

# Foreign News.

## Additional News by the GREAT WESTERN.

The Great Western Captain Matthews, was telegraphed at New York at half-past ten o'clock on Tuesday morning, the 28th ult.

Commercial matters wear an improved aspect. Affairs are still sufficiently bad, but, comparatively speaking, not so much as they were by the last arrival.

The Tariff is suspended in mid-air, but pending its fate, more advantage is being taken of the Treasury order for liberating goods from bond on payment of the reduced duties.

Three months have nearly elapsed since the Tariff was introduced, and the measure still lingers in the House of Commons.

There has been somewhat serious failure in Liverpool, and rumors touching the stability of other firms abound. The firm in question, Messrs Carnie & Tolo, are extensive merchants in the Russian Trade. Their liabilities are said to exceed half a million of dollars. One of the joint-stock banks which suffered seriously by a large failure some six weeks ago, are the unlucky creditors of the house to a considerable amount.

The American provision trade has partaken of the facilities which the Treasury order affords. Considerable supplies of beef and provisions have been released from bond under the law duties, and are finding their way into general consumption.

Discussions continue as to how the tariff will fare in the House of Lords. The opinions of some 300 members of that House are ascertained, it is said, and they are nearly balanced; but the views of some 50 more are oscillating. Upon these the fate of the measure and of the Government depends.

It is asserted, with a good deal of confidence, by the advocates of the Tariff, that a majority of at least 25 will affirm the bill, but that some amendments in committee may endanger its existence.

In various parts of the country large numbers of operatives have struck for an advance of wages. The masters and the men are thus at loggerheads. Neither will give way, and the retail trade in many branches has been seriously injured by the capital thus withdrawn from the usual channels of circulation.

Since the sailing of the Caledonia there were no later arrivals from New York, except the Independence, Captain Allen, which arrived in the Mersey on the 9th inst., after a passage of 30 days; which, considering the strong head winds she had to encounter, and the extreme weight of her cargo, was a fair one. Her news, extending to the 10 March was anticipated at London by the arrival of the Havre at Havre. The latter vessel brought dates to 19th of March.

An arrival at Havre with New York papers to the 18th of March, brought the debates in Congress, on the Oregon question, three weeks later than the previous packet.

Parliament had adjourned for the Easter holidays.

The British Corn trade continues dull, and prices are 8s. lower than at the beginning of the year.

The Revenue returns the 5th of April exhibit some curious results. This is the end of the financial year. The quarter's revenue, owing to general stagnation of trade, shows a deficiency in the customs of nearly half a million; in the excise of more than a quarter of a million. The year's deficiency in the customs amounts to nearly two millions and a half, and upwards of £300,000 in the excise. But the stamps have increased £400,000, the Post Office £90,000. The total ordinary revenue leaves a decrease of something more than two millions.

M. Guizot, it is said, has applied to Lord Aberdeen proposing to have a consul for each nation at Craon, in order to watch the proceedings of the three continental powers, in regard to any encroachment on the liberties of that republic.

Now that the war in India is decided, the Oregon question begins to attract more attention, but the speeches of Mr. Calhoun, Mr. Haywood, and others, had convinced the British Public that our intentions were peaceable.

The Polish insurrection is entirely crushed. The leaders were being imprisoned in all quarters. Potocki, one of the leaders of the late revolt has been condemned to death, and executed at Siedlec.

In Persia the cholera is raging with devastating effect.

The present average rate of wages in Paris is 2s 11d a day, and 1s 6d in the provinces.

### STEAMER CAMBRIA ASHORE.

#### Crew and Passengers Saved.

#### ATTEMPT TO ASSASSINATE LOUIS PHILIPPE.

Advices were received in this city this afternoon from New York, by Magnetic Telegraph, announcing the wreck and total loss of the Cape Cod, on Sunday last of the steamer "Cambria," on her way from Liverpool to Boston. The crew and passengers were all saved.

Cotton has advanced 1-8d—the news per Hibernia confirming short crops.

Great excitement in England on the Irish Coercion and Corn Laws. Supposed that Peel must retire. Business generally dull.

Lord Stanley expected to lead on opposition to Peel. About half past 5 o'clock on Thursday, as Louis Philippe was returning from his drive in the forest of Fontainebleau, a man seated upon the wall, fired at the King.

His family were with him. Several balls struck inside the carriage—but no

one injured. The assassin was arrested. SPAIN.—Narvaez has been driven out, and has fled to the South of France.

