THE DAILY EXCHANGE.

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[No. VIII.]

TO THE MERCHANTS OF BALTIMORE.

This resolution of the Baltimore Board (fully explained in former numbers) under which the great fundamental purposes of the Baltimore and Ohio Railroad were abandoned and disavowed, still occupies its place on the minutes of the Company in triumphant and insolent repose. It was palmed upon a facile and unquiring committee, by master spirits, who knew well its potency to shield them in the abuse of their powers, and to perpetuate their system of commercial spoliation.

That resolution of the Committee is but an advanced picket, to guard the spoliations of these policy men from all interruption. It is their Gibraltar—at once insulting and controlling the commerce of Baltimore, and as long as it continues on the minutes it subjugates this city to a ruinous and debasing tribute. It is, although not in so many words, a resolution to surrender to the distant city of Philadelphia the rich prize of commerce for which Baltimore has struggled so hard and so long.

We read in the good book where Esau sold his inheritance for a mess of pottage. This resolution yielded the birth-right of this city for such a mess. Esau, we are told, got the pottage; but unknown, or at least *untold*, stomachs have kindly digested the wretched exchange coming to this city.

BITTERNESS INSTEAD OF BLESSINGS.

In vain for Baltimore has the Chesapeake grooved its deep navigable channels far up towards the base of the Alleghanies. In vain did your father fathers plant this city at the extreme point of its Western tides. In vain have you bowed your necks to a heavy burden of taxation, to effect a perfect commercial union with the wealth of the Mississippi. The tree, planted in wisdom, reared in labor and heavy travail, has been grafted by treachery, and its fruits are ashes on your lips.

I cannot too earnestly impress the absolute wickedness of this resolution. Cities have been sacked, and have been levelled to the earth, in the accidents of war. *These commerce survived to them*, and in brief space the ravages were effaced, and new domes, with yet more lofty spires, have arisen, as if in mockery of the forgotten calamity.—History has, however, no record of a city to survive its lost commerce—the sites of such are now scarcely known to geography.

AN EVIL HOUR FOR BALTIMORE.

It was an evil hour for Baltimore when the spirit of speculation tempted her capitalists to invest in the bonds of the Central Ohio Railroad Company. That investment could not be made "to pay" (!!) unless at the cost of the Baltimore and Ohio Railroad, and the sacrifice of the best commercial interests of this city. These moneyed influences, in pursuit of sordid gain, have conspired their enormous wealth, and sway the government of your great road. They have led it in strange paths, and to new temples, and have made it to minister to the worship of their own false idolatry.

PEROE YOUR COMMERCIAL TEMPLE.

Merchants of Baltimore, there is but one safety for your city. Your commercial temple must be purged. It has come to be "*even as a den of thieves*." Your dearest rights are bought and sold there. You must overthrow the tables of these money changers, and vacate the seats of all those "*which buy and sell bonds*"—*especially third mortgage bonds!!!* Hold an intelligent concert among yourselves, *and drive the plunderers out—your only safety is to possess yourselves of the government of your own road.*

I now come to lay before you, more in detail, some of the benefits and exclusive advantages which were tendered to you and rejected, *because of those bonds.*

SKETCH OF RAILROADS ENTERING CINCINNATI.

There are but three railroads which enter the corporate limits of Cincinnati at the present time. From the East, the Little Miami, Lexington and Columbus road strikes through a ravine of the Walnut Hills and reaches the banks of the Ohio river some miles above the city. It there is regulated in its speed by city authority for about four miles and gets to its depot in the outskirts of the city.

The other roads are the Indiana and Dayton road and the Ohio and Mississippi road, the latter coming down from the city of St. Louis. These roads enter the city on the Ohio river below Cincinnati and follow its ravine up into the city.

All the Western roads from Indiana, Chicago, &c., seeking Cincinnati have to fall upon this St. Louis road or the Dayton road at various points, as their common trunk, and gain access to the city on one or the other of these tracks. It like manner all the roads approaching Cincinnati from the East have to fall upon the tracks of the Little Miami road, and deliver at its depot within the city.

The depots of these three roads, coming from the East and from the West, are located as far within the city of Cincinnati as municipal ordinance allows. But these depots are about three miles asunder, and at this time have to rely for connection on stages for passengers, and on carts and drays for tonnage.

KENTUCKY RAILROADS.

Yet a third system of railroads approaches Cincinnati from the Kentucky side of the Ohio river. The Louisville and Covington, and the Lexington and Covington Railroads, coming from the most fruitful industry and the highest civilization on earth, pour *their* contributions of commercial wealth also upon this grand central distributing point. These roads connect with the roads on the East and with the Western roads of the Western depots within the city.

THE WALNUT HILLS BEHIND CINCINNATI.

The facilities of Cincinnati are somewhat peculiar. The Walnut Hills rise just behind the city, and seem to frown upon these invading railroads on the land side. Consequently, all railroad entrance is forced by the ravine of the Ohio river, either from above or below the city limits.

DISADVANTAGES COMMON TO THE TWO CITIES.

At the present time, Philadelphia and Baltimore each get their access to depots within the city, by the avenues of the little Miami Railroad. The commerce of each city enters Cincinnati on the same track and delivers at the same depot. Both cities encounter the same troubles of multiplied transfer for their passengers, and the same burthens of drayage and cartage for their tonnage. At the present time, these rival cities are equals in all the *inconvenient delays and burdens* at that end of their Cincinnati connections.

These details are essential to be known, that the people of Baltimore may comprehend the fell outrage on their best interests, which the heads of the Baltimore Company practiced when they passed that fatal resolution, rejecting a short line connection with Cincin ati, which would place them an easy, rapid, and more direct entrance to the very heart of the city through a tunnel under the Walnut Hills.

I hope I have succeeded to daguerreotype the present inconvenient and costly localities of these depots within the limits of Cincinnati, and also to impress upon attention the loss of time in transfer of passengers and tonnage. I now come to explain the remedy, for all this trouble, that was tendered to the Baltimore Road, and which has been thus deliberately rejected by its non-appreciative Directory.

THE WALNUT HILLS TUNNEL ASSOCIATION.

A company of enterprising men in Cincinnati, seeing these embarrassing troubles and the great loss of time from obstruction of all approach to the city, on its eastern side, offered by the Walnut Hills, associated together to tunnel these hills, and thus invite an unobstructed entrance for all roads to the very heart of the city. They purchased fifteen acres of land for depot grounds, at a central and a convenient business point, within the city, and thence tunneled right out to the eastern foot of these hills. *There* they invite the entrance of Eastern roads to spacious accommodations in the heart of the city.

KENTUCKY RAILROADS.

Another company is in progress with a bridge across the Ohio river which will admit the Kentucky roads also to a depot on these tunnel grounds. The Ohio and Mississippi road, and the Indiana roads, can likewise reach the same centre. Thus this tunnel company has tendered to all the railroads coming to Cincinnati a hospitable rest.

There, on these tunnel grounds, side by side on parallel tracks, and without cost by transfer by stage or by dray, all the railroads East and West, North and South can make cheap and convenient interchange of passengers and tonnage for any destination. *There*, the road of this city would be joined in easy intercourse with the broad avenue to St. Louis, or the rich thoroughfares of Indiana and Illinois, and *there* Baltimore merchants *might grow a friendship with the Kentucky commerce which they have so long rejected.*

A little more patience and I shall have presented to your view all the attractive features of this short line road, which was pressed on the Baltimore road for their acceptance, and which they rejected with indifference by this baleful resolution.

THE POWER TO "AGGRESS" ON THE COMMERCE OF PHILADELPHIA LOST.

The exclusive command of this tunnel entrance was, in 1857, tendered to this city. Its acceptance would have enabled this city to retort the game of "*aggressive defence*," which her rivals of Philadelphia have practiced on her commerce, and know so well how to use. It would have *excluded* Philadelphia from the benefits of this tunnel route, and thus have confined that city to her present entrance by the slow municipal gait. It would have fastened upon Philadelphia the existing track of six unnecessary miles around the Walnut Hills, *and that distance . . . a speed regulated by a horse in front.*

Worse still—her passengers and tonnage would have to encounter the three miles of land transportation through the streets of Cincinnati before they formed connection either with or from the great St. Louis, or the Indiana, or the Kentucky roads. Thus the comparative advantage of Baltimore at that end of her line would then have cost at least one dollar a ton in cost on merchandize, and fully two hours in time. When you add to this a saving of fifty one miles of lineal distance you will see the justice of my denunciation.

I reiterate that denunciation. The resolution which rejected these eminent advantages was a betrayal of your city, while it guards no rights of your commerce; whilst it serves no interest of your city. It guards and perpetuates a bold, reckless, and successful pillage and piracy upon your commerce. It perpetuates the baleful uses of the Central Ohio Road. It was imposed by the mastery of artful counsels upon an *unthinking* Committee.

NO RETRACTIONS TO MAKE.

I have characterized that resolution as having rested since 1857 on the minutes of the Baltimore Board of Directors, "*triumphant and insolent repose.*" Replete with mischief, abounding in untruth, daring in its imposition on a trusting and helpless committee, it was yet successful to do its evil work for those who contrived it. That resolution yet remains triumphant on the minutes of the Board. I have nothing to retract—"*it rests there in insolent repose.*" A. J. M.

LIBERIAN ENTERPRISE.—The *Journal of Commerce* says: "We have always maintained that our Government should encourage trade between this country and Liberia, fully aware of its increasing importance and value, and of the estimation in which it is already held by foreign governments, which have made considerable efforts to divert it to their own markets. It affords us much satisfaction to notice the spirit of enterprise existing among the Liberians themselves, and the disposition they manifest to establish and develop commercial relations between the two countries. No less than four Liberian vessels have arrived in the United States this year, with cargoes of Liberian produce. Of what description and value those products are, may be judged from the cargo of the schooner Antelope, which arrived here on the 14th inst. She has 14,000 pounds of sugar, 17,000 gallons of syrup, palm oil, camwood, and some coffee, and could have obtained double the quantity of sugar had she waited ten days longer, as the farmers were busy manufacturing it, and bringing it down the St. Paul's river to Monrovia to market, where it found a ready sale.

We are informed that a colored firm, Messrs. Johnson, Turpin & Dunbar, have established a commercial house in this city, in connection with one at Monrovia, for the purpose of facilitating and promoting the Liberian trade, and have purchased the bark "Mendi," a vessel of 300 to 400 tons burthen, to run as a regular freight and passenger packet between this port and Monrovia, making three or four trips a year. They have also contracted for a small steamer, which they design to run coastwise between Cape Palmas and Monrovia, touching at all principal points to collect freight and passengers, and to connect with the above vessel on her regular sailing days; though the chief object of this enterprise will be, to collect the mails along the coast, with a view to supply the deficiency in the mail service occasioned by the British steamers discontinuing to touch at Monrovia, as they have hitherto done. This will insure regularity in the mails, which, under the present arrangements, are very uncertain, and will be a great accommodation to merchants and other in this country and Liberia.

[Correspondence of the London Star.]

SOUTH AFRICA WINES.—*Cape Town, March 20th, 1859.*—Bearing in mind your request as soon after my arrival here as I conveniently could, I personally made such inquiries and examination into the character of the wines of this country at the seat of their production, as to be able to give reliable and complete information. The inquiries which have from time to time been instituted in this matter have produced a marked improvement in Cape wines, their position in the market daily becoming stronger. The effort lately made to produce wines of a superior character has had the natural effect of greatly stimulating the demand for them; and from what has already been done, I am confident that in a very short time they will, to the public advantage, take the place of the brandied and high-priced continental wines. South African wine, at the present moment, forms a large proportion of that consumed in England, and this proportion is constantly increasing. For the year 1858 the consumption of the United Kingdom was 1,560,000 gallons of sherry, 1,089,600 gallons of port, 363,000 gallons of French and Rhenish, and 430,000 gallons of South African wines. The quantity exported from the Cape annually has increased at an almost marvellous rate. In 1853 the quantity exported was 271,767 gallons; in 1856, 616,749 gallons, and in 1857, 923,666 gallons. The total quantity produced in the colony is now upwards of 5,000,000 gallons annually.

The inventor of lucifer matches, Mr. John Walker, chemist, died at Stockton, England, early in May, at the age of 79 years. Mr. Walker made the discovery of the use of "lucifers" several years ago while experimenting with various chemical substances, and for a considerable time he realized a handsome income from the sale of his matches in boxes at 1s. 6d. each.

BOARD OF TRADE.

Committee of Arbitration for May.

CHAS. E. WETHERED,
GEORGE W. CORNER, | FRANCIS B. CAPRON,
P. G. SAUERWEIN, | RICHARD LEMMON.

Monetary and Commercial Review.

BALTIMORE, May 24, 1859.

There was a fair business done in Stocks to-day at the Board, and for fancies the market was somewhat firmer in tone. There was nothing done in Baltimore and Ohio Railroad, but it closed at $53¾ bid, $53¾ asked regular way, these figures being an advance of ¼ to ½ per cent. on the closing quotations of yesterday. For Northern Central Railway the market was however quite active, the sales adding up about 800 shares at $19⅝@20 seller 60 days, $19¾@20 regular way, and $20@20⅛ buyer 60 days. This stock left off to-day at $20 bid, $20¼ asked regular way, these figures being an advance of ⅛ to ⅜ on the closing rates of yesterday. For Northwestern Virginia Railroad shares $2¼ was bid to-day. The members of the City Council in their recent excursion over this road found it in very excellent condition, with the exception of the tunnels, which greatly need arching, and it is generally believed that the application which it is understood that the Company are about to make to the City Council for a loan of $700,000, for the purpose of arching the tunnels on the road, will be granted. This belief has created an increased demand for the bonds, and some demand for the stock of the road. The only sales of Railroad bonds to-day were one of $1,500 Baltimore and Ohio 1875's at 86, and one of $1,000 Northern Central 1885's at $70⅞, but of City 6's there were sales of $2,200 1875's at 98⅜@98¾, and $3,000 1890's at 100.—City 6's closed firm at 99⅞ bid, 100 asked for 1890's, and Railroad bonds left off at $85¾ bid, 86 asked for Baltimore and Ohio 1875's; 81 bid, 83 asked for do. 1885's; 70¾ bid, 70⅞ asked for Northern Central 1885's, and 91 bid, 92 asked for Northwestern Virginia first mortgage bonds. There were sales to-day at the Board of 53 shares Marine Bank at $30, 100 shares Howard do. at $10, and of 200 shares Gardner Hill Mining Company at $2¾.

SALES AT THE BALTIMORE STOCK BOARD.

	TUESDAY, May 24, 1859.				
$2200 Balt. 6's, old,	90.100	100 shs	N. C. RR.	860..19⅞	
1900 " "	75..93¾	100 "	"	b60..29	
300 " "	75..93¾	100 "	"	cash..29	
1500 R. & O. RR. bds.	75..86	72 "	"	..29	
1000 N. C. RR. bds.	85..70¾	200 "	"	s60..29	
33 shs Marine Bank	..30	100 "	"	b30..29⅛	
100 shs. Howard Bank	..10	21 "	"	..19¾	
200 shs. Gardner Hill Mining Co.,	b60.. 2½				

PRICES AND SALES OF STOCKS IN NEW YORK, BY TELEGRAPH.

Through WILLIAM FISHER & SON, Stock and Bill Brokers, No. 22 South street.

	1st Board.	2d Board
Virginia 6's	96	93
Missouri 6's	83¾	83¾
Illinois Central bonds	77½	80
Canton Company	18¾	00
Ere Railroad	24	24¾
New York Central Railroad	72½	72
Reading Railroad	44	44⅛
Panama Railroad	130	00
Cleveland and Toledo Railroad	27¾	00
Michigan Southern Railroad	9¾	00
Cumberland Coal	00	00
Harlem Railroad	00	11
Galena and Chicago	00	63¼
Michigan Southern, guaranteed	32	00
LaCrosse and Milwaukie Railroad	00	00
Rock Island Railroad	63	63
Market dull		steady.

In New York to-day New York Central declined ¼; Reading ⅛; and Rock Island ¼; but Virginia 6's advanced ¾; Missouri 6's ¾; Cleveland and Toledo ¼; Harlem ¼; Michigan Southern guaranteed ¼; and Galena and Chicago ¾. Erie, Michigan Southern, Canton, and Illinois Central bonds all closed at yesterday's figures.

The New York *Tribune* of to-day says:

The money market is not active, and the rates are precisely as quoted on Saturday. The demand is not active, and the quotations the supply is rather pressing on borrowers.

There is a moderate business doing in foreign Exchange at previous rates. Sterling bankers' 110@110¼ for sixty days, and 110¾ for sight. Francs are 5.16¼@5.16⅛ 97¼.

The shipment of specie by the Persia promises to be larger than was anticipated, and the largest ever made by one steamer. We hear that two and a-half millions have already been engaged.

A second dividend of 33⅓ per cent. on all ascertained claims against the Empire City Bank, will be paid on demand, and 70 per cent. to depositors in said bank, also, on demand, at the office of the United States Trust Company.

The following is a comparative statement of the condition of the New York Banks for the weeks ending May 14 and May 21.

	May 14.	May 21.	
Loans	$129 680,408	$128,701,553	Dec..$978,845
Specie	25,171,335	26 090,068	Inc.. 918,673
Circulation	8,396,933	8,352,723	Dec.. 138,210
Net deposits	88,696,639	88,554,130	Dec.. 142,509

The gain of specie shown by the Bank statement of today, is larger than was generally anticipated, and grew out of the fact that California transport was in no doubt, and counted for the whole week, while only $700,000 of the foreign drain counted against the average, and that only for four days. The receipts by the express companies, are inferior to those also larger than was generally supposed. The falling off in loans is a favorable feature, showing that bank managers are adopting a conservative and prudent course, preparing for whatever may be in the future. The other items of the statement do not show any material variation. On the whole the statement was received as very favorable, and had a strengthening effect upon the stock market.

The annual report of the Cincinnati, Hamilton and Dayton Railroad shows that the gross earnings for the year ending March 31, 1859, have been

From passengers	$212,645 53
From freight	235,119 47
From mails and express	17,619 95
From rents, rent of track, &c.	24,054 98—$489,437 92
And the expenses of transportation	236,771 43
Leaving for interest on bonds, taxes and dividends	$249,666 49

A comparison of the gross income for the past with that of the preceding year, will show an increase of $2,016 65. The expenses have, in the same time, been reduced, showing a gain in net income of $33,778 75.

The weekly statement of the Philadelphia banks presents the following aggregates, as compared with that of the previous week:

	May 16.	May 23.	
Capital	$11,580,380	$11,582,850	Inc.. $2,470
Loans	27,435,268	26,837,976	Dec. 597,292
Specie	6,286,620	5,922,147	Dec.. 364,473
Due from banks	1,860,992	1,977,104	Inc.. 116,799
Due other banks	3,930,535	3,462,753	Dec. 467,783
Deposits	17,693,264	17,182,349	Dec.. 420,915
Circulation	3,006,007	3,014,605	Inc.. 8,598

The following is the business of the Philadelphia and Reading Railroad Company for the month of April:

	1859.	1858.
Received from coal	$134,514 98	$137,416 35
" " merchandise	47,537 18	32,644 20
" " travel, &c.	33,422 43	33,904 76
	$215,474 59	$203,965 31
Transportation, roadway, repairs, renewal fund, and all charges	112,374 83	113,914 98
Net profit for the month	$103,099 76	$90,050 33
for previous 4 months	295,959 97	239,502 54
Total net profit for 5 months	$399,059 73	$329,552 87

Messrs. Imlay & Hicknell, Philadelphia, have detected a new counterfeit $10 note on the Hollis Falls Bank, at Holyoke. The vignette is a picture of the falls, with the figures 10 in each corner. The signatures are lithographed. The whole execution is coarse, and the paper, instead of being white, like the genuine, is of a yellowish tint.

Messrs Thompson Brothers, New York, write as follows: "The street is flooded of late notes with forged signatures of the Brighton Market Bank already removed in Wall street is several thousand.

"This morning we received a despatch from Nashville, announcing that packages of notes of the Bank of Chattanooga have been received here with forged signatures, and almost simultaneously the express brings large amounts of these in the street. This is the fourth like fraud within a fortnight.

"Respectfully, THOMPSON BROS."

A case of some interest to railroad travellers, as setting a principle, has been recently decided. James H. Hotchkin of Prattsburg, Steuben county, bought a ticket on the Erie Railroad, at New York, for Rochester. It was marked "good for six days only." After the expiration of "six days," Mr. H. presented the ticket between Bath and Rochester. It was refused and he was ejected from the cars. He commenced a suit, which was recently tried before referees designated by the Supreme Court, and they have awarded the plaintiff $150 damages.

BALTIMORE MARKETS.

TUESDAY, May 24.

COFFEE.—Coffee continues very quiet, but the sales are restricted by the very undesirable quality of most of the stocks here. We note sales to-day of 130 bags common Rio at 10½ cts., and of 400 bags medium do. at 11@11¼ cts. There is some inquiry for prime Rio, and sales to a moderate extent could be made, were there any desirable lots offering. We note sales of fee to-day at 10½@11¼ cts. for common to medium Rio; 11¾ cts. for fair do.; 11¾@12 cts. for good to prime do. 12 cts. for Laguayra, and 12@13 cts. per lb. for Java. The stock of Coffee here is about 10,000 bags.

FLOUR.—We note an increased demand to-day for Flour, but the market is otherwise unchanged, the sales being all made at yesterday's prices. We have reported this morning, sales of 400 bbls. Howard Street, and of 450 bbls. Ohio Super at $7.25 per bbl., and for both these varieties the market was firm at the close at this figure. There was nothing done on Change in City Mills Super. It was generally held firmly at $7.25 per bbl., but there were, so far as we could learn, no buyers at this figure. Extra Flour is steady at the previous rates, viz: $7.50@7.75 for Ohio, $7.75@8 for Howard Street, and $8@8.25 per bbl. for regular shipping brands of City Mills, but we have heard of no sales of this variety to-day.

FAMILY FLOUR.—The Patapsco, Reservoir and Silver Spring brands of Family Flour are still selling at $9.50, and Extra of the same brands at $9 per bbl. We quote Relay's Family at between $9.50, Old Dominion do. at $9, and Ohio and Howard Street do. at $8.50@9 per bbl.

RYE FLOUR.—We again quote Rye Flour at $5 25@5.50, and Corn Meal at $4.50 for Baltimore, and $4.75 per bbl. for Brandywine. There is however very little doing in either of these articles.

GRAIN.—Grain of all descriptions was rather dull this morning but it ruled generally steady at yesterday's figures. The receipts embraced some 16,000 bushels Corn, 2,000 bushels Wheat, and about 2,000 bushels Oats. There was very little done in Wheat, but we quote it steady at 165@175 cts. for fair to prime red, and 175@190 cts. for fair to prime white. Corn was also dull, and only a part of the receipts were disposed of. Some 2,000 bushels of strictly prime white was sold at 90 cts., which is an advance on yesterday's price, but most of the sales were made at 83@87 cts. for fair to good white, and 87@92 cts. for fair to prime yellow. Some inferior lots of both white and yellow were sold at 80 cts. There was nothing done in Rye, but we quote it as on yesterday at 105 cts. for Pennsylvania and New York. Oats were dull this morning but prices for them ranged at from 53 to 58 cts.

MOLASSES.—Molasses is quiet but we have no change to note in the rates, and we continue to quote New Orleans nominal at 45 cts.; Porto Rico at 38@40 cts.; English Island at 35 cts., and Cuba at 30 cts. for clayed, and 35@36 cts. for Muscovado. There were some 600 hhds. Cuba Molasses received here yesterday.

PROVISIONS.—The transactions in Provisions continue to be light, but there is a decidedly better feeling existing in the market. Bacon Sides are firmer at 9cts. We note sales to-day of 60 hhds. in two lots at this figure. Shoulders are however rather dull, but we quote them steady at 7¾@8 cts. We note a sale to-day of 20 casks prime plain Bacon Hams at 10¾ cts. There is nothing doing in Bulk Meat, but we quote it steady at 7 and 9 cts. for Shoulders and Sides. Mess Pork is still held at $18, and we quote it nominally at $18.50@19. Beef is firm at $12 and $15@17 per bbl. for Mess. There is nothing doing in Lard, but we quote it nominal at 12@12½ cts. for Western Leaf in bbls. and tcs.

RICE.—Rice continues very quiet, but we have no change to note in the rates, and we continue to quote it steady at 4½@4¾ cts. for fair to prime lots.

SALT.—The rates for Liverpool Salt are still as follows, viz: 85 cts. for Ground Alum, 139 cts. for Marshall's and Jeffrey & Darcy's fine, and 145@150 cts. per sack for Ashton's do., and we quote Turks Island do. at 15 cts. afloat and 20 cts. per bushel from store.

SUGARS.—Sugars continue very quiet and the only sale we have heard of to-day is one of 20 hhds. good New Orleans at 7¾. We have, however, no change to note in the general condition of the market, and we continue to quote Sugars as follows, viz: at $6.75@7.75 for low fair to choice New Orleans; $6.50@7.50 for common to prime Porto Rico; $6.62½@7 cts. for grocers' styles Cuba and English Island, and $6.25@6.50 for refining grades do.

WHISKEY.—There has been no movement of consequence to-day in Whiskey, and we quote it dull 28 cts. for City and Country, and 30 cts. per gallon for Ohio.

DOMESTIC MARKETS.

PHILADELPHIA MARKET, May 23—Evening.—Quercitron Bark is unsettled and lower, and sales of 140 hhds. 1st No. 1 were made at $29@30 per ton, mostly at the latter rate, which establishes a decline.

The Cotton market is quiet to-day, and sales reach only about 200 bales Uplands and Mobiles, at irregular rates; holders generally are very firm.

There is rather more steadiness in the Flour market to day, and holders generally are not so anxious to sell; the demand, however, is limited for shipment and home use, and standard superfine is freely offered at $7.25. The only sale that we hear of is about 300 bbls. good Western extra family at $7.75 per bbl. The trade are buying in a small way only at from our lowest figures up to $8@8.50 per bbl., the latter for fancy brands. Rye Flour is dull, and 100 bbls. very good sold at $5 per bbl.; we quote standard quality at $4.75 per bbl., with small sales. Corn Meal is but little inquired for, and Pennsylvania meal is offered at $4 per bbl.

The demand for Wheat is limited, the millers generally being out of the market for the present, and prices are unsettled and drooping, with sales of about 1,000 bushels only to note in small lots at 175@180c. for fair to good reds, and 180 to 190c. for white, as in quality, the latter for prime, but these rates are not obtainable for large lots. Rye is lower, with sales of about 1,000 bushels Pennsylvania to note at 94@96c. Corn is very dull to-day; there is more offering, and buyers and sellers are apart in their views, only about 2,500 bushels good yellow having been disposed of at 93c. afloat, at which rate it is freely offered. Oats are unchanged, and further sales of about 5,000 bushels prime Pennsylvania are reported at 55c. afloat.

In Groceries there is not much doing, and the only sales made public are to the extent of about 4,200 bags Rio Coffee, from the recent arrivals, at 11¾@11¾c. on time.

The Provision market is quiet but firm, at about previous quoted rates.

There is very little demand for Whiskey, but prices are steady, and sales of about 500 bbls. are reported at 31c. for Pennsylvania, 32c. for Ohio and 30c. for drudge. Hhds. are held above the views of buyers.

PHILADELPHIA CATTLE MARKET, May 23.—The arrivals of Beef Cattle reached about 1150 head during the past week. The demand was good, and most of the lots offered brought good prices, ranging from $9 to $13, the latter for extra quality, chiefly from $11 to $12 the 100 lbs.

About 250 Cows and Calves were offered at Martin's and sold at from $25 to $50 each, according to quality; the latter for prime.

The arrivals and sales of Hogs, this week, at Imhoff's were about 1600, prices ranging at from $7¾ to $8¾, the nett 100 lbs.

Some 6000 Sheep were offered at Martin's, and prices fell off 1c. per lb., owing to the large receipts; sales ranging at 5c.@5¾c. per lb. gross, for clipped, and 6@6¾c. for wooled Sheep.

CINCINNATI, May 23.—The *Gazette* says: The arrival of the Vanderbilt at New York, on Saturday, with private letters from England to the 10th instant, furnished commercial advices materially different in tone from the telegraphic reports of the market received by the City of Baltimore, the result of which, was a reaction in the produce markets. Flour advanced 15 to 25 cts.; Wheat 3 to 5 cts.; Corn 1 to 2 cts., and Mess Pork 12½ to 25 cts.; Cotton was held ⅛c. higher. These changes were reported, in part, on 'Change here Saturday, and the market was materially strengthened thereby, though there was not much business transacted, buyers not having recovered sufficiently from the alarm of the previous day, to make any new ventures. Late in the day there was some demand for good superfine Flour at $5.50, but holders were not free sellers. Sellers of Wheat advanced their figures in the afternoon 5@10 cts. No change in Corn. Whiskey declined to 27 cts. and was dull. Provisions were stagnant, and with the exception of a sale of 30 hhds. Bacon Sides at 9¾, we did not hear of a sale. There was a better feeling on the part of holders towards the close, but there was no demand, and prices are wholly nominal. For Lard 11¾ is the most that could be obtained, and it is doubtful whether large sales could be made at that.

WILMINGTON, May 23.—Turpentine—Sales to-day of 278 bbls. at $4 for Virgin, $2.75 for Yellow dip, and $1.75 for hard per 280 lbs.

Spirits—Sales on Saturday of 100 bbls. at 46½ cts. per gal.; and to-day of 165 do. at same price.

Rosin.—No sales to-day.

Tar.—Sales to-day of 20 bbls. at $1.90 per bbl.

PROVIDENCE, May 21.—Wool—Market dull with small demand. The sales for the week have been 5,000 lbs. Fleece at 40@44 c.; 10,000 lbs. Pulled at 39@50½ c. and 2,500 lbs. Foreign at 30 c.

Printing Cloths—The following are the sales for the week:

8,000 pieces	64x64, private terms.
6,000 do.	64x64, 5¾ c.
3,000 do.	60x64, 5¾ c.
12,000 do.	60x64, 5⅝ c.
5,000 do.	60x64, private terms.
7,000 do.	60x60, private terms.
41,000 pieces.	

MARKETS BY TELEGRAPH.

NEW YORK, May 24.—Cotton is firm—sales of 2,000 bales. Flour is dull—sales of 9,000 bbls. at a decline of 15 to 25 cts.; Ohio $7.30@7.60; Southern $7.75@7.90. Wheat is depressed and 2 to 4 cts. lower—sales of 27,000 bushels; choice red Western 175 cts.; white Western 180 cts. Corn is depressed—sales of 26,000 bushels at a decline of 1 to 3 cts.; mixed 92@93 cts.; white 92½ cts.; yellow 94 @95 cts. Pork is dull—Mess $17.50@17.75; Prime $15 25 @15.50. Lard is lower, at 11¾@12 cts. Whiskey quiet at 28@28½ cts. Sugar has declined ¼ cent for new Orleans—sales at 5¾@7¾ cts. Spirits Turpentine irregular—sales at 52@55 cts. Rosin is dull. Rice is firm at 4¾@5 cts. Freights dull—Cotton for Liverpool taken at 3-16.

PHILADELPHIA, May 24.—Flour is firm and holders demand $7.25@7.50 for superfine. Wheat is firm—sales of 4,000 bushels red at 175@180 cts. for fair to prime. Corn is firm—sales of 6,000 bushels; yellow 92@93 cts. Pork—Mess $18.50@19; Sides 10¾ cts.; Shoulders 8¾@8¾ cts.

NEW ORLEANS, May 23.—Cotton—Sales of 2,500 bales to day at 11¼ cts. for middlings. Sugars are quiet at an advance of ¼ ct.—sales at 6 cts. Molasses is steady at 75 cts. per bushel. Sterling Exchange is quoted at 9¾@ 10 per cent. premium. Exchange on New York, 60 days, ¼ per cent. discount; sight Bills, ¾ per cent. premium.

CHARLESTON, May 21.—Cotton—Sales to-day of 1,000 bales at an advance of ⅛c.

MOBILE, May 21.—Cotton—Sales of 1,500 bales; the market closing quiet but steady.

FOREIGN MARKETS.

LIVERPOOL MARKETS, May 11.—Cotton—The market set on Saturday assumed a more buoyant tone and became more active. On Monday there was increased activity, and prices were generally quoted 3-16d. @ ¼d. higher. On Tuesday there was a rather quieter feeling, but prices were maintained. Sales of the three days 27,600 bales, including some 3,000 on speculation and 2,000 for export; Messrs. Clare and Cunliffe reported Uplands at 6¾d.@7d., and middling Uplands 6⅝d. There has been a great influx of Cotton-laden ships since the departure of the Canada. A Manchester report received yesterday is manifested, but business is quite limited. Breadstuffs—Messrs. Richardson, Spence & Co. report that the reaction has been general throughout the country. Here Flour is offered at 6d. per barrel decline, per central, short sales. Wheat is offered at a like reduction, without buyers. Indian Corn neglected and 6d. cheaper. The following quotations are for new or less nominal. Flour 11s @ 14s. 6d.; red Western Wheat 7s. 6d.@8s. 6d.; white 10s. @11s.; Southern 10s. 6d.@13s.; mixed Corn 6s. 3d @6s. 6d.; yellow 6s. 6d.@7s.; white 7s. 9d.@8s. 4d. Provisions—Beef steady and quiet; prime mess and India mess, and not a single transaction is reported. In Pork, also, there is nothing doing. Bacon dull but unchanged. Lard in better inquiry, at 60s.@61s. for prime, and 61s.@62s. for extra. Tallow rather firmer; Butcher's Association quoted at 57s. 6d., but there is none on the market. Produce—Rosin, Common, under arrivals, has declined to 4s.—Ashes firm, for Pots, at 31s. 6d.@33s.; Pearls quiet at 31s. 6d. Bark dull but unaltered. Sugar steady. Coffee inactive. Rice firm at full prices, but closes quiet. Linseed Oil sells at 30s. 6d.@31s. Spirits Turpentine firm, but quiet, at 44s.

IMPORTS AT BALTIMORE.

FOREIGN.

NAVASSA—*Brig Ocean Traveller*, 285 tons guano, W. F. Murdoch.

CORN ISLAND—*Ketch Laura*, 160,000 cocoa nuts, 14 bags india rubber, 42 do. cocoa, 2 boxes tortoise shell, 74 hides, 120 deer skins, a lot of old yel. metal, copper and iron, Price & O'Neale.

MONGES ISLAND—*Br. brig Emerald Isle*, 172 tons guano, Patterson & Murguiondo.

SAN FRANCISCO—*Ketch Laura*, 160,000 cocoa nuts, 14 bags india rubber, 42 do. cocoa, 2 boxes tortoise shell, 74 hides, 120 deer skins, a lot of old yel. metal, copper and iron, Price & O'Neale.

MONGES ISLAND—*Br. brig Emerald Isle*, 172 tons guano, Patterson & Murguiondo.

LATEST NEWS.

TELEGRAMS.

From Washington.

WASHINGTON, May 24.—Since March 4th, '57, the State Department has issued nearly 14,000 passports, and is now issuing from forty to sixty per day. Persons leaving the United States for France, by way of Havre, have necessarily to have their passports *visced* by the French Consul at the port from which they sail. Persons, by way of England, for the continent, and who may go up to London, will have their passports *visced* at the American Legation in London for wherever they may wish to enter. Persons going to the Spanish West Indies will have their passports *visced* by the Spanish Consul at the port from which they sail. Naturalized citizens, applying to the State Department for passports, will send in their naturalization papers (which will be returned to them) and descriptions of their persons. This is all that is required.

Col. Steptoe, Captain Carr, Captain Palmer, and Lieut. Palmer, have not been ordered to Sardinia as has been stated, as a corps of observation of European hostilities. They, however, have obtained leave of absence, as private individuals, with permission to visit Europe, and doubtless they will visit the scene of war.

The steamers Memphis and Atlanta, just returned from the Paraguay expedition, have been ordered out of commission. The Chapen has been ordered to Washington to take the place of the Water-Witch as a freight boat, on government account, between this city and Norfolk.

Attorney General Black to-day decided the questions submitted to him by the State Department on the claims of Capt. B. W. Perkins against the Russian Government. This decision settles the right of Capt. Perkins to recover, under his contracts, to furnish 150 tons of powder and 35,000 stand of arms. Some unimportant questions were not fully disposed of, but the integrity of the contracts is fully maintained. The entire amount involved is about $385,000, which will probably be paid on the return of the Russian Minister, who is daily expected from Europe. This decision, has, it is considered, a most important bearing upon the supplying of munitions of war to foreign Governments engaged in warfare. Capt. Perkins' counsel are Ex-Attorney General Hastings, Ex-Senator Cooper and Joseph B. Stewart.

The Patent office to-day reissued to Horace H. Day, the assignee of Messrs. Tyer & Helm, a patent for an improvement in the manufacture of India rubber goods, by means of zinc compounds.

The General Assembly of the Presbyterian Church, (N. S.)

WILMINGTON, Del., May 23.—At the meeting of the General Assembly to-day Rev. B. J. Wallace, of Philadelphia, read the report of the Church Extension Committee. This is the third year of its active existence. The receipts are 90 per cent. in advance of last year. Its field of operation is daily widening, and greater powers and increased contributions are required.

Reports of correspondence with foreign bodies, including a letter from the Evangelical churches of France, were heard.

Rev. A. E. P. Parkin, from the Association of Massachusetts, made an address in excellent spirit, which was received with applause.

Rev. Mr. Cunningham, from the church in Kentucky, desiring to resume