LATER FROM EUROPE.

THE CANADA AT HALIFAX.

HALIFAX, April 16.—The Royal mail steamer Canada, from Liverpool on the 5th instant, via Southampton on the 6th, arrived at this port today.

The Canada has 38 passengers for Boston, for which port she sailed at 11 o'clock this morning.

The English House of Commons, on Friday, debated the question relative to the value of fortifications and floating batteries, and resolutions were adopted providing for the suspension of the works at Spithead. The House will also soon consider the expediency of empowering the Government to use the money already voted for the forts in the construction of iron-sheathed vessels.

The French and Continental, as well as the English press, discuss the great importance of the experience gained by the engagement between the Merrimac and the Monitor. It is generally admitted that maritime warfare has undergone a change, and that the Monitor is a solution of the question between wooden vessels and iron once.

PETERSBURG, April 5.—The *Academy Gazette* states that the Minister of the Interior has officially announced that the Government intends preserving the censorship over all periodicals, but to do away with it gradually by judicial proceedings.

PARIS, April 6.—The question of the Society of St. Vincent de Paul is definitely settled. The conferences of the Society will henceforth be separate and independent of the central tie.

MADRID, April 6.—It is officially declared that the Spanish Government has most resolutely determined not to attempt to infringe on the sovereignty and independence of Mexico.

BERLIN, April 6.—A confidential letter from the Minister of Finance to the Minister of War is published, urgently requesting the reduction of the military budget by two and a half millions, in order to remove the present additional taxes.

GENERAL NEWS.

The steamship Hammonia, from New York, reached Southampton on the night of the 3d inst.

The steamship Great East ra is advertised to leave Milford for New York on the 6th proximo.

In the House of Lords, on the 31 inst., the Duke of Somerset said that, in the course of the present year, England would have ten effective armor-plated vessels afloat, and in the course of the next year five or six more.

In the House of Commons, on the same evening, Mr. Fitzgerald gave notice that he would soon call attention to the relations of England with Mexico.

Lord Palmerston announced that Parliament would adjourn for the Easter recess, from the 10th to the 28 h of April.

Mr. Gladstone made his financial report. He stated that the actual expenditure of the Government, during the past year, was £70,838 000, and the revenue £69 674,479, showing a deficit of £1,160 000. He estimated the revenue next year at £70 190 000, and the expenditure at £70,040 000, thus showing a small surplus. As regards changes in duties and taxes, the only alteration of consequence is a commutation of the hop duty, the amount of which is to be got in the future from beer, at the rate of 3d. per barrel, instead of from the material. The duty on playing-cards is reduced from one shilling to three pence. Foreign bonds and loans of all descriptions are to pay one-eighth per cent. The other changes are merely modifications of sundry timetables and the wine duty. The 15th of September is the day fixed for the repeal of the hop duty.

Mr. Gladstone, in the course of his speech, adverted to the great drawbacks arising from the American crisis, which had turned out worse than was anticipated. The cotton crisis was a most serious feature to England. A blockade had of course been expected, but it had proved far more rigorous, and extended over a greater line of coast than had been anticipated, and its effect had been nearly to double the prices of cotton.—The loss on the American trade was great, the exports having fallen from nearly twenty-two millions sterling, in 1860, to only nine millions in 1861. Trade with America, according to recent returns, was, however, improving.

In the House of Lords, on the 4th inst., the Marquis of Normanby again recurred to the Italian grievances, and Lord Kinnaird adverted to the acts of Russian violence in Poland.

Earl Russell gave some explanations, but declined going into the general question of the two countries.

In the House, Mr. Layard said that the Government had received official information that a convention had been entered into between the Commissioners of the Allied Powers and the Government of Mexico, and it was time that the British forces had been withdrawn from Mexico, except a small body of men; that it was not the intention of the Government that they should take any part in the expedition into the interior, and they will all be brought home except about one hundred, who would be left there for the performance of ceremonial duties. Although her Majesty's Government did not entirely approve of all the articles of the convention, they approved of it generally.

Mr. Denman called attention to the Polish question.

Lord Palmerston, in response, reviewed the position of Poland, and expressed sympathy with the Poles, but recommended them to wait patiently, and he believed that the kindly feeling of the Emperor of Russia would ultimately grant their desires. The subject was one in which England could not wisely interfere.

Mr. Osborne moved the resolution, that it is expedient to suspend the construction of the proposed forts at Spithead, until the value of iron-roofed gunboats, for defence, shall have been fully considered. He referred to the exploits of the Merrimac and Monitor, and claimed that the invention of the principle of the Monitor belonged to Capt. Coles, whose plans were long since submitted to the Admiralty and reported favorably upon and then shelved. He opposed permanent fortifications, and hoped that the Government would not plunge the country into useless expenditure on them. Sir Morton Peto seconded the resolution.

