## COMMERCIAL MATTERS.

### Sales at the Stock Exchange.....Aug. 25.

| | | | | | |
|---|---|---|---|---|---|
| $8,000 Ill. Internal | 60 | 100 | Parker Coal Co | b15 | 18¾ |
| 3,000 Indiana State 5s | 85 98 | 100 | do | b10 | 19¾ |
| 2,000 California 5s '70 | 86 | 25 | do | 60 | 19 |
| 3,000 Fire int. Mtge. Bonds | 116 | 200 | do | b60 | 19 |
| 1,000 Erie R.R. Conv. Bds. '71, | 81½ | 150 | do | | 19 |
| 1,000 Hud. R.R. New Bds | 89 | 100 | do | b10 | 19¾ |
| 10 Ocean Bank | 100 | 100 | do | s30 | 19¾ |
| 10 Am. Ex Bank | 120 | 200 | do | b10 | 19¾ |
| 20 Hanover Bank | 94 | 300 | do | b10 | 19¾ |
| 5 Corn Exchange Bank | 100 | 100 | do | s5 | 19¾ |
| 15 Continental Bank | 100½ | 10 | N. Y. Central R. R | | 114 |
| 20 Shoe & Leather Bank | 100 | 50 | do | s10 | 115 |
| 1 U. S. Trust Co | 105 | 24 | do | s10 | 115 |
| 200 Morris Canal | b59 | 17½ | do | s1 | 115¾ |
| 100 do | 17½ | 20 | do | | 116 |
| 100 Fowle Gold Co | s3 | 1¼ | 100 | do | b7 | 116 |
| 100 New-Jersey Zinc | s3 | 1¼ | 50 | Erie Railroad | s7 | 7½ |
| 25 Brunswick City Land Co | 8 | 100 | do | b30 | 7½ |
| 200 Metallick Gold Mine | 1½ | 442 | do | | 7½ |
| 40 Florence & Keyport | 5 | 100 | do | s60 | 7½ |
| 50 do | 5 | 100 | do | s30 | 7½ |
| 50 Canton | b5 | 20½ | 100 | do | b10 | 7½ |
| 300 New Creek Coal Co | 3 | 100 | do | s60 | 7½ |
| 500 do | 3 | 200 | do | b30 | 7½ |
| 5 Crystal Palace | 10½ | 250 | do | s1 | 7½ |
| 100 Hoagargan Fusion Co | s5 | 25½ | 100 | do | b3 | 7½ |
| 100 do | 25 | 100 | do | b30 | 7½ |
| 50 do | b10 | 25½ | 200 | do | | 7½ |
| 200 do | s60 | 25½ | 200 | do | s5 | 7½ |
| 200 do | s30 | 25½ | 200 | do | b30 | 7½ |
| 100 do | b60 | 26½ | 100 | do | b60 | 7½ |
| 100 do | b60 | 26½ | 100 | do | s60 | 7½ |
| 100 do | b30 | 26½ | 50 | do | | 7½ |
| 200 do | | 25 | 100 | do | b5 | 7½ |
| 100 do | s30 | 26 | 400 | Harlem R. R | s60 | 36½ |
| 250 do | s60 | 26 | 300 | do | | 37 |
| 100 do | s30 | 26 | 100 | do | s30 | 37 |
| 200 do | b6 | 26 | 100 | do | s1 | 37 |
| 100 do | b25 | 26 | 100 | do | b60 | 38 |
| 500 Cumberland Coal Co | s3 | 42½ | 400 | do | s90 | 37 |
| 350 do | s3 | 42½ | 50 | Harlem R. R. Pref'd | | 100½ |
| 10 do | s3 | 42½ | 150 | Nor and War R. R | b60 | 54½ |
| 100 do | s3 | 42½ | 400 | Reading R. R | s60 | 85 |
| 100 do | s3 | 42½ | 100 | do | | 85 |
| 400 do | b60 | 44 | 900 | Hudson River R.R | | 63 |
| 100 do | s3 | 43 | 200 | do | s60 | 63 |
| 100 do | s60 | 43 | 15 | do | | 63½ |
| 200 do | b30 | 43½ | 50 | Madison & Ind R.R | | 55 |
| 50 do | s10 | 42½ | 50 | Mich Central & R | s5 | 109½ |
| 150 do | | 42½ | 10 | Panama R.R | | 100 |
| 200 do | b30 | 43 | 12 | Sixth-av. R.R | | 109½ |
| 250 do | s5 | 42 | 300 | Long Island R.R | s30 | 32 |
| 50 do | s60 | 42 | 100 | do | | 31 |
| 100 do | s3 | 42½ | 50 | Stonington Railroad | b60 | 66 |

