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now been before the public for nearly a year he upper edge presents a perfect curve, free from the be cravat causes no puckers on the inside of the turn collar-they are AS SMOOTH INSIDE AS OUT-E—and therefore perfectly free and easy to the neck, the Garotte Collar has a smooth and evenly finished e on BOTH SIDES. ge on BOTH SIDES.
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while size "I've new the contents content (Oceach). lid sizes," in neat blue cartoons, containg 100 each; , in smaller ones of 10 each—the latter a very handy cage for Travellers, Army and Navy Officers. EVERY COLLAR is stamped GRAY'S PATENT MOLDED COLLAR." old by all dealers in Men's Furnishing Goods. The VAN DUSEN, BOEHMER, & CO. ters and Wholesale Dealers in Men's Farnishing is, 627 CHESTNUT Street,

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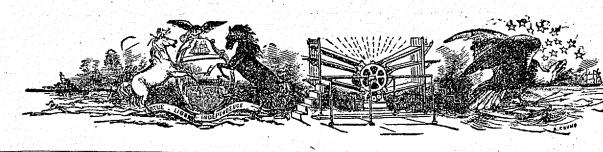
"MOLASSES, COFFEE, SPICES, TOBACCO, orles gamerally, carefully selected for the Agents for the preducts of FITHIAN & POGUE'S sive Fruit Canning Factory at Bridgeton, N. J. ACKEREL, HERRING, SHAD, &c. 2,500 lbls, Mars. Nos. 1, 2, and 3 Mackerel, late-tot fut fish. In assorted packages. O howes Lubec, Scaled, and No. 1 Herring, oblanew Mess Shad. o bones Herkimer County Cheese, &c., store and for sale by MURPHY & KOONS, 19-if No. 146 NORTH WHARVES.

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right to the State to that those works as not variater a limited time at cost.

Although the companies have more than once offered to surrender their charters upon just an liberal terms, the people of the State have not been prepared or disposed to accept those offers. They wanted further time to consider the policy of assurance of such magnificials.

ming a charge of such magnitude.

The experience of several States in the management of railroads and canals has proved that politicans could not do as well for the State with the public works as they could do for themselves. New terms of although importuned by meny to take

public works as they could do for themselves. New Jersey, although importuned by many to take charge of the Delaware and Raritan Canal and the Camden and Amboy Railroad, seems to have determined to give herself, ample time to reflect upon the policy of managing the railroad and canal through the instrumentality of politicians, or leaving them, as at present, in charge of incorporated companies. I will venture to say, however, without claiming the a grounds that it will work be a for distant

PHILADELPHIA, FRIDAY, JUNE 3, 1864. VOL. 7.—NO. 261.

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MERCHANT TAILOR AND OLOTHIER. down where it is SOUTHEAST CORNER OF SEVENTH AND MARKET

> Respectfully invites attention to his ING, got up in superior style, by task ful and experienced actigiz; and offered for sale at exceedingly

Also, to his large and choice variety of PIECE GOODS for CUSTOM WORK, mbracing selections from the fines productions of both foreign and do

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of every character, of the

VERY BEST MANUFACTURE AND LATEST STYLES.

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THE CAMDEN AND AMBOY RAILROAD CO. Letter to the Editors of the New York Evening Post, in Reply to a Citizen of

BY R. F. STOCKTON. To the Editors of the New York Evening Post: PRINCETON, May 25, 1864. The second letter of your correspondent, a "Oltizen of New Jersey," has recently been brought to

That letter is of marked ability, and its spirit is liberal and friendly; yet there are portions of it expressing sentiments in which I cannot concur, and which I cannot suffer to remain without dissenting comment. I refer to the following paragraphs, "Viewed in the light of the present day, and from that advanced point which we have reached in the march of internal improvement, it is easy to con-demn them." (Exclusive privileges.) "I nm willing to admit, as a general proposition that laws conferring such exclusive privileges either duals or corporations are unwise and inexpe-"Monopolies are deservedly edious; not only in this country, but in that also from which we de-rived our laws and institutions, they have always

een the peculiar objects of popular jealousy and

popular complaint.

The lofty spirit of England's haughtiest sovereign was cowed by the clamor which her monopolies invoked from a House of Commons usually sub-"The Citizen" counfounds the monopolies granted by the Tudors and Stuarts' of England (when the Orown exercised despotio powers incompatible with the principles of a constitutional government) with the principles of a constitutional government) with those privileges granted by the Legislature for a limited time to secure some great benefit to the country at large. The analogy between the two is very imperfect. The one was usually granted to court favorites, for a corrupt consideration, and was an odious burden on the people, without any compensating advantage to them. The one, also, was by virtue of an illegal stretch of prerogative, and frequently granted in the teeth of Parliamentary remonstrance. The other owes its origin to a desire to promote the public welfare; to develope State wealth and supply the State treasury; is limited in duration, and reverts to the State when the limitation expires, if the State, for the stipulated consideration, choose to become its sole proprietor. The struggles of their ancestors with the Stuarts were fresh in their memories. They knew what monopoles the Eliots, the Pyms, the Hampdens, and the Republicans of their day denounced; yet they, approved the grant of exclusive privileges when made for the public good.

In section 8th of article 1st of the Constitution of the United States, we read, that "Congress shall have power to promote the progress of science and the useful arts, by securing for limited times to authors and inventors the exclusive right to their respective rights and discoveries."

No one will question the justice, wisdom, and sound statesmanship which detrated that provision of the Constitution, nor will deny that its influence on the prosperity and advancement of industry and the arts has been most salutary.

In myprovious letter to you I took a general riew of the crigin of the joint companies, and the principles which influenced the people of New Jersey in 'adopting their peculiar system of internal improvements. I did not sufficiently for my own satisfacti

but epoch—thirty years ago.
But lest I may be considered among those who stigmatize their policy as unwise and inexpedient, if propose through your columns to show that the policy adopted by New Jersey in 1830, is a wise and ust policy, and incapable of any proper impeach-I thought that policy sound and judicious then,

and I continue of the same opinion now; indeed, it think better of that policy now; I believe that, all things considered, in the light of thirty-refers experience, the action of 1831 was most wise. In relation, however, to the concessions of 1842 Clitican of New Jersey," I must be permitted to onter my pro-Now Jersey, I must be permitted to enter my protect.

It is an abuse of language to confound a privilege, right, or franchise; purchased for a valuable consideration, with the odious monopolies granted to court favorites by the English kings, when the prerogative-of the monarch was made to override the law of the land, the rights of fromen, and the public welfare?

"A Citizen of New Jersey" has clearly (through landvortence, perhaps) fallon into this common error. And it is to correct this mistake, that I again intrude upon your columns. I deny that the exclusive privilege granted to the New Jersey companies is a monopoly in that odious sense imputed to it by the "Citizen."
It is simply a franchise, granted for a limited time, and for a fair equivalent or annual rent.
The State of New Jersey has leased to the Camden and Amboy Railroad Company the occupation of the route on which their road is built, for transportation by railway of freight and marketone for

tion by railway of freight and passengers for an nnual sum, to be paid in proportion to the business done.

The tenant of a land proprietor, who leases for a term of years at a rent to be paid in proportion to the products raised by him is a monopolist, if the railroad company can be properly so called.

So far as respects the people of New Jersey, the application of the term monopoly to the privileges of the Camden and Amboy Railroad Company is most palpably faise in fact.

For the State of New Jersey is covered with rallroads, traversing every county, and all built since the construction of the Camden and Amboy Railroads. road.
Railroads are built in New Jersey (as in other States) whenever the people ask for thom, when they do not conflict with the exclusive privileges of the Camdea and Amboy Railroad Company; which only applies to railroads connecting New York and Philadelphia. Hardly a sossion of the Legislature elapses that the grant of a railroad charter is not conceded.

eleipses that the grant of a railroad charter is not conceded.