Lord Palmerston admitted the great importance of the question, and rejoiced that it was not brought forward in a party spirit. The question embraced the earnest attention of the Government. Had that in one direction it had also given a warning in another, as showing what they could not do as well as what they could do. He pointed out the drawbacks of the Monitor and what England was doing with iron ships, and said that tenders had been sent out for the construction of a ship on Captain Coles' principle. He questioned the expediency of entirely neglecting the fortifications, and favored both forts and floating batteries. He said the Government was not serious in suspending the works at Spithead for a time. The Defence Committee had been instructed to reconsider the subject, and after Easter he would bring the whole subject again before the House.

After some further debate the resolution was amended, to the effect that the House will at an early day empower the Government to expend the money voted for fortifications, etc., on iron-sheathed vessels, and was then agreed to.

Preparations had been commenced for cutting down the Royal Sovereign, one of the finest ships in the English navy, from an 131 screw three-decker to a 12 gun ship, on Capt. Coles' plan. The Bulwark, 91 guns, was also to be converted into an armor plated frigate.

A prospectus is issued of a British Columbia Overland Transit Company, whose object is to establish a regular transport system for mails and passengers, by carts and relays of horses, through the British territory.

The *Army and Navy Gazette* observes that there is more than the usual element of uncertainty about the issue of the civil war in America, owing to the ignorance of the real capacity of the South to resist, and of the capacity of the North to move. The United States will have to prove, by getting to Richmond, that they have a Quartermaster-General's Department, a good Commissariat and a military train.

The budget is generally very favorably received, and although some of the conservative and ultra liberal journals express some dissatisfaction, the general conviction was that no serious opposition will be shown to it. It is almost universally admitted that the existing circumstances would not justify any remission of taxes.

The London *Globe*, the ministerial organ, remarks that Mexican politics have got into a more perplexed entanglement than ever, but that so far as the English Government is concerned, there is no reason to believe that its views have undergone the slightest change. England will not mix herself in any recondite schemes affecting the future of Mexico.

IRON CLAD VESSELS OF WAR—INTERESTING DEBATE IN THE BRITISH HOUSE OF COMMONS.

Sir F. Smith called attention to the reports of an engagement between an American iron-clad frigate in the naval service of the Confederate States, called the Merrimac, and an iron gunboat called the Monitor, in the naval service of the Federal States, having a shot-proof roof; and asked whether, in consequence of the results of that action, it would not be prudent to suspend the construction of some of the proposed forts at Spithead until the value of such iron-roofed gunboats for the defence of our ports and roadsteads should have been fully considered, especially referring to the fortification of Spithead and Portsmouth. He pointed out that already the Americans were constructing a formidable iron fleet, calculated for every species of defence of their coasts and harbors.

Mr. Laird urged that the success of the Monitor had shown that small iron-clad vessels could contend with large ones, while the action of the Merrimac had settled the question of wooden ships, and he understood that the Americans were so satisfied with the capabilities of the new vessels that they meant to give up fortifications and trust to a fleet of Monitors for the defence of their harbors. He contended that the whole British fleet should be reconstructed by the adoption of iron-clad ships, and it would be a saving of expense to construct docks on our naval stations abroad for the repair of these vessels, which would obviate the objection which was made to such vessels being employed abroad.

Mr. Gregory thought that what had just occurred had caused a complete revolution in naval warfare; and, although the Americans had declared that the naval supremacy of England was at an end, he believed that, with our natural resources and mechanical appliances, we might easily retain that supremacy. The adoption of iron-built vessels, such as were now in question, would be a cheaper system than that at present existing, and would remove the burden entailed by the erection of fortifications, while the question of colonial fortification was decided. Naval superiority on the American lakes, and the invulnerability of Quebec, were involved in this question of small iron-clad vessels. It was hardly doubtful, but that an encounter between the Warrior and the Monitor would have ended in the success of the latter.

Sir J. D. Hay, who, as chairman of the iron-plate commission, had been appealed to by Sir F. Smith, said that his opinion as to the fortifications of Portsmouth had changed, and that the defence of that arsenal ought to be entrusted to iron-clad vessels instead of to forts. He was of opinion that the smallest kind of war vessels ought still to be constructed of wood, as they would only bear thin iron plates, but all large fighting sloops ought to be, and must be, iron-coved. He thought that all our line-of-battle ships should be cut down to their lower deck beams, and plated with iron; and with Capt Coles' cupolas placed on them, one of them would be more effective than eight or nine of those ships as they now were. He thought that the money proposed to be spent on fortifications should be expended on docks at Malta, Bermuda, and other naval stations, for the repair of iron vessels. He thought it was proved that sloping sides were not necessary.

After some observations from Mr. A. Dull,

Lord A. Vane Tempest said that, having seen the Merrimac, he could state that she was deeply immersed in the water—she was only adapted for river purposes, and was not a sea going vessel.

