

SECOND EDITION.

BY TELEGRAPH.

FROM FORTRESS MONROE.

Movements of Government Vessels.

The Disfranchisement of Deserters.

LATEST NEWS FROM CALIFORNIA

Fortress Monroe, June 21.—The Naval Recruiting ship Hampshire, in tow of the supply ship Newberna, which expected arrival was mentioned yesterday, arrived this morning. The former vessel anchored in the stream, where she will remain until Monday next, when she will go to Gosport. The Newberna sailed direct to New York. The double-ended naval steamer Winnepeg, which for several weeks past has been undergoing repairs at the Navy Yard, sailed to-day. The frigate Savannah, which likewise has been undergoing repairs, left to-day in tow of a Government steamer. The tug L. G. Conner, which yesterday ran on the wreck of the Merrimack, has been gotten off, with only slight damage. General F. E. Sewall and Lieut. Colonel Garrick Mallory, of the Freedmen's Bureau, have completed an inspection of this District. They expressed general satisfaction at the management of affairs under the administration of General Armstrong, who has charge of the District. Those gentlemen have been on an inspecting tour through this State for the last three months. Though many abuses exist, they consider the bureau's continuance indispensable to secure the full enjoyment of the privileges to which they are entitled. Their report bids fair to differ materially from that of General Steadman and Fullerton regarding the workings of the Bureau.

The Disfranchisement of Deserters. HARRISBURG, June 4th.—The Supreme Court, having adjourned without announcing its decision as requested by the Governor, through the Attorney General, on the constitutionality of the act of Congress disfranchising deserters, the bill passed at the late session of the Legislature for carrying into effect the law of Congress has this day been approved by the Governor, that immediate preparations of the records and certificates required by the act may be commenced and time afforded for the correction of errors in the record.

From California. SAN FRANCISCO, May 29th.—The steamer Montana, from the Columbia river, brings \$6,000 in treasure. Markets generally dull; sales of Grant's candles at 23 cents, and 1,500 boxes of May's adamantine at 22 cents. Nearly 300,000 pounds of American shipping goods sold at 15 to 22 cents. Choice dry hides sold freely at 13 to 15 cents. The bark Lizzie, from Manila, brings 11,000 bags of sugar, and the ship Olivia, from Hong Kong, 400 bags of rice. The British bark Palmerston was abandoned at sea, 250 miles from Hong Kong, February 27th.

Although the late rains have inflicted damage on the early sown wheat, it is generally conceded that the grain sown late has been much benefited, and that the general yield of wheat will exceed that of any former year.

Legal tenders, 73. SAN FRANCISCO, May 30.—The steamer Sacramento sailed to-day for Panama with \$1,222,000 in treasure, of which \$822,300 goes to New York.

The San Francisco board of trade for the protection of trade and the promotion of commercial interests has filed articles of incorporation in a capital stock of \$100,000. A decree was promulgated at Manila March 6th, exempting from tonnage all vessels arriving or departing in ballast. There is little interest in mining stock. Ophir, \$38; Imperial, \$124; Savanna, \$90; Yellow Jacket, \$94; Belcher, \$223; Chollar, \$208. Legal tenders, 73. Hong Kong advices of April 1st report flour advanced to \$90 per barrel, and holders unwilling to sell at the quotations. Vessels were wanted at Hong Kong and Manila for San Francisco. New white sugars were coming forward with considerable loss of last year's brown, which has been kept back for higher prices. A sharp shock of earthquake was felt at San Francisco at 3.35 A. M., to-day, but no damage was done.

Bills Approved by the President. WASHINGTON, June 4th.—The President has approved the bill providing that the products of forests of Maine upon the St. Croix river and its tributaries, owned by American citizens and sawed in the province of New Brunswick by American citizens, shall be being manufactured in whole or in part and having paid the same taxes as other American lumber on that river, shall be admitted into the ports of the United States free of duty. The President has also approved the bill authorizing and directing the Secretary of the Navy to appoint a board of examiners at or near Portland, Maine, for fresh-water basins for iron-clad vessels of the United States navy, and to ascertain the advantages of said site, and to report to Congress during the present session.

The New York Tribune. NEW YORK, June 4th.—Mr. John Russell Young, formerly editor of the Philadelphia Press, has been chosen managing editor of the New York Tribune, in place of Mr. Gay resigned.

Marine Intelligence. PROVIDENCE, R. I., June 4th.—The report of the loss of the Brig Ella, on Block Island, was probably a canard, started by a seaman at Newport in order to get aid and sympathy.

Price of Gold in New York. [By the American Telegraph Co.] NEW YORK, June 4.—Gold has been quoted to-day as follows: 10.40 A. M., 142 1/2; 11.00, 142 1/2; 11.15, 142 1/2; 12.30 P. M., 142 1/2.

Markets. NEW YORK, June 4th.—Cotton in dull and nominal at 7 1/2 to 8 1/2; sugar steady; coffee dull; wheat steady; corn steady; flour steady; provisions generally steady; gold 142 1/2; silver 115; stocks irregular; Chicago and St. Louis, 6 1/2; St. Paul, 6 1/2; Erie, 6 1/2; Western Union, 6 1/2; U. S. Bonds, 100; U. S. 5-20's, 100; U. S. 10-40's, 100; U. S. 15-30's, 100; U. S. 20-40's, 100; U. S. 25-40's, 100; U. S. 30-40's, 100; U. S. 35-40's, 100; U. S. 40-40's, 100; U. S. 45-40's, 100; U. S. 50-40's, 100; U. S. 55-40's, 100; U. S. 60-40's, 100; U. S. 65-40's, 100; U. S. 70-40's, 100; U. S. 75-40's, 100; U. S. 80-40's, 100; U. S. 85-40's, 100; U. S. 90-40's, 100; U. S. 95-40's, 100; U. S. 100-40's, 100; U. S. 105-40's, 100; U. S. 110-40's, 100; U. S. 115-40's, 100; U. S. 120-40's, 100; U. S. 125-40's, 100; U. S. 130-40's, 100; U. S. 135-40's, 100; U. S. 140-40's, 100; U. S. 145-40's, 100; U. S. 150-40's, 100; U. S. 155-40's, 100; U. S. 160-40's, 100; U. S. 165-40's, 100; U. 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