The Camden and Amboy Railroad Company enjoys no monopoly of railroad privileges in New Jeresey; capitalists are free to make them where they please, except on the route already appropriated and occupied by the Camden and Amboy Railroad, for which appropriation that company has paid, and continues to pay, according to the extent of its business. The franchise of constructing a railroad on the particular route between the cities of New York and Philadelphia, would not, even if no contract had been entered into with the railroad company to that effect, have been disregarded. Ordinary good faith forbids the authorization of one road or canal on the same route with another, if the proprietors of the original franchise faithfully, comply with their duties to the public. The ground of one franchise is, in all cases, norally exclusive of other similar franchises in the same locality. The contract made by New Jersey with the Camden and Amboy Kailroad Company merely puts into words a principle which is morally implied in all similar cases. similar cases.

In my former letter, I declined the discussion of the validity of the exclusive privileges of the joint companies, because I considered it res adjudicate. The decisions of the courts of New Jersey, and of the Supreme Court of the United States, are conclusive on this subject.

But I may be excused for reviving the recollection of what the Supreme Court of the United States said in a leading case, thirty-seven years ago. I refer to the case of Gibbons against Ogden, reported in night volume of Wheaton.

Said in a leading case, thirty-seven years ago. I refer to the case of Gibbons against Ogden, reported in ninth volume of Wheaton.

The State of New York had granted to Livingston & Fulton the exclusive right to navigate with vessels propelled by steam the Bay of New York, and the arms of the sea adjacent. A steamboat arriving from foreign ports, or from another State, though licensed under the navigation laws of the United States, was forfeited by the laws of New York for infringing the rights of Livingston & Fulton. The Supreme Court declared these laws of New York invalid, because they conflicted with the exclusive right vested in the Federal Government by the Constitution to "regulate commerce with foreign nations, and among the several States." But the Supreme Court in this case, expressly decided that Congress could not, under this exclusive right to "regulate commerce with foreign nations and among the several States." Interfere with a commerce wholly within a single individual State. On page 195, ninth volume Wheaton, Chief Justice Marshall said: "The completely internat commerce of a State, then, may be considered as reserved for the Stateilself." And again, page 203, he said: "Inspectioniaws, health laws, of every description, as well as laws for regulating the internal commerce of a State, and those which respect turnythe roads, ferries, &c., &c., are component purts of this mass; no direct power is granted to Congress, and consequently they remain subject to State legislation."

It is obvious that if ferrice be entweeted the states are subject exclusively to State legislation, much more must be railroads and canals, the termini of which are within a single State.

Soon after the completion of the Eric Canal, an

subject exclusively to State legislation, much more must be railroads and canals, the termini of which are within a single State.

Soon after the completion of the Eric Cenal, an officer of the United States customs claimed the right to require the canal boats to take out licenses under the laws of the United States. The Governor of New York at the time denied the right of the Federal Government to interfere with the internal commerce of a State, and the people throughout the State expressed the greatest surprise and indignation at the assertion of any such claim by the Government of the United States. The Government became satisfied that it had no such right as that claimed by the Government official, and the measure was abandoned forever. Governor De Witt Clinton, in a message to the New York Legislature, dated Albany, January 2, 1827, says: "Another attempt, as futile as the former, has been made by a custom-house collector in the West, to apply the revenue laws of the United States to the navigation of the Eric canal. It does not appour that this proceeding has received any countenance from higher anthorities, nor can it for a moment be believed that a claim, so preposterous in its assumptions and so peralcious in its results, would jut any time be encouraged in any quarter. As the spirit of internal improvement is rapidly extending in every direction, it has become a question of great moment whether the General Government has power, with or without the consent of the State Government, to construct canals and roads in their territories, and whether such power, if not already vested, ought not to be granted. High authorities are to be found on both sides of this question, and, after devoting to it all the consideration to which from its importance it is entitled, I think it due to a sense of dury to say that my opinion is equally hostile to its possession or exercise by, or its investment in, the national authorities. I can porceive in it nothing less than the harbinger of certain destruction to the State Go

As well might Congress take cognizance of agriculture, common schools, universities, penal codes, civil rights, and the whole range of local and internal regulations, as of roads and canals."

In 1830 the recollection of the blockade of the Atlantic coasts by British fleets was fresh in the memory of the country. It was not anticipated that, in the life of any then living, the United States would have a navy sufficient to protect our seacoast from blockade in case of a war with any of the chief maritime Powers of Europe; communication between the Northern and Southern States would in that event be subject to interruption and ruinous delay. The Delaware and Raritan Canal, therefore, connecting New York and Narraganset Bays (with the aid of the Chesapeake and Dismal Swamp Canals) with Albemarle Sound, was esteemed of great national importance; it secured with those auxiliaries a safe interior navigation from New England to the heart

the State

Very truly yours,

To the Editor of The Press:

importance; it secured with those auxiliaries a safe interior navigation from New England to the heart of North Carolina.

That the policy of constructing this great work through the instrumentality of a chartered company, and not by the State of Norw Jersey, was eminently judicious, the experience of a few years abundantly demonstrated; because it happened that for many years after the canal was completed it yielded no revenue adequate to repay the expense of its management and repairs; to delray that expense the receipts from the railway were relied upon. Had the State of New Jersey encumbered herself with debt for the construction of the canal, during the long period that it failed to produce revenue sufficient to pay the interest of the State dobt and the cost of its annual repairs and management, popular cianor would repairs and management, popular clamor would probably have compelled its sacrifice, as Pennsyl-vania and Indiana were compelled to sacrifice their public works value and manner word componed to sacrifice their public works.

I have shown in my first letter how the construction of the Delaware and Rarttan Cannal became indiscoubly connected with the construction of the Cannden and Amboy Railroad, and that neither would have been built unless all rivalship between

FRIDAY, JUNE 3, 1864.

THE ADVANCE OF GRANT'S ARMY. An Account of the Great Flanking Move ment—The Rebels think Grant Retreating-Gregg's Advance-Fitz Hugh Lee's and Hancock at Work-Richmond Be sieged. Correspondence of the Washington Chronicle. ]

protection, and thus insured the speedy completion of these important improvements.

The charters for the canal and railroad companies were obtained (I speak of my own personal knowlede) without the use of any other means than those of argument addressed to the judgment and patriotism of the members of the Legislature; they were not granted in corrupt compiliance with the demands of a "ring," but they were sanctioned from public considerations and for the public good alone.

I have depicted elsewhere, the condition of New Jersey in 1830, without resources to construct railroads or canals; the impossibility of obtaining the popular sanction to do either, her annual depletion by the emigration of her young men, her lands impoverished, her industry paralyzed, and progress and prosperity stagnating overywhere throughout her borders. I-say, therefore, now, as I said and thought in 1830, under all the gravity of the circumstances investing the subject, that there was no alternative at which the State should hesitate; the public duty and State policy, and the general interests of the people of the State of New Jersey demanded that the State should adopt the policy proposed, confer the charters required, and concede the protection necessary to give those charters effect. The wisdom, justice, and expediency of the action of 1830 and 1831 cannot in my opinion be impugned; under similar circumstances I do not hesitate to say that the State ought to do the same now that she did in 1830 and in 1831.

The clamor of mercenary speculators, or of a subsidized lobby of stipendiary politicinas, who have conspired to use all the rights and character of New Jersey, should not betray her people into a momentary doubt concerning the wisdom and integrity of the Legislature which established the present system for the creation and protection of her public works. Time and the beneficial results of that system are sufficient to vindicate the sagacity of the people of New Jersey and the legislation of 1830 and 1831. NEAR MECHANICS YILLS, VIRGINIA, May 30, 1884. General Lee could scarcely conceal his chagrin when he discovered how useless to his army were the fortifications around Hanover Junction. Never was known an army so buoyed up with hope as his of Northern Virginia. The prevailing impression among all classes in the South was that we were broken to pieces and demoralized before getting out of the Widerness All they craved was for us to attack them in their entrenchments upon the North Anna. Indeed, they expected us to assault those formidable breastworks, and knew full well we would'be repulsed, or gain a very costly victory.