Sir G. C. Lewis said that Mr. Gregory had suggested that revolutionizing our naval system would lead to diminution of expense; but all experience had shown that such steps had led to large expenditure. It was possible that a great change in our naval system was required; but if so, it would involve a large expenditure of public money, and it would be necessary to bring in a supplementary estimate of ten or twelve millions. The question raised by Sir F. Smith was the same as that which was brought before the Defence Commission, and they had recommended the construction of forts at Spithead; but they were to be combined with a force of iron clad vessels. The question now was, Whether recent events rendered an alteration in that plan necessary?

His information led him to believe that the recent naval engagement had not settled the question. In reference to the defence of our coast against iron clad vessels, by vessels of the same description—in such a case there would be something like equality between them; but the question was whether, by means of improved and still more powerful ordnance, the present acknowledged superiority of land batteries against ships might not be maintained; and he saw no reason why there should not be invented ordnance which could smash the side of any iron clad vessel. The Government were not prepared precipitately to incur great cost, but every attention would be paid to the subject. He could not undertake to say that the construction of the forts at Spithead would be suspended.

Mr. Bright said the question raised was a simple one, from which the Government ought not to escape with out some definite statement. It was, that the fortifications now in course of construction were proved to be useless against iron-clad vessels like the Monitor. There was no doubt that what had occurred in the James river was a very serious matter, and was sufficient to induce the Government to suspend the expensive fortifications which were being erected.

Capt. Jervis said that it was now proved that the plan of fortifications agreed on two years ago was a mistake, and their construction ought to be suspended.

Mr. Osborne had hoped that among the numerous converts on the subject of fortifications he should have found the Government. A scheme for converting a number of our line of battle ships into floating batteries for the defence of our harbors, was long ago proposed by Admiral Sir Richard Dundas; but it seemed that the Government was about going on with these costly fortifications.—What had occurred in America justified the House in calling on the Government to suspend their construction.

Sir J. Pakington said that the impression on his mind was that it was the duty of the Government to pause and consider the real tendency of recent events before persevering in the construction of fortifications.

Lord C. Paget said that, important as the event alluded to was, there was nothing beyond what was previously known to induce the Government to take any sudden and decided step in reference to our means of defence. The relative merits of iron and wooden ships and the power of the former to run down on another vessel with their stems, were well known for the last three years, and the navy was being remodeled from that point of view. But the navy of England had certain duties to perform which could not be performed as yet by iron-clad ships. He maintained that nothing had taken place which altered the necessity of having a combined system of defence of our naval harbors by forts and iron clad ships. With regard to Capt. Coles' cupolas, he believed that was a plan which was capable of great development, but the vessels constructed on that principle were not capable of keeping the sea, and a ship on the plan which was being constructed by the Admiralty was far superior to the Monitor, for she could carry her guns nine feet out of the water.

Mr. Bentinck and Mr. Cuningham argued against the usefulness of the proposed fortifications of Spithead.

The subject then dropped.

ARRIVAL OF A CONFEDERATE BRIG AT LIVERPOOL.

Liverpool, April 11, Correspondence of London News.

Under the brig Adelaide, flying the Confederate flag, arrived in the river from Charleston, which port she left on the evening of the 31 ult., having run the blockade without any hindrance from the blockading fleet.

The Adelaide is 273 tons burthen, and commanded by Captain Swan. During the voyage she experienced very severe weather, all her boats having been carried away. Captain Swan states that several other vessels besides his had successfully run the blockade with cargoes of cotton and rosin, while many others were preparing to follow, the blockade being far from strict.

The cargo of the Adelaide consists of 669 bales of cotton, eighteen of which are Sea Island, and 112 barrels of rosin. This vessel sailed in company with the bark Eliza, bound to Liverpool, the bark Mary Wright, and four schooners, all laden with cotton and rosin. The state of affairs at the harbor of Charleston was fast breaking up, the harbor being covered with floating timber and other debris of the wrecks of the stone fleet.

The Adelaide is consigned to Messrs. Charles Moore & Co., of this town.

THE BRITISH PRIZE RING.

OBJECT OF HEENAN'S VISIT TO ENGLAND.

From the Sporting Life of London, April 1.

There is every probability of our having another international contest for the championship of the world. The Benicia Boy, we are informed from a letter dated New York, March 19, was to sail in the City of Washington on Saturday, March 22. The object of his visit will be to test the prowess of our champion, and we have already intimated that it was the "Boy's" intention to visit England to witness the exhibition in May, and we understand he has entered into an engagement with a circus company. Heenan is in good health and looks well, and will be accompanied by his brother, who is, if anything, of more gigantic proportions than the Benicia Boy himself.

VERY LATEST.

The Paris correspondent of the London *Daily News*, says the difference between England and France, in Mexican affairs, is very ticklish. It continues to be given out that Spain agrees with France and will disavow the convention.

It is rumored that King Victor Emmanuel is expected in Paris on a visit to Napoleon.

The Turin journals assert that King Victor Emmanuel will go to Naples at the end of April, accompanied by Ratazzi and Popolie.