### SECOND BOARD.

| | | | | | |
|---|---|---|---|---|---|
| 25 | Ohio Life & Trust | 102 | 50 | Erie Railroad | s10 | 7½ |
| 100 | N. Carolina copper Co | 7 | 200 | do | | 7½ |
| 20 | Am. Ex. Bank | 120 | 50 | do | b10 | 7½ |
| 100 | Phen's Mining Co | s60 | 15½ | 100 | do | b3 | 7½ |
| 200 | do | | 17½ | 10 | N. Y. Central Railroad | | 116 |
| 200 | do | s5 | 16 | 75 | Parker Coal Co | | 18 |
| 100 | Nic. Transit Co | s60 | 44½ | 300 | do | | 17 |
| 250 | do | s3 | 24½ | 200 | do | b60 | 18½ |
| 200 | do | s3 | 25 | 50 | do | | 17½ |
| 200 | do | b3 | 25 | 100 | do | s60 | 17 |
| 100 | Harlem Railroad | b60 | 38 | 100 | do | s20 | 18 |
| 25 | Brunswick City Land Co | 9 | 200 | do | b60 | 18 |
| 25 | do | b60 | 10 | 200 | do | b10 | 18 |
| 200 | Cumberland Coal Co | s10 | 42 | 200 | do | s30 | 18 |
| 475 | do | s3 | 42 | 100 | do | b30 | 18½ |
| 200 | do | b30 | 42 | 100 | Reading Railroad | s60 | 84 |
| 100 | do | b30 | 42 | 200 | do | | 84 |
| 100 | do | | 42½ | 200 | Hudson River R. R. | b60 | 63 |
| 250 | do | s30 | 42 | 100 | do | | 63 |

### MINING BOARD.

| | | | | | |
|---|---|---|---|---|---|
| 100 | Mineral Land Co | b20 | 1½ | 100 | Mineral Land Co | b30 | 1½ |
| 200 | do | b30 | 2 | 200 | Pumpkin Gold | | 1 |
| 200 | do | s30 | 1½ | 250 | Parker Vein | | 18 |
| 100 | do | s30 | 1½ | 250 | Great Northern Lead | | 4½ |
| 100 | do | b30 | 1½ | 100 | North Carolina Copper | | 8 |
| 100 | do | | 1½ | | | | |

### Sales of Stocks at Philadelphia.....Aug. 25.

*First Board*—$2,000 State 5s, c., 94; $15 do., 94; $300 Cam. & Amboy 6s, 96; $2 00 Reading Bonds, 76, 87½; 100 Sch. Navigation Pref'd, b5, 32½; 50 do. c., b5, 32; 100 do. c., b5, 32; 100 do. c., b5, 32; 100 do. b5, 32; 200 do. b5, 32½; 100 Chester Valley, b5, 13½; 100 Sch. Nav. Pref'd, 32½; 50 do. b5 32½; 50 do. c., 32½; 250 do. b5, 32½; 5 Mechanics' Coal Pref., 91; 200 do. 55, 17; 50 Long Island, b5 16½; 100 do. c., 16; 50 do. c5, 16; 150 Union Canal, 14½; 6 Penn. Railroad 44½.

*Sales after First Board*—300 Long Island, b5, 15½; 500 do., cash, 15½; 300 Sch. Nav. Pref'd, b5, 32; 200 do. 32½; 100 do. c., 31½; 200 do. 31½.

*Second Board*—400 Sch. Nav. Pref'd, 31½; 400 do., 31½; 1 Penn R.R., 48½; 60 Farm & Mech. Bk., 74½; 200 Beaver Meadow Bk., 80½; 100 Reading R.R., 44½; 227 Penn. Sc. 93.

THURSDAY, August 25—P. M.

The Stock Market continues to exhibit great activity, and at the morning Board quotations were generally well maintained at the advance of yesterday. In the street, however, sales were made at lower figures. At the second Board there was considerable business done at an improvement on the street prices, although closing at a decline on the prices of the morning Board. Erie left off at 7¾, a decline of 1 ⅌ cent; Hudson River fell off ¼ ⅌ cent; Reading 1 ⅌ cent; Hudson was steady, &c., and Niagara closed at 25, a decline of 1 ⅌ cent; Canton was weak. The greatest variation of the day was in Phœnix Coal, for which 20¼ was bid at the morning Board, and which sold at 15½ at the second Board. This considerable fall was occasioned by rumors of intestine troubles in the Company, fraudulent issues of stock, &c., &c. One party in the street is reported to be a lender to the amount of $100,000 on their certificates. The party implicated by the rumors is said to have disappeared. Cumberland touched 43, but lost in the afternoon a little of the rise in the morning. This is probably only a Bull reaction. The late time and cash purchases of a prominent house are believed to be for a strong party, composed in part of those who worked so well in the Reading clique. The amount of stock liable to be called for at any moment is said to be large. We learn that although the cars allotted to the Company by the Baltimore and Ohio Railroad are not yet in use, the coal mined and shipped reaches about 900 tuns per day. The demand for the coal is much in advance of the supply. The Company has closed a contract with Maitland, Phelps & Co., to furnish the Royal Mail W. I. steamers with their coal. Parker Vein fell off ¼ ⅌ cent; New Creek was firm at 3. Mining Shares are generally firm. McCulloch advanced 50 cents ⅌ share; North Carolina is advancing again having been sold at 8. A private purchase of 5,000 shares was reported to have been made yesterday. Premium Railroads are without much change; Michigan Central 109¾; Mad. and Indianapolis, 85; Panama, 100; Sixth-av., 109¾, &c. There was an active demand for Central at 116 and the crowd of stock which the bears looked for up in the opening of the books did not appear. In Government there was nothing done but fall prices were bid. Railroad Bonds are dull.