Grant chose rather to go around than over the rebel works near Hanover Junction. When the 2d Corps withdrew and burned the bridge over the North Anna, the rebels were sure we were retreating. At that time Gregg and Torbett held the fords on the Panunkey, and Wilson, with his cavalry division, was diverting their attention by thundering at their left.

About six P. M. Wednesday, the advance of our column reached the branch road leading to Taylor's Ferry. Licut. Ool: Anderson was ordered, with his

tom are sufficient to vindicate the sagacity of the people of New Jersey and the legislation of 1830 and 1831.

The present generation cannot properly appreciate the overruling necessities and wants thirty-three years age; with railroad facilities in every county of New Jersey, and tens of thousands of miles of railroad stretching in every direction, and new lines still annually projected and put in process of construction, few are able to weigh justly the destitution and poverty of improvement which everywhere then prevailed; all, too, until the veto of General Jackson of the appropriation to the Maysville and Lexington Turnpike Company were looking to the General Government for assistance. At that time there were but two insignificant railroads in the United States completed; now there are more than 30,000 miles of railroad in the United States completed, and thousands of miles are every year added thereto.

The successful completion of the Camden and Amboy Railroad gave a great impulse to the enterprise of the country. The people roiled, therenfter, on the efforts of associated capital properly protected, instead of relying upon the treasury of the Government. The success of the Camden and Amboy Railroad, I have shown, was owing to the exclusive privileges conferred upon it, so that this much abused exclusive privilege was one of the scoundary causes to which the mighty march of improvement and the development of the boundless resources of our great country is to be ascribed. There were insuperable objections to the State undertaking the construction of the canal, arising from geographical considerations. The canal was to unite the idewater of the Raritan and Delaware rivers; it was necessarily confined, therefore, to the central counties feb no immediate local interest in its construction; and were unwilling to be taxed to confier a local benefit, on the central counties alone; they were willing to vote the necessary laws to enable others to build those works, but unwilling to burden themselves for that pur regiment, the 17th Pennsylvania, to see if the enemy held this ford. If possible, he was to gain possession and hold it until the infantry came up and crossed. We arrived after dark, and found about lifty rebels on the opposite mank. They called out, "Is that you, oth Virginian." Our men replied in the affirmation. tive. "Camp on that side," was the response, "and lay low till morning." The rebels were then startled by the order, "Look out, rebs, we are going to fire on you!" Several harmless volleys were exchanged, when Major Rheinhold, with a squad, were left to guard this and Norman's Fords.

staff, took twenty men of the 9th New York, and charged a whole; regiment of rebels. Our men had no idea there were so many rebels before them, and the enemy had no idea of the handful of Yankees charging. The 3d North Carolina fied in confusion, leaving their mejor wounded. Thirty men were captured in this little charge, and Quartermaster Anglen, of the 17th Pennsylvania, coming in soon after with a few men, captured a captain and a old brigade; he being killed before Richmond Baker was in command. They were driven to within companies of infantry, of the 6th Corps, came up The 6th and 2d Corps were up and entrenching themselves. A flank movement had been performed before Lee had thought of such a thing. When we recrossed the North Anna, after threatening his works so long, Lee imagined we were retreating. I think he must have been confounded.

I will venture to say, however, without claiming to be a prophet, that it will probably be a far distant day when the State of New Jersey will find it conducive to the public welfare for her to assume the proprietorship and management of any railroad or canal; although I well know that every railroad charter granted by the Legislature reserves to the State the right to take the railroad provided for, on payment of cost.

And this brings me to a brief reference to some of those moral and political considerations which, much more than the question of revenue and dollars and cents, determined the action of New Jersey in 1830 and 1881. much more than the question of revenue and dollars and cents, determined the action of New Jersey in 1830 and 1831.

In 1850, the people of New Jersey were, for the most part, an agricultural people; there was not then any city but Newark, which had grown to be heyond a respectable village, and Newark was only a thriving manufacturing fown; the farms were small, and wealth was contined to a very limited number; the habits, tastes, and manners of the people were plain and frugal, and morality and virtue held in high esteem. The rapid growth of wealth and corruption in the neighboring States had not contaminated the simplicity and republican equality which everywhere prevailed in New Jersey had perceived the demoralization and deterioration of virtue, which already began to be flagrant in those States in which lavish expenditures for internal improvements and vast State patronage incidental to State management of public works had taken place. Particularly, they had marked the headlong and reckless precipitancy with which corrupt demagoques had plunged the noble State of Pennsylvania into the vortex of enormous debt. This cureer of profligacy and crime was viewed in New Jersey with horror and disgust. Our New Jersey fathers had taught us to beware of profuse public or private expenditures. They taught us that luxurious habits and reckless extravagance were incompatible with that, virtue—which alone could seeme stability to Republican Government. Our people were educated into an unconquerable aversion to public debt; and the only path to popularity in New Jersey was by the advocacy of egonomy in the State expenditures.

The whole cost of the State Government seldom, in those years, exceeded \$30,000 per annum. To talk to such a people about the policy or wisdom of The 30th instant, Gen. Gregg was ordered to adrance his corps two miles nearer Richmond, and go into camp. He was on the old stage road, leading through Mechanics it to Richmond. Shortly after the attack Long in, and saw an old colored woman and her son indusing to the woods for shelter. Halting them, I induired when there had been any rebels about that locality. "Dis mornin'," they answered, promptly, "Dey jest done and crawled out of de woods when you all come, den fired on your men and run away into de woods." This is the correct account of the rencontre. They hid in this dense woods and fired on our men, who soon skirmished the woods and drove them thence. Davies' brigade met the first onset. They stood it nobly, driving the enemy into their entrenched lines, below Salem Church. General Fitz Hugh Lee, the new rebel corps commander, personally superintended at this fight. His headquarters were near Hawes' store, on the Mechanicsville road to Richmond. The 1st New Jersey, 6th Ohio 4th 18th lantry. The storm of trape and canister was dense enough to appal the stautest soul. Men rushed up to ertain and horrible doaths with a cheer. At last the rebels halted in the thick woods. Here hey had immense works, and heavy guns in posi-The whole cost of the State Government seldom, in those years, exceeded \$30,000 per annum. To talk to such a people about the policy or wisdom of contracting a debt of five or six millions was to subject yourself to contempt. It was a fundamental axiom in New Jersey politics that a State debt was a State curse; that nothing but war, of some other involtable calamity, would ever justify a State debt of any considerable magnitude. The people of New Jersey fully appreciated the value and importance of internal improvement; they were unvilling, howion. From noon till three o'clock in the afternoon we fought them, neither yielding, and both side other brigades, we had to contend with a new command of mounted infantry, fresh from the seaboard of South Carolina: Three o'clock, and Torbett's livision began to arrive. Custer, with a will and a ell, came in omthe right of the road. The whole line then charged significaneously, driving the robels from their works and before them like chaff. They ran for three miles without stopping, leaving their Sunday we rested. Monday an advance was or lered. Warren was on the left. He pushed out till the rebel pickets were met. These were driven in upon the main body. Thus we neared Mochanics-rillo, when the rebels, who had been massing on our

of any considerable magnitude. The people of New Jersey fully appreciated the value and importance of internal improvement; they were unwilling, however, to incur the danger and responsibility of encumbering the State with a debt for that purpose. They therefore delegated to incorporated companies the authority to make the railroad and canal. They did so from a sense of duty, founded on considerations of sound State policy. As I said before, the rights and privileges of those companies were not obtained by corrupt legislation; they were not-conferred as a favor to any particular corporators or individuals, but for the purpose of improving the condition of the people at large; of developing State resources, and augmenting the State revenue.

The men who were sagacious enough to inaugurate the internal improvement policy of New Jersey were substantial citizens, whose property consisted, not so much in money and goods, as in lands and children. They acted from public considerations as much as from motives of personal interest; and their successors are now more solicitous to preserve unimpaired and unimpached the good name of their predecessors than to increase their own wealth or popularity.

