

-ANNUAL

TEAM TO ST. LOUISBOURNE. The last general shipping day is Friday, July 10, and Monday morning, July 12, is the last day the vessel leaves the Jetty early on Monday, July 12, as originally announced. Has still room for poop cabin passengers—no others taken. Only the following are desired: E. J. Wheeler and Co., 4. Cultures; or to Deritt and Miller, 11. Miller-street. N.B. Consignees' cargo by 5 o'clock on the 13th of July at latest.

TEAM TO MELBOURNE AND SYDNEY. booking passengers through to New Zealand.—The powerful Royal mail ship PRINCE ALFRED. THOMAS JARVIS, Commander, will leave for Melbourne and Sydney on the 15th of August. The Melbourne passengers will be despatched on the 15th of August. Has tradition of elegant accommodation. First and second class passengers, and will call Milford Haven, Whitby, and London.

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ESSRS. MONEY WIGRAM AND SONS, of
Blackwall-yard, London.—Line of Packet Ships to Australia.—
leave the East India Docks, where she is now lying for inspection,
for MELBOURNE (Port Phillip) direct, on the 23rd July, the mag-
nificent ship *NORFOLK*, of 1,000 tons, commanded by **C. A. REYNELL**,
Commander. This splendid ship, so celebrated for her two
voyages of 67 and 68 days respectively, has just returned from
Sydney, conveying the largest quantity of gold (upwards of £2,000 oz.)
ever brought to this port. The passengers and crew, of all classes
of passengers are unrivalled, and the rates of passage are fair.

Experienced surgeons. For freight or passage apply to McLeod, Sport, and Morgan, (with Messrs. Money Wigram and Sons), 156, Cannon-st., London, E.C.

ERSEY LINE of AUSTRALIAN PACKETS,
 sailing punctually 25th of every month, passenger, £14 and above.

Ships	Tons Reg.	Estimated Day	Port of Call.
Morning Star	1,634	4,000	Allen Melbourne Aug. 25
Express	1,501	4,000	Lyons Ditto Aug. 25

the magnificent clipper ship, Morning Star is now in her fifth voyage to Melbourne, and has made the most regular passage of any ship in trade. On her last voyage she left Melbourne 25 days after the shipmanship Istanbul, and arrived in the Channel at the same time.

which invariably delivered her cargoes in the best possible order, and accommodation for all classes of passengers are unsurpassed by any ship in the trade. For freight and passage apply to Edmund Thomas and Co., Water-street, Liverpool; or to Jno. Viney and Co., 17, Sechurch-street, and 17, Power-hill, London.

TEAM (under 60 days) to **AUSTRALIA**
ECLIPSED—BLACK BALL LINE, British and Australian
 exal Mail Packets, sailing from Liverpool for **MELBOURNE** on the
 1st and 12th of each month, and for **SYDNEY** and **WELLINGTON** upwards. The
 cargo of this line, called from Melbourne the "steam-ship
 at Charter, and arrived in Liverpool eight days before her
 Ships. Register. Burden. Captains. To sail.

mpion City ..	2,367	3,000	Johnston	5th July.
mpion of the Seas ..	4,450	5,000	M'Kirdy	6th Aug.
at Panama ..	2,140	4,000	Brewer	6th Sept.
at San Francisco ..	2,500	3,000	O'Neill	6th Oct.
an Chief ..	1,092	2,500	Brown	6th Nov.

The above liners composed of the largest, the finest, and fastest ships in the world, have been built by the most celebrated builders of the day, and are the pride of Boston, and will sail with great splendor for the conveyance of passengers. The Black Ball Line has the honor and pleasure of announcing that it has the honor of a visit from Her Majesty the Queen, who was most graciously pleased to say that she had no idea there were such magnificent merchant navies. As the company are under engagement to dispatch their vessels to the West Indies, and to the

DELAIDE direct, first ship, the splendid British clipper **IRIDE**, A. L. 700 tons burden, **DAVID BRUCE**, command, loading at the Jetty, London Docks. All coals in this vessel must be alongside and cleared not later than Friday, the 1st. Has still room for a few chief cabin passengers at 30 guineas net. For freight or passage apply to Capt. Bruce, on board; or to Mr. Purdell, Agents, and Co., 14, Gracechurch-street, E.C. 4.

Ship GRANTON, A. 1, and newly covered 500 tons freight
McKAY, Commander, lying at the Jetty, London Docks. This
vessel has just returned from Adelaide, and is well known
to the traders as a very safe and reliable ship. The
despatch. She has very elegant accommodation for the
passengers, and will carry a few second-class. For freight or passage
to Grierson and Tweeddale, 2, Cowper-court, Cornhill, E.C.

TEELONG direct.—Notice to Shippers per OTTO
—Parties wishing to take advantage of this fine China clipper, now
lying at the London Docks, are requested to make their engagements
with the Captain, who will be on board, as early as possible, and
of. Apply to Henry Ronaldson, 11, Rood-lane, or to Messrs.

ROANALDON, 1, Leadenhall-street, E.C.

OR GEELONG-WHAIR, with immediate despatch, the beautiful clipper barque FLEDA, A1, 360 tons

OR CHILES MATHESON, Commander; lying in the London Dock. This ship is a regular trader to the colonies, and is well favourably known for the quickness and regularity of her passage

OR GEORGE HUNTER, 147, Leadenhall-street; or to McLeod, Allport, & Co., 12, Leadenhall-street.

OR SWAN RIVER (Western Australia), to follow the Dolphin, and will have quick despatch, the fine fast-sailing SWIFTSURE, A1, 600 tons, J. GRONSDUN, Commander. This

has superior accommodation for passengers. For freight or cargo apply to Thomas Wright and Co., 4, Clements-lane, Lombard-st.

FOR SWAN RIVER, Western Australia, will have
immediate despatch, the regular trader DEERHUNTER, A. I. 500
TONS. JOSHUA S. DIXON, Commander: lying in the St. Katherine
dock. This ship has superior accommodation for passengers. For
freight or passage apply to Thomas Wright and Co., 4, Clements-
lane, Lombard-st.