The Paris *Monitor* announces that the sum to be paid by any person desiring exemption from military service is fixed for this year at 2,500 francs, and the bounty for re-enlistment for seven years is fixed at 2,200 francs.

The Calcutta, China and Australian mails left Alexandria April 4th, for Marseilles.

FRANCE

The *Moniteur* announces that, in order to lighten the burdens of the treasury and enter to thwith into the economy promised in the budget, the Emperor has ordered a reduction of 32,000 men in the effective strength of the army. The disbanding of the 101st and 1024 infantry regiments, and sale of 2,200 horses, is also ordered.

Gen. Guyon's return from Rome was regarded as almost certain.

The Paris Bourse was firm at 70f. 15c. for the Renter.

ITALY.

It is asserted that detachments of the French troops have received orders to traverse the frontiers to prevent the passage of brigands from the Pontifical States into Italy, and to arrest such persons even should they be found unarmed.

The French troops have also been instructed to arrest any Pontifical gen d'armes who may aid the brigands.

SPAIN.

It was asserted that Spain, although wishing to receive explanations relative to the doubtful articles of the treaty recently concluded between the Juarez Government and the representatives of the Allies, has no intention of making a new treaty.

INDIA.

A private despatch from Calcutta, of March 15th, quotes freights to London, at 62s. 6d. per ton, being 2s. 6d. decline. Produce is quiet. Imports show a strong market.

COMMERCIAL INTELLIGENCE.

[The weekly Cotton market was received per Norwegian.]

TRADE REPORT.—The Manchester market is steady and firmer.

LIVERPOOL BREADSTUFFS MARKET.—The market is generally quiet and steady, except for Flour, which is still declining. The various circulars report: Flour downward, and declined 6d @1s.; quotations range 24s @28s. Wheat is quiet and steady; red Western 11-3d @11s 2d; red Southern, 11s. 6d @11s 6d; white Western, 11s 9d @12s; white Southern, 12s @12s. 6d. Corn quiet; mixed 27s. 6d. @28s.; white 33s. @34s. 6d.

LIVERPOOL PROVISION MARKET.—The Provision market is generally quiet and steady. Bigland, Athya & Co. and others report beef steady; pork firm; bacon easier; lard heavy and declined 2s; quoted 41@42s.; tallow steady at 45s @46s

LIVERPOOL PRODUCE MARKET.—Ashes quiet—Pots 32s. 9d.; Pearls 32s. Rosin—common dullat 11s. Spirits of Turpentine inactive at 68s @70s. Sugar dull and declined 6d. Coffee firm. Rice still declining. Cod Oil 37s. 6d. @38s.

LONDON MARKETS—[Barings'.]—Breadstuffs dull. Iron dull—Scotch Pig 51s. 6d. Sugar quiet. Tea firm. Coffee buoyant. Rice quiet. Tallow inactive at 46s. Spirits Turpentine nominal. Cod oil inactive at £39. Sperm Oil dull at £93 Linseed Oil downward at 37s @37s. 3d. at 93¾@93¾ for money.

American Securities were quiet and firm. Sales of New York Central at 72¾; Erie 31; Illinois Central 44 discount.

LATEST, VIA QUEENSTOWN.

LIVERPOOL COTTON MARKET.—The sales of cotton on Saturday reached 7,000 bales, including 2,000 bales to speculators and exporters. The market closed upward, but quotations remained unchanged.

Breadstuffs—Flour steady. Wheat quiet and easier. Corn inactive.

Provisions—The market closed quiet and steady. Bacon has a declining tendency.

LONDON MONEY MARKET.—Consols closed on Saturday at 93¾@94 for money.

American Securities.—The latest sales were: Illinois Central, 43¾@43¾ discount. Erie, 34 @34¾.

HAVRE COTTON MARKET.—The sales of cotton for the week foot up 2,250 bales; Orleans *tres ordinaire*, 156f; *bas*, 146f. The market is dull, but quotations firm. The total stock in port is 77,000 bales.

PARIS, Saturday Evening.—The Bourse closed firm; Rentes, 70f.

SLAVERY MUST BE CRUSHED OUT.—An eminent American, formerly a Democrat, who has for some time past resided in Europe, writes us a letter, from which we quote as follows:

"We are crazy if we preserve the *status* of slavery. I should as soon think of preserving a mad dog that had bitten and killed my children."—*N. Y. Tribune.*

Two brothers, named McKinsley, residing at Uxbridge, Massachusetts, got into a dispute last week about a pile of brushwood, when one struck the other with a stick, breaking his skull and inflicting a mortal wound.