Those persons who have assafled their policy and Charters have been chiefly adventurers from other States, having no interest in the welfare of New Jersey, and even those in New Jersey, who have been their service instruments, have been, for the most part, men without any interest in the for left, attacked this portion of our line. Cavalry and mounted infantry endeavored to push through on he same road followed by Stuart two years ago, hon he made his great raid upon the White House. Lee evidently designed hindering us from opening communications with the White House, or receiving my reinforcements from that locality. General Crawford found the enemy in force on the orth bank of the Chickahominy. They were fortiicd along the Mechanicsville road, between seven and eight miles from Richmond. Here a small run flows into the Chickshominy, and is known as Tolobeen their servile instruments, have been, for the most part, men without any interest in the soil of New Jersey, who could at any time swim the ferries with all their worldly possessions on their backs, leaving the farmers and other worthy people of the State to reap the fruits of their iniquity. otomy creek. Thus the rebels hindered Warren rom approaching by the Central Railroad or the old Mechanicsville stage road, and the Broad turnpike is guarded against Hancock's advance. State to reap the fruits of their iniquity.

Unfoubtedly, a vast change for the worse has taken place in the morals of the people of the United States within the last thirty years. In my humble opinion, that change has been produced, in a great measure, by the reckless extravagance of State exceptions. Warren repulsed their attacks upon him. Craw-ford first mot them, and was driven back some distance, the enemy bringing into the fight almost an entire corps. Our line was soon connected and strengthened. The rebols were driven back, having suffered severe punishment. If they can possibly penditures for internal improvement.

Had New York, Pennsylvania, Ohlo, Virginia, and Indiana adopted the policy of New Jersey, they would not probably have been the scenes of such stupondous profligacy as have characterized their halls of legislation within the last quarter of a century. keep us from crossing Meadow Bridge, and thu prevent us from joining Butler, they will expend their last drop of blood. cock attacked them in his front to-night. The old impetuosity was displayed, and the rebel out-posts gained. A fortified skirmish line amounts to nothing when the enemy have several lines of works the rear with guns mounted. The party which came down the Cold Harbor road to injure our communication with the White House got into considerable difficulty. Major Durland, with two squadrons of cavairy, was on picket about two miles from Old Church Tavorn. His pickets were attacked, and a skirmish ensued which soon embroiled Torbett's whole division. Colonel Dovin brought out the remainder of his brigade, who held the robel brigade of schwalry and two regiments of with his brigade. The 6th Pennsylvania moved out upon the left flank of the 17th Pennsylvania with the intention of turning the enemy's right.

halls of legislation within the last quarter of a century.

There is a vital sympathy between the morality of the government and that of the people. If the halls of the Legislature are surrendered to the control of plunderers and robbers, we must not wonder that corruption stalks, naked, in the streets.

The deterioration of the national morals, if it continues with the same rapid progress downwards, much longer, will be fatal to liberty. The appetency for wealth, to be obtained through the instrumentality of legislation, at the expense of the public, will soon render the rights of property utterly insecure. And when that stage of demoralization is reached, property will seek refuge under a government which will protect it, and not be a party to its spoliation. spoliation.

In the good old-fashioned times of 1830, if it had been predicted that the debt of New York city would in thirty years increase at the rate of two and three millions a year, no one would have had any faith in the prophet. But now, so utterly deprayed have the governments of more than one city of the United States become, that it is asserted, without contradiction, that in the United States municipal government in the cities is an utter failure. The rebels were prepared for this, and poured a galling fire into them from their cover as they crossed the narrow clearing. Here fell Captain Lieper, commanding the regiment, and Lieutenant Martin; the former wounded, the latter killed. In In those days when the Delaware and Raritan Canal and Camden and Amboy Railroad charters were granted, virtue, honor, and public spirit prodominated in our legislative councils. Now, in some States (but not in the State of New Jersey), it is Anglen, quartermaster of the 17th Pennsylvania said, no sooner is the Legislature elected than a ring, as it is called, is formed, and every charter and every application to the Legislature from which money is expected to be made is black mailed to con-Cavalry, was shot through the chock. His death money is expected to be made is black mailed to contribute to the pockets of the ring.

But where stands New Jersey in this state of general obliquity? Notwithstanding: the unjust reproaches with which, from time to time, her fair inme and patriotism have been assailed, there sho is. Though small in territory, she yields to none in wisdem, honor, virtue, and patriotism.

It may be truly said of her that, while she has borne her full proportion of the burdens of the Government, of its direct benefits she has asked little and received less. Still, thore she stands, this day, as of old, heart and hand, with her treasure and her resources, and her blood, pledged to the Union of the States.

R. F. Sтосктом.

A Word about the Worms.

Sin: How to abate the worm nulsance is a problem that has so far defied solution. It is too late to do anything for this season, but their re-appearance, to any great extent, next summer, can be prevented, by the adoption of the proper measures, in a short time. So soon as the millers appear about the trees, water should be thrown upon them from a hose-pipe without delay. They live but about three days, and on the third day deposit their eggs and die. They are easily destroyed by water, and if the pains are taken to have it done, the worms will not occasion much trouble during the next suring and

ecusion much trouble during the next spring and

think there were ever such cavalry fights as these. them in the face. The losses in the 2d and 3d Corps are triffing.
Richmond is now besieged. Lee's army in Richmond is a sure indication that they mean to hold us here. We can afford to wait. Their papers of the 25th and 27th inst. were hopeful, may triumphent in tone. I saw one of the 30th inst., fresh from the press. They expressed the utinost astonishment at the appearance of Lee and his followers, and wondered why they left the North Anna. The city is worse off now than Vicksburg after it had been be-

ditch ? Will it hold them all ?

sieged a long time. Have the rebels found the last

Every person having a hose should get it out, and be ready to squirt when the moment arrives; and if the authorities would take the matter in hand, and Wounded Pennsylvanians in the Wash-ington Hospitals. Ington Hospitals.

IAREWOOD HOSPITAL.

Corp Wm Houseal, B. 45
Issue Snyder, K. 115
John M Menus, F. 105
Robt Sayers, I. 54
Robt Sayers, I. 54
Robt Coxey, I. 59
Geo Montgomery, E. 100
Tairick Keefe, K., 160
Class A Nerificid, G. 143
John A Robisson, G. 63
Sergt John M Thomas, G. 63
Sergt Gorp Lewis Brown, D. 99
Adrial Lee, A. 311

Jepiclary Segars, M. 187
Jepiclar make arrangements with the steam-engine com-panies, so that they could traverse the city early every morning upon this duty, for say two weeks, the whole affair would be literally played out. the whole affair would be literally played out.

The infliers appear every day for about two weeks; consequently, it will be necessary to keep up the work for that period of time.

The city might be divided into heats or districts and each engine company be assigned to a special brat. If the benefit to be gained is worth the trouble to be taken, no time should be lost in preparing for the emergency; and when your readers. Bir. Editor, are informed that the grape vines and fruit trees are being seriously injured by the same character of worm, they will perhaps begin to look upon it as something more than a here nuisance.

I am, sir, yours, truly, Vermicelli.

Rittenhouse Square, June 2, 1854. JEDICIARY SQUARE HOSPITAL. John I Schreiner, K., 23 Wm S Rider, C, 32 Corp Pat'k Mathews, H, 32 Jos McCue, C, 32 Geo W Dounis, I, 82 Sergt P Hotland, D., James T Earle, F, 23 Patrick Henry, C, 23 Patrick Henry, C, 23 Patrick Henry, C, 23

Corp Rich'd Callahan, H, 82 Joseph Gosson, H, 82 Corp Adolph Westerman, B, 82 Chas Houpt, B, 83 Chas Haugy, K, 6 Cav Jerome Ely, A, 67 Jas E Barrott, A, 13 Jas E Barrott, A, 13 DEATHS IN THE WASHINGTON HOSPITALS.