RICHARD WEBB and Co.'s TASMANIAN LINE.
— For LAUNCESTON direct, with transitive despatch, having
a portion of her cargo engaged, the fine ship

SPITFIRE, A1 years, 440 tons register, R. WILLIAMS, master; loading at the Jetty, London Docks. This ship is built on a most approved plan, and is very fast; and, having a large quantity of cargo space, will quickly accommodate the cargo for passage to Richard Webb and Co., 33 Leadenhall Street, E.C.

NEW ZEALAND.—Young and Co's. Line.—Notice to Passengers and Shippers.—The REGINA, 1,200 tons, H. B. BRINTON, Commander, for CANTERBURY direct, calling at New Zealand ports, is unavoidably POSTPONED for a few days, will be obliged to leave the London Docks positively on the 10th inst.—Young and Co., 61, Cornhill, E.C.

NEW ZEALAND.—W. Rufus Powell and Co's.

Line of Packets, under engagement to H. M. Admiralty, for
 UKLAND direct and NEW PLYMOUTH, the noted clipper ship
 SPEED OF TRADE, 529 tons register, 1,000 tons burden. P. McOUT-
 L, Comd'r, loading for the London Dock. This beautiful
 ship has unrivalled accommodation for all classes of passengers, and
 carry an experienced surgeon. Apply to W. Rufus Powell and Co.,
 Leadenhall-street, city.

NEW ZEALAND.—W. Rufus Powell and Co.'s
 Line of Packets.—To sail the first week in August, for OTAGO
 and DUNEDIN, the JOHN and favourite clipper ship
 VICTOR, A. 1,500 tons register, 2,000 tons burden, 1000
 register, loading in the London Dock. This beautiful vessel, 920

NEW ZEALAND.—**W. Rufus Powell and Co.'s Line** of Packets.—For WELLINGTON and NELSON (to follow the *Peru* and sail in July), the well-known and favourite clipper *W. A. Lygon*, 1,200 tons register, 1,100 tons burden. S. H. BERTSON, Commander. Loading in the morning, and sailing at midship, built upon similar lines to some of the most celebrated ships of the day, is confidently expected to make one of the fastest passages of the season. Her usual height between decks offers a convenient and secure accommodation for second and third class passengers.

NEW ZEALAND.—The following unvisited VESSELS' LINE of PACKETS.—The following unvisited VESSELS' LINE will be despatched on the undermentioned dates from London :

Shipping.	Tons.	Ports.	Docks.	To Sail.
Allice (newship)	800	Nelson	St. Cath.	July 20
" "	800	Wellington	" "	July 20
" "	800	Otago and Chatterbury	W. India.	July 25

.. ..	1,300	Auckland	Ditto.	July 21
.. ..	800	Nelson	St. Kath.	July 22
.. ..	1,000	New Plymouth ..	Ditto.	July 23
.. ..	400	Canterbury	Ditto.	July 24
.. ..	1,500	Wellington	Ditto.	August 5

These ships are all A1 at Lloyd's. They have spacious cabins and improve the relations between the Colonies with every modern improvement for the safety, comfort, and convenience of passengers. The fare will be taken to provide a dietary of the most liberal character. For further information apply to John Lidgett and Sons, 9, Abchurch-lane; or to Eshaw, Savill, and Co., 24, Billiter-street, London, E.C.4.

NEW YORK to call 74, 74th St. N. Y. C.

fast sailing, first-class, safe, healthy, splendid, and comfortable. For freight or passage apply on board, or to Messrs. J. & A. HUSSEY, Commander, lying in the Dock. This ship has an excellent cabin, with unusually large ventilated berths for the accommodation of intermediate passengers. For freight or passage apply on board, or to Charles Gumm, 19, Change-alley, Cornhill.

TEAM TO NEW YORK direct, and the cheapest and shortest route to Canada West.—The Liverpool, New York, Philadelphia Steamship Company intend despatching their full-built, Clyde-built, Iron screw steam ships from Liverpool to NEW YORK, as follows:

KANGAROO, Wednesday, July 7

CITY OF BASHMORE, Wednesday, July 21,
CITY OF WASHINGTON, Wednesday, August 4,
 In passage, 15, 17, and 21 guineas, according to the accommoda-
 tion forward passage, 8 guineas, including breakfast. Passengers for
 the United States booked through on very advantageous terms.
 For further particulars apply to William Luman, Tower-build-
 ings, Liverpool; or to the American-European Express Company,
 William-street, London, E.C.4.

TEAM between GALLOWAY and NEW YORK.—
 the shortest and most direct route to America.—The greatest and
 useful Ocean Mail steam-ship AMERICAN EMPIRE, 3,000 tons,
 1,000-horse power, will leave Galloway for New York, on Tues-

Through the agency of Messrs. Halliday & Co. Ltd., 10, Abchurch Lane, London, E.C. 4, the following parcels of land are offered for sale in the United Kingdom at one fare, viz., 1st class, £18, 2nd class, £10, 3rd class, £6; from Galway, 1st class 16 guineas, 2nd class 10 guineas, 3rd class 6 guineas, including stewards' fees and provisions, but not including liquor, which will be charged extra. The cost of light freight only can be taken. To be followed by the Empire, 5,000 tons burden, 1,000-horse power, on the 10th August next. For freight, and further particulars, apply to Adams & Co., 8, Philip Street, London, E.C. 5; or Messrs. J. H. Mumford-fane, Liverpool; Elias Levy, Market-street, Manchester; Peter Jones, Eden-quay, Dublin; Gregory O'Neill, Cork; Ryan, James, Limerick; and at the Steam Packet-office, Galway.