The advices received per Hibernia, were considered pacific in England. The Floss market remains without, but firm.—Phila. Inquirer.

### A letter from the Army.

Camp near Matamoros, April 12 1846.

Dear Sir—Anxious to keep you correctly informed of passing events in this quarter of the world, I avail myself of some of the very few leisure moments I am permitted to enjoy. I wrote you last from Point Isabella, and will take up my narrative from that Point.

The day after writing my letter we set off for this place and the first day encamped with the main body. We started early next morning in one column, the nature of the country being such as to prevent any other order of march. When arrived within four or five miles of the river we found our advanced guard halted with the information that they had lost two men and three horses, captured by a party of Mexicans. This looked belligerent indeed, and preparations were made accordingly. The trains were parked and the traces cast loose from the wheel mules, while the whole command moved forward covered by light infantry skirmishers.

At last we came in sight of the Mexican flag, and a few minutes more and the town and its fortifications lay within 250 yards of us. We defiled directly along the river bank, [the river is about 180 or 200 yards wide] and halting within musket shot of their batteries, hastily erected a temporary flag staff and unfurled the "stars and stripes." Our standards and colors were unfurled by the different regiments as they passed it, and the bands saluted it with the national airs. We encamped in some large corn-fields, [in which the corn was 18 inches or 2 feet high] and almost immediately Gen. Worth, with his staff officers, was sent with a white flag to demand a parley.

In a short time, a boat put out from the other side, bringing two Mexican officers in splendid uniforms, who in answer to General Worth, stated that they were forbidden to allow his crossing the river. They consented to receive a letter from Gen. Taylor, however, directed to Gen. Mejia, stating our peaceable intentions, &c., and so the matter ended for the day.

The next day in answer to a demand from Gen. T., they returned us the two men and two of the horses they had captured, stating that the act had not been authorized by their military authorities, and that their magnanimous nation did not war upon individuals, &c., in their usual surin. By this time they had commenced new batteries, and at daylight next morning, we found that they had during the night thrown up a sand bag battery of very formidable appearance. The next night word was brought into camp, that 600 Cavalry had crossed the river below, destination supposed to be Point Isabella. Our squadron was ordered down there immediately. We received the order to saddle up at 25 minutes past 8 o'clock, and at half past two o'clock, we were at Pt. L., 28 1/2 miles distant. The night was rainy, and so dark that we lost the road twice. We remained there two days without hearing or seeing any thing.

Whilst there, the garrison of the place completed their field redoubt and mounted four six pounders in it. We brought up with us six 18 pounders, and on our return found two field works thrown up on our side, and another one is now nearly finished. The latter is intended to fight three brigades within its walls, if necessary. We made another night march, four nights ago with fifteen men and a lieutenant, we started at dark and kept the river bank for 8 miles down, returning about 4 o'clock, A. M., without seeing any thing. Day before yesterday Col. Cross, the third officer in rank with the army, and Assistant Quarter Master General, rode out alone, as he had been in the habit of doing, and has not been heard of since.

Our entire Dragoon force has been scouring the country in all directions, but without success. Supposing that he had been made prisoner and carried to Matamoros, a flag was sent to the Ferry this morning, to inquire. They have assured us most positively, that he was not there to their knowledge, and certainly had not been captured by their orders. There is very little doubt but that he was murdered for his horse water &c. This is a sad loss to us, for he has always ranked as one of the first, if not the first soldier of the Army. Another great loss we have sustained in the resignation of Gen. Worth, who left here the same day that Col. C. was lost.

3 o'clock, P. M.

About an hour since two Mexican officers crossed to this side with a flag bearing a despatch to Gen. Taylor. What do you think it was? Gen. Ampudia has arrived there in advance of his army, which is said to be from 4,000 to 6,000 strong. He has notified Gen. T. to retire from this to our old camp at Corpus Christi—FAILING TO DO THIS BY TWO O'CLOCK TO-MORROW he is going to open the batteries upon us! The declaration further says that upon us will rest the responsibilities of a long and bloody war, which so far as they were concerned, will be carried on with a strict regard to the rules and observation of civilized nations.—They stated verbally that they were directed to say that they had no knowledge of Col. Cross whatever—and expressed their sincere regret that they were unable to give us any information upon the subject. An Express was started immediately for Pt. Isabella, for more ammunition, and to place them on their guard, the disposition of the camp are already being changed, and a large command of

Dragoons is ordered for secret service after dark. You cannot imagine how arduous this service is upon Dragoons.—They have been out 7 times this month on outlying pickets, and only yesterday rode 43 miles before 3 o'clock.

