introduction of these sober and industrious people." Compared with the business of the preceding year (ended April 30, 1882) the gross earnings last year of the Atlantic (New-York and Aspinwall) and Panama (Panama to San Francisco) lines show a gain of $275,385; the China line shows a loss of $342,638, and the Australian line a gain of $18,329; total loss from transportation $48,929. That loss, together with decreased receipts for subsidies of $25,114, is partly recovered by a gain in receipts for exchange, etc., so that the net loss in the gross receipts is only $21,951. The regular operating expenses of last year were $77,243 greater than for the preceding year, but the reduction in other expenses—notably of $130,892 in "extra repairs"—makes a net reduction of $32,533 in the total expense. The result is an apparent profit of $912,257, or $10,582 more that the profit of the preceding year. The following compare the company's operations of 1881-'82 with those of 1882-'83.

BUSINESS OF TWO YEARS.

Earnings.

Years ended April 30,	1882.	1883.		Difference.
Atlantic Line	$693,065	$793,766	Inc.	$100,701
Panama Line	1,075,777	1,244,461	Inc.	168,684
Trans-pacific Line	1,058,469	715,731	Dec.	342,638
Australian Line	334,570	353,199	Inc.	18,329
Total from transportation	$3,762,082	$3,713,159	Dec.	$48,924
From subsidies	307,404	282,289	Dec.	25,114
Miscellaneous	55,238	107,325	Inc.	52,087
Total earnings	$4,124,714	$4,102,763	Dec.	$21,951

Expenses.

Atlantic line	$496,337	$545,854	Inc.	$49,517
Panama line	1,080,807	1,212,143	Inc.	131,246
Transpacific line	531,487	447,796	Dec.	83,791
Australian line	367,291	347,461	Dec.	19,831
N. Y. and other agencies	359,808	308,710	Inc.	49,092
Extra repairs	161,719	30,827	Dec.	130,892
Expenses—ships laid up	6,504	16,277	Inc.	9,773
Home, general and miscellaneous	227,594	191,437	Dec.	36,557
Total expense	$3,225,038	$3,190,507	Dec.	$32,533
Bal. of net savings	$901,676	$912,258	Inc.	$10,582

The Pacific Mail Company does not charge anything to its capital account against the deterioration of its ships. On the contrary, the construction account of April 30, 1883, shows an addition for the year of $9,000 to the cost (assets) of the City of Peking; of $50,000 to that of the City of Para; of $68,000 to that of the Colon and of $11,000 to that of the Alaska; total additions to assets by charges to cost of old vessels, $138,000. Three new ships appear on the company's list at a cost of $1,071,109, of which sum $530,087 appeared in the construction of a year ago as "advances on new steamers;" one ship, the Wilmington, valued in the account of April 30, 1882, at $270,000 is not in the present list, and the report of this date makes no mention of what disposition was made of the vessel. The Salvador ($124,495) was lost, but still appears in the balance sheet. The balance sheet shows that the gross liabilities of the company were reduced $389,359 during the year; but it also shows that the floating assets—including coal and supplies—were reduced $327,669. The following are the condensed balance sheets of the respective dates:

COMPARATIVE BALANCE SHEET.

Assets.

April 30—	1882.	1883.		Difference.
Number of steamers, &c.	23	24	Inc.	1
Construction	*$11,971,158	$12,382,159	Inc.	$411,001
Real estate, &c.	1,079,514	1,079,514		.....
Coal (27,077 tons in 1882 and 19,317 tons in 1883)	214,184	166,895	Dec.	47,289
Supplies	134,072	143,390	Inc.	9,318
Old materials, &c.	101,814	59,488	Dec.	42,326
Suspense accounts	26,571	31,820	Inc.	5,249
Cash and uncollected earnings and subsidies	485,756	233,126	Dec.	252,630
Balance profit and loss accounts	7,671,576	7,198,895	Dec.	472,681
Total	$21,684,647	$21,295,288	Dec.	$389,359

* Includes $530,087 on account of new steamers building.

Liabilities.