A FISH WITNESS.—A singular incident occurred at the Stafford Assizes last Tuesday, in the cause "Timmins vs. The Birmingham and Staffordshire Gas Company," in which the plaintiff sued the gas company for damages caused by them in allowing the "tank gas water" from their gasometer to flow into the plaintiff's well. Dr. Letheby, the analytical chemist, and officer of health of the city of London, being engaged as one of the scientific witnesses, on the part of the gas company, sought to prove that gas water could not have entered the plaintiff's well, because he found animalcule in the water. Mr. W. M. Williams and Mr. Bird, the chemical witnesses for the plaintiff, suspecting that the learned Doctor would advance the theory that animal life cannot exist in water tainted with gas, determined to give it a flat contradiction by producing in court a live fish, swimming in a mixture of half an ounce of the gas tank water, with twenty-five ounces of pure water, having about the smell and taste of the water in plaintiff's well. Accordingly, a fine healthy gudgeon was caught in the river at Stafford, put into a basin, the basin filled with the above mentioned mixture, and popped under a cover in court, ready for the Doctor, should he advance his theory, which, upon his examining, he soon did, asserting most positively that the least trace of gas in water would destroy animal life, when, to his great surprise and amid a general roar of laughter, in which the learned judge heartily joined, the basin with the fish swimming in it was lifted up and placed in the centre of the table in full view of both judge and jury, and proving by his healthy movements that, though the water was not agreeable, animal life was still possible in it. When the trial was over, (which was in favor of the plaintiff,) the fish was taken back to the river, and returned to his native element," apparently none the worse for his short visit as a witness to Stafford assizes.—*English paper.*

CRINOLINE DOOMED.—It will cause a flutter amongst the ladies to learn that crinoline is condemned. A meeting has been held in the all-powerful region of Tyburnia, and the verdict is that crinoline is "inconvenient, ridiculous and highly dangerous." The meeting was presided over by a gentleman, but ladies of "high position" were present, a lady secretary, and several others of her sex, and the powerful name of Lord Palmerston, together with other "high authorities," were quoted in favor of the object for which the meeting was convened. In fact, the "anti crinoline movement" was fairly inaugurated, and there is little doubt that the "monster" has received a serious blow.—*London Times.*

The Indianapolis *Journal* says that Henry S. Lane, of the United States Senate, and Hon. C. B. Smith, Secretary of the Interior, having written letters to that city stating that the war will be terminated in ten weeks.

The new planet discovered by Mr. Tuttle at the Cambridge (Mass.) Observatory on Tuesday morning is the second discovered by him, and the twenty-third in the order of discovery.

There is no scarcity of money in England, as there had been £24,000,000 subscribed to the Turkish Loan, being three times the amount required.

Thirty-four hundred sick soldiers are now under treatment in the army hospitals in and near Washington; the largest number yet reached.

The peach crop of Prince George's county, Md., gives promise of being a very abundant one.

Committee of Arrangements for the month of April.

WILSON F. BRYANT,
HOOPER C. EATON, | C. MORTON STEWART,
JOS. A. BUCK, | J. HY. GESE.

Monetary and Commercial Topics.

BALTIMORE, April 17, 1862.

There is but little doing in Stocks, and the market may be noted as rather dull. There was nothing doing in Government securities to-day. The only sale of State stocks was $10,000 North Carolina 6's at 63¾, closing at 63 bid, 63¾ asked; this is a slight advance on the rates a week ago. For Maryland 6's, coupons of 1870, 96 was bid; do. do. inscribed 94 bid, 95 asked; do. do. inscribed 180 97 asked. There was an offer to sell Louisiana 6's at 68, but without finding a bidder. Nothing doing in City stocks; for 6's 1875 96 was asked; do. 1886 97 asked, do. 1890, old issue, 95¾ bid; for the new issue 96 was bid, 97 asked. In Railway bonds we notice the sale of $500 Baltimore and Ohio 6's 1885 at 84, and $1,000 Northern Central 6's 1885 at 71¾, the latter closing at 71¾ bid, 71¾ asked; other stocks under this head remain about the same as yesterday. We notice a sale of 100 shares Northern Central Railway stock at 50¾, seller's option 60 days; the closing rates were 49¾ bid, 50 asked regular way, and 50¼ bid, 50¾ asked at seller's option 60 days, for Baltimore and Ohio. Regular way, 49¾ was bid, 50¼ asked. In Bank shares we notice sales of 5 shares Citizens' at 92½; 25 shares Franklin at 50; and 10 shares Merchants' at 97½. For Canton 34 was bid, 34¾ asked, an advance of ¼ per cent. The market for Mining shares is dull, and we have no transactions to note, prices remain about the same as last noted.

The Merchants' Mutual Insurance Company of Baltimore has declared the following dividends, payable on demand, viz: three per cent. in cash on the stock loan for the past six months, six per cent. in cash on scrip for twelve months, and thirty per cent. in scrip on the earned premiums of the year, and one-fifth of the stock loan.

The rates for foreign Exchange are firm, but the demand for bills is light. Messrs. Graf & Engler, Exchange Brokers, quote on London, bankers' bills at 112¾; do. commercial bills 111¾@112; on Paris on day sight 5f. 05@5f. 02½; do. short sight 5f.; on Antwerp 5f. 05; on Amsterdam 42@42½; Bremen 81@81½; Hamburg 37¼; Cologne 71¾, and on Frankfort on the Main at 42¾.