A prisoner has just been brought in by the picket. He says the enemy are going to cross the river at a certain point tomorrow. A squadron goes with him to the place at daylight—1500 men are hard at work at the ramparts and traverses, and Gen. T. and his staff just now passed by at a gallop—all showing that matters are growing serious. The lower picket also reported about an hour since a large body of cavalry on their way down the river bank about 4 miles below, on the other side, of course.

[From the Pittsburg American.]

### Rail Road to the Maryland Line.

We give for more public information a statement of the different enactments, chartering a company for the purpose of making a rail road from Pittsburg to Connellsville and from thence by the waters of the Youghiogheny to the Maryland line.

The act approved April 3d, 1837 gives a charter to the Pittsburg & Connellsville R. R. Co. SECTION FIRST, appoints and names the Commissioners—fixes the price of the shares at \$100, and requires 6000 shares to be subscribed and \$5 to be paid on each share at the time of subscribing. Letters patent to issue when 2000 shares are subscribed, and \$5 on each share paid. None but persons of lawful age permitted to subscribe. The 8th section, is as follows:

The said company be, and they are hereby authorized, as soon as they can conveniently, to locate and construct a railroad, of one or more tracks, from the city of Pittsburg, by the course of the Monongahela and Youghiogheny rivers, to some suitable point at or near Connellsville, and to join or intersect at that point, or any other PRACTICABLE POINT, any other improvement, either by canal or railroad, and to make, construct and erect, such ware houses, toll houses, carriages, cars, and all other appendages necessary for the convenience of the said company, in the use of said railroad.

Sec. 13th provides that no tolls on any species of property shall exceed five cents per ton per mile, and upon passengers more than three cents each per mile, and that the Legislature reserves to itself the right to reduce and regulate the tolls.

Sec. 17 allows the stock holders to increase their capital from time to time, but prohibits the increase beyond one million of dollars.

Sec. 17. The road to be commenced in five years.

By the act approved April 18th, 1843, it is provided—

Sec. 5th. That the above act be revised, and extended and continued five years from the passage of this act. Reduces the shares from \$200 to \$50, and the amount to be paid at the time of subscribing, to \$2 50, and empowering the same Commissioners or their survivors to act.

Sec. 6th allows the Counties of Allegheny, Westmoreland, Fayette and Somerset, and any city, borough or incorporated company to have power to subscribe thereto as fully as any individual can do.

Sec. 7th. "That said company shall have full power and discretion to select any route from the city of Pittsburg to Turtle Creek which may be deemed most eligible and advantageous, and may extend said railroad beyond Connellsville to Smithfield, or any other point on the waters of the Youghiogheny, and within the limits of this Commonwealth."

—Laws of Pa. 1843: page 338 and '4.

By a resolution, approved 19th April, 1843, so much of the 7th section of the above act as authorizes the Pittsburg & Connellsville rail road company to extend their rail road beyond Connellsville, is repealed.—Laws of Pa. 1843, p. 395.

This is the way the law stood until the session 1846. The law of 1837 which had expired, was revived and the time extended to April, 1848. The shares reduced from \$100 to \$50, and the amount to be paid thereon at the time of subscribing from \$5, to \$2 50, and counties, cities and other incorporations permitted to become stockholders, and the capital limited to \$1,000,000. The maximum rate of tolls fixed, with a reserved right in the Legislature to reduce the same at pleasure, and by the resolution of the 19th of April, repealing the 7th section of the act passed but the day before, the company again limited to the distance of Connellsville. It is apparent therefore that a REPEAL of the repealing resolution of the 29 of April 1843, would reinstate in full force the 7th section of the act of 1843 as above recited in full. The history of that resolution is as follows. The act of 18th April, 1843, was passed in both Houses with little or no opposition, but the friends of the bill being threatened with a veto from the Governor if the clause was retained extending the road beyond Connellsville, agreed to repeal that part, for sake of having the expired act revived, and in accordance therewith the resolution of the 19th of April was introduced and passed.

