

EDITORIAL CORRESPONDENCE.

April, January 13, 1859. We left Galveston on the 8th, and drove to the residence of our old friend, Col. John Montgomery, near Lockport, where we passed the night and breakfasted at the Bell Hotel. We found Lockport a pretty village, on an elevated spot, in the midst of a lovely grove of live oaks. The buildings were generally neat and some of them quite fine. There are abundant springs in the place. The country around is very fertile and rapidly settling. In view of the town in the battle ground on a branch of the Texas coast, Mr. Preston Harvey, a very old man, and the second American settler west of the Colorado, died near Lockport a few days since.

On our first page will be found a synopsis of Gov. Ball's message, the length of which precludes us giving it in full. It is a very long and interesting document, containing many important facts, and is almost as long as his Excellency was in editing the Legislature together, but we presume the various important matters for the consideration of our Legislature, rendered it necessary that his Excellency should be given a full opportunity to give his views on the various matters for the consideration of our Legislature, rendered it necessary that his Excellency should be given a full opportunity to give his views on the various matters for the consideration of our Legislature.

On the 13th inst. the two Houses went into the election of U. S. Senators—Gen. Houston being the only candidate in nomination. In the Senate the vote stood: for Houston 10—Hempill 2—George W. Smyth 1. In the House, Houston 46—Hempill 12.

James C. Wilson, in a card in the Austin Gazette, declines the nomination as a candidate for Congress.

A memorial has been presented to the Legislature from Messrs. Mayhew & Co., a mercantile firm in Baltimore, praying for payment of a certain bond issued by the Republic of Texas through her Commissioners, A. T. Burnley and Samuel M. Williams, for \$250,000, with interest at 70 per cent. per annum. This claim is known as the "Barnes claim."

The Senate has confirmed the appointment of Dr. W. R. Smith Collector of Customs at Galveston vice John B. Ashe, whose commission was revoked.

The Female Academy, at Seagrav, with all the furniture, toys, and chemical apparatus, has been totally destroyed by fire. The loss is supposed to be about \$5,000. This is a serious calamity to the people of that section. They had advanced much to wards the completion of their two seminaries, but a people possessing so much public spirit and energy will soon have it rebuilt.

By a letter from San Antonio to a friend of ours in this place, we learn that Mr. McMullen, a Scotch gentleman, was murdered in his bed in that city on the night of the 20th inst. The murderer entered the old man's chamber through the floor—sawed and stabbed him in the throat. It is supposed the object was plunder, as trunks, &c. were broken open. Some arrests were made on the 21st, but nothing had been elicited.

The steamship Perseverance, Capt. Forbes, arrived on the 24th.

The steamship James L. Day arrived at this port on the 26th, bringing dates to the 22d.

The steamship Perseverance left for New Orleans yesterday.

The schooner Cicero, Capt. Speck, arrived at this port on the 24th from Baltimore.

The clerk of the steamship James L. Day will please accept our thanks for late favors.

The Austin American of the 19th reports four cases of small-pox in that city and vicinity. The American states the disease had its origin from a case of varioloid occurring in the family of Mrs. Rawlins, one mile and a half from town.

Col. P. O. Hebert's official majority for Governor of Louisiana is 2,030, and Farmer's, for Lieutenant Governor, 2,008.

The N. O. papers announce the death of the widow of David S. Kaufman, at Galveston on the 19th ult.

Mr. BISHOP'S DEATH IN COSTUME.—Mr. Bishop's death in the U. S. Senate, from Louisiana, will probably be contained under the new constitution, which requires the vacation of offices filled post mortem to be adopted.

TELEGRAPHIC ITEMS.

NEW YORK, Jan. 18.—The steaming Black Warrior, Capt. H. H. Hays, has arrived. She left the harbor on the 15th inst. Among her passengers is Dr. Gardner, of Mexico, who is on his way to Galveston.

WASHINGTON, Jan. 18.—Senator Houston's resolution, appropriating \$50,000 for the erection of a bronze equestrian statue of Gen. Washington, in Washington City, has passed without opposition.

Senator Chase is expected to speak today in advocacy of the Moore doctrine, as a wise and proper policy for this nation to pursue. He will argue in support of the American people, and will ask that it be given vitality by its inscription on the statues erected to the great men of the country.