Capital stock	$20,000,000	$20,000,000		
Unpaid bills—N'w York	44,167	65,395	Inc.	21,228
Unpaid bills — San Francisco	72,153	28,925	Dec.	43,228
Panama Railroad Co. loan, $200,000, say	1,000,000	1,013,527	Inc.	13,527
Panama R. R. Co. loan (balance of $400,000)	212,631	.....	Dec.	212,631
Panama Railroad Co. traffic account	80,576	76,123	Dec.	4,453
Coal freights and sundry accounts	275,119	111,318	Dec.	163,801
Total	$21,684,647	$21,295,288	Dec.	$389,359

To-day—Decoration Day—was closely observed as a holiday at all the Exchanges. The Stock Exchange to-morrow (Thursday) will open at the usual hour—10 o'clock.

The attention of grain and provision speculators is directed to the card of Messrs. Robert Lindblom & Co., in another column.

EUROPEAN FINANCIAL MARKETS.

LONDON, May 30—6:00 p. m.—Atlantic and Great Western first mortgage trustees certificates, 47½; do. second mortgage, 11¾; Erie second consols, 97¾; Illinois Central, 146; Pennsylvania Central, 59¾. American Ordnance, 5¾; do. preferred, 22. Reading, 27; New-York, Ontario and Western, 20¼. The amount of bullion gone into the Bank of England on balance to-day is £44,000.

LONDON, May 30—6:00 p. m.—Paris advices quote three per cent rentes at 79 francs 82½ centimes for the account, and exchange on London at 25 francs 28 centimes for checks.

THE MARKETS.

LIVE STOCK MARKET.

NEW-YORK, May 30.—BEEVES—Receipts to-day were 191 cars, of 3,114 head—142 cars at Jersey City and 49 cars at 60th-st. Total for four days, 8,858 head, against 8,977 head for the corresponding time last week. Mr. Goldsmith had 20 cars of Export Cattle in the yards, which were reserved for shipment early. Export Cattle ruled Irregular and weak, and with an exporter in the market for 200 head, sellers were enabled to advance prices from $1 per head to ¼c per lb. Butchers held off a little at first, but were obliged to pay the figures asked, and there was an active market, closing firm, with the yards well cleared before 9 o'clock. Business was somewhat accelerated by the desire to observe the holiday as far as possible. For choice Bullocks sold at $5 95@$7 20¾, with general sales of Ordinary to Prime at 11½@12½c, to dress 56 lb. Mr. Eastman bought 200 head at $6 47½ and $6 75 per 100 lb.

To-morrow Mr. Goldsmith will ship to London on the Assyrian Monarch 410 Head of Cattle and Mr. D. McIntosh will put on the same steamer about 1,000 Live Sheep. The Adriatic will also sail to-morrow for Liverpool with 720 quarters of Beef and 100 carcasses of Mutton for Mr. Joseph Eastman.

Sales at Jersey City—Sherman & Culver for L. Sensenig, 4 Stable-fed Steers from Lancaster County, Penn., 1,410 lb, at 12¼c, 57 lb lb; 2 do, 1,470 lb, at 12¼c less $1 per head; 5 do, 1,366 lb, at 12¼c, 56 lb; 9 do, 1,205 lb, at 12¼c; 6 do, 1,205 lb, at 12¼c and $6; 8 do, 1,224 lb, at 12c less 50c per head; 2 do, 1,340 lb, at 11¾c and $1 per head; for J. C. Geary, 32 Illinois Steers, 1,040 lb, at 12½c; 10 do, 1,352 lb, at 12½c, 56 lb; 22 do, 1,280 lb, at 12¼c less $1 per head; 7 do 1,247 lb, at 12c and $1 per head; 40 Michigan do, 1,235 lb, at 12c less $1 per head.

M. Goldsmith for self: 16 Missouri Steers, 1,338 lb, at 12½c, 56 lb, less 50c per head; 16 do, 1,282 lb, at 12¼c less $1 per head; 25 do, 1,203 lb, at 12¼c; 17 do, 1,275 lb, at 12¼c less $1 per head; 4 do, 1,180 lb, at 12c.

J. F. Sadler & Co. on commission: 19 Missouri Steers, 1,293 lb, at 12½c, 56 lb; 54 do, 1,270 lb, at 12¼c, and 50c per head; 44 do, 1,280 lb, at 12¼c; 16 do, 1,312 lb, at 12¼c, less 50c per head; 40 do, 1,213 lb, at 12c; 7 do, 1,215 lb, at 12c, less 50c per head; 1 Bull, 1,070 lb, at 5½c.

J. Schamberg for J. Schamberg & Co.: