

CENTRAL AND SOUTH AMERICA.

News from the Islands—Arrival of a Steamer Direct from New Zealand to Panama, Etc. New York, July 31.—The steamer Henry Chancery has arrived, with the California mails of July 10.

The Panama dates, which are to the 23d inst., state that the prospects of the present railroad company getting a renewal of their charter are very slight, and strong efforts are making to put the road in the hands of the new company, the present one giving great dissatisfaction in their management.

The Central American States are all quiet. President Perez has been re-elected in Chili, and all fears of a revolution are dissipated.

Matters in Peru are still unsettled, and trouble was expected. An attempt was made to assassinate Garcia Moreno, ex-President of Ecuador, on his landing at Callao. He was wounded by a pistol, but not much injured.

The arrival of the first steamer from New Zealand at Panama had excited much interest and good feeling. She made the passage in twenty-six days, two days under the schedule time, and brought ninety passengers. The route is spoken of as very delightful as regards temperature, the thermometer ranging from 50 to 75.

The New Zealand dates are to the 24th of June. Mr. Stafford's new Ministry was complete. A new religion had sprung up among the Maories and Waikato, abandoning the Han-Han fanaticism, and establishing St. Peter as their patron saint. It was feared that the Han-Hans would again make trouble.

The agricultural lands of the province are to be sold in future at £1 per acre, and pastoral lands at 10s. The mission of the Governor among the hostile tribes had failed. They have resolved to shut their territory against Europeans, and not let the law have a footing.

FINANCE AND COMMERCE.

OFFICE OF THE EVENING TELEGRAPH, Tuesday, July 31, 1866.

The Stock Market continues inactive, but prices are without any material change. Government bonds are firmly held at the advance. Old 5-20s sold at 108 1/2, a slight advance. 98 1/2 was bid for 10-40s and 104 for 7-30s.

City loans are dull and lower; the new issue sold at 98 1/2, a decline of 4. Railroad shares are the most active on the list. Catawissa preferred sold largely at 38 1/2 @ 38 3/4, a slight decline; Philadelphia and Erie at 39 1/2, no change; Minehill at 55 1/2, a slight advance; North Pennsylvania at 38 1/2, no change; and Camden and Amboy at 122, no change; 38 was bid for Little Schuylkill; 57 for Norristown; 64 1/2 for Lehigh Valley; and 45 1/2 for Northern Central.

In City Passenger Railroad shares there is more doing. Hestonville sold at 18 1/2; Thirteenth and Fifteenth at 21 1/2; and Union at 42 1/2; 44 was bid for Fifth and Sixth; and 38 for Spruce and Pine.

Canal shares are firmly held. Schuylkill Navigation preferred sold at 35 1/2 @ 35 3/4; 27 was bid for common do.; 118 for Morris Canal preferred; and 14 1/2 for Susquehanna Canal.

Bank shares are in good demand for investment. Mechanics' sold at 23; 22 1/2 was bid for North America; 142 for Philadelphia; 128 for Farmers' and Mechanics'; 55 for Commercial; 94 for Northern Liberties; 100 for Southwark; 53 for Penn. Township; 55 for Girard; 82 for Western; 31 for Manufacturers' and Mechanics'; 65 1/2 for City; and 65 for Corn Exchange.

Quotations of Gold—10 A. M., 148 1/2; 11 A. M., 148 1/2; 12 M., 149; 1 P. M., 148 1/2. —The New York Tribune this morning says:—"Money is offered in abundance at 4 1/2 per cent., and stock houses are keener than they were with unusual ease. In commercial paper, no change of consequence. Best names pass at 5 per cent., good at 5 1/2 @ 5 3/4. The disposition with money-lenders is to make short engagements at low interest, and money at call promises to rule low during the next four months. Congress has adjourned without taking an important step towards reducing the volume of the currency, and the effect of this neglect will be soon apparent in the form of speculations of all kinds, attributed to the European news, but the chief element of strength in stocks is to be found in the certainty of cheap money and crops enough to give the railroads large earnings and the resulting confidence of the public."

—The latest quotations at the London Stock Exchange compare as follows:—Five-twelves, 67 1/2 @ 68 1/2; 69 1/2 @ 70 1/2; 71 1/2 @ 72 1/2; 73 1/2 @ 74 1/2; 75 1/2 @ 76 1/2; 77 1/2 @ 78 1/2; 79 1/2 @ 80 1/2; 81 1/2 @ 82 1/2; 83 1/2 @ 84 1/2; 85 1/2 @ 86 1/2; 87 1/2 @ 88 1/2; 89 1/2 @ 90 1/2; 91 1/2 @ 92 1/2; 93 1/2 @ 94 1/2; 95 1/2 @ 96 1/2; 97 1/2 @ 98 1/2; 99 1/2 @ 100 1/2; 101 1/2 @ 102 1/2; 103 1/2 @ 104 1/2; 105 1/2 @ 106 1/2; 107 1/2 @ 108 1/2; 109 1/2 @ 110 1/2; 111 1/2 @ 112 1/2; 113 1/2 @ 114 1/2; 115 1/2 @ 116 1/2; 117 1/2 @ 118 1/2; 119 1/2 @ 120 1/2; 121 1/2 @ 122 1/2; 123 1/2 @ 124 1/2; 125 1/2 @ 126 1/2; 127 1/2 @ 128 1/2; 129 1/2 @ 130 1/2; 131 1/2 @ 132 1/2; 133 1/2 @ 134 1/2; 135 1/2 @ 136 1/2; 137 1/2 @ 138 1/2; 139 1/2 @ 140 1/2; 141 1/2 @ 142 1/2; 143 1/2 @ 144 1/2; 145 1/2 @ 146 1/2; 147 1/2 @ 148 1/2; 149 1/2 @ 150 1/2; 151 1/2 @ 152 1/2; 153 1/2 @ 154 1/2; 155 1/2 @ 156 1/2; 157 1/2 @ 158 1/2; 159 1/2 @ 160 1/2; 161 1/2 @ 162 1/2; 163 1/2 @ 164 1/2; 165 1/2 @ 166 1/2; 167 1/2 @ 168 1/2; 169 1/2 @ 170 1/2; 171 1/2 @ 172 1/2; 173 1/2 @ 174 1/2; 175 1/2 @ 176 1/2; 177 1/2 @ 178 1/2; 179 1/2 @ 180 1/2; 181 1/2 @ 182 1/2; 183 1/2 @ 184 1/2; 185 1/2 @ 186 1/2; 187 1/2 @ 188 1/2; 189 1/2 @ 190 1/2; 191 1/2 @ 192 1/2; 193 1/2 @ 194 1/2; 195 1/2 @ 196 1/2; 197 1/2 @ 198 1/2; 199 1/2 @ 200 1/2; 201 1/2 @ 202 1/2; 203 1/2 @ 204 1/2; 205 1/2 @ 206 1/2; 207 1/2 @ 208 1/2; 209 1/2 @ 210 1/2; 211 1/2 @ 212 1/2; 213 1/2 @ 214 1/2; 215 1/2 @ 216 1/2; 217 1/2 @ 218 1/2; 219 1/2 @ 220 1/2; 221 1/2 @ 222 1/2; 223 1/2 @ 224 1/2; 225 1/2 @ 226 1/2; 227 1/2 @ 228 1/2; 229 1/2 @ 230 1/2; 231 1/2 @ 232 1/2; 233 1/2 @ 234 1/2; 235 1/2 @ 236 1/2; 237 1/2 @ 238 1/2; 239 1/2 @ 240 1/2; 241 1/2 @ 242 1/2; 243 1/2 @ 244 1/2; 245 1/2 @ 246 1/2; 247 1/2 @ 248 1/2; 249 1/2 @ 250 1/2; 251 1/2 @ 252 1/2; 253 1/2 @ 254 1/2; 255 1/2 @ 256 1/2; 257 1/2 @ 258 1/2; 259 1/2 @ 260 1/2; 261 1/2 @ 262 1/2; 263 1/2 @ 264 1/2; 265 1/2 @ 266 1/2; 267 1/2 @ 268 1/2; 269 1/2 @ 270 1/2; 271 1/2 @ 272 1/2; 273 1/2 @ 274 1/2; 275 1/2 @ 276 1/2; 277 1/2 @ 278 1/2; 279 1/2 @ 280 1/2; 281 1/2 @ 282 1/2; 283 1/2 @ 284 1/2; 285 1/2 @ 286 1/2; 287 1/2 @ 288 1/2; 289 1/2 @ 290 1/2; 291 1/2 @ 292 1/2; 293 1/2 @ 294 1/2; 295 1/2 @ 296 1/2; 297 1/2 @ 298 1/2; 299 1/2 @ 300 1/2; 301 1/2 @ 302 1/2; 303 1/2 @ 304 1/2; 305 1/2 @ 306 1/2; 307 1/2 @ 308 1/2; 309 1/2 @ 310 1/2; 311 1/2 @ 312 1/2; 313 1/2 @ 314 1/2; 315 1/2 @ 316 1/2; 317 1/2 @ 318 1/2; 319 1/2 @ 320 1/2; 321 1/2 @ 322 1/2; 323 1/2 @ 324 1/2; 325 1/2 @ 326 1/2; 327 1/2 @ 328 1/2; 329 1/2 @ 330 1/2; 331 1/2 @ 332 1/2; 333 1/2 @ 334 1/2; 335 1/2 @ 336 1/2; 337 1/2 @ 338 1/2; 339 1/2 @ 340 1/2; 341 1/2 @ 342 1/2; 343 1/2 @ 344 1/2; 345 1/2 @ 346 1/2; 347 1/2 @ 348 1/2; 349 1/2 @ 350 1/2; 351 1/2 @ 352 1/2; 353 1/2 @ 354 1/2; 355 1/2 @ 356 1/2; 357 1/2 @ 358 1/2; 359 1/2 @ 360 1/2; 361 1/2 @ 362 1/2; 363 1/2 @ 364 1/2; 365 1/2 @ 366 1/2; 367 1/2 @ 368 1/2; 369 1/2 @ 370 1/2; 371 1/2 @ 372 1/2; 373 1/2 @ 374 1/2; 375 1/2 @ 376 1/2; 377 1/2 @ 378 1/2; 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591 1/2 @ 592 1/2; 593 1/2 @ 594 1/2; 595 1/2 @ 596 1/2; 597 1/2 @ 598 1/2; 599 1/2 @ 600 1/2; 601 1/2 @ 602 1/2; 603 1/2 @ 604 1/2; 605 1/2 @ 606 1/2; 607 1/2 @ 608 1/2; 609 1/2 @ 610 1/2; 611 1/2 @ 612 1/2; 613 1/2 @ 614 1/2; 615 1/2 @ 616 1/2; 617 1/2 @ 618 1/2; 619 1/2 @ 620 1/2; 621 1/2 @ 622 1/2; 623 1/2 @ 624 1/2; 625 1/2 @ 626 1/2; 627 1/2 @ 628 1/2; 629 1/2 @ 630 1/2; 631 1/2 @ 632 1/2; 633 1/2 @ 634 1/2; 635 1/2 @ 636 1/2; 637 1/2 @ 638 1/2; 639 1/2 @ 640 1/2; 641 1/2 @ 642 1/2; 643 1/2 @ 644 1/2; 645 1/2 @ 646 1/2; 647 1/2 @ 648 1/2; 649 1/2 @ 650 1/2; 651 1/2 @ 652 1/2; 653 1/2 @ 654 1/2; 655 1/2 @ 656 1/2; 657 1/2 @ 658 1/2; 659 1/2 @ 660 1/2; 661 1/2 @ 662 1/2; 663 1/2 @ 664 1/2; 665 1/2 @ 666 1/2; 667 1/2 @ 668 1/2; 669 1/2 @ 670 1/2; 671 1/2 @ 672 1/2; 673 1/2 @ 674 1/2; 675 1/2 @ 676 1/2; 677 1/2 @ 678 1/2; 679 1/2 @ 680 1/2; 681 1/2 @ 682 1/2; 683 1/2 @ 684 1/2; 685 1/2 @ 686 1/2; 687 1/2 @ 688 1/2; 689 1/2 @ 690 1/2; 691 1/2 @ 692 1/2; 693 1/2 @ 694 1/2; 695 1/2 @ 696 1/2; 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803 1/2 @ 804 1/2; 805 1/2 @ 806 1/2; 807 1/2 @ 808 1/2; 809 1/2 @ 810 1/2; 811 1/2 @ 812 1/2; 813 1/2 @ 814 1/2; 815 1/2 @ 816 1/2; 817 1/2 @ 818 1/2; 819 1/2 @ 820 1/2; 821 1/2 @ 822 1/2; 823 1/2 @ 824 1/2; 825 1/2 @ 826 1/2; 827 1/2 @ 828 1/2; 829 1/2 @ 830 1/2; 831 1/2 @ 832 1/2; 833 1/2 @ 834 1/2; 835 1/2 @ 836 1/2; 837 1/2 @ 838 1/2; 839 1/2 @ 840 1/2; 841 1/2 @ 842 1/2; 843 1/2 @ 844 1/2; 845 1/2 @ 846 1/2; 847 1/2 @ 848 1/2; 849 1/2 @ 850 1/2; 851 1/2 @ 852 1/2; 853 1/2 @ 854 1/2; 855 1/2 @ 856 1/2; 857 1/2 @ 858 1/2; 859 1/2 @ 860 1/2; 861 1/2 @ 862 1/2; 863 1/2 @ 864 1/2; 865 1/2 @ 866 1/2; 867 1/2 @ 868 1/2; 869 1/2 @ 870 1/2; 871 1/2 @ 872 1/2; 873 1/2 @ 874 1/2; 875 1/2 @ 876 1/2; 877 1/2 @ 878 1/2; 879 1/2 @ 880 1/2; 881 1/2 @ 882 1/2; 883 1/2 @ 884 1/2; 885 1/2 @ 886 1/2; 887 1/2 @ 888 1/2; 889 1/2 @ 890 1/2; 891 1/2 @ 892 1/2; 893 1/2 @ 894 1/2; 895 1/2 @ 896 1/2; 897 1/2 @ 898 1/2; 899 1/2 @ 900 1/2; 901 1/2 @ 902 1/2; 903 1/2 @ 904 1/2; 905 1/2 @ 906 1/2; 907 1/2 @ 908 1/2; 909 1/2 @ 910 1/2; 911 1/2 @ 912 1/2; 913 1/2 @ 914 1/2; 915 1/2 @ 916 1/2; 917 1/2 @ 918 1/2; 919 1/2 @ 920 1/2; 921 1/2 @ 922 1/2; 923 1/2 @ 924 1/2; 925 1/2 @ 926 1/2; 927 1/2 @ 928 1/2; 929 1/2 @ 930 1/2; 931 1/2 @ 932 1/2; 933 1/2 @ 934 1/2; 935 1/2 @ 936 1/2; 937 1/2 @ 938 1/2; 939 1/2 @ 940 1/2; 941 1/2 @ 942 1/2; 943 1/2 @ 944 1/2; 945 1/2 @ 946 1/2; 947 1/2 @ 948 1/2; 949 1/2 @ 950 1/2; 951 1/2 @ 952 1/2; 953 1/2 @ 954 1/2; 955 1/2 @ 956 1/2; 957 1/2 @ 958 1/2; 959 1/2 @ 960 1/2; 961 1/2 @ 962 1/2; 963 1/2 @ 964 1/2; 965 1/2 @ 966 1/2; 967 1/2 @ 968 1/2; 969 1/2 @ 970 1/2; 971 1/2 @ 972 1/2; 973 1/2 @ 974 1/2; 975 1/2 @ 976 1/2; 977 1/2 @ 978 1/2; 979 1/2 @ 980 1/2; 981 1/2 @ 982 1/2; 983 1/2 @ 984 1/2; 985 1/2 @ 986 1/2; 987 1/2 @ 988 1/2; 989 1/2 @ 990 1/2; 991 1/2 @ 992 1/2; 993 1/2 @ 994 1/2; 995 1/2 @ 996 1/2; 997 1/2 @ 998 1/2; 999 1/2 @ 1000 1/2; 1001 1/2 @ 1002 1/2; 1003 1/2 @ 1004 1/2; 1005 1/2 @ 1006 1/2; 1007 1/2 @ 1008 1/2; 1009 1/2 @ 1010 1/2; 1011 1/2 @ 1012 1/2; 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1109 1/2 @ 1110 1/2; 1111 1/2 @ 1112 1/2; 1113 1/2 @ 1114 1/2; 1115 1/2 @ 1116 1/2; 1117 1/2 @ 1118 1/2; 1119 1/2 @ 1120 1/2; 1121 1/2 @ 1122 1/2; 1123 1/2 @ 1124 1/2; 1125 1/2 @ 1126 1/2; 1127 1/2 @ 1128 1/2; 1129 1/2 @ 1130 1/2; 1131 1/2 @ 1132 1/2; 1133 1/2 @ 1134 1/2; 1135 1/2 @ 1136 1/2; 1137 1/2 @ 1138 1/2; 1139 1/2 @ 1140 1/2; 1141 1/2 @ 1142 1/2; 1143 1/2 @ 1144 1/2; 1145 1/2 @ 1146 1/2; 1147 1/2 @ 1148 1/2; 1149 1/2 @ 1150 1/2; 1151 1/2 @ 1152 1/2; 1153 1/2 @ 1154 1/2; 1155 1/2 @ 1156 1/2; 1157 1/2 @ 1158 1/2; 1159 1/2 @ 1160 1/2; 1161 1/2 @ 1162 1/2; 1163 1/2 @ 1164 1/2; 1165 1/2 @ 1166 1/2; 1167 1/2 @ 1168 1/2; 1169 1/2 @ 1170 1/2; 1171 1/2 @ 1172 1/2; 1173 1/2 @ 1174 1/2; 1175 1/2 @ 1176 1/2; 1177 1/2 @ 1178 1/2; 1179 1/2 @ 1180 1/2; 1181 1/2 @ 1182 1/2; 1183 1/2 @ 1184 1/2; 1185 1/2 @ 1186 1/2; 1187 1/2 @ 1188 1/2; 1189 1/2 @ 1190 1/2; 1191 1/2 @ 1192 1/2; 1193 1/2 @ 1194 1/2; 1195 1/2 @ 1196 1/2; 1197 1/2 @ 1198 1/2; 1199 1/2 @ 1199 1/2; 1200 1/2 @ 1200 1/2.

MATTERS OVER THE RIVER.

SAD ACCIDENT.—A sad and melancholy accident occurred yesterday morning near Egg Harbor City, by which a young man named Frank Clarendon lost his life. He was employed as brakeman on the express train, which leaves Atlantic City at eight minutes past seven o'clock in the morning, and when near the above designated place, he was accidentally precipitated from the platform and killed.

NEW FERRY BOAT.—The Camden