Mr. Phelps has been appointed U. S. Senator from Vermont, in place of Upham, deceased. The appointment of Beverly Sanderlin Collector of the Customs at San Francisco has been confirmed.

Mr. Gregory declined the appointment of Commissioner. Mr. King, Vice President elect, has left Norfolk for Cuba. His health is very feeble.

NEW YORK, Jan. 18.—The members of the Gardner Commission, reports on the subject of the present condition of Cuba, Canada, Gen. Paria or Com. Misard will probably be his successor.

The secret filibuster expedition, designed to have started from St. Domingo, has failed. Mr. Sells, who was in the charge of the U. S. S. Scouler, the Mexican doctrine, as an obstruction.

PREPARATION FOR DEFENSE.—It is believed that the Military and Naval Committees of the Senate will report in favor of increasing the efficiency of the Army and Navy, and in favor of fortifying the ports on the Pacific coast, in view of the present condition of foreign affairs.

CONGRESSIONAL PROCEEDINGS.—The bill continuing half pay to certain widows and orphans of soldiers was passed.

IN THE SENATE ON THE 19th, Mr. FRANKS, the new Senator from Vermont, appeared, was sworn in, and took his seat. The Military Academy bill was passed.

STRENGTHENED BARRIERS.—The steamboats Yre England, Lucy and Brunette were destroyed by fire at the levee in St. Louis on the 18th inst. The fire broke out on board the Yre England, spreading rapidly, communicated to the two other boats before they could be removed from their berths. There was an insurance on the boats to the amount of about fifty thousand dollars.

MR. CASE'S RESOLUTIONS ON EUROPEAN COLONIZATION OF THIS CONTINENT.—The following are the resolutions offered by Mr. Case in the Senate, on the 4th inst., in pursuance of previous notice. The resolutions were passed to a second reading, and ordered to be printed.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the United States do hereby declare that "the American continent, by the free and independent condition which they have assumed and maintain, are henceforth not to be considered as subjects to future colonization by any European power," and while "existing rights should be respected," and will by the United States, they owe it to their own "safety and interests" to announce, as they now do, "that no future European colony or dominion shall, with their consent, be planted or established on any part of the North American continent," and should the attempt be made, they thus deliberately declare that it will be viewed as an act of originating in motives regardless of their "interests and their safety," and which will leave them free to adopt such measures as an independent nation may justly adopt in defence of its rights and its honor.

And be it further resolved, That while the United States disclaim any designs upon the island of Cuba inconsistent with the laws of nations and with their duty to Spain, they consider it due to the vast importance of the subject to make known, in this solemn manner, that they should view all efforts on the part of any other power to procure possession, whether peacefully or forcibly, of that island, which, as a naval or military position, might, under circumstances not to be foreseen, become dangerous to their Southern coast, to the Gulf of Mexico, and to the mouth of the Mississippi, as unfriendly acts directed against them, to be resisted by all means in their power.

RAILROADS FROM ARIZONA.—The bark Sanley, Capt. Collins, from Newport, Wm., arrived off the coast on Monday last, with 250 tons of iron for the Harrisburg Railroad. This is the first arrival we have had of railroad iron in this State. We congratulate our friends of Harrisburg on thus having secured the first commencement of the construction of railroads in Texas. This event is one worthy of commemoration. The large ships Lochaber and Rodmond are also daily expected from the same port with iron. The cargo of all these vessels will amount to about 2000 tons which is the best iron of 50 lbs. to the yard, the whole being subject to extend the Harrisburg road about 25 miles.—Chil.

BOUNDARY COMMISSION.—We are happy to chronicle the arrival in our city of a part of the original "attaches" of the Boundary Commission, consisting of Messrs. Pierce, Jones, Thompson and Lawson, assistants—Major Bartlett, agent, and Captain Tinsell, Quartermaster of the division, they are a noble lot of fellows—a credit to the country and to the service in which they have been engaged, with so much success for the past two and a half years; during which time they have seen not a little of hardship and exposure, as their weather beaten countenances abundantly testify. They are now "on route" to Washington to await Government orders. We would bespeak for them the hospitalities of our citizens during their stay in San Antonio.—S. A. Ledger.

It has been said that the case of DeLeon vs. White, for a portion of the Town of Indiana has been decided by the Supreme Court in favor of DeLeon.—Victoria Ad.

The report, we are informed, is not correct, and the parties interested say, "the perpetrators of the report should be careful how they handle guns, as they might go off to their injury."

The Lomon slaves, recently liberated in New York, by Judge Payne's decision, passed through Cleveland, Ohio, a few days ago on their way to Canada.

THE NEW BRITISH CABINET.—The relations existing between this country and England are of an intimate character, that any change in the administration, and particularly when a change of policy ensues, is interesting to our readers. The new Premier, Lord Aberdeen, has announced the principles upon which his administration will be based. Commercial and legal reform, the extension of education, the removal of Jewish disabilities, a reform of the representative system, and the abolition of all the remaining impediments to free trade, constitute the promised system of action.

The cabinet is a coalition one, comprised of the friends of Sir Robert Peel and of Lord John Russell, and may be designated as liberal and conservative, for both of these terms, in their modern political significance, are synonymous.

The following are the names and ages of the members of the new cabinet: Lord Aberdeen, Premier, age 69; has held high offices in both the Wellington and Peel administrations.

Lord Stanworth, Lord Chancellor, age 62; late Solicitor General, and later Vice Chancellor.

Mr. Gladstone, Chancellor of the Exchequer, age 43; son of a Liverpool Merchant, a member for the University of Oxford; has filled several important offices.

Lord Palmerston, Secretary of State for the Home Department, age 68; most of his political life has been spent in office.

Lord John Russell, Secretary of State for Foreign Affairs, age 60; Premier from 1846 to 1852.

Duke of Newcastle, Secretary of State for the Colonies, age 41.

Sir James Graham, Bart, First Lord of the Admiralty, age 60; served under Sir Robt's Peel.

Earl Granville, President of the Council, age 37; has held various offices under different administrations.

Duke of Argyll, Lord Privy Seal, age 29; never held office, but an active debater.

Mr. Sidney Herbert, Secretary of War, age 42; has been Secretary to the Admiralty and Secretary at War under Peel.

Sir Charles Wood, President of the Board of Control, age 52; was Chancellor of the Exchequer under the Russell administration.

Sir Wm. Molesworth, Bart, First Commissioner of Public Works, age 43; formerly proprietor and editor of the Westminster Review.

Marquis of Lansdown, in the cabinet without office, age 73; was President of the Council under Lord John Russell.

Vice Royal of Ireland, Lord St. Germain, age 54; has been Secretary for Ireland and Postmaster General.

In the subordinate offices, the incumbents are—President of the Board of Trade, E. Caldwell; Board of Control, Sir Charles Wood; Postmaster General, Lord Canning; Duchy of Lancaster, Lord Granville; Attorney General, Sir A. Cockburn; Solicitor General, Mr. Page Wood; Secretaries to the Treasury, Messrs. Hayter and Wilson.

HARRISBURG RAILROAD.—We clip the following from the Houston Telegraph: "Our friends, at Harrisburg, are steadily and quietly pushing forward their work on the railroad. We learn that about eighty men are employed grading the road, and laying the cross ties for the rails. The locomotive has been repaired, and the agent expects to lay half a mile of rails daily. They expect to have 22 miles of the road completed by the middle of February."

A Washington letter to the New York Express says: "The railroad schemes will be the great schemes pressed the coming session of Congress, and among them is to be the great Northern Railroad, from the head of Lake Superior across toward the Pacific, reaching Puget Sound. 2d. From the Mississippi, through Iowa. 3d. From St. Louis through M. s. ur. 4th. From Memphis (Tenn.) through Arkansas. 5th. Through Texas (on the Gulf of Mexico) to San Diego, &c.

The exhibit of the earnings of the Chicago and Galena Railroad, during the last four months, sums up \$204,704 51.—The cost of ninety-two miles of rail was less than \$1,100,000, and, estimating the running expenses at \$41,704—which is an extreme figure taking the year as a criterion—\$140,000 is left as a clear profit for one-third of the year, on an investment of \$1,100,000, which is at the rate of 40 per cent. per annum.

SHIPMENT OF COTTON TO BALTIMORE VIA WHEELING.—The Baltimore American has been shown a bill of lading of 250 bales of cotton shipped from Louisville for Wheeling, to be transported to that city by the Baltimore and Ohio Railroad. The freight on this consignment is the first shipment of cotton to that city by the New route just opened between Baltimore and the Ohio river.

BRASS LANDS ON THE RISE.—Within the last twelve months, lands on the Brazos below and above Richmond, have risen to three or four times their former value; and this rise has been owing chiefly, if not solely, to the confidence which landholders in that section look forward to the early completion of the Harrisburg road. We learn on reason to question, that one-half of the plantation of Mr. N. Williams, on the Brazos, recently sold for \$55,000, double as much as the whole of it might have been purchased for twelve months or two years ago. The remaining half of his plantation Mr. Williams would not sell at hardly any price. He is not a solitary example of large planters on the Brazos, who are growing rich at the mere approach of the iron horse. So, and with other western streams. They will have the pleasure of seeing their river lands take a big rise, and stay up too, if the rivers themselves won't.—Texas Monist.

James H. Durr and H. Clay Davis, have entered suit against Carvajal, for supplies furnished his filibustering forces.

The Legislature of North Carolina has passed a law, providing that when a man dies intestate, leaving a wife and no child or children, the widow is to have one-half his personal assets, and the residue to be divided equally between the children, she to receive one-third, as herebefore.

REVENUE OF THE EXTRA SESSION.—By reference to the proceedings of the Senate a resolution will be found authorizing the Legislature in its action on the consideration of each session, as may be presented or suggested by the Governor in his message. The resolution will not receive the assent of the Senate, it is contrary to the spirit of our institutions, and it is not borne out by the constitution. Such a resolution, if introduced into the constitution but was voted down by the convention.

The people are anxious for something to be done in the matter of internal improvements. A bill on the part of the Legislature to meet a wish in general would be condemned unqualifiedly. Should the Executive not think proper to mention this matter in his message, he could have it in his power to do so, and the people will be the better for it. Mr. Taylor to receive sanction of both Houses. Such a thing was never intended by the framers of the constitution and the establishment of the precedent would be in bad keeping with the progressive spirit of the age, leaving nothing of its unsoundness to be doubted.

ADVANCE IN TEXAS BONDS.—We notice a very great rise in the price of Texas eight per cent. bonds, at Philadelphia. They were sold in that market, on the 22d inst., for \$119 1/2. The price here, says the Public Ledger, is the highest price they have ever reached. The rise, we presume, may be attributed to the announcement that the Texas debt, on Tuesday, had fixed on the 4th inst. for the consideration of the House. The bill providing for the payment of the creditors of Texas. If we remember rightly, this bill proposes the creation of an eight million three per cent. loan, which, it is understood, will cover the whole Texas debt, and will be repaid by a standing in lieu of five millions which Congress has already appropriated, under certain conditions, for that purpose. The impression is, that this bill will pass, though it is known that it will not be passed until the 11th inst. It is probably from other quarters for State Rights.

As the eight millions will cover all claims, and as it will at three per cent. take no more from the federal treasury than five millions, at the highest rate of interest, it seems the most equitable and satisfactory mode of disposing of a vast question.—Delta.

The first train of cars from Baltimore to Wheeling passed over the Baltimore and Ohio Railroad on the 21st ult. This train left Baltimore at seven o'clock on the morning of the 21st, and arrived in Wheeling at fifteen minutes past 10 o'clock the same evening, making the entire passage, including stoppages, in fifteen hours and fifteen minutes; thus verifying the prediction of President Sewell, made at the Baltimore meeting, that by the 1st day of January, 1859, the traveler will be able to eat his breakfast in Baltimore and take supper at Wheeling.

RAILROADS IN THE UNION.—The following statements we gather from the forthcoming January copy of the American Railway Guide: On the 1st of January, 1859, there was in the United States, 14,227 miles of completed railroad, 12,928 miles of railroads, in various stages of progress, and about 7000 miles in the hands of engineers, which will be built within the next three or four years—making a total of 35,155 miles of railroad, which will traverse the country at an average cost of \$20,000 (a well ascertained average) for each mile of road, including equipments, &c., will have consumed a capital amounting to \$994,650,000.

On the 1st of January, 1859, there was in the United States, 14,227 miles of completed railroad, 12,928 miles of railroads, in various stages of progress, and about 7000 miles in the hands of engineers, which will be built within the next three or four years—making a total of 35,155 miles of railroad, which will traverse the country at an average cost of \$20,000 (a well ascertained average) for each mile of road, including equipments, &c., will have consumed a capital amounting to \$994,650,000.

On the 1st of January, 1859, there was in the United States, 14,227 miles of completed railroad, 12,928 miles of railroads, in various stages of progress, and about 7000 miles in the hands of engineers, which will be built within the next three or four years—making a total of 35,155 miles of railroad, which will traverse the country at an average cost of \$20,000 (a well ascertained average) for each mile of road, including equipments, &c., will have consumed a capital amounting to \$994,650,000.

On the 1st of January, 1859, there was in the United States, 14,227 miles of completed railroad, 12,928 miles of railroads, in various stages of progress, and about 7000 miles in the hands of engineers, which will be built within the next three or four years—making a total of 35,155 miles of railroad, which will traverse the country at an average cost of \$20,000 (a well ascertained average) for each mile of road, including equipments, &c., will have consumed a capital amounting to \$994,650,000.

On the 1st of January, 1859, there was in the United States, 14,227 miles of completed railroad, 12,928 miles of railroads, in various stages of progress, and about 7000 miles in the hands of engineers, which will be built within the next three or four years—making a total of 35,155 miles of railroad, which will traverse the country at an average cost of \$20,000 (a well ascertained average) for each mile of road, including equipments, &c., will have consumed a capital amounting to \$994,650,000.

On the 1st of January, 1859, there was in the United States, 14,227 miles of completed railroad, 12,928 miles of railroads, in various stages of progress, and about 7000 miles in the hands of engineers, which will be built within the next three or four years—making a total of 35,155 miles of railroad, which will traverse the country at an average cost of \$20,000 (a well ascertained average) for each mile of road, including equipments, &c., will have consumed a capital amounting to \$994,650,000.

On the 1st of January, 1859, there was in the United States, 14,227 miles of completed railroad, 12,928 miles of railroads, in various stages of progress, and about 7000 miles in the hands of engineers, which will be built within the next three or four years—making a total of 35,155 miles of railroad, which will traverse the country at an average cost of \$20,000 (a well ascertained average) for each mile of road, including equipments, &c., will have consumed a capital amounting to \$994,650,000.

On the 1st of January, 1859, there was in the United States, 14,227 miles of completed railroad, 12,928 miles of railroads, in various stages of progress, and about 7000 miles in the hands of engineers, which will be built within the next three or four years—making a total of 35,155 miles of railroad, which will traverse the country at an average cost of \$20,000 (a well ascertained average) for each mile of road, including equipments, &c., will have consumed a capital amounting to \$994,650,000.

On the 1st of January, 1859, there was in the United States, 14,227 miles of completed railroad, 12,928 miles of railroads, in various stages of progress, and about 7000 miles in the hands of engineers, which will be built within the next three or four years—making a total of 35,155 miles of railroad, which will traverse the country at an average cost of \$20,000 (a well ascertained average) for each mile of road, including equipments, &c., will have consumed a capital amounting to \$994,650,000.

On the 1st of January, 1859, there was in the United States, 14,227 miles of completed railroad, 12,928 miles of railroads, in various stages of progress, and about 7000 miles in the hands of engineers, which will be built within the next three or four years—making a total of 35,155 miles of railroad, which will traverse the country at an average cost of \$20,000 (a well ascertained average) for each mile of road, including equipments, &c., will have consumed a capital amounting to \$994,650,000.

On the 1st of January, 1859, there was in the United States, 14,227 miles of completed railroad, 12,928 miles of railroads, in various stages of progress, and about 7000 miles in the hands of engineers, which will be built within the next three or four years—making a total of 35,155 miles of railroad, which will traverse the country at an average cost of \$20,000 (a well ascertained average) for each mile of road, including equipments, &c., will have consumed a capital amounting to \$994,650,000.

On the 1st of January, 1859, there was in the United States, 14,227 miles of completed railroad, 12,928 miles of railroads, in various stages of progress, and about 7000 miles in the hands of engineers, which will be built within the next three or four years—making a total of 35,155 miles of railroad, which will traverse the country at an average cost of \$20,000 (a well ascertained average) for each mile of road, including equipments, &c., will have consumed a capital amounting to \$994,650,000.

On the 1st of January, 1859, there was in the United States, 14,227 miles of completed railroad, 12,928 miles of railroads, in various stages of progress, and about 7000 miles in the hands of engineers, which will be built within the next three or four years—making a total of 35,155 miles of railroad, which will traverse the country at an average cost of \$20,000 (a well ascertained average) for each mile of road, including equipments, &c., will have consumed a capital amounting to \$994,650,000.

On the 1st of January, 1859, there was in the United States, 14,227 miles of completed railroad, 12,928 miles of railroads, in various stages of progress, and about 7000 miles in the hands of engineers, which will be built within the next three or four years—making a total of 35,155 miles of railroad, which will traverse the country at an average cost of \$20,000 (a well ascertained average) for each mile of road, including equipments, &c., will have consumed a capital amounting to \$994,650,000.

On the 1st of January, 1859, there was in the United States, 14,227 miles of completed railroad, 12,928 miles of railroads, in various stages of progress, and about 7000 miles in the hands of engineers, which will be built within the next three or four years—making a total of 35,155 miles of railroad, which will traverse the country at an average cost of \$20,000 (a well ascertained average) for each mile of road, including equipments, &c., will have consumed a capital amounting to \$994,650,000.

On the 1st of January, 1859, there was in the United States, 14,227 miles of completed railroad, 12,928 miles of railroads, in various stages of progress, and about 7000 miles in the hands of engineers, which will be built within the next three or four years—making a total of 35,155 miles of railroad, which will traverse the country at an average cost of \$20,000 (a well ascertained average) for each mile of road, including equipments, &c., will have consumed a capital amounting to \$994,650,000.

On the 1st of January, 1859, there was in the United States, 14,227 miles of completed railroad, 12,928 miles of railroads, in various stages of progress, and about 7000 miles in the hands of engineers, which will be built within the next three or four years—making a total of 35,155 miles of railroad, which will traverse the country at an average cost of \$20,000 (a well ascertained average) for each mile of road, including equipments, &c., will have consumed a capital amounting to \$994,650,000.

On the 1st of January, 1859, there was in the United States, 14,227 miles of completed railroad, 12,928 miles of railroads, in various stages of progress, and about 7000 miles in the hands of engineers, which will be built within the next three or four years—making a total of 35,155 miles of railroad, which will traverse the country at an average cost of \$20,000 (a well ascertained average) for each mile of road, including equipments, &c., will have consumed a capital amounting to \$994,650,000.

On the 1st of January, 1859, there was in the United States, 14,227 miles of completed railroad, 12,928 miles of railroads, in various stages of progress, and about 7000 miles in the hands of engineers, which will be built within the next three or four years—making a total of 35,155 miles of railroad, which will traverse the country at an average cost of \$20,000 (a well ascertained average) for each mile of road, including equipments, &c., will have consumed a capital amounting to \$994,650,000.

HARRISBURG, BRAZOS AND CHESAPEAKE RAILROADS.—Major John A. Williams, Chief Engineer of this road, and Mr. David Lewis, contractor, are on their way to the Brazos and Colorado Valleys, and will extend their explorations as high up as Austin, with the view of locating the route. The progress already made with this road, and the great inducements held out to push up, in the Capital, the best improvement that will be made without any material delay. We give our Harrisburg friends the compliment of wishing while many of our chartered companies have been failing.

A Rev. Mr. Cummins, of Concord, N. H., has issued a parcel of inflating handbills, announcing the sale of all arbitrary things in 1854. He has a number of detailed followers.

FROM PORT-A-PLATTE.—From Capt. Boyd, of the brig Glyce, from Port-A-Platte, Dec. 23d, Turks Island, Dec. 24th, the New York Journal of Commerce learns that the Indians were still, and the best improvement that will be made without any material delay. We give our Harrisburg friends the compliment of wishing while many of our chartered companies have been failing.