SALES AT THE BALTIMORE STOCK BOARD

THURSDAY, April 17, 1862.

$5,000 North Carolina bonds	63¾
5,000 do. do.	63¾
500 Balt. & Ohio Railroad 6's de '85	84
1,000 Northern Central 6's	71¾
5 shares City and Suburban Bank	9¾
50 shares Merchants' Bank	97½
150 shares Northern Central Railroad	50¾

The following are the rates at which the Baltimore Brokers are buying and selling Gold:

BUYING.		SELLING.	
Gold	1¼ per ct. prem.	2	1 per ct. prem.

SALES AND SALES OF SECURITIES NEW YORK BY TELEGRAPH.

Reported by William Fisher & Son, Stock and Bill Brokers, No. 22 South street.

	1st Board	2d Board
Tennessee's	57⅞	60
Tennessee bonds	49⅞	50
North Carolina bonds	57⅞	57⅞
American gold	61	60
Canton Company	34⅞	60
Erie Railroad	14	60
New York Central Railroad	73⅞	57
Reading Railroad	82⅞	83⅞
Rock Island	43	43
	60	60
	60	60

The New York *Herald* of yesterday says:

The stock market continues firm, and the amount of business shows a small increase. Governments advanced ¼ per cent, the coupons closing 93⅞ bid. There is a good deal of comment in the street on the subject of loans on Government stocks. The impression prevails that it is not much to the interest of the banks themselves as a body, that the Government and of the public, that 5 per cent should be adopted as a extreme margin for loans on Governments, and that, in ordinary transactions, where the borrower is otherwise responsible, a margin of 2½ per cent ought to suffice. It would require a very overwhelming calamity indeed to cause Government sixes to fall 2½ per cent in a day. By exacting a margin of 10 per cent on Governments, the banks are disarming lenders. Pacific Railroads are to-day to 104¾, closing 104 bid.

The New York Custom-House returns of the trade of that port for March were closed on Tuesday, and we present our usual comparative tables:

Imports.	March, 1860.	March, '61.	March, '62.
Entered for consumption	$16,313,[illegible]	6,750,101	10,327,657
Free goods	3,[illegible]	315,209	481,[illegible]
Specie and bullion	3,[illegible]	2,275,637	3,479,[illegible]
	[illegible]	9,340,946	10,[illegible]
Total imports	$21,580,129	18,604,351	18,7[illegible]
Withdrawn from warehouse	2,209,417	5,812,154	3,[illegible]
Exports	34,7[illegible]	2,487,921	4,626,862
Domestic produce	$6,993,087	10,583,997	8,985,156
Foreign reexported	1,[illegible]	998,185	1,[illegible]
Specie and bullion	2,[illegible]	721,305	2,471,293
Total exports	$10,510,447	11,831,336	11,980,714
Total, exclusive of specie	$[illegible]	11,529,292	9,5[illegible]

BALTIMORE MARKETS.

THURSDAY, April 17.

COFFEE.—There was some little movement in Coffee to-day. We note sales of 150 bags good Rio at 20 cts. per lb net cash, and 50 bags prime do. at 20¾ cts. net cash. We now quote prime Rio at 20@20¼ cts. net cash, at 19¾@19¾ cts; common do. at 18@18¾ cts; fair to good do. at 21@22 cts, and Java at 26@27 cts. per lb. The stock of Rio in first hands is now about 35,000 bags. There is very little of other descriptions in market.

FLOUR.—The sales reported on 'Change to-day were 700 bbls. Howard Street Super at $5 25, and 200 bbls. Ohio Extra at $5 44 per bbl. There was some inquiry for good and choice brands of Howard Street and Ohio Super, City Mills continues nominal at $5 per bbl. Standard freely offering shipping brands of Howard Street and Ohio Extra at $5 50 per bbl. We quote standard City Mills at $5 25 per bbl.

RYE FLOUR AND CORN MEAL.—The market for Rye Flour is very dull, and without sales we quote it at $3 37½@$3 50 per bbl. There is only a moderate demand for Corn Meal. We quote it at $2 87½ per bbl. for both Baltimore and Brandywine

GRAIN.—There was a very fair attendance of both buyers and sellers at the Baltimore Corn Exchange today, and with rather increased supplies a considerable amount of business was transacted, particularly in Corn. The offerings reached 25,370 bushels, viz: 2,356 bushels Wheat, 22,041 bushels Corn, 572 bushels Oats, and 400 bushels Rye. There were no sales of Wheat, and the market was rather dull, although good and prime lots were wanted for milling purposes. We quote common to medium white at 125@135 cts, fair to good do at 145@150 cts, and prime to choice do. at 155@160 cts per bush. Pennsylvania fair to prime red at 126@128 cts, and Southern do. at 120@131 cts per bushel. Corn was in active demand, the sales embracing some 15,000 bushels, as follows, viz: 4,000 bushels white at 61 cts; 7,700 bushels do. at 60 cts; 250 bushels do. at 59 cts; 158 bushels bushels do. at 55 cts; the balance, 1,780 bushels yellow at 56 cts; and 1,780 these rates. There was a moderate demand for Oats, and prices remained unchanged. We notice sales of 1,200 bushels fair to prime Pennsylvania at 38@40 cts; and 900 do. do. Maryland do. at 36@38 cts. We still quote Virginia at 34@36 cts. There were no sales of Rye. The market was firm at our quotations, viz: 71@72 cts for Pennsylvania, and 66@68 cts. for Maryland. There were no transactions of any moment at the Maryland Exchange.