WRIGHT LINE OF splendid STEAM SHIPS TO NEW YORK, from Southampton.—The magnificent **WRIGHT** line of Hamburg and New York Steamship Company, celebrated for having made passages across the Atlantic among the fastest and most comfortable, and for having performed by screw power, are appointed to leave Southampton for New York on the 4th and 18th of every month, as follows:—
AUSTRIA, 2,600 tons, 600-horse power, August 4.
HAMMONIA, 2,200 tons, 600-horse power, August 18.
BAKONIA, 2,600 tons, 600-horse power, August 4.
BOBORSIA, 2,600 tons, 600-horse power, August 18.
The above ships are fitted with the most comfortable and spacious passenger accommodations and the most satisfactory rates of fares—First-class, £30; second class, £15; and third class, £8 8s.; and \$15 per ton. For further particulars apply to **CROFT** and

THE VANDERBILT EUROPEAN STEAMSHIP LINE.—United States Mail Steamers from Southampton to New York.—**THE VANDERBILT CO.** Captain LEFVING, 2,600 tons, and 2,600 horse power; the **NORTH STAR**, Captain BELPAUPE, 2,600 tons, and 2,600 horse power; the **NORTHERN LIGHT**, Captain LUDLOW, 2,000 tons, and 800-horse power; and the **ARIEL**, 2,000 tons, and 800-horse power. These steamers will leave Southampton or Cowes for **NEW YORK** as follows, viz.:—
Vanderbilt, July 21
Northern Light, July 14

above steamers are fitted with water-tight compartments. Price per ton Vanderbilts—first class, £30 and £35; second class, £12 1/2; steerage, £3; per North Star, Northern Light, and Ariel—first class, £18 and £20; second class, £12 and £13; steerage, £2. For passage, and further particulars apply to the Agents, Messrs. Guthrie & Co., Southampton; Oakford & Co., 37, Gracechurch-street, London; Mr. Albert N. Christie, 37, rue Richelieu, near the rue Rivoli, Paris; and Messrs. Christie, Schloemann, and Co., general agents, and Messageries.

at chief office, 22, Gracechurch-street, London, E.C. ; and at
-and office, 54, Regent-circus.

new scheme of legislation. But what, let me ask, is our respect of having any such scheme introduced? If we allow it to pass this noble duke near me advises us to introduce us into the Bill to suspend its operation for a number of years; but so that proposition has been rejected. If we allow it to pass, we shall be obliged to advert to it upon this occasion. The noble earl who last night said (no Lord Granville) has also a project to amend the the Bill, and to alter the boundaries of the neighbourhood; by Mr. CAYLEY, from Hornby, Lancashire-on-Swale, and Kirkby Ravensworth, Yorkshire; by Mr. HENRY, from Blandford, Dorsetshire; by Mr. BISHOP, from Bath, from Guilden Mowbray, Northamptonshire; by Mr. NAIROD, from Aberdeen; and by Mr. COWAN, from Colinton, near Edinburgh.

Petitions praying that the use of the Bible in schools in Ireland might not debar them from participating in the national grant for education were presented by Mr. DU PRE, from Drayton Beauchamp; by Mr. W. BROWN, from Blandford; by Mr. CAYLEY, from Hornby, Lancashire-on-Swale, and Kirkby Ravensworth, Yorkshire; by Mr. HENRY, from Blandford, Dorsetshire; by Mr. BISHOP, from Bath, from Guilden Mowbray, Northamptonshire; by Mr. NAIROD, from Aberdeen; and by Mr. COWAN, from Colinton, near Edinburgh.

Petitions praying for legalizing marriage with a deceased wife's sister were presented by Mr. C. W. MARTIN, from the members of Parson's-chapel, Woolwich; from the congregation of the Baptist Chapel, Sturry; and from the Rev. John Williams, from the congregation of the Baptist Church of England and chaplain to the Burrago Estate, West India Dock, London; by Mr. SIANEY, from the Baptist congregation at Kestry Chapel, in the parish of Croydwell, county of Kent; by Mr. CAYLEY, from the Baptist Church in the parish of Lamb; by Mr. E. BAILL, from the Baptist congregation of Great Shelford, Cambridgeshire; by Mr. CAYLEY, from the Baptist congregation of Landbeach, and from the inhabitants of Risworth, all in the county of Cambridge; by the Right Hon. E. CARDWELL, from the Mayor, the ex-Mayor, three Aldermen, three magistrates, and twelve councillors of the dissenting ministers, one solicitor, five surgeons, and tradesmen, married women, and others, inhabitants of the city of Oxford; by Mr. CAYLEY, from the Rev. J. KEATS TENNY, from the congregation of Ebenezer Chapel, London.

Petitions were also presented by Mr. DU PRE, from the board of guardians at Thame, in favour of county financial boards; also by Mr. CAYLEY, and Barton Harborthorn, for the extension of Christianity in the parishes of the Rev. J. G. GENERAL, from the Poor Law Incorporation of Mutford and Lottisham, for an Act of Parliament giving to the ratepayers of the parish of Mutford, the right to give their voice in the levying and expending of the poor, county, and rates, and that the rate for each be distinctly set out in the collectors' names and receipts; also from the Swinton Burial Society, for an Act of Parliament to regulate the use of the Friendly Societies Consolidation and Amendment Act.

The House then divided, when the numbers were—		
Contents—Present	30
Proxies	6
		—36
Non-Contents—Present	109
Proxies	78
		—187
Majority against the second reading ...		151
The remaining order of the day were then disposed of		
and the House adjourned at a quarter past 1 o'clock.		

HOUSE OF COMMONS, FRIDAY, JULY 2.

This image shows a blank, aged, cream-colored page, likely an endpaper or flyleaf of a book. The paper has a slightly textured appearance with some minor creases and discoloration, characteristic of old paper. The right edge of the page shows the binding of the book, which is dark and appears to be made of leather or a similar material. The overall lighting is even, highlighting the texture of the paper.

deficiency in proof gallons was 126,183, and the allowance made by the revenue was 36,663.

BRISTOL SUGAR-MARKET, Friday, July 2.—We have had a very dull market this week, both in raws and refined, and about 1s. per cwt. reduction has had to be submitted to. Nosales to report in rum or molasses.

CRYSTAL PALACE.—**HALF-GUINEA DAY, Friday, July 2.**—Admissions on payment, 5,027; ditto by season tickets, 14,847; total visitors, 19,874.

RAILWAY, MINING AND OTHER SHARES

FRIDAY EVENING

The railway market was flat in the morning, but the lower prices in some cases inducing purchases of fully paid-up stock. The close there was comparative steadiness, and the decline was confined to the West. The decline there was due to the further decline of 1 per cent. in Great Northern. The Eastern Counties were also slightly lower, while no advance occurred in Great Western and Southern. The other principal stocks left off about 1/2 per cent. as yesterday. In colonial descriptions the Grand Trunk was 100, the Canadian Pacific 100, Great Western of Canada and Geolcom and Mountbatten were also better. Indian Guaranteed were on the other hand, heavy. French shares generally receded 1/2 to 10s. In other foreign lines there was an unimportant rise in Pernambuco, Illinois Central recovered \$1, and after official hours showed increased activity. Michigan Government, New York and Erie were flat. Canadian Government Bonds advanced 1/2 per cent. In mines a further

Shrs.	Railways.	Paid.	Closing Prices.	Business Done
12 10	Amlerage, &c. . .	10	% to %	
13 14	Birmingham, Wolver-			5% 6
	hampton, & Stour Val-	All	7½ - 8¼	
	ley, Linc., & Ches. Jn.	All	8 - 8½	
25	Blackburn . . .	All	10 - 11	
28	Byth and Tynes . .	All	28½ - 27½	
30	Bristol and Exeter .	All	29 - 28	
30	Canalton . . .	100	72 - 75½	[24] 2½
Stock	Droghda & Holyhead	100	73 - 74	71½ [10] 1½
20	Corwall . . .	All	33 - 35	33¾

25	Dundee, Perth, and	All	7½ - 8½	
	Aberdeen Junction	100	16 - 17	
Stock	East Anglian	100	59 - 60	59% ¾ 6¼ 9
Stock	Eastern Counties ..	100	45 - 47	
Stock	Eastn. Union, A Stock	100	30 - 32	
Stock	Do., B Stock	100	14½ - 15½	
25	East Kent	100	88 - 90	
Stock	East Lancashire ..	100	61 - 63	62
Stock	Edinburgh & Glasgow	100	24 - 25	
Stock	Edin., Perth, & D'ndee	100	61 - 63	

Stock	Glasgow & Western	100	89	- 90	90
10	Gt. North of Scotland	All	9½	- 10	
Stock	Great Northern	100	97	- 98	97 8
Stock	Do. A Stock	100	78	- 81	82 73
Stock	Do. B Stock	100	128	- 130	
Stock	Gt. Sth. & West. (Ire.)	100	102	- 104	102½ 2
Stock	Great Western	100	50	- 50½	50½ 4½ 50½
Stock	Do. Stour Val. gna.	100	56	- 58	
50	Lancaster & Carlisle	All	83	- 88	85
16½	Do. Thirds	14½	10½	- 11½ pm.	

10 134	Do., New Thirds ..	15	10% - 11%	pm.	
Stock	Canacash & Yr Kashire ..	100	88% - 89%		88% 9
16	Do., F., #16 ..	6	1% - 1%	dis.	
9	Do., £9 shares ..	7	1 1/2 - 1 1/2		
11 6 3	London & Blackwall ..	All	5% - 6 1/2		
Stock	L., Brighton, & S. Cet.	100	107 - 108		107 1/4
Stock	Lon. and N.-Western ..	100	88% - 89		88% 1/2 1/4 1/4
12 1/2	Do., Eighth's ..	7 1/2	1 1/2 - 1 1/2	dis.	5 1/2
Stock	Lon. and S.-Western ..	100	91 - 92		91% 2 1/2 1/2
Stock	Man., Shef., & Lincoln	100	36 - 36 1/2		

10	Metropolis ..	3	2	1 dia.	(89) 7
Stock	Midland ..	100	89½	99	89½ 90 99 9
Stock	Do., Birm. & Derby	100	62	64	63
25	N'pt, Aber., & Heref'd	All	12	13	
Stock	Norfolk ..	100	59	61	
50	N. Counties Union d	3½	3½	3 dia.	
Stock	North British ..	100	44½	45½	44½ 5
Stock	North-Estn., Berwick	100	88½	89½	88½ 9 ½
25	Do., G.N.E. P'chase	16 134	2	1 dia.	
Stock	Do., Leeds ..	100	44	45	44½ ½

Stock	Do., York ..	100	41 3/4	43 3/4	94 1/2 %
	North London ..	100	68 1/2 =	69 1/2	68 1/2 % 8 5/8 9
20	North Staffordshire ..	17 1/2	95	98	
20	North-Western ..	All	7 1/2 =	8 1/2	11 1/2
10	Nth. & S.-West, June ..	All	8	9	
Stock	Oxld., Worc., & Wolv.	100	27	29	
20	Portsmouth ..	19	7	4 1/2	

Wheat Butler	5	220	-240
Wheat Edward	5½	4½-	5
Wheat Kitty	1 7 2	8	- 9

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20	Stoke Newington	St. N. W.	99	to 100
21	Stoke Newington	St. N. W.	99	to 100
22	Colchester Stour Val.	E. F. & E.C. All.	13	15
23	Stoke Newington	St. N. W.	99	to 100
24	K. Union, Hrv. sh. G. p. c.	Gr. Northern	138	140
25	Hill and Selby	V. N. & Mid. All.	100	111
26	214 London Greenway	Gr. Northern	100	111
27	Do, Preference	South-East, All.	93	94
28	Stoke London, Tilbury, and South-East	Peto & Co. N. W.	98	100
29	5% Manchester, Buxton, and South-East	L. N. & W.	94	95
30	Midland, Bradford pref.	Midland	94	95
31	6% Newmarket, Bury Exchange, and Gr. E.	Gr. Northern	97	98
32	5% N. & E. & S. p. c.	E. Counties All.	57	58
33	Stoke Roydon, Hitchin, and St. Albans	Gr. Northern	100	137
34	Shrewsbury & Hereford	Mt. Brassy	56	58
35	Windsor & Maidenhead	Gr. Northern	100	137
36	Wye Valley	St. & Darl. All.	32	33
37	Stoke Works and Somerset	Gr. Western	100	92
38	Windsor & Maidenhead	Gr. Northern	100	137

PREFERENCE SHARES.				
Share.	Railways.	Gold.	Closing Prices.	Business done.
25	Hyth & Tyne 10 p. c. pref. (issued at 25s)	All	48 to 50	
stock	Stock Bristol & Exeter 10 p. c.	100	95 — 97	
100	Stock Calcutta, £10 4 s. p. c.	100	109 — 102	24
stock	Stock Tran. Pacific, 10 p. c.	100	112 1/2 — 113 1/2	
stock	Stock E. Anglia, H. 6 p. c.	100	112 1/2 — 113	
stock	Stock Do. Class C, 7 p. c.	100	112 — 110	
stock	Stock Eastern Counties Extension, 5 p. c., No. 1	100	115 — 113	
stock	Stock Do. No. 2	100	113 — 116	
stock	Stock Do. No. 3 p. c.	100	112 — 114	
stock	Stock Eastern Union, 4 p. c.	100	79 — 81	
stock	Stock Great Northern, 5 p. c.	100	119 — 121	
stock	Stock Do. 5 percent. red.	100	112 — 114	
stock	Stock Do. at 10 p. c. pm.	100	112 — 114	

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lock	100	Do. 3% per cent.	100	96	— 68	
lock	100	Midland Can. Bristol	100	138	— 140	138%
lock	100	& Burn. 6 per cent.	100	102	— 94	94 pm.
lock	100	Do. 4% per cent. prof.	100	102	— 94	94 pm.
lock	100	Do. 4% per cent. prof.	100	102	— 94	94 pm.
lock	100	L. & H. Elfrith p. 100	100	102	— 94	94 pm.
lock	100	North-East, prof., acc.	All	111	— 115	
lock	100	perpet. 6 p. c. opt. 189	All	81	— 95	
lock	100	Do. 4% per cent. prof.	All	106	— 108	
lock	100	North British,	100	97	— 98	
lock	100	North-Eastern,	100	97	— 98	
lock	100	Berwick 4 p. cent. prof.	100	97	— 98	
lock	100	Do. 4% per cent. prof.	100	97	— 98	
lock	100	Do. York H. & S. pur.	100	97	— 98	
lock	100	North Staffordshire,	100	97	— 98	
lock	100	Orford, Worcester 4	100	97	— 98	
lock	100	Wol. 4 p. c. 1st gen.	100	113	— 120	
lock	100	Do. 2d do.	100	104	— 106	
lock	100	Do. 4% per cent. deb.	100	101	— 103	
lock	100	etc. in perpetuity	100	101	— 103	
lock	100	Scottish N.-Eastern,	100	101	— 103	
lock	100	2% N. E. prof.	100	101	— 103	

ock	Do. Arden, G. p. c.	100	118	120	
	Do. 7 per cent. pref.	100	125	130	
	South Devon, G. p. c.	100	118	120	
ock	South-Eastern, Reading	All	23	24	
	And. 210 s.	100	101	103	
	Do. 4½ per cent.	100	101	102	
	Do. Fixed 4½ p. c.	100	101	103	
	Int. issue	100	101	102	
ock	S. Wales, guaranteed	100	100	103	
	S. Yorkshire 4½ p. c.	All	15	17	100%
ock	Stock & Dan. G. p. c.	100	100	103	
	Stock & Dublin G. p. c.	100	43	48	

BRITISH POSSESSIONS.

	Railways.	Gold.	Closing Prices.	Business done.
ra.	Bombay, Baroda, and	9	1/2	dis- par
	Cent. India, G. S. p. c.	100	100	par
	Do. Add. Capital A.	100	100	par
	Do. B. " "	4½	1/2	1/2 dis.

Buffalo & Lake Huron	15	14	75	
Do, new	15	14	75	dis.
Buffalo, Brant & God-				
rich 6 p. June, 1972	100	80	65	
Do, 1 July, 1973	100	70	87	
Do, 1 June, 1974	100	80	85	
Carlin, par, 6 p.c.	2	2	1	pm.
Eastern, Brant & God-	100	100	100	pm.
rich 6 p. June, 1972	100	100	100	pm.
East India, Gun, 5 p.c.	100	100	100	103% 4%
Do, Enahars, exch.	6	6	6	5% pm.
Do, 2 per cent, dis.	100	100	100	
Geelong & Mel, 5 p.c.	100	17%	18%	
Do, 2 per cent, dis.	100	83	42	30% 40% 39%
Grand Truck Co.	100	72	77	
Do, 2 per cent, dis.	100	72	77	
p. 78 option till '83				
Do, Prop. of Two	40	5	3	dis.
M.I. P. Co., pt. loan	40	3	dis.	par
Do, 20.1%, 1972	40	3	dis.	20%
Gt. Indian, Par, 5 p.c.	4	1	dis.	par
Do, New do.	4	1	dis.	par
Do, 20.1%, 1972	4	1	dis.	par
Do, 20.1%, 1972	4	1	dis.	par

GT. Western, or Canada	13	100%	100%	100%	100%	100%	100%
Do. New	13	100%	100%	100%	100%	100%	100%
Do. Bonds, pay 70				4%	dis.		
with option till '90	All	100	-	100	-		
Do. Bonds, pay 70				100	-	100	-
with option till '90	All	100	-	100	-		
Do. Bonds, p. 70				100	-	100	-
with weak option	All	104	-	104	-		
Do. 5 1/2 p. e. Bonds				100	-	100	-
p. 77, without opt.	All	99	-	101	-		
Matras, 5 p. e. p. c.	All	13	-	19	-		100%
Do. 5 per cent.	All	20%	-	20%	-		
Do. 5 1/2 p. c. exten.	13	6	-	6	-	4%	dis.
Do. 5 1/2 p. c. exten.	13	6	-	6	-	4%	dis.
Do. 4th exten.	13	6	-	6	-	4%	dis.
N. Bruns. & Canada g.				4%	dis.	par	
6 p. e. A. capital	10	2	-	1%	dis.		
Do. B. do.	10	4	-	1%	dis.		
Scinde, guar. 5 p. c.	10	4	-	1%	dis.		
Do. New, g. 5 p. c.	10	5	-	1%	dis.		4%
Do. Punjab, g. 5 p. c.	5	5	-	7%	dis.		

Flotilla, gua. 5 p.c.	5	1	3/4	3/4 dia.
Trinidad (lim.) 5 p.c.				1/2 pm.
FOREIGN.				
	Railways.	Paid.	Closing Prices.	Business done.
Amsterd& Rotterdam	All	5/16	5/16	
Bahia & S. Francisco	All	3	1/2	
lim. gua. p. p. c.	3	1/2	1/2	3%
Belgian Eastern Juna.	All	25	25	
Carmen, Minas & Rio	All	25	25	
Dutch Rhomb.	15	5/8	3 dia.	
Eastern of France ..	All	25 1/2	25 1/2	
S. Luzern & Bern	All	25	25	1 7/8 %
Lombard Venetian	6	3/4	3/4 p.m. d.	
Lyon & Geneva ..	All	23	24	
Nature and Lago	All	23	24	
Do. & p. cent. prof.	All	21 1/2	21 1/2	
Northern of France ..	All	30 1/2	30 1/2	30 1/2 % x d.

de Madrid

RAILWAY, MINING, AND OTHER SHARES

FRIDAY EVENING

The railway-market was flat in the morning, but the lower prices in some cases inducing purchases of a rally took place, and at the close there was comparative steadiness. The chief alteration was a further decline of 1 per cent. in Great Northern, Eastern Counties were also slightly lower, while advance occurred in Great Western and Southern Eastern. The other principal stocks left off about the same yesterday. In colonial descriptions the Grand Trunk of Canada, Canadian Northern, Great Western of Canada and Geelong and Melbourne were also better. Indian Guaranteed were on the other hand, heavy. French shares generally declined, but in others there was a recovery. There was an unimportant rise in Pernambuco. Illinois Central shares recovered \$1, and after official hours showed increased firmness. Michigan Central and Erie were flat. Canadian Government Bonds advanced. The Canadian Government showed improvement occurred in North Frances, and a decline in North Whal Bassett. Joint-stock banks showed without change of importance. In miscellaneous shares there was a reduction in South Australian Land.

ORDINARY SHARES AND STOCKS.					
Shrs.	Railways.	Paid.	Closing Prices.	Business Av.	
12 14	Ambergate, &c.	10	6½ to 6½	5½ 6	
12 14	Birmingham, Wolver.				
	Bucks., & Stour Val.	10	74 - 81		
Stock	Birk. Loo. & Chelsea	10	60 - 54		
	Blackburn	10	48 - 51		
Stock	Blyth & Tyne	10	70 - 68		
Stock	Bristol & Exeter	100	57 - 59		72½ 54
Stock	Calcutta	100	72 - 73		71½ 70½
Stock	Chesham & Holyhead	100	72 - 73		38½
Stock	Corwall	100	8 - 8		
Stock	Dundee	100	4 - 5		
Stock	Aberdeen Junction	10	7½ - 8½		
Stock	East Anglian	100	56 - 57		
Stock	East Coast	100	55 - 59		
Stock	East. Union, A&Stock	100	45 - 47		60½ 58½ 49
	D. & R. Ry.	100	45 - 47		

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Shrs.	Railways.	Paid.	Closing Prices.	Business Av.	
12 14	Ambergate, &c.	10	6½ to 6½	5½ 6	
12 14	Birmingham, Wolver.				
	Bucks., & Stour Val.	10	74 - 81		
Stock	Birk. Loo. & Chelsea	10	60 - 54		
	Blackburn	10	48 - 51		
Stock	Blyth & Tyne	10	70 - 68		
Stock	Bristol & Exeter	100	57 - 59		72½ 54
Stock	Calcutta	100	72 - 73		71½ 70½
Stock	Chesham & Holyhead	100	72 - 73		38½
Stock	Corwall	100	8 - 8		
Stock	Dundee	100	4 - 5		
Stock	Aberdeen Junction	10	7½ - 8½		
Stock	East Anglian	100	56 - 57		
Stock	East Coast	100	55 - 59		
Stock	East. Union, A&Stock	100	45 - 47		60½ 58½ 49
	D. & R. Ry.	100	45 - 47		

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Stock No.	Do, 2 shares	7	1%	—	% dis.
Stock No. 1	Do., & Macdonald	107	107	108	
Stock Lon. and N-Western		100	89% 89		107%
Stock Do., Brighton		100	89% 89	3% dis.	88% ½ %
Stock Lon. and S-Western		100	91	—	3% dis.
Stock Man, Shef., & Lincoln		100	38	36%	2 ½ %
Stock Metropolitan		100	89	—	(89) %
Stock Midland		100	89% 89	—	89% 60 89% 63
Stock Do., Birml. & Derby		62	62	64	63
Stock Nt. Abber., & Herd's		50	50	51	—
Stock Norfolk		50	50	61	—
Stock N. Counties Union		3%	3%	3	dis.
Stock North British		88%	88%	89	88% 5
Stock North-East, Berwick		88%	88%	89	89% 9 %
Stock Do., G.N.E. P Chase		19134	2	—	dis.
Stock Do., Lond. & Lanc.		100	89	—	44% ¼ %
Stock Do., York		100	68% 68	—	68% 68, 85%

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Stock	of Stock & Darlington	All	34	25	34%
	Value of North	100	95	98	
5	West-end of London	All	2%	3%	
	& Crystal Palace, A	All	6%	6%	
	No. B.	All			

* Receives no dividend till 71 per cent. has been paid to E.

LINES LEASED AT FIXED RENTALS.

Shrs.	Railways.	Leasing Companies.	Pd.	Closing Price.	Business done.
Stock	Buckinghamshire	J. & N. W.	100	97 to 101	
Stock	Glydeville Junction	Calderdale	100	101	
25	Colchester Street	London & C.	100	15	
Stock	E. London, gas & p. c.	London & C.	100	139	
5	E. Union, Hrw. sh.	G. Counties	100	4	
5	Hull and Selby	London & C.	100	15	

2154	London, and Grosvenor	Y. & N. Mid. All.	109	—	—
20	Do, Preference	South-East. All.	23	—	24½
Stock	London, Tilbury, and	South-East. All.	109	—	—
5½	Manchester, Buxton, and	Peto & Co. 100	98	—	100
6	Midland, Bradford, and	L. & N. W.	—	—	—
6½	Newmarket, Bury Ex-	— and Mid. All.	97	—	99
50	N. Irish, 5 s. p. c.	— and Mid. All.	97	—	99
Stock	Royton, Hitchen, and	E. Counties 65s 6d	67	—	67 pm.
10	Sheffield, and Har-	— and North. 100	137	—	140
10	South Staffordshire.	Mr. M. (Great) All.	—	—	100
25	Went Valley	— and Darl. All.	—	—	100
Stock	Wills & Somerset.	— and Darl. All.	32½	—	33
10	Wimbledon & Croy.	L. & Bright. All.	8	—	9

PREFERENCE SHARES.				
thrs.	Railways.	Paid.	Closing Price.	Business done.
235	Hyth & Tyne 10 p.c. pref. (issued at 250)	All	48 to 50	
stock	Bristol & Exeter, £10 p.c. pref.	100	95 - 97	
stock	Calcutta, £10 p.c. pref.	100	100 - 102	
6 1/2	Dun, Perth, & Ab. J. p.c.	All	6 1/2	100
stock	E. Anglin, & H. 6 p.c. pref.	100	112 - 115	
stock	Do., Glasgow 4 p.c.	100	107 - 110	
stock	Eastern Counties Extension, 5 p.c., No. 1	100	115 - 118	
stock	Do., No. 2, 4 p.c.	100	115 - 116	
stock	Do., New 5 p.c. pref.	100	132 - 134	
stock	Eastern Union, 4 p.c. pref.	100	79 - 81	
stock	Do., Northern Extension, 4 p.c.	100	100 - 102	

took	Gron.Northern, 5 p.c.	100	119-121
took	Do., 5 p.c. ext. Do.	100	112-114
took	Do., 5 p.c. ext. Do.	100	112-114
took	Do., 5 p.c. ext. Do.	60	64-65
took	G.N. of Scott, 1st pref.	All	105 $\frac{1}{2}$ -113 $\frac{1}{2}$
took	Gr. Western (Berks & Hants Exten., 5 p.c.)	6	5 $\frac{1}{2}$ C-6 $\frac{1}{2}$
took	Do., com.sred. 4 p.c.	106	91-93
took	Do., com. & red. 4 p.c.	109	83-85
took	Do., irred. 4 p.c. ext.	100	83-88
took	Do., 5 p.c. & red. pref.	100	99-101
took	Do., Birmingham pf.	All	94 $\frac{1}{2}$ -100
took	Do., Chester, 3 p.c. pf.	100	94 $\frac{1}{2}$ -100
took	Do., 5 p.c. ext. Do.	All	94 $\frac{1}{2}$ -104 $\frac{1}{2}$
took	Do., Birm. guar. stock	100	71-73
took	Do., Chester guar. stock	100	71-73
took	Do.,	All	94 $\frac{1}{2}$ -99 $\frac{1}{2}$

10	Do.	All	138 ¹ / ₂ - 14 ¹ / ₂	
10	Stock	Long. & Vorkh. S. p. c.	138 - 142	
10	Stock	Long. & S-W. 7 ft. c.		
		lake, late 3d shales	100	100 - 165
6	Stock	Manchester, Sheridan & Lincoln. Per.	100	122 - 124
6	Stock	Do. 28	4 ¹ / ₂	66 - 68 3/4 pm.
10	Stock	Do. 34, per cent.		
		Midland Cons. Brinst.	100	138 - 140
		& Burn. 6 ft. c.	100	122 - 124
6	Stock	Do. 45, per cent, prof.	100	102 - 104
6	Stock	Do. 45, per cent, 189		
10	Stock	L. & H. Etchen p.	100	92 - 94 3/4 pm.
10	Stock	Newport, Aber. & Perth. S. c. o. g.	All	111 ¹ / ₂ - 113 ¹ / ₂
10	Stock	North Brk. S. c. o. g.	All	8 ¹ / ₂ - 9 ¹ / ₂
10	Stock	North British.	100	106 - 108
		North-Eastern.		

17	wick 4 p.c. pref. 100	97	—	99%
23	Do York H & S pref. 8 13	4	—	6% dis.
25	North Staffordshire, A 11	33	—	24% puz.
26	Oxford, Worcester, & W. of G. & C. 1st gas 100	113	—	22
27	Do, 2d do. 100	104	—	106
28	Do, 4½ per c. deb. 100	101	—	103
29	Scottish N. Eastern, 5 p.c. pref. 100	73	—	75
30	Do A & M, deb. 100	83	—	89
31	Do, 7 per c. pref. 100	125	—	130
32	South Devon, An. 10s 100	10	—	10½
33	South-Eastern, read- ing An. 21 0 6 100	23	—	24
34	Do, 4½ per cent. 100	101	—	103

BRITISH POSSESSIONS.				
	Railways.	Paid.	Closing Prices.	Business done.
18	Bombay, Baroda, and	9	1/2 dis-	par
	Gen. Indis, 4 5/8 p. c.			
	Do. Add. Capital A	10	1/2 dis-	par
	Do. B	4 1/2	1/2	dis.
	Buffalo & Lake Huron	10	1/2	dis.
	Do. new	15 1/2	1/2	dis.
	Buffalo, Brant, & God-			

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Do, P. de C. p. c.	10	4	—	3	dis.	
Scinda gas, p. c.	10	4	—	—	dis.	
Do, New, g. p. c.	5	—	—	—	dis.	4%
Do, Punjab, g. p. c.	5	—	—	—	dis.	
Do, India, g. p. c.	5	—	—	—	dis.	
Flotilla, gas, p. c.	5	—	—	—	dis.	
Trinidad (lin.) Scrip	1	1/2	dis.	—	per.	

FOREIGN.						
	Railways.	Paid.	Closing Price.	Business done.		
Amsterd & Rotterdam	All	5 1/2	5%			
Bahia & C. Francisco,	3	4	dis.			
Belgium, T. p. c.	All	5 1/2	par			
Belgian Eastern Union.	All	5 1/2	1%			
Carnegie, Mine & Rl.	All	2 1/2	—			
Dutch Rhine	All	2 1/2	dis.			
			2 1/2			2%

Eastern of France ..	All	25% — 25%		
St. Luxembourg con.	All	7 — 7		7% 7 %
Lombardy creolina	All	3 — 3	pen. x.d	
Lyon and Geneva ..	All	23 — 24	x.d.	
Namur and Liege ..	All	9 — 9		
The 6 per cent. prof.	All	21% — 21%		
Northern of France ..	All	35% — 35%	x.d.	35% 5% x.d.

THE STATE OF TRADE.

MANCHESTER, JULY 26.—The market for goods is in about the same position as on Tuesday, or, if anything, somewhat firmer. The demand for goods is somewhat extensive, and the home trade also operating more freely, buyers being now compelled to give rates which were asked last week, but, for the lighter weights of long-cloths producers are well supplied with orders, and for the better qualities of T-cloths there is some demand at firm prices, but the week's transactions have been rather small. The market for the heavy goods proved position compared with what it has been for several weeks past, and a slight advance has taken place on the market of the last few days ago. In yarns the market is now somewhat firmer, but the week's trade has not been so much as desired by purchasers, and a fair amount of business is doing. Buyers have operated pretty freely both for the heavy and the light goods. The demand for the heavy, especially for the latter. There is a considerably more cheerful feeling manifest than at the commencement of the week, and the market is now more inclined to be firm, and buyers are deemed it to be a fair time to operate.

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PROVINCIAL STOCK-EXCHANGES.

LIVERPOOL, JULY 2.—The following were the sales this morning:—Eastern Canada, 17, 15½;—East Lancashire, 9;—Lancashire and Yorkshire, 8½;—London and North-Western, 88½;—Midland, 11½;—North-Eastern, 11½;—North-Western, 11½;—Northampton and Peterborough, 11½;—Dutch, 8½;—dia—Grand Trunk of Canada, 10, 10½;—dia—Eastern Canada, 10, 11 15½;—dia—London, 10, 10 15½;—dia—Canadian, 10, 10 15½;—London and North-Western, 88½;—Manchester, Sheffield, and Lincolnshire, 10½;—North-Eastern, 11½;—Northampton and Peterborough, 11½;—North-Western, 11½;—Dutch, 8½;—dia—Grand Trunk of Canada, 10, 10 15½;—Liverpool and Manchester, 10, 10.

MANCHESTER, 20.—There was not an active market; but prices settled a little towards the close. The sales were:—Glasgow, 15½;—London and North-Western, 88½;—Manchester, Sheffield, and Lincolnshire, 10½;—North-Eastern, 11½;—Northampton and Peterborough, 11½;—North-Western, 11½;—Dutch, 8½;—dia—Grand Trunk of Canada, 10, 10 15½;—Liverpool and Manchester, 10, 10.

BIRMINGHAM, 20.—The market continued inactive at former quotations. The sales were:—Glasgow, 15½;—London and North-Western, 88½;—dia—Birmingham, 10, 10 15½;—dia—London and North-Western, 88½;—Manchester, Sheffield, and Lincolnshire, 10½;—North-Eastern, 11½;—Northampton and Peterborough, 11½;—North-Western, 11½;—Dutch, 8½;—dia—Grand Trunk of Canada, 10, 10 15½;—Liverpool and Manchester, 10, 10.

GLASGOW, 20.—There were but rather fewer sales today than the market has been very quiet. The sales were reported at the following prices:—Great Western, 50;—Craw-moore-Minn, 11s, 6d.

COTTON-MARKET.

LIVERPOOL, JULY 2.

Sales.—This week, 73,795 bales; total this year, 1,462,030; same period in 1887, 1,244,830 bales.

Exports.—This week, 3,797; total this year, 1,432,222; same period in 1887, 1,498,747; total imports in 1887, 2,548,429 bales.

Exported to Great Britain, 1,000; to foreign, 1,000; to India, 150,533 bales.

Computed Stocks.—This day, 623,320; same period in 1887, 680,730.

Taken for Consumption.—This year, 1,087,080; same period in 1887, 1,088,460.

Taken on speculation this year 201,859

Same period in 1887 158,871

Stock in Liverpool, December 31, 1887 158,871

Stock in India 281,430

Same period in 1887 281,430

Imports of cotton this year compared with the

same date last year 65,225

Imports of cotton this year compared with the

same date in 1887 65,225

Increase of stock 11,609

Increase of quantity taken for consumption 11,609

The firmness of the cotton-market evidenced at the close of last week's trading, has been maintained, and, considering advice and, in consequence, gradually advancing the value of the current quantities of cotton.

For St. Helena there has been a fair demand, but previous rates are

Receipts are freely offered, and prices remain the same as last

[illegible]

TO THE THEDITOR OF THE TIMES.

SIR,—I have read with the deepest interest the letter of Mr. G. M. Smith, of Glasgow, in your issue of the 10th inst., and thank you, on behalf of that large and thoughtful population who cannot thank you for themselves, for sending your columns to the notice, and, I would hope, the consideration of the Government, the following statements that have come within my own experience of the shameful cruelty to and neglect of little children by their parents, and the want of confidence was placed) would be too numerous to mention.

It is alarming to find that the average rate of mortality among children for the whole of England and Wales, is that one child in every 100 dies before the age of five years, in or before the completion of the fifth year." That at an amount may be traced to the carelessness of servants beyond the pale of the law.

A friend of mine lost her little boy entirely from the neglect of her nurse had acquired of standing gossiping at the corners of streets and at the entrance of courts or lanes, where she was always to be seen, and, when she was in the influence of the lungs, which terminated his poor career. It is not always possible, nor would it be easy to prevent such a case, but it is a sad one.

From one daily sees, not only neglected, but ill-used,

It is the confidence some mothers place in their nurses which is the amount of hypocrisy the nurses too frequently exhibit. The nurse is a creature who is almost always recreant in the selection of nursemaids, and more inquisitive to their temper, &c., in the characters received with them, than a duty towards her children which no mother is justified in neglecting. The nurse is usually a character often come from mothers who know less of their servants as they see of their children, and is usually a creature who has been brought up to be told "on their best behaviour"—the nurses all smiles and good words, the children apparently happy, for everyone is so kind to them, and they are so good, and have a word of kindness will efface all traces of sorrow, and how easily the unexpected presence of a mother in her nursery, her looked-for arrival during their supposed exercise in the park, or the appearance of a friend, will change the whole thing else. She can then see and judge for herself. If there would devote more time and more personal attention to the training of the young how simply they would be brought up, and how much more would they be repaid in after years, how much more would they be repaid in after years, how much more would they save their little ones, and how much more would they prevent the ruin of the child.

It is surely it is important that the first lessons should be

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"Smiles and Tears, a Tale of our Own Times": four chapters of popular Tale of the Ragged Schools, "Hope, Evermore, or Sonnets to Do," "Reveries, a Tale; Helps for the Young; French Miscellany, chapter 10; Pictures from London, The Matron, No. 27; Problems: Small Change; Foster; Natural Philosophy, Lessons answers to Correspondents, &c. Hendon, Potter and Galpin, 12, Savage-yard; and all booksellers.