DEATHS IN THE WASHINGTON HOSPITALS.
The following additional deaths of Pennsylvanian were reported at Captain Moore's office, Washington Corp Jacob Banker, E. 142
Noble 6 Allen, F. 139
Wm J. Little, I. 57
David F Luckhart, E. 148
Thos Andrews, E. 112
Thos Andrews, E. 112
Thos Andrews, E. 112
Thos Andrews, E. 112
Those Andrews, E. 112
Those Andrews, E. 112
Those Andrews, E. 112
The Structural Market Additional list of Pennsylvanians killed an counded in the battles in Virginia: Capt W S Craft, H, 1 Cav | Capt Mas Robinson, G, 16 Lt W P Kennedy, K, 1 Cav | Capt Jas Robinson, G, 16 Lt F Y McDonald, P, 13 | E, 13 | E, 13 | E, 13 | E, 13 | E | Capt P Kane (or Juo Klins Lt F W Bowan, L, 1 | E, 13 | E, 13 | E, 13 | E | Capt P Kane (or Juo Klins Lt F W Bowan, L, 1 | E, 13 | E, 13 | E, 13 | E | Capt P Kane (or Juo Klins Lt F W Bowan, L, 1 | E, 13 | E, 13 | E | Capt P Kane (or Juo Klins Lt F W Bowan, L, 1 | E, 13 | E | Capt P Kane (or Juo Klins Lt F W Bowan, L, 1 | E | Capt P Kane (or Juo Klins Lt F W Bowan, L, 1 | E | Capt P Kane (or Juo Klins Lt F W Bowan, L, 1 | E | Capt P Kane (or Juo Klins Lt F W Bowan, L, 1 | E | Capt P Kane (or Juo Klins Lt F W Bowan, L, 1 | E | Capt P Kane (or Juo Klins Lt F W Bowan, L, 1 | E | Capt P Kane (or Juo Klins Lt F W Bowan, L, 1 | E | Capt P Kane (or Juo Klins Lt F W Bowan, L, 1 | E | Capt P Kane (or Juo Klins Lt F W Bowan, L, 1 | E | Capt P Kane (or Juo Klins Lt F W Bowan, L, 1 | E | Capt P Kane (or Juo Klins Lt F W Bowan, L, 1 | E | Capt P Kane (or Juo Klins Lt F W Bowan, L, 1 | E | Capt P Kane (or Juo Klins Lt F W Bowan, L, 1 | E | Capt P Kane (or Juo Klins Lt F W Bowan, L, 1 | E | Capt P Kane (or Juo Klins Lt F W Bowan, L, 1 | E | Capt P Kane (or Juo Klins Lt F W Bowan, L, 1 | E | Capt P Kane (or Juo Klins Lt F W Bowan, L, 1 | E | Capt P K Bowan (black Lt F W Bowan, L) | E | Capt P K Bowan (black Lt F W Bowan, L) | E | Capt P K Bowan (black Lt F W Bowan (black Lt F W

LIST OF WOUNDED CAVALRYMEN AT THE BATTLE OF MAY 28. 19 3.
Jerome Michael, C. 16
Jerome Michael, C. 16
Jerome Michael, C. 16
Jerome Michael, C. 113
W Dickenson, H. 1
Geo Lummis, E. 1
Lantee M. 1
Lantee M Corth, B, 18
Henry Enos, D, 13
Corp D Coder, F, 16
D E Sickles, D, 16
G C Cook, C, 16
Morgan Jones, K, 16
JS Baldwin, K, 16
Thos Irwin, F, 16
Jacob Brestle, 1
Horneo Ornsby; 16
Capt R F Swann, 16
Lt S A Roberts, L, 16
Sergt H McNulty, 1, 1 A Roberts, L, 16 H McNulty, I, 1 Oller, D, 13 Maxwell, D, 13 Lavine, L, 1 W E Maxwell, D, 13
R W Devine, L, 1
Corp H H Faulkner, A, 16
Sergt M M Logan, M, 10
Frank Moore, C, 16
H D Rager, F, 13
J Decker, C, 1
Chas Moss, H, 13
W H Stevans, D, 13
Sergt J F Burgett, L, 16
Levi Eiseley, D, 1
A H Mayer, I, 16
Corp J Laughlin, F, 13 CAVALRYMEN KILLED IN GREGO'S DIVISION

Lessnett, K.
Thirteanth Pennsylvania.—Wm Mathews, E; Sergt
Pelix Burns, H: Thos Gulley, H; Corp J F Croll, A;
Wm McSchattay, E; Abrain Moore, E.
Siattenth Pennsylvania.—William Zuver, A; Jos
Lockeray, B; Jas E Faulkender, F; S B Humberger, F. NORTH CAROLINA.

lay low till morning." The rebels were then started by the order. "Look out, rebs, we are going to fire on you!" Several harmless volleys were exchanged, when Miglor Rheinhold, with a squad, were left to guard this and Norman's Fords.

The remnant of kie 5th Virginia Cavalry guarded these two fords. It will be remembered by the reading public that this regiment was almost annihilated by the 9th New York and 17th Pennsylvania Cavalry, whonon the late raid.

The column with Custer in advance, moved on till after midnight. About sixty rebels were on duty at this ford.

Thursday morning we began floating the pontoons and laying the bridge. For some time the rebels resisted the construction party.

When the last plank was placed, the Michigan brigade crossed the 1st and 7th regiments in advance. For a diagnee of two miles they skirmished with the enemy, who, as usual, fell back to a good position on the crest of a hill. They were buried in thick woods. Quester was on the left of the road from Dabnevs Ferry, and Devin on the right. We had but two off three, regiments engaged—the majority of the type brigades being only in supporting distance. The Michigan regiments had Sperca rifles, "seven-shoofers," and soon drove the rebels from the left. Captain Wright, of Colonel Devin's staff, took twenty men of the 9th New York, and charged a whole regiment of rebels. Our men had no idea of the handful of Yankee in the newny had no iddee of the handful of Yankee of eight hundred feet, and strewed the court. Accidental Explosion of Four Torpedoe —Fearful Loss of Life. instances it was found impossione to recognize the remains of the unfortunate victims. The signal tower and a commissary building, twenty feet by eighty feet, built of logs, were thrown into the air a distance of eight hundred feet, and strewed the country for a great distance around with the fragments. The greatest sufferer by this terrible catastrophe was the 132d New York, stationed for the last twelve months on this front, and whose camp is adjacent to the railroad station. In this regiment 25 were killed and 14 wounded.

In the 158th New York three were killed and two severely wounded.

Severely wounded.

The 12th New York Cavalry had one killed.

Lieut. W. W. Wells, 58th Pennsylvania, (special aid to Col. P. J. Classen.) was severely wounded; left foot since amputated.

The killed and wounded of the contrabands will worker between the contrabands will The killed and wounded of the contrabands will number between twenty and twenty-five.

This sad 'accident, entailing such fearful consequences, has cast a gloom over the soldiers of the outposts which will require a long time for them fully to overcome. A number of the wounded of the 132d New York are badly mangled, and will probably die. Everything, however, that care and skill can accomplish, will be done to save life, and ease the sulfering of these unfortunate soldiers.

suffering of these unfortunate soldiers. THE REBEL PRESS. THE DICHMOND PAPERS ON THE CAMPAIGN-GRANT'S PLAN CONSIDERED A PAILURE—THE WAR NEWS—ACCOUNTS FROM JOHNSTON'S ARMY. From the Richmond Examiner, May 23.]

Grant has definitely declined battle at Hanover Junction. Perhaps we should say that his army has saved him the trouble of declining it. It is certain that both armies are once more moving. Two stories have lattly prevailed of the direction in which Grant is going. One account represented a large body of Yankoes at Negor Foot, in the uppor part of Hanover, but it has not been confirmed, and is unlikely. The more probable statement is that Grant put fortifications along his line before the Junction to prevent an attack from Gen. Lee, and then, returning to the northern bank of the North Anna, passed down the Pamunkoy to Hanovertown, a few miles above the Piping Tree—the point to which boats can come. Here he is said to have crosed the river with the greater part of his force. Hanovortown is sixteen miles from Rieemond. If Grant has really landed there, he may be said to have already reached the destination predicted for him since his check at Spottsylvania—the York and the Peninsula. His next base will be the Pamunkey and York, the White House and West Point.

Then his whole campaign up to this moment has been a defeat, its plan a failure, and he is compelled to adopt the derided scheme of AlcClellan instead of it. He might have come to West Point in a day's sailing from Washington. He might have set down his army there without having one hair on the head of any one man'in it disturbed, and he might have brought Lee from the line of the Rapidan to the Chickahominy and our fortifications without wasting a cartridge on him. But neither Grant nor his Government would touch McClellan's plan. It had been tried and had failed; besides, it'was McClelan's. So they imagined another after their own hearts. They would fight him till his army, was wrecked, and then push the fragments before them clean down to Richmond. They would then approach the city, not from the river, but from them clean down to Richmond. GRANT'S PLAN CONSIDERED A FAILURE—THE WAR NEWS—ACCOUNTS FROM JOHNSTON'S ARMY.

then approach the city, not from the river, but from Hanover Junction, keeping the Central and Fredericksburg Railroads always in their possession, supplying themselves thereby to a position on the north of the city. Here they believed their army could not be flanked, as McClellan's was, by some Jackson coming out of the West through the gatesof Gordonsville. But their plan failed on the 12th of May. On that day the question, whether they could beat Lee in the field and put him into a disastrous retreat, was forever settled. Twice within eight days Grant endeavored to renew the assault, without the ability to bring up his columns. Unable to remove the obstacle on the threshold of his proposed campaign, nothing was left but to abandon it and make his way down the valley of the Rappahannock to the shead waters of the York, a monstrous circuit to reach a point where he might have landed on the 1st of May, had not his head been addled by his victories over Pemberton and Bragg. Once, it is true, he turned aside to Hanover Junction, but found only a repetition of Spottsylvania Court House in readiness there.

Now, we suppose, we may have another decisive battle of Cold Harbor, unless Gen. Grant has become so much enamored with his left fank that he will continue it from the York to the James, and form a junction with Butler. If he does so we may have a long summer day. Perhaps he will dig parallels and come to the city with the zig-zag. Perhaps he thinks himself back at 'Vicksburg. It is true, we believe, that the officer who surrendered Vicksburg has intely been placed, with a modist title, in high command at Riehmend. It is also true that the Fourth of July is not after off. But Lee and Beauregard are also close at hand, and Riehmend will never be circumvallated.

THE WAR NEWS.

There is little news to be given this morning from General Lee's army in addition to that contained in the letter of our special correspondent, and the despatches which appear under the telegraphic hend. The situation is pretty well stated in them. It appears to be known, at least, that both armies are moving. Grant is reported to have crossed the Panunkey at Hanovertown, and to be moving down, probably for the point known as Piping Tree, in New Kent county, some fifteen or sixteen miles of Richmond. Of the movements of Lee it would be imprudent to speak; but the roader may be well assured that he has his eye upon his adversary, and will be prepared for him whenever and wherever ho may show himself. Lee has never yet been surprised or outgeneraled, and it is not likely that he will be in this instance.

So far the armies have only been manocuvring, but the battle will likely come off in a few days. Parties down from Ashland yesterday say that there has been some severe skirmishing and brisk cannonading on night before last, but at the time of their leaving, yesterday, all was quiet, the enemy having disappeared.

Deserters from Grant's army say that he does not intend to light, but is going to lay siege to the city and try the spade and shovel, as he did with Pemerton's ticksbury. They roport great dissatisfaction among their men, and say that all are leaving whose term of enlistment has expired. This is confirmed by what we see in the Northern papers, in which the return of several regiments is mentioned. THE WAR NEWS.

was instantaneous. A braver or more gallant man never bore commission. He performed his duties as quartermaster, and fought a squadron of his regiment in every engagement.

On the right we were joined by Custer. He sounded his bugle for a charge. The entire line moved out, driving the enemy for three miles. They left all their killed and wounded on the field, so sudden and unpremeditated was their flight.

In the two cavalry engagements we lost about five hundred men, killed, wounded, and missing, Many of the wounds are of a desperate nature, having been inflicted by grape and emister. I don't think there were grow such experts fights as these contracts of the White House, but we hear nothing how of their operations. GENERAL LEE'S ARMY.

GENERAL LEE'S ARMY.

ARMY OF NOLPHERIN VIRGINIA,
NEAR ASHLAND, May 27—12 M.

Both armies are certainly again on the move.
Some of the enemy's prisoners who have just been
brought in gay that Grant commenced the work
of recrossing the North Anna river yesterday, and
that the move occupied all last night. About ten
o'clock last night the enemy opened upon Gordon's
division a fierce cannonading, and shortly afterwards assaulted his skirmishers with a line of battle,
but were repulsed. This, of course, was a mere foint.
There was some firing this morning between their
rear guard and our skirmishers, but it has not
amounted to anything. Grant is now moving
rapidly around to our right with his whole force,
and corresponding movements are en foot on our
side to meet those of Grant. A day or two will probably reveal to us the new situation. Meantime we
must bide our time. GENERAL PEMBERTON. The Examiner alludes again to General Pemberton, of Vicksburg notoriety, holding a high command in the city, and more than intimates there would be another surrender on the Fourth of July, if none but such as he commanded its defences.

CAVALRY LOSSES. CAVALRY LOSSES.

The list of casualties in Major General Fitz Lee's division of cavalry, from the 4th to 15th inst., inclusive, shows a total loss of 72 officers and 708 men. General Longstraet.

The Schind says: We are glad to loarn from his medical director and his attending surgeon that General Longstreet has so far recovered from his wound, that he will be able to take the field in the course of the next three weeks:

TELEGRAMS TO THE RICHMOND EXAMINER.

ATLANTA, May 27.—Our advance came up with the enemy at New Hôpe, four miles east of Dallas, THREE CENTS.

at noon on Wednesday. Hood's corps was first in the fight, parts of two divisions, Stovenson's and Hindman's, only were engaged. We had but one line of battle, which the enemy charged twice, and were handsomely repulsed.

A private note from Gen. Johnston's headquarters at sunrise yesterday, says that the affair of Wednesday afternoon was handsome. We are having a renewal this morning. During the day firing continued, but was evidently receding from us, and a few guns have been heard this morning, apparently at a still greater distance.

General Cummings is severely wounded in the breast and arm, General Reynolds wounded slightly. The army was moving up to the field yesterday morning in fine condition. morning in fine condition.

SECOND DESPATCH.

ATLANTA, May 27.—Letters from the press reporter on the field say that the operations of yesterday were confined to skirmishing and the onemy feeling for our positions. Our right rosts on the road from Acworth to Dallas, about three miles northeast from New Hope Church, and extends from the latter point nearly west.

The movements of the enemy continue to extend towards our right, indicating a disposition to get near Etowah river and bridge. Firing was heard early this morning, but died away soon.

Publications Received. From W. B. Zieber, South Third street, the new number of the Edinburgh Review, American reprint. The opening article is a notice, with copious extracts, of "The Diaries of a Deceased Lady of

Quality." The lady was an old maid, one Miss Williams Wynn, daughter of Sir Watkin Williams Wynn, commonly called "the King of Wales," so vast was his wealth and so great his influence, and she was related to various members of the nobility. Well educated, with literary tastes, and moving in the highest society at home and abroad, Miss Wynn had a habit, through life, of keeping a diary in which she noted down striking portions of the conversa-tion of distinguished persons, and selections from these diaries have made a very readable volume which, in all probability, will be republished here. Miss Wynn died in 1857, at a very advanced age, and had been personally acquainted with almost every person of note, in England or the Continent, during more than half a century of intercourse with the world. The article here on "The History of Highways," is badly named, for it treats rather of the history of highway laws than the roads themselves, and says very little about the methods of constructing them. Notices of the Basque Country, Human Sacrifices and Infanticide in India, British North