The supplemental legislation of the last session, repealed this resolution of 10th April, 1843, and at the same time expressly revives the 7th section of the act of 18th of April, 1843. This gives the route beyond Connellsville to any extent within the State. It also changes the act of 1837 so far as to give to every share of stock, one vote. It also modifies the 13th section, wherein the rates of toll

are fixed, and does away with the proviso in said section, which reserves to the Legislature the right of reducing and regulating the tolls. It also repeals so much of the 16th section of the same act, which limits the capital, but retaining the other, empowering the company to increase the capital from time to time.

The result of these several acts of legislation is: The charter for a company to make a rail road from Pittsburg to Connellsville, with leave under the 8th section of the act of 1837, to choose a "practicable point" for its terminus, in view of a connection with any other rail road, and under the 7th section of the act of 1843 to follow the waters of Youghiogheny until the same enter the State of Maryland. The charter is entirely unburdened with conditions of bonus, except the payment of 8 per cent on all dividends exceeding 6 per cent, on capital paid in. It is without limit as to duration or the amount of its capital. It requires only that 2000 shares be subscribed, which at \$50 is \$100,000, on which \$5000 is to be paid. Upon a certificate of this being done the Governor is directed by the law to issue a patent to the Company, to avoid a forfeiture of which the road must be commenced before the 18th of April 1848. All other minor details of the law in respect to this charter will be found in the Act of 1837 chartering the Pittsburg and Connellsville Rail Road Company; the Act and resolution of 1843 and the several supplemental acts of the last legislature not yet come to hand.

We should much have preferred the grant of the Right of Way to the Baltimore and Ohio Company as that would have secured the road without burdening our own citizens, on whom a large portion of it must now fall, with the weight of the stock—would also have secured to the commonwealth a revenue of from 30 to \$50,000 a year, and a valuable connection with Philadelphia through the heart of the State. Denied what we wished and so faithfully fought for, against stubborn fools and wicked speculators, but determined to secure a road, we took the next best bill or succession of bills that effected our purpose.

Too much praise cannot be given to our representatives who fought this battle through the Senate and the House pending day after day and inch by inch with an opposition unrivaled for intemperance, bitterness, and unscrupulousness of means, in all the history of Legislation. Against such an odds of numbers, talent and wealth, it is no little glory that they obtained as they did, the second best measure for those they represented when denied the one most beneficial to other parts of the State.

[From the Lancaster Union.]

### The Revenue Bill.

It will be seen by the following synopsis of the new Revenue Bill, which we have prepared, that no imaginable objection in the shape of property is to escape taxation, and that the most stringent enactments are adopted to enforce its provisions.

Sec. 1. Requires the Commissioners of every county in the Commonwealth, at the usual period of making county rates and levies, to be assessed for the use of the Commonwealth, upon all stages, omnibuses, hacks, cabs, and other vehicles, used for transporting passengers for hire, and upon all annuities over two hundred dollars, except those granted by this Commonwealth or by the United States, and upon trust property real or personal, [not taxed under existing laws] excepting all such property as shall be held in trust for religious purposes, three mills upon every dollar.

Sec. 2. Requires the Commissioner of every county to include in their reports to assessors the several objects of taxation mentioned in the preceding section, and to ascertain the amount, description and nature thereof and make return to them as now required by law, and provides that the taxes on said property shall be collected in the same manner as all other taxes.

Sec. 3. Requires every person, firm, president, Secretary, Cashier or Treasurer of every company or corporation to deliver to assessors in writing a statement showing the aggregate amount of money due to them by solvent debtors, whether on mortgage, judgment, bond, note contract, agreement, account, and statement in Orphans and Courts of Common Pleas.

Sec. 4. Requires that statement to be made out and certified to within fifteen days, or in case of neglect or refusal to do so, the same shall be done by the assessor.

Sec. 5. Provides that if any person, President, &c., shall not make out a true statement, he shall be fined one hundred dollars.

Sec. 6. Provides that the Commissioners shall tax all moneys, stocks, debts, &c., contained in said statement at the rate as similar property is now taxed by the Act of April 29th, 1844, with a provision that 50 per cent shall be added in all cases when parties refuse to make said statement.

Sec. 7. Requires the Auditor General to forward County Commissioners forms of statements required by the preceding sections and all necessary instructions for carrying the act into uniform effect.

Sec. 8. Provides that all loans and stocks issued by companies chartered by the States, whenever interest is guaranteed by the Commonwealth,

shall be taxed one half mill for the use of the State.

Sec. 9 Limits the Act of May 4th, 1841, to the 4th of May 1846, and exempts banks from receiving "Relief notes" issued by them in payment of debts.

Sec. 10. Requires the State Treasurer to all fees for Searches, Copies, Entries, &c., into the Treasury for use of State.

Sec. 11. Requires that all dealers in domestic goods shall pay the same annual tax that dealers of foreign merchandise now do, except merchants who keep a store at their own shops.

Sec. 12. Provides for the better payments of the taxes of dealers in merchandise.

Sec. 13. Relates exclusively to the city and county of Philadelphia.

Sec. 14. Doubles the tax on collateral inheritances.

Sec. 15. Relates to Philadelphia only.

Sec. 16. Requires the next tri-annual assessment to be made in this year (1846) and tri-annually thereafter.

Sec. 17. Declares that the assessment in no county shall be below the valuation fixed by the Revenue Commissioners, though it may be made higher.

Sec. 18. Relates to Bedford County only.

Sec. 19. Requires that all assessors shall make oath that they have made a true and just return, and authorizes the County Commissioners to administer such oath.

Sec. 20. Imposes a tax of fifty dollars fine on any person who shall refuse to serve as collector.

Sec. 21. Declares that Collector's Warrants shall be ineffectual for collection of taxes after two years.

Sec. 22. Repeals the act giving \$50,000 to Pittsburg so far as the \$30,000 not yet paid is concerned.

Sec. 23. Provides that property left by deceased persons may be taxed in the name of the Administrators, Executors or heirs, and that such tax shall remain a lien on the part taxed for the period of one year.

### From Washington.

Correspondence of the Balt. American.

WASHINGTON May 4.

The House met this morning with a large number of members present. The Hall of the House appears in its summer dress more inviting than at any time previous.

The Union, you will observe, charges the proposed adjournment of Congress in June to the Whigs, when it notoriously originated with members of its own party. The public will gain by the change, and the Government lose nothing. It is very doubtful however, whether a suggestion from reasonable men will be heeded.

There is nothing new in the city from the Army of Occupation, and there is much doubt, I find as to the fact whether the Notice was sent to England by the steamer of the 1st inst.

There is a probability that the new Tariff bill will be taken up next week.—Such has been the intention of Mr. McKay for some time past.

Neither of the Investigating Committees has been in session to-day. The Committee to investigate Mr. Ingersoll's conduct will meet to-morrow, when, it is whispered, Mr. I. will make a written statement. He is not in the city to-day.

In the House the Committee on Public Lands reported a bill for the sale of Mineral Lands on Lake Superior.

Mr. Adams offered a resolution calling upon the President of the United States to inform the House whether any soldier or officer of the U. S. has been shot for deserting, or while in the act of deserting and if so, when, and by whose order. The resolution was adopted.

### Arrival of Mr. Webster.

The announcement that Mr. Webster was expected to arrive yesterday afternoon in the Long Island train, from New York, attracted a vast concourse of persons to the station on the Boston & Worcester Railroad, in Lincoln street, about five o'clock, for the purpose of greeting him on his arrival. It being announced that he had arrived, he was most enthusiastically cheered, and after he had taken his seat in a broughie provided for the occasion, Mayor Quincy in the name of the assembled multitude, in a short address, bade him a cordial and appropriate welcome. Mr. Webster replied in terms expressive of his sense of the compliment paid him by so hearty a greeting, by so many of his fellow-citizens. Several thousands of persons were assembled to give this spontaneous testimonial of their regard, and after his address, a procession was formed to escort him to the residence of J. W. Paige, Esq. During the march of the procession, the horses became so excited by the accumulations of the multitude, that Mr. Webster and those who accompanied him were obliged to take to their feet.—Boston Ad.

### CHESAPEAKE AND OHIO CANAL.

The Corporations of George Town, Washington and Alexandria, have appointed Committees of Conference to determine whether any, and if any, what action on the part of the District cities, is expedient to take, with a view to promote the completion of the Canal. The Committees are charged to report the result of their deliberations to the several Corporations, as speedily as possible.—If these cities will put forth their strength in earnest, such effectual aid can be rendered, as to insure the completion of the great work, in which their interest is only secondary to Maryland's.—Cum. Civ.

# MARRIED.

On the 5th inst., By Elder Samuel Huston, Mr. MICHAEL A. SANNER, Merchant, to Miss SUSAN PATTON, both of Somerset Borough.