The transactions in Exchange are light and rates without change. Leading Sterling drawers ask 9¼@9¾, but sell slowly. The range is 8¾@9¼ ⅌ cent. Francs 5 15@5 13¾.

Freights are steady, but not very active. To Liverpool 40,000 bushels Wheat at 6¾@7d.; 1,000 bbls. Flour 2s 6d.; 2,000 bbls. Rosin 2s. 9d.; 500 chests Tea 30s.; 300 or 400 bales Cotton 7 32d. @ ¼d.; 1,000 boxes Cheese, in Cunard steamer, 60s. To London 1,000 bbls. Flour 3s.; 12,000 bushels Wheat 8d. To Havre within a few days 10,000 bbls Flour 65@70c.; some Wheat 15c; Cotton ⅛; Ashes 37@39. To Marseilles 400 or 500 bbls. Flour 70@75c.

The amount received at the Sub-Treasury was $264,628; Payments $122,875; Balance $8,656,381.

The receipts of the Michigan Central Railroad for the first two weeks of August are about $25,000 in advance of the same period of last year.

Mr. Draper will hold his usual sale of Stocks to-morrow (Friday) at the Exchange. The list includes stock of the Middletown Silver and Lead Mining and Manufacturing Company, Empire Stone Dressing Company, Sixth-av. Railroad Company, Central Bank, U. S. Trust Company, Chicago and Rock Island Railroad Company.

The money market remains as before noticed, with gradually increasing ease. As the period for large payments by the merchants approaches, the offerings at Bank increase, and are much larger than their ability or disposition to discount. As far as we can learn, the Street Banks without contracting their discount lines, are doing about one-half their offerings.

The gross receipts of the Madison and Indianapolis Railroad for 7 months, from January 1 to August 1, for 1852 and 1853, are represented by the following figures:

| | |
|---|---|
| For 1852 | $238,234 08 |
| For 1853 | 218,341 67 |
| Decrease | $19,892 38 |

The passenger receipts are largely increased for 1853 over 1852. The decrease has been in freights, and these have been affected by the long season of low water in the Ohio River, by which the transportation of freights through that channel, has been for some two months almost entirely suspended. The expenditures of the road are some $20,000 less than the corresponding time last year, showing the net receipts of the 7 months to be better than the corresponding time of 1852. The August statement will show that the freights are largely increasing. It is proper to be observed also, that since the 1st of April last, the road has been worked under a tariff of some 10 ⅌ cent. reduction on passenger fares and 25 ⅌ cent. reduction on freights from last year—so that the business of the road has been greater than that of 1852.

The Greenville and Miami Railroad Company have declared a dividend of 10 ⅌ cent., payable on the 1st proximo. The receipts of this short road, which is a link of the line between Union and Cincinnati, from the 1st January to 12th Aug., were:

| | |
|---|---|
| Passengers | $33,000 |
| Mails, &c | 3,120 |
| Freight | 32,500 |
| Total | $70,620 |

The daily receipts are now about $450 per day. Deducting interest on debt and 50 ⅌ cent. for expenses, this will give net earnings sufficient to pay 20 ⅌ cent. per annum on the stock.

Some 14 miles of the Ohio and Indiana Railroad next to Alliance, on the Cleveland and Columbus Road, is completed and in operation. Rails for the entire line are arriving and being laid down rapidly; it is expected that the whole line to Fort Wayne will be completed and in operation early the coming December.

The Fort Wayne and Chicago Railway, which is a continuation of the Ohio and Indiana Road to Chicago, in Illinois, 150 miles long, has been placed under contract for graduation and masonry, on terms considerably within the estimated cost of the Engineers. This road traverses an exceedingly beautiful and fertile region; it will be nearly a straight line in its whole course. The nature of the country through which it passes is such that the grading and bridging will cost but a small sum in comparison with other roads. The estimated cost of this road, only equipped with single track and necessary siding, is $2,500,000. The stock subscription now reaches over $1,200,000. This subscription will certainly be increased $450,000 more, making the entire stock list amount to $1,650,000. This road, when completed, will form an important link in the great and direct line of railways from New-York by way of Philadelphia and Pittsburgh to Chicago. It will be the nearest and most direct route from Philadelphia to Chicago by more than 150 miles. An inspection of a map will show the very advantageous position of this line. This road will be completed and in operation by the 1st of Jan., 1855. Messrs. Winslow, Lanier & Co., are the financial agents of this company in New-York.