America, and French and English Rifled Ordnance will variously interest many renders. There also are reviews of Kirk's History of Charles the Bold, Renan's Life of Jesus, and the Life and Letters o Charles Victor de Bonstetten, a contemporary of Rousseau and Voltaire, of Gibbon and Gray, as well as of Madame de Stael and Lord Byron, Hum-boldt and Schlegel, Lamartine and Victor Hugo, for he was born in 1746, and did not die until 1832. The present number of the Edinburgh Review is unasually good. From Benerman & Wilson, publishers, we have The frontispiece is a charming little view, from imateurs, we believe,) during a trip they took to

the June number of the Philadelphia Pholographer. negatives made by Messrs. Graff, Fassitt, & Bords Pike county, last autumn, like Dr. Syntax, in search of the picturesque. We have seldom seen foliage and ferns so clearly represented by the sun's action. The letter-press consists of articles, chiefly practi-cal, by F. T. Fassitt, F. A. Wenderoth, M. Carcy Lea, Coleman Sellers, H. J. Newton, J. S. Young, and others. The proceedings of the Photographic Society of Philadelphia regularly appear in this publication, the success of which is creditable to the ability of its conductors and writers, and the discrimination of the public. Mr. A. Winch, Chestnut street, has published a volume (pp. 96, small 8vo.), entitled "The History of Our Flag." It is appropriately dedicated to the Union League of Philadelphia, and its author is Mr. Ferdinand L. Sarmiento, formerly United States Consul at Venice, and now a member of the

Philadelphia bar. Mr. Sarmiento has executed his self-imposed and patriotic task in a satisfactory manner, and a subject which is ant uarian as wel aining, in his hands. His work is illustrated with numerous engravings, which render it very con then the addition to it of the Cross of St. Andre whereby the Union Jack of England was made, and traces the change from the Colonial use of th British fing to the gradual adoption of the present Stars and Stripes. The stripos in that flag were adopted, Mr. Sarmiento states, as early as 1775, at Cambridge, but the stars were not added until June 1777, and then were intended to represent the Constellation Lyra, the symbol of harmony and unity among men. We notice that Mr. Sarmiento, while noticing the Stars and Stripes in Washington's family armorial bearings, repudiates the common error which attributes our "Stars and Stripes" ban-ner to a desire to compliment the chief. No such idea was entertained. Mr. Sarmiento has produced a volume of considerable interest, which exhausts the subject without spinning it out. He has col-

with judgment. We have read an advance copy of a new novel called "The Bridal Eve," by Mrs. Southworth, which Peterson & Brothers will publish on the 11th inst. The scene and most of the characters are English. There is little novelty in the incidents, which include a child changed at nurse, a title unconsciously usurped, a condemnation for murder in high and low life; but Mrs. Southworth has never written a more readable story. As usual, however when she writes about English society she sometimes makes mistakes. For example, she introduces the boautiful Misses Gunning at a ball in the year 1800, whereas one of them died in 1760, and the other in 1790. And so, also, in 1800, she makes a lady figure at a masquerade in the character of Moore did not write until 1817. There are no

lected his facts with diligence and combined them

well developed, the finale unsuspected, and the characters ably drawn. From John Campbell we have a catalogue (pp. 315, large 8vo.) of the valuable Library of Mr. Andrew Wight, of Philadelphia, the sale of which, by nuction, will be commenced at New York next Monday. This is the largest collection of books connected with the United States ever brought under the hammer on this continent or elsewhere. Mr. Wight collected with much judgment and taste, and did not space expense. His early-printed American books are numerous and rare: he had a great many privately printed books, and he illustrated special subjects and favorite authors with equal liberality and taste. Almost every department of literature is here represented; and the books, for the most part, bound by Pawson & Nicholson, of Philadelphia, are in fine condition. It is a pity to see such a library distributed, but book-col-

them of filling up lacuna in their own libraries. FINANCIAL AND COMMERCIAL.

ectors may rejoice in the opportunity thus given

If the Secretary of the Treasury intends putting out a new loan, as reported, he has so far kept his own coun-sel, as there appears to be no one party positively aware of such intention. Among the agents for the sale of Go vernment bonds there is a general confidence that Secre ary Chase will be out, within a few days, with an offer of not less than \$69,000,000 of sixes, of 1831, and those usually best acquainted with Treasury counsels are especially confident in their prediction. It is rumored that the Secretary will offer the loans through the Naional Banks. The stock market is still in a languid condition, bu ers and sellers holding off until the receipt of intelli-gence from our armies, which shall be decisive for beter or worse. Gold was steady during the day at about 191. Government loans opened firmly, but sold towards the close of the day at a decline, namely, 105%—the same rate as ruled on Wednesday. There was nothing done in the sixes of 1881 or the seven-thirties. State fives were steady at 983/@99, and the coupons at 102% City sixes of 1870 sold at 160, the new were quoted at 106 lealt in, and they were without alteration in prices, riz: 103k for the former, and 110 for the latter Reading shares oppned at 69%, cash, and closed at 70% Northern Central was steady at 61%. Little Schuylthi at 43%, Minchill at 43% and Philadelphia and Eric at 34. Schuylkill Navigation Canal preferred sold at 42. b30, and the common at 33%, which established a de cline. Morris Canal sold at 55%. There is considerable reaction in the coal and oil companies, and the latter es-pecially are touched cautiously. There are many of them o utterly worthless that the better class suffer in couse mones. Butler Coal, that reached 32 a day or two ago as fallen back to 19. Oil Greek shares, that were, thou time ago, up to 14, sold yesterday down to 5%. Drexel & Co. quote: United States Bonds, 1881... ' Now Certf. of Indebtodness... ' 7-10 Kotles...

| 1912 | 1913 | 1914 | 1914 | 1915 | 1915 | 1915 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 10 do... bl6 70%

DETWEEN BOARDS.

10 Cam & Amb R. 159 1650 State 55... lots \$950 20 Penna R. 71 500 db... lots \$950 500 db... lots \$950 400 fb... lots \$100 Ceek. b30 6 19 Morris Canni. 56% 100 Reading R. b10 69% 5 Ches & Delaware 75 200 North Penna R. 33%

SECOND BOARD.

5 Academy of Music. 43 70 Buck Mountain. 69 200 Ceataw R. 160. pref 42 200 Ceataw R. 160 Fb. 150 54 4000 Penna R 1st mort. 117 200 Mandan Mighing. 354

Postmasters are requested to act as agents for THE WAR PRESS. To the getter-up of the Club of ten or twenty, an extra copy of the Paper will be given. 100 Catawissa R, b40 pf 42% 100 Reading. 

THE WAR PRESS.

(PUBLISHED WEEKLY.)

Larger Clubs than Ten will be charged at the same

The money must always accompany the or in no instance can these terms be deviated from afford very little more than the cost of paper.

...15 00

Sch Kav stock. 33
do....prf. 41½
do....58 '52. 96
Emira R. 25
do....prf. 63
L island P. 27
Lchigh Coalk Nv 72
N Penna R. 33½
N Penna R. 53. 33½
N Penna R. 50. 33½
Phila & Eric R. 33½
Phila & Eric R. 33½
Object School Sc

10th & 11th-st R. 50 13th & 15th-st R. 34 17th & 19th-st R. 12 Spruce-st R.... 14½ Chestnut-st R... 62 The following shows the receipts of the Morris Canal Company for the present season and week, and for the same periods last year: .834,845 72.

\$10,000 00 15,000 00 119,000 00

States for new rolls, to any May 1, 1864, by balance.

Receipts during the month:
On account of customs \$5,90
of loans 5,16
of internal revenue 1,1
of transfers 15,0 51,174,107 ... 850, 055, 569 Balance May 31, 1884... 84.115.537 The New York Evening Post of yesterday says: The reports current this morning as to the negotiation of the new Government loan are, most of them, invented for stock-jobing purposes, and are not entitled to any attention. Mr. Chase has not yet determined what kind of securities he-will ofter. As soon as the decision is arrived at, the public will be officially incorred.

Erie Preferred.... Hudson River....