On Sunday last, by Gilhan Lint, Esq., Mr. HENRY RISHBERGER, of Somerset borough, to Miss MARGARET IHROFF, of Somerset tp.

In Somerset borough, on Friday evening last, by C. F. Mitchell, Mr. ANDREW DEUSE, to Miss ELIZABETH SIDEL, both of Somerset township.

### Cumberland Market.

|                         |               |
|-------------------------|---------------|
| Flour, per barrel,      | \$3 75 a 4 25 |
| Wheat, per bushel,      | 80 a 0 85     |
| Rye, " "                | 65 a 0 70     |
| Corn, " "               | 65 a 0 70     |
| Oats, " "               | 40 a 0 45     |
| Potatoes, " "           | 80 a 0 75     |
| Apples, " "             | 1 00 a 1 25   |
| " dried, " "            | 1 25 a 1 50   |
| Peaches dried, " "      | 2 50 a 3 00   |
| Butter, per pound,      | 12 a 0 15     |
| Beef, " "               | 3 a 0 4       |
| Veal, " "               | 5 a 0 6       |
| Chickens, per dozen,    | 1 25 a 1 50   |
| Eggs, " "               | 15 a 0 18     |
| Stoue Coal, per bushel, | 7 0 8         |

### Pittsburgh Market.

|                           |              |
|---------------------------|--------------|
| Flour,                    | 64 20 a 4 50 |
| Wheat,                    | 0 75 a 0 80  |
| Rye,                      | 50 a 55      |
| Corn,                     | 37 a 40      |
| Oats,                     | 53 a 37      |
| Barley,                   | 65 a 70      |
| Bacon, hams, per lb       | 6 a 7        |
| Pork,                     | 00 a 00      |
| Lard,                     | 7 a 00       |
| Tallow, rendered,         | 6 a 00       |
| " rough,                  | 4 a 00       |
| Butter, in kegs,          | 00 a 00      |
| " roll,                   | 12 a 14      |
| Cheese Western Reserve,   | 5 a 7        |
| " Goshen,                 | 00 a 00      |
| Apples green, per barrel, | 2 52 a 3 00  |
| " dried per bushel,       | 1 10 a 1 20  |
| Peaches,                  | 3 00 a 3 50  |
| Potatoes, Mercer,         | 00 a 00      |
| " Neshannocks,            | 56 a 62      |
| Seeds, Clover,            | 4 50 a 0 00  |
| " Timothy,                | 2 75 a 0 00  |
| " Flaxseed,               | 00 a 1 06    |
| Wool,                     | 22 a 33      |

# BANK NOTE LIST.

Pittsburgh, Pa.

CORRECTED WEEKLY

### STANDARD—GOLD AND SILVER

Pennsylvania.

|                                    |       |
|------------------------------------|-------|
| Pittsburgh, Banks,                 | par   |
| Philadelphia Banks,                | par   |
| Girard Bank                        | par   |
| United States Bank,                | 25    |
| Bank of Germantown                 | par   |
| Monongahela Bank Brownsville       | 1     |
| Bank of Gettysburg                 | 1     |
| Bank of Chester County             | par   |
| Bank of Chambersburg               | 1 1/2 |
| Bank of Delaware,                  | par   |
| Bank of Susquehanna County         | 2     |
| Bank of Montgomery County          | par   |
| Bank of Northumberland             | par   |
| Bank of Lewistown                  | 1 1/2 |
| Bank of Middleton,                 | 1 1/2 |
| Carlisle Bank                      | 1 1/2 |
| Columbia Bank and Bridge Co.       | par   |
| Droyestown Bank                    | par   |
| Erie Bank                          | 1     |
| Franklin Bank, Washington          | 1     |
| Farmers' Bank Reading              | par   |
| Farmers Bank Bucks County          | par   |
| Farmers' & Drover's Bank Waynesb'g | 1 1/2 |
| Farmers' Bank Lancaster            | par   |
| Lancaster Co. Bank                 | "     |
| Lancaster Bank                     | "     |
| Harrisburg Bank                    | 1 1/2 |
| Honesdale Bank                     | "     |
| Lebanon Bank                       | "     |
| Miners' Bank Pottsville            | par   |
| Wyoming Bank                       | 1 1/2 |
| Northampton bank                   | "     |
| York Bank                          | "     |
| State Scrip, Exchange bank Pitts., | 1     |