On the 21st July last, the Legislature of this State passed an Act incorporating a Company for the purpose of making a Ship Canal around the Falls of Niagara. The following named persons were the Corporators:

Hamilton Fish, Franklin Townsend, William A. Bird, Alfred Munson, Hosmer J. Stowe, Sanford E. Church, Sherborne B. Piper, Orlando Hotchkiss, Ormonde Turner, John Townsend, Dean Richmond, Russell Sage, Heman J. Redfield, Benjamin Pringle, Alexis Ward, Jabez Porter Freeman Clark, Jonathan Child, Thomas Kempshall, Nicholas F. Tabor, James L. Barton, Parkhurst Whitney, Jacob Van Cleve, William Vandewater, William P. Daniels, Thomas H. Hyatt, Henry Van Rensselaer, George Law, George Reynall, Oliver Paulin, Joseph Fellows, George H. McWhorter, Le Grand P. Cannon, John Fine, James B. Plumb, E. G. Merrick, Gideon Hard and Luther Wilson.

The Corporation have power to construct a ship canal of sufficient dimensions to allow vessels of at least five hundred tuns to pass from Lake Erie to Lake Ontario. The first Board of Directors consists of the following gentlemen: William A. Bird, James L. Barton and Dean Richmond, of Buffalo; Benjamin Pringle and Heman J. Redfield, of Batavia; Calvin Hotchkiss and James Van Cleve, of Lewiston; Nathan Dayton, of Lockport; Luther Wilson, of Wilson; Simeon Draper, of New-York; Freeman Clark and John Fine, of Rochester; E. G. Merrick, of Clayton; George Law, of New-York; and Martin B. Scott, of Cleveland.

A meeting of this Company was held, pursuant to notice at the Cataract House, in the Village of Niagara Falls, on the 16th day of August inst.

The meeting was called to order by Thomas Kempshall of Rochester, on whose motion Heman J. Redfield, of Batavia, was appointed President.

Alvin Bronson, of Oswego, Gen. Whitney, of Niagara, John Child, of Rochester, and E. G. Merrick, of Clayton, were appointed Vice Presidents; and D. C. Littlejohn, of Oswego, and Noah Davis, jr. of Oriesna, Secretaries.

John Fick, of Niagara, being called upon by the meeting, made a report of his proceedings as Agent of the contemplated Company, and of its present and future prospects.

The meeting was also addressed by Messrs O. Turner of Lockport, Addington of Buffalo, and other gentlemen.

The Chair, on motion, appointed the following gentlemen such Committee, to recommend such measures as they may deem it advisable for this meeting to adopt:

Messrs. G. W. Holley, A. Bronson, B. Pringle, J. Van Cleve, and N. Dayton.

On motion, the President and Secretaries were added to the Committee.

In the afternoon, Mr Holley, from the Committee, presented their report, which, having been amended by the meeting, was unanimously adopted as follows:

The Committee appointed to recommend measures to be acted upon by this meeting, beg leave to report that they have considered the matter submitted to them, and that in their opinion it is advisable that the friends of the different routes for the proposed Ship Canal, be requested to present the claims and advantages of their respective routes; that all the friends of the measure should cordially and earnestly unite in presenting its vast importance to the community, and in securing aid and influence for its final consummation. And that, for the purpose of concentrating and duly directing the efforts of its friends, a preliminary Executive Committee of thirteen be appointed by this meeting to take all such measures as they may deem necessary and proper to promote the objects and secure the great ends in view.

For the attainment of these objects the Committee recommend the adoption of the following resolution:

*Resolved*, That Simeon Draper, Sandford E. Church, Dean Richmond, George Law, E. G. Merrick, George W. Holley, John Fick, Dean De Witt, Thomas Kempshall, Martin B. Scott, Jacob Van Cleve, Calvin Hotchkiss, and Luther Wilson, be appointed an Executive and Managing Committee, with plenary powers, to promote the great object contained in this competition, and that their powers be continued until the Company shall have been organized under its charter.

Adjourned *sine die*.

The citizens of St. Louis have voted, 1,094 to 14, in favor of a subscription of five hundred thousand dollars each to the North Missouri and Iron Mountain Railroads.

Crawford County, Pa., has subscribed $200,000 to the Pittsburgh and Erie Railroad Co., upon which ground was broken at Meadville a few days since.

A new railroad is projected running from Sandusky on the Lake, through Piqua and Eaton to the State Line dividing Ohio and Indiana; thence on the nearest practicable route to the Falls of the Ohio, where an intersection will be formed with the road running Southwest through Nashville to Memphis and New Orleans.

The books of the New-York Central Railroad Company were opened this morning at the office of Messrs. Duncan, Sherman & Co. The office was crowded during business hours. About 700 transfers, covering nearly 10,000 shares of stock, were made.