SEVERAL SEAMEN OF ST. THOMAS HAVE DIED OF THE MEASLES.—Government has seized a Portuguese schooner, lying in the harbor in distress, on suspicion of being a slave, and sent her to the city of St. Domingo. The crew were forced to march through a guard to the city for examination. The vessel was seized on the 22d inst. The crew were seized on the 22d inst. The crew were seized on the 22d inst.

NEW ORLEANS MARKETS. FLOUR—Market very dull. Sales 100 bbls. No. 1 at \$4 75 and No. 2 at \$4 50. CORN—The demand was fair, but owing to the high rates demanded for even running lists of Middling and good Middling, the sales were confined to 5000 bbls.

WHEAT—Market very dull. Sales 100 bbls. No. 1 at \$4 75 and No. 2 at \$4 50. CORN—The demand was fair, but owing to the high rates demanded for even running lists of Middling and good Middling, the sales were confined to 5000 bbls.

WHEAT—Market very dull. Sales 100 bbls. No. 1 at \$4 75 and No. 2 at \$4 50. CORN—The demand was fair, but owing to the high rates demanded for even running lists of Middling and good Middling, the sales were confined to 5000 bbls.

WHEAT—Market very dull. Sales 100 bbls. No. 1 at \$4 75 and No. 2 at \$4 50. CORN—The demand was fair, but owing to the high rates demanded for even running lists of Middling and good Middling, the sales were confined to 5000 bbls.

WHEAT—Market very dull. Sales 100 bbls. No. 1 at \$4 75 and No. 2 at \$4 50. CORN—The demand was fair, but owing to the high rates demanded for even running lists of Middling and good Middling, the sales were confined to 5000 bbls.

WHEAT—Market very dull. Sales 100 bbls. No. 1 at \$4 75 and No. 2 at \$4 50. CORN—The demand was fair, but owing to the high rates demanded for even running lists of Middling and good Middling, the sales were confined to 5000 bbls.

WHEAT—Market very dull. Sales 100 bbls. No. 1 at \$4 75 and No. 2 at \$4 50. CORN—The demand was fair, but owing to the high rates demanded for even running lists of Middling and good Middling, the sales were confined to 5000 bbls.

WHEAT—Market very dull. Sales 100 bbls. No. 1 at \$4 75 and No. 2 at \$4 50. CORN—The demand was fair, but owing to the high rates demanded for even running lists of Middling and good Middling, the sales were confined to 5000 bbls.

WHEAT—Market very dull. Sales 100 bbls. No. 1 at \$4 75 and No. 2 at \$4 50. CORN—The demand was fair, but owing to the high rates demanded for even running lists of Middling and good Middling, the sales were confined to 5000 bbls.

WHEAT—Market very dull. Sales 100 bbls. No. 1 at \$4 75 and No. 2 at \$4 50. CORN—The demand was fair, but owing to the high rates demanded for even running lists of Middling and good Middling, the sales were confined to 5000 bbls.

WHEAT—Market very dull. Sales 100 bbls. No. 1 at \$4 75 and No. 2 at \$4 50. CORN—The demand was fair, but owing to the high rates demanded for even running lists of Middling and good Middling, the sales were confined to 5000 bbls.

WHEAT—Market very dull. Sales 100 bbls. No. 1 at \$4 75 and No. 2 at \$4 50. CORN—The demand was fair, but owing to the high rates demanded for even running lists of Middling and good Middling, the sales were confined to 5000 bbls.

WHEAT—Market very dull. Sales 100 bbls. No. 1 at \$4 75 and No. 2 at \$4 50. CORN—The demand was fair, but owing to the high rates demanded for even running lists of Middling and good Middling, the sales were confined to 5000 bbls.

WHEAT—Market very dull. Sales 100 bbls. No. 1 at \$4 75 and No. 2 at \$4 50. CORN—The demand was fair, but owing to the high rates demanded for even running lists of Middling and good Middling, the sales were confined to 5000 bbls.

WHEAT—Market very dull. Sales 100 bbls. No. 1 at \$4 75 and No. 2 at \$4 50. CORN—The demand was fair, but owing to the high rates demanded for even running lists of Middling and good Middling, the sales were confined to 5000 bbls.

WHEAT—Market very dull. Sales 100 bbls. No. 1 at \$4 75 and No. 2 at \$4 50. CORN—The demand was fair, but owing to the high rates demanded for even running lists of Middling and good Middling