MOLASSES.—The market for this article is pretty firm. We hear of no sales, and continue our previous quotations, viz: Cuba Muscovado at 22@26 cts; do. clayed, sour and sweet, 20@24 cts; Porto Rico 26@36 cts; and New Orleans 50@52 cts per gallon.

PROVISIONS.—There is nothing of importance doing in Provisions, and quotations are about the same as last noted. Pork.—We quote Western Mess at $13; Prime Mess, at $12; Prime at $10, and Rumps at 10 per bbl. Bulk 5¾ cts. for light, and 5¾ cts. for heavy do. Hams we quote at 4¾@5 cts. per lb. Bacon.—We now quote Shoulders at 4¾@4¾ cts; Sides at 6@6¼ cts. per lb; Hams quote at 4¾@5 cts. per lb. Lard.—We now quote Shoulders at 3¾@3¾ cts. for good to prime Carolina.

SALT.—The demand for jobbing lots from store continues quite light. We now quote as follows, viz: Ground Alum 110 cts. per sack; Liverpool Fine & Dairy's 175 cts.; Turks Island from store we quote at 20 cts. per sack. Turks Island from store we quote at 35 cts. per bushel.

SEEDS.—The farmers having nearly completed their planting, the demand for Cloverseed is very light. We quote fair to prime Cloverseed at $4 87½@5 12½; Timothy at $2, and Flaxseed at $1 85 per bushel.

SUGARS.—Although there has been some inquiry for Sugars from the trade, we are not advised of any transactions. We continue to quote as follows viz: Cuba and English Island, common to good refining at $6 50@7; do. fair to good grocery at $7 25@7 75; do do. prime $8@8 25; fair to good Porto Rico at $6@8; do prime $8@8 50; Havana, boxes, at $7@9 75.

WHISKEY.—The market is steady to-day. The only sale reported was a lot of 250 bbls. Ohio at 25 cts. per gallon. We now quote both Ohio and City, in prime bright packages, at 25 cts. per gallon.

BALTIMORE LIVE STOCK MARKET, April 17.—CATTLE.—There were offered at the live stock scales to-day 750 head, being 250 head less than last week. Of the above number 150 were driven to Washington, 100 left over unsold, and the balance, 500 head, taken by city packers and butchers at prices ranging from $7 50 to $8 per 100 lbs., the only lot bringing the outside figure being one and one-half years old. The sales of inferior grades show an advance of 50 cts. per 100 lbs. since this day week.

HOGS.—There was a full supply of Hogs at market to-day, but with a brisk demand prices ruled higher, fair to prime Live Hogs sold at from $5 to $6 per 100 lbs.

SHEEP.—There continue to be a good supply of Sheep. There is only a moderate demand and prices are a little lower than last week. We quote: at 3¾@4¼ cts per lb. gross.

DOMESTIC MARKETS.

BOSTON, April 16.—The Flour market is dull, with small sales at $5@5 25 for common brands Western; $5 25@5 37½ for fancy; $5 50@5 62½ for extra, and $6@7 12½ for superior, including choice St. Louis brands. Southern Flour is quiet, and nothing of any consequence has transpired. Corn is very firm, with very light receipts and a small stock—the sales of new and old mixed Western yellow have been moderate at 65@66 cts. per bushel, and Western mixed at 62@64 cts. per bushel.—Oats are in moderate demand, and have been selling at 44 cts per bushel for Western and Canada. Rye is in small lots at 77@78 cts. Shorts are scarce at $23, and Fine Feed and Middlings at $23@28 per ton, as to quality.

FOREIGN MARKETS.

HAVANA, April 12.—Sugars in active demand; white 10½ to 13 reals; yellow 7 to 10½ reals; brown, Nos 11 and 12, 6¾ to 6¾ reals, low to 5½ to 6 reals. Stocks 200,000 hdsds. Molasses quiet at 1 to 2 reals. Freights—Cotton, 1 to 1¼ reals. Exchange—London firm at 9½ to 10 premium; Paris, 3 to 4 discount; Northern cities 3 to 4¾ discount; there is no powder here. 20,000 pounds sold yesterday at 75 cts. per pound; it would bring to day $1, or more

MARKETS BY TELEGRAPH.