The annexed Cotton statistics are from Mr. Wm. P. Wright's Circular, prepared for the Africa:

| | 1853. | 1852. | 1851. | 1850. |
|---|---|---|---|---|
| Receipts at the Ports | 3,408,000 | 3,000,000 | 2,325,000 | 2,050,000 |
| Exports to Great Britain | 1,152,000 | 1,600,000 | 1,005,000 | 1,025,000 |
| Exports to France | 412,000 | 422,000 | 330,000 | 283,000 |
| Exports to other For'n ports | 350,000 | 501,000 | 280,000 | 190,000 |
| Total Exports | 2,310,000 | 2,432,000 | 1,920,000 | 1,500,000 |
| Stock on hand | 97,000 | 70,000 | 103,000 | 144,000 |

Of which during the past week, included in the above.

| | 1853. | 1852. | 1851. | 1850. |
|---|---|---|---|---|
| Receipts at the Ports | 2,000 | 5,000 | 5,000 | 13,000 |
| Exports to Great Britain | 7,000 | 5,000 | 10,000 | 16,000 |
| Exports to France | .... | .... | 1,000 | 3,000 |
| Exports to other For'n ports | 6,000 | .... | 2,000 | 1,000 |
| Total Exports | 13,000 | 5,000 | 16,000 | 20,000 |

*The Albany Evening Journal* gives the annexed statement of the quantity of Flour, Wheat, Corn, and Barley, left at tide-water during the third week in Aug., in the years 1852 and 1853, as follows:

| | Flour, bbls. | Wheat, bu. | Corn, bu. | Barley, bu. |
|---|---|---|---|---|
| 1852 | 81,410 | 164,044 | 120,401 | 3,175 |
| 1853 | 57,939 | 157,924 | 78,119 | 6,242 |
| Dec. | 23,471 | Dec. 6,120 | Dec. 112,485 | Inc. 3,067 |

The aggregate quantity of the same articles left at tide water from the commencement of navigation to the 23d of August, inclusive, during the years 1852 and 1853, is as follows:

| | Flour, bbls. | Wheat, bu. | Corn, bu. | Barley, bu. |
|---|---|---|---|---|
| 1852 | 1,752,843 | 2,568,210 | 3,434,642 | 87,715 |
| 1853 | 1,344,430 | 2,577,310 | 1,499,940 | 184,072 |
| Dec. | 407,913 | Inc. 9,100 | Dec. 1,934,702 | Inc. 101,257 |

The aggregate quantity of the same articles left at tide water from the commencement of navigation to the 23d of August, inclusive, during the years 1851 and 1853, is as follows:

| | Flour, bbls. | Wheat, bu. | Corn, bu. | Barley, bu. |
|---|---|---|---|---|
| 1851 | 1,727,809 | 1,279,616 | 5,062,342 | 121,990 |
| 1853 | 1,344,430 | 2,577,310 | 1,499,940 | 184,072 |
| Dec. | 383,500 | Inc. 1,297,694 | Dec. 3,572,382 | Inc. 67,112 |

By reducing the Wheat to Flour, the quantity of the last left at tide water this year, compared with the corresponding of last year, shows a decrease of 406,093 bbls. of Flour.

The following table shows the quantity of some of the principal articles of produce left at tide water from the commencement of navigation to the 23d of Aug., inclusive, during the years 1851, 149 days; 1852, 144 days; 1853, 144 days:

| | 1851. | 1852. | 1853. |
|---|---|---|---|
| Flour.....bbls. | 1,727,809 | 1,752,843 | 1,344,430 |
| Wheat.....bu. | 1,279,616 | 2,568,210 | 2,577,310 |
| Corn.....do. | 5,062,342 | 3,434,642 | 1,499,940 |
| Barley.....do. | 121,990 | 87,715 | 184,072 |
| Rye.....do. | 131,502 | 144,902 | 49,334 |
| Other grains.....do. | 1,886,409 | 2,231,110 | 1,066,416 |
| Beef.....bbls. | 30,839 | 20,324 | 22,209 |
| *Pork.....do. | 44,191 | 66,820 | 46,528 |
| Ashes.....do. | 19,358 | 24,749 | 20,159 |
| Butter.....lbs. | 1,927,898 | 893,958 | 935,917 |
| Lard.....do. | 9,311,900 | 7,811,602 | 9,069,458 |
| Cheese.....do. | 1,879,471 | 942,207 | 443,095 |
| Wool.....do. | 7,961,446 | 5,607,074 | 4,331,037 |
| Bacon.....do. | 16,140,793 | 7,537,193 | 17,781,234 |

The tendency at the moment is to less stringency at Boston, but rates are variable and negociations are made at 5 to 10 ⅌ cent. for the best loans. Money is easier on demand.

### Markets.....Carefully Reported for The N. Y. Tribune.

THURSDAY, Aug. 25.

ASHES—The market is firm but less active. Sales of 50 bbls. at $6 12½ for Pots, and $6 25 for Pearls.

COTTON—The market for this staple is unchanged. The demand is more active. Sales 1,500 bales.

FLOUR AND MEAL—The market for Western and State Flour opened very firm; the supply being light, transactions were restricted for export. A good demand prevailed for State to arrive, at our inside figures, but this was not freely met. On the spot, the local and Eastern inquiry is good. The better grades are firm, and in good request. The sale of Western Canal are 8,000 bbls. at $5 12½ for State to arrive, $5 12½@$5 25 for do. on the spot, $5 19@$5 31½ for mixed to fancy Michigan and Indiana, and $5 25@$5 31½ for common to good Ohio. Extension is scarce and wanted. Sales of 700 bbls fresh ground, to arrive soon, at $5 37½, and 700 bbls. do. sour at $4 50. Southern Flour is in small stock and limited request. Sales of 375 bbls. Baltimore at $5 12½@$5 25 for fresh grounds brands Baltimore, Alexandria and Georgetown, and $5 75@$6 75 for fancy. Rye Flour is scarce: $5 50@$5 62½ for fine. Corn Meal is firm. Sales of 100 bbls. fresh ground Jersey, $3 18½.

GRAIN.—We notice a better demand for Wheat at full prices; the supply of Prime here is moderate, but there is considerable offering to arrive; the sale are 18,000 bushels good to prime White Ohio at $1 28 to arrive, and $1 27½@$1 28 on the spot; 4,000 bushels new White Canadian, part to arrive soon, $1 26; 3,200 bushels fair to choice White Genesee (Dry) at $1 32@$1 34. Rye is heavy and more plenty; sales of 2,200 bushels Ohio River at 87½c. Oats are easier; sales of State and Western at 47c.@48c. Corn is steady and not plenty; sales of 20,000 bushels at 71½c. @73c. for unsound, 73½c.@74c. for good Western Mixed, and 76c. for Southern Yellow in store.

WHISKY—The market is rather firm but quiet—the supply is light. Sales of 100 bbls. at 26c. for Prison and 26½ for Western. Drudge is firm at 25c.

PROVISIONS—Our Pork market is better; the demand is more active for Mess. The sales are 700 bbls at $15 50 for Mess, $17 25@$17 50 for Clear, and $12 75@$12 87½ for Prime. Beef is firm and in fair request; the supply of good is light. Sales of 120 bbls. at $7 50@$10 for Country Mess and $12@$12 50 for City Mess and Repacked Chicago, and $4 75@$6 25 for Country and City Prime. Prime Mess is held at $16@$18. Beef Hams are selling slowly at $13@$13 50 for prod Ohio and State. Cut Meats are buoyant and in active request at 5¾@5¾c. for Hams and 5¾@5¾c. for Shoulders. Lard is firm and in good demand in part for shipping. Sales of 670 bbls. and tcs. at 7¾@7¾c. for Ioleto prime. Butter is more plenty and in good demand at 13@17c. for Ohio, and 17@21c. for State. Cheese is better and in good demand at 6@6¾c.

WOOL—Our market for Domestic continues dull, and prices are nominal. The arrivals, thus far this season, are largely in excess of last year. The late stringency in the money market has reacted on transactions. Manufacturers are well supplied.

HAY—The stock of Old and New is limited, and the demand is good at 60@75c. for 100 lbs.

IRON—The market is unchanged, the demand fair. Sales of 150 tuns Scotch Pig at $24@$25, 6 mos., here and to arrive.

HOPS—A quiet market, the supply of Western is better. Sales of 20 bales at 50@60c.

OILS—Our market for English Linseed is steady. Sales of 2,000 gals at 62c. for whole lots, and 63@65c. for small do. Crude Whale is firm with a tendency upward. Sales of 700 bbls at 52c. (East.) Refined continues to command a good demand at 65c. for winter bleached; 62@65c. for spring, and 62@65c. for summer. Crude sperm continues dull at yesterday's quotations. Manufactured sperm firm at $1 27@$1 29 for spring unbleached; $1 20@$1 22 for summer; $1 32@$1 34 for winter. Lards firm at 84@87c. cash and time. Red is buoyant at 46c. for city, and 48c. for Western.

NAVAL STORES—Spirits Turpentine are decidedly better, with only moderate or the usual demand; sales 500 bbls. at 50 @ 51½ closing at the latter price. Crude tends upward; sales of 500 bbls. North County at $3 62½ @ $3 75. Common Rosin is better request at our quotations. Tar continues scarce.

HIDES—The market is nervous, and some holders are asking an advance, which continues to restrict transactions; we hear only of a sale of 1,000 Buenos Ayres dry hides at 17c. six months.

LEATHER—Heavy weights are in good request, with a lively demand for Spanish Sole, for the Southern and West at full rates.

COFFEE—The auction sale mentioned for to-day did not take place, the article was withdrawn and disposed of at private sale, at a farther reduction of 1c., consisting of 3,500 bags Rio; also at private sale, 1,000 bags Rio, at 9¾@10c.; 300 mats Java, at 11@11½c.; 200 bags Maracaibo at 9½c.

SUGARS are in good demand, and prices are very firm. Sales of 600 hhds Porto Rico at 4¾@5c.; 500 hhds. Cuba, at 4¾@5¼c.; 600 boxes brown Havana, at 5¼@5½c.

MOLASSES—A steady market; transactions are limited. Sales of 125 bbls. New-Orleans at 29c.; 100 hhds. Porto Rico at 30@32c.

FISH—Dry Cod unchanged in price. Sales of 1,500 quintals, at $3 for Grand and Weiler Bank. Mackerel, Nos. 1 and 2 are very firm and are selling at our quotations. No. 1 are rather scarce to-day, and higher prices are asked.

LEAD—The market is very firm for all descriptions; the demand is fair. Spanish at $5 50@$5 62½, English at $5 75, and $6 for Galena, all cash.

### Philadelphia Market.... Thursday, Aug 25—P. M.

The Cotton market continues exceedingly quiet. Rags is held firmly at $2 50 @ ton for No. 1 Quaretron, but there is very little stock here, and no further sales have been reported. The Flour market is quiet, but holders are firm in their demands. There is some inquiry for export, and further sales of 1,200 bbls fresh ground were made at $5 37½ @ bbl., at which holders are firm. 500 bbls. old stock at $5 25, (unexpected); 250 bbls. Brandywine at $5 50 per bbl. There is a fair inquiry for city consumption at our former quotations. Rye Flour and Corn Meal are but little inquired after. 200 bbls of the latter sold at $3. Grain—There is a fair demand for Wheat, and orders are steadily maintained. Sales of 3,000 bushels at $1 15@$1 18 @ bushel for prime new Red; $1 20@$1 22 for new White, and $1 25 for old. Rye sells on arrival at 75 cts. Corn is in steady demand, and further sales of 10,000 bushels Yellow were made at 71 cts., afloat, and a small lot of White at 68 cts. Oats are steady. Sales of 3,000 bushels prime new Delaware at 30@40 cts. for new Pennsylvania. Whisky—Sales at 27 cts. in both hds and bbls.

### Receipts of Produce.....August 25.

*By North River*—Boats—1,100 bbls. Flour, 25 do. Asses, 115 do. Whisky, 70 do. Butter, 50 do. Corn Meal, 110 do. Meal, 150 sides Leather, 1,650 kegs Cut Cake, 17,915 bush Wheat, 20 kegs Provisions.

### Passengers Arrived.

*In ship Radnor*, from Canton—Capt. Chas. W. Lawson, John Fitzpatrick and Chinese servant.

MINIATURE ALMANAC.....THIS DAY.

Sun—Rises.....5 21 | Sets.....6 41 | Moon—Rises.....10 30m

HIGH WATER.....THIS DAY.

Sandy Hook .....11 54m | Gov Island.....00 11m | Hell Gate.....3 25m

## MARINE JOURNAL.

PORT OF NEW-YORK.....Aug 25.

### Cleared.

Ship—Hermine, (Brem.) Rucker, Bremen, Pavenstedt & Schubart—Verts, Percy, Bath, Me., Meredith & Sons; Helvia, (Brem) Bruhnen, Quebec, Tees, Wardle; Northwold, Pickman, Montevideo, J. B. Sarny; Geo. Henry, Fendleton, Savannah, Dunham & Duncan.

Brig Georgiana, (Br.) Tatem, Glasgow, J. B. Gager & Co; Ocean Bird, Atkins, Turques, Brouner, Grinnell, Minturn & Co; North Star, (Br.) Pond, Rio Grande, Minturn & Co; Tyrone, Bartlett, Philadelphia, Henry A. Kent; Princess Royal, (Br.) Doe, Bermuda, W. A. F. Dennis; Robert Robinson, Lee, Albert County, N. B., J. Pickard; Sarah, Belknap, Portland, Nesmith & Sons.

Schooners—Peerless, Weeks, Richmond, Van Brunt & Slacht; Geo. W. Carver, Grover, Sierra Leone, E. K. Wales; Globe, Carpenter, Washington, H. Mallory; Sarah Elizabeth Smith, New-Haven, Smith; Greenbush, Ferry, Philadelphia, Jas. W. McKee; J. Grierson, Hallock, Apalachicola, Eagle & Hazard; Trader, Trader, Alexandria, Van Brunt & Slacht; H. S. Smith, Jenkins, Fredericksburg, Van Brunt & Slacht; Jamestown, Collins, Norfolk, Scranton & Tallman; Silas Taylor, Mandeville, Georgetown, McCready, Mott & Co; Vendor de Venus, Perkins, Philadelphia, Wm. H. Osborne; Kennebunk, Jones, Portland, McCready, Mott & Co; Deadamona, (Br.) Sawyer, Harbor Island, Keene & Hutchins.

Sloops—Time Tried, Hull, Providence, master; Fashion, Bigelow, Providence, master.

### Arrived.

His Netherland Majesty's steamship Amsterdam, from Southampton via Foyal. Spoke 22d inst, lat 41 20, lon 66 21, Hamburg ship Elbe, from Hamburg to New-York; same time, saw packet-ship Yorktown, from London for New-York. 23d, lat 34 30, lon 69 47, saw Br. bark Elliots.

Steamship Promotheus, Waymack, New-Orleans Aug 18, at 8 A. M. with passengers to Chas Morgan.

Steamship Jamestown, Parrish, from Norfolk, Petersburg, and Richmond.

Ship Cathaline, Andrews, Charleston, 6 days, with cotton, &c. to Thomas Wardle.

Ship Samuel (of Wiscasset) Chapman, Newport, Wales, 42 days, with railroad iron, to order.

Ship Franklin King, Borland, Liverpool, 42 days, with mdse. and 600 passengers, to J. O. Baker. Aug. 5, lat 41 50, lon 52 30, in a sudden squall from W. S. W., lost the three topmasts close to the cap, with everything attached; lost bloom, carried away mainyard, split mainsail, split foresail, and received other damage. On 4 days with nothing but foresail and reefed mainsail; was 23 days in the westward of the Banks, with light winds for in the westward; has lost 17 deaths and 4 births.

Ship Kashmir, (of Boston) Cooke, Canton May 3, and Java Head June 4, with teas and silks, to J. E. Ingersoll. July 4, off Cape of Good Hope, spoke ship Tuscarora, of New-York, from Amoy for Liverpool, 50 days out.

Bark Magdalene, (Brem.) Bremer, Bremen, 43 days, with mdse. and 167 passengers, to Meier & Stacken.

Bark Antelope, (of Boston) Conroy, Limerick, 35 days, with iron and 165 passengers to Schmidt & Sons.

Bark John Herman, (Hamb.) Dickmann, Hamburg, 36 days, with mdse. and 230 passengers, to Schmidt & Sons. Sept. 12th inst, lat 41 51, lon 49 6, passed the wrecks of a full rigged ship, about 300 tuns burden, stern stopped and sheathed, painted black, and had both topmasts standing; appeared to have been but a short time in that situation.

Bar Cumberland, (Br.) Melson, Greenock, 36 days, with mdse. and 200 passengers, to R. Irvine. Aug. 1, lat 38 49, lon 65 15, spoke ship Johnson, hence, bound to Liverpool. Aug 10, lat 47, 27, lon 15 15, spoke ship Washington, hence, bound to Bremen. 16th, lat 49 30, lon 61 30, spoke ship Roy, Stockton, of St Johns N. B., 36 da from Audierne for Boston; was dismasted and was under jury masts, steering for Halifax.

Bark Sophie (Brem) Hudson, Bremen, 35 days, with mdse. and 4 passengers to G. J. Wechtel. The S. went ashore last We lnesday night, at 8 o'clock, in 9 feet of water on the Romer, while in charge of a pilot. The steam-tug Titan went to her assistance yesterday morning, and was six hours trying to get her off, but could not, owing to consequent of her being so heavy laden. The Titan then took all of the passengers and brought them up to the city yesterday afternoon. The S. is making very badly, and will be compelled to have her cargo taken out in lighters before she can be got off. The Titan has returned to the vessel with assistance, such as lighters and men.

U. S. brig Bainbridge, John Manning, Commander, Porto Praya, (Cape de Verde Islands) July 4, reports that she left Porto Praya (for St. Paul's, Private Construction, bearing the broad pennant of Commodore Isaac Mayo, bth for a cruise on the Coast of Africa—all well.

Brig Kirkland, (Br.) Lynch, Glasgow, 42 da., with pig iron, to order.

Brig Village Belle, (Br.) Harvey, Glasgow, 40 da., with iron, to Bowman, Johnston & Co.

Brig Sea Mew, Goldsworthy, Turks Island, 13 days, with salt, to Rooney & Dicks.

Schr. Pilot, Stafford, Newport, 6 days, plaster, to Brett, Vose & Co.

Schr Maria, Blizard, Baltimore, 6 days, with mdse., to Johnson & Lowden.

Schr. Elizabeth Armstrong, Pease, Eastport, 7 days, with plaster, to Brett, Vose & Co.

WIND—During the day, N. E.

[By the Sandy Hook Printing Telegraph.]

THE HIGHLANDS, Aug 25—6.30 P.M.

One Ship and five Brigs outward bound, are becalmed in the Bay. Steamship Germania, one Ship and two Brigs in the Offing, bound in. Weather calm and hazy outside.

### By Telegraph.

BOSTON—Arr. Aug. 25, bark George D. Simmons, (Galveston) brig Cerlando, and Sarah Vose, Philadelphia; schrs. Benjamin, Cape, and Ontario, Philadelphia; Commodore Kearney, and Plymouth Rock, New-York; John Crampton, S. Higbee, Eli Townsend, and Chesapeake Philadelphia; brig Wheaton, do.

From our Correspondent.

PHILADELPHIA, Aug 25—*Arrived*—Bark James Bayley, Brock, Crab Island; brigs Erie, Baxter, Boston; Leonice Bradbury, Cienfuegos; schs. A. P. K. G. Wheaton, Pascoat, Pawtucket; Golden West, Dexter, Newburyport; Smith Tuttle, Smith, Provincetown; Rainbow, Culver, New-York; L. Sherwood, Carson, Bristol, R. I.; M. R.