The following are some of the principal articles imorted into this port for the week ending June 2, 1864; Almonds, bxs. 200 Se29 Molasses, hhds.1,215
Brimstone, tons 60 1,495 do bbls. 85
Books, cases. 2
do bundle 1 397
Cotton, bales. 284
do fos. 150 15,760
Cedar Wood, 10gs. 8 105
Earthenw'e, cts 50 1,694
Grano, tons. 570 8,456
Glano, tons. 570 8,456
Hardw'e, casks 15 1,595
Grano, bundles. 294
do bars. 2,942
do bars. 2,942
Lead, pigs. 201 1,237
Linen Yarns, bales. 3
Linen Yarns, bales. 3
Linen Yarns, cases. 3 1,697
WAREHOUSED. 216 FOR CONSUMPTION 3 1,697 WAREHOUSED.

The following are some of the principal artirted from this port to foreign ports for the week ending May 31, 1834: BRITISH PROVINCES. n. meal, bbls. 249 \$1,424 Flour, bbls. 1,010 \$8,700 inegar, gals. 5,000 1,500 CUBA. Shooks ... Petroleum, crude, galls.... ...... 1,780 \$16,743 
 Drugs
 \$1,354 | Shooks
 \$200

 Gold
 15,350 | Tallow, bs
 2,335 | 400

 Lard, bls
 46,661 | \$,242 | Unegar, galls
 500 | 350

 Potatoes, bus
 300 | 400 | Flour, bbls
 1,575 | 13,839

Philadelphia Markets. JUNE 2-EVENING.

The Flour market continues very firm, but the demand is limited. 500 bbls City Mills superfine and extra sold on private terms, and 1,200 bbls low grade Western extra family at \$7.75@7.57 \$\times bbl. The retailers and bakers are buying at from \$7@7.25 for super-fine, \$7.50@7.75 for extra, \$5@8.50 for extra family, and sign. 57.50g f. 50 fextra, \$2005.00 for extra family, and \$200.00 pb bl for fancy brands, as to 'quality. Rye Flour is selling in a small way at \$7 \( \eta\$ bbl. Corn Meal continues scarce, and in good demand.

GRAIN.—This offerings of Wheat continue light, and it is firmly hold, with sales of about 3,030 bushels real tREGISEs for fair to prime, and 2000250; \( \eta\$ bus for white, as to quality. Rye is scarce, with small sales at 1600.00 bus. Corn is better, and there is more doing, shout 16,000 bus sold at 1350 [550 for prime yellow, mostrate that the prime is the rate, in store and affect. Onto a core firm shout is, 600 bus sold at 13% lists for prime yellow, mostly at the latter rate, in store and affort. Oats are firm, and selling at 86% set \$\text{P}\$ bus.

BARK.—There is a good demand for Quercitron, at \$41 \text{P}\$ ton for 1st No. 1.

COTTON.—There is less doing; small sales of middlings are reported at \$81.07\text{C}\text{L}(8\text{P}\$) lb. cash.

GROCERIES.—There is no change to notice; about 160 lthds Cube Sugar sold at 17\text{L}\text{Q}\text{1}1\text{L}\text{C}\text{P}\$ lb. Coffee is searce, at 48\text{L}\text{L}\text{C}\text{C}\text{I}\text{D}\text{L}\text{L}\text{M}\text{L}\text{L}\text{D}\text{L}\text{L}\text{L}\text{C}\text{L}\text{L}\text{L}\text{M}\text{L bond, and free at from 70 up to 73c ? gallon, as to quality.

SEEDS.—Flaxseed is selling at \$3.40 ? bus. Timothy is rather dull, and quoted at \$3.7 bushel. Clover is scarce, and in demand at \$5.50 7 ft 61 lbs.

IRON.—Pix. Metal is less active: small sales of Anthracite are making at \$20 up to \$55.7 ton for the three numbers. Manufactured fron is in demand and selling at full prices.

NAVAL STORES.—Small sales of Rosin are reported at \$56.65 \$7 bbl. Spirits of Turpentine is selling in a small way at \$3.16.25 20 % gallon.

GUANO is in good demand, with sales of Peruvian at \$115.7 ton.

WHISKY.—Prices are rather botter, with sales of about 400 bbls Pennsylvania and Ohio at 152.6155 ? gallon. about 400 bbls Pennsylvania and Ohio at 182@185c \( \frac{2}{2} \) gallon.

TROVISIONS.—The transactions are limited, but the market is very firm; Mess Pork is quoted at \$30@31 \( \frac{2}{2} \) bbl. Small sales of bloss Beef are making at \$17@31 \( \frac{2}{2} \) ib. Bbl. 180 casks of faucy canvassed Hams sold at 22c \( \frac{2}{2} \) ib; most holders ask more. Lard is firm, and bbls and tessare held at 144@16c \( \frac{2}{2} \) ib. Butter is selling at 25@30c \( \frac{2}{2} \) ib.

are held at 14%@15c 78 fb. Butter is setting at 2000000 Pb.
The following are the receipts of dour and grain at ....1,400 bbls. ....5,200 bus. ...2,200 bus. ...2,900 bus. New York Markets, June 2. ASHES are quiet and steady at \$9.75 for pots, and \$12.56.018 for pearls.
Berryers.—The market for State and Western Flour is feel to be the more doing.
Sales of 4,300 bbls at \$7.200 at 0 for Superfine State; \$7.500 7,0 for extra State; \$7.5507,70 for choice ditte; \$7.200 7,0 for extra State; \$7.5507,70 for choice ditte; \$7.200 7,0 for superfine Western; \$7.5507,55 for common to medium extra Western; \$7.500,75 for common to medium extra Western; \$800,8 10 for common to good hipping brands extra round-hoop Ohio, and \$3.200,8 0 for trade brands.
Southern Flour is firmer; sales 1,000 bbls at \$7.5008,40 for common, and \$3.500 if for large and extra—Canadian Flour is ten cents higher; sales \$10 bbls at \$7.600,70 for common, and \$7.500,8.70 for good to choice extra.

Canadian Flour is ten cents higher; sales \$30 bbls at \$7.600.7.70 for common, and \$7.8008.76 for good to choice extra.

Ryce Flour is quiet and steady.

Corn Meal is very scarce and advancing.

Wheat is in limited supply and I cent higher; sales \$7.000 bushels at \$1.5000.57 for Chicago Spring; \$1.6100.

1.67 for Milwankee Calab, \$1.6801.70 for Amber Milwankee (sal., 7201.79 for winter red Western, and \$1.8901.51 for Amber Milchigan; and \$1.78 for winter red State.

Ryc is quiet at \$1.5000.15.

Barley is quiet and steady.

Barley Malt is firm at \$1.000.

Oats are firmer at \$7.500 for Canada, \$8000 for \$1.810 for Western.

The Corn market is 1000 better, with a limited supply: sales 40.000 bushels at \$1.000.13 for inferior to prime now Western mixed and yellow.

Whisky is without decided change; sales 2,200 bbls at \$1.5000.31 for \$1.500 for mess; \$29.5000.

Tallow is quiet; sales \$4,000 bushels Western at 14c. Provisions.—The pork market is excited and higher: sales \$1,300 bls at \$8000.00 for mess; \$29.5000 for old do, \$2000.25 for new do, \$24.500.00 for old and new prime, and \$81% for prime mess. \$29.5000 bbls new mess for July, buyer's option, at \$38000.

The beef market is very firm, with a good demand; sales \$50 bbls at about previous prices.—Prime mess beef is quiet and unchanged.

Beef Hams are quiet had steady.

Cut Meats, are in fair demand; sales 160 pkgs at 1100 bls and nominally unchanged.

Beef Hams are quiet and steady; sales 300 bbls at 1000 for head on market is quiet and unchanged.

Beef Hams are quiet had steady; sales 300 bbls at 1000 for head on market is quiet and unchanged.

Beef Hams are quiet had steady; sales 300 bbls at 1000 for head on market is quiet and unchanged.

Beef Hams are quiet had steady; sales 300 bbls at 1000 for head on hominally unchanged.

Beef Hams are quiet had steady; sales 300 bbls at 1000 for head on hominally unchanged.