NEW YORK, April 17.—Cotton is firm—sales of 3,000 bales at 29 cts. Flour has declined 5 to 10 cts—sales of ern $4 75@5 50. Wheat has declined 1@2 cts—sales of 15,000 bushels: red Western $1 30; white Michigan $1 38. Corn is heavy—sales of 31 000 bushels: mixed 59@60 cts. Pork is heavy—sales of 1,000 bbls, Mess at $12 25. Lard dull at 7¾@8 cts. Rice is steady at 6¾@7 cts. Sugar is steady—Muscovado 6¾@7¾ cts; Havana 7¾ cts—Coffee is quiet—Jamaica 21 cts. Spirits Turpentine closed firm at $1 23@1 22½. Rosin is firm at $4 50. Freights are firmer.

MOVEMENTS OF OCEAN STEAMERS.

FROM EUROPE.

Names	Leave	For	Days
Hibernian	Portland	Liverpool	Apl 19
Bavaria	New York	Hamburg	Apl 19
City of New York	New York	Liverpool	Apl 19
Plantagenet	New York	P Prince & Ja	Apl 22
Asia	New York	Liverpool	Apl 23
Karnak	New York	Nassau & Hav	Apl 26
Kangaroo	New York	Liverpool	Apl 26

FOR THE UNITED STATES

Names	Leave	For	Days
City of New York	Liverpool	New York	Apl 2
Bohemian	Liverpool	Portland	Apl 3
Canada	Liverpool	Boston	Apl 5
Teutonia	Southpton	New York	Apl 9
City of Washington	Liverpool	New York	Apl 9
Persia	Liverpool	New York	Apl 12
Bremen	Southpton	New York	Apl 12
Europa	Liverpool	Boston	Apl 19

Shipping Intelligence.

PORT OF BALTIMORE, APRIL 17.

Arrived.

Steamer Georgeanna, Pearson, Old Point Comfort Va—M N Falls.

Steamer Wm Woodward, Cundiff, New York—mdse to J A Shriver.

Steamer John S Shriver, Dennis, Philadelphia—Jas A Shriver.

Bark Industrie, (Brem) Hilkett, fm Amsterdam Feb 22—ballast to F L Brauns & Co

Schr Jas Garcelon, Anderson, from Portland—plaster to Kelsey & Gray

Schr Malabar, Welch, from New York—potatoes and hay to order

Schr Three Brothers, (Br) Fenton, from Halifax, N S—fish to Jas Corner & Sons

Schr Plandome, Brown, from Hatteras—to C M Jackson & Co

Schr Alice Mowe, Irvin, (late Askins, sent home under arrest for murder,) from Mayaguez, P R, 20th ult—sugar and molasses to Stirling & Ahrens Left bark Reindeer, for New York, 24 inst; brig Novvitas, from New Haven, just arrived, schr Clarence, for New York in a few days

Cleared

Steamer Georgeanna, Pearson, Old Point Comfort, Va—M N Falls.

Steamer John S Shriver, Dennis, Philadelphia—Jas A Shriver.

Steamer Wm Woodward, Cundiff, Philadelphia—J A Shriver

Bark Iddo Kimball, Ulmer, Kingston, Ireland—Knox & Co

Brig Josephus, Wilson, Cardenas—George Appold & Son

Schr Jane F Durfee, Davis, St Jago de Cuba—Stirling & Ahrens

Schr Lady Suffolk, Baker, Providence—Bevan, Phillips & Co

Schr Swan, Dill, New Haven via Pocomoke—master

Schr Mary Fox, Hampton Roads—R M Hutchinson

Schr Phebe Nelson, Cann, Salem, N J—W Rhoads & Son

Schr Elmira Cornelius, Simonson, Pocomoke river—W Rhoads & Son

Sailed.

Bark Talisman, Thompson, Montevideo, in tow of steamtug Mary

Brig A B Patterson, Knight, West Indies

Steamer F W Brune, Jones, New York, 16th inst

Steamer Marion Stevens, Dougherty, New York, 16th inst

"Gorilla," ——, Liverpool, precious to 5th inst

Schr Jennie Morton, Green, Port Spain, Trin, 14th ult

Barge Alice, Meekins, New York, 16th inst

Brig Herald, Wing, New York, 16th inst

Schr E Waterman, Bowman, New York, 15th inst

Disminuanda.

Ship Admiral, (Brem) Haesloop, for Baltimore, sailed from Liverpool, 3d inst

Ship Arnold Honinger, (Brem) Hashagen, from Philadelphia for London, arrived at Deal 2d inst

Ship Mirus, Mitchell, for Baltimore, sailed fm Newport 27th ult

Ship Lizzie, Neal, hence for Bordeaux, arr'd at Queenstown 31st ult

Bark Volant, (Br) ——, from Troop for Baltimore, arr'd in Hampton Roads 15th inst

Bark Hamilton, Gray, from Plymouth, England, with coal, sailed