fully invited to attend his funeral from his late residence, No. 102 West Forty-eighth-st. on Friday, 9; A. M. without further invitation. His remains will be taken to Greenwood for interment.

BREED—At Oswego, of inflammation of the brain, Samuel Forbes, infant son of Samuel and Ophelia Jane Breed, aged 6 months.

CLOCHER—On Wednesday morning, September 14, Jenny Rebecca, infant daughter of Thomas and Lydia J. Clocher, aged 11 months and 15 days.

The funeral will take place from No. 120 Stringer-st. this (Friday) morning at 10 o'clock. The relatives and friends of the family are invited to attend.

DAVEY—On Wednesday, Sept. 14, John H. Davey, aged 26 years and 1 month.

The friends and relatives of the family are invited to attend his funeral this afternoon at 1 o'clock from the house of his brother-in-law, F. K. Gilmore, No. 45 Orchard-st.

DE LA VERGNE—On Tuesday, September 6, after a short but severe illness, Harriet B., daughter of Edward M. and Harriet B. De La Vergne, aged 12 years 7 months and 17 days.

ESSIGN—At Leipsic, on the 12th September, Cornelia, only daughter of Dr. Samuel M. Essign, aged 19.

SANFORD—At Brooklyn on Wednesday, 14th September, Joseph L. Sanford, in the 8th year of his age.

The friends of the family are invited to attend the funeral services at his late residence, No. 126 Henry-st., Brooklyn, this (Friday) afternoon at 4 o'clock, without further notice.

WALDEN—At the City of Houston, Texas, Col. Alfred P. Walden, late of the firm of Mr. Jacob T. Walden of this City.

WASHBURN—In this City on Thursday, 15th September, Rev. Samuel Washburn, Pastor of the Fifth Presbyterian Church of Baltimore.

His friends and those of his father, Mr. Jacob Bell, are invited to attend his funeral from the residence of Mrs. Bell, No. 252 Madison-st., on Friday 16th inst., at 1 o'clock, P. M.

COMMERCIAL MATTERS.

Sales at the Stock Exchange.....SEPT. 15.

$500	U. S. 6s, '67	102	100	Cumberland Coal Co	6 20
2,000	U. S. 6s '67, coupon	102	300	do	6 20
5,000	Indiana State 5s	99	100	do	6 23
1,000	California 7s, '70	94	100	do	6 23
500	San Fran. 10 ⅌ c. 5s	108	100	do	6 23
1,000	Erie RR. 2d Mtg. Bds	104	100	do	Bank 25
8,000	Erie RR. Cert. Bds '71	95	100	do	15 23
8,000	Erie Bonds	95	100	do	60 23
1,000	Hudson RR. New Eds.	83	300	do	60 23
45	Farmers & Citizens Bk. Wtg.	94	100	do	60 23
55	Hanover Bank	94	15	Parker Coal Co	6 20
5	Bank of the Union	101	50	do	15 20
200	Morris Canal	17	100	do	6 23
300	do	16	100	do	100 20
600	do	16	400	do	60 23
60	Irving Insurance Co	105	55	Harlem Railroad	6 55
100	Canton Co	29	200	do	15 55
300	do	29	100	do	30 55
50	do	29	100	do	60 56
100	do	29	100	Long Island R. R.	60 32
200	do	29	50	Stonington Railroad	108 85
100	do	29	200	do	6 85
50	do	29	50	do	6 85
150	do	29	200	Reading Railroad	10 84
50	do	29	100	do	60 84
300	Gold Hill Mine	3	200	do	6 84
200	do	3	500	do	60 84
100	Florence & Keyport	9	100	do	15 85
175	N. Y. Central R. R.	114	50	Reading R. R.	10 77
5	do	114	200	do	6 76
200	Nicaragua Transit Co	2	50	do	10 76
300	do	2	100	do	30 76
500	do	2	50	do	10 77
100	do	bawk 2	100	do	30 77
100	do	2	200	Erie Railroad	6 80
200	do	2	200	do	30 80
400	do	2	200	do	60 80
200	do	2	200	do	6 80
200	do	2	50	do	30 81
200	do	2	200	do	60 81
100	do	2	200	do	6 81
50	Penn. Coal Co	111	250	do	60 81
50	do	110	50	do	15 81
10	Mad. and Ind. R. R.	85	100	do	30 81
20	N. Y. and N. H. R. R.	194	200	do	6 81
50	Mich. Central R. R.	85	250	do	6 81
50	Little Miami R. R.	110	100	do	60 81
5	Sixth Ward R. R.	100	50	Nor. & Wor. R. R.	51
200	Phoenix Mining Co	15	200	do	109 55
200	New Creek Coal Co	3			

SECOND BOARD.

$4,000	U. S. 6s, '67	102	100	Cumberland Coal Co	60 33
4,000	do, 6s	102	100	do	15 32
10	U. S. Trust Co	167	150	do	15 33
100	Nicaragua Transit Co	2	100	do	15 33
200	do	1 30	25	do	30 33
100	do	2	100	do	60 33
50	do	2	100	do	60 33
100	do	2	100	do	15 33
250	do	2	50	Parker Coal Co	60 30
100	do	2	100	do	60 33
50	do	2	100	do	15 29
100	do	2	50	do	30 29
100	do	2	100	New Jersey Zinc	14
100	do	2	100	Phoenix Mining Co	15
100	do	2	5	Mich. Central RR	111
20	Canton Co	29	100	Erie RR	15 81
1,500	Gold Hill Mine	3	100	do	15 81
200	do	3	100	do	15 81
50	do	3	100	do	15 81
200	Fur & E. Joint Co	10	50	do	81
100	Cumberland Coal Co	6 50	150	do	15 81
200	do	6 50	50	do	60 82
100	do	6 50	100	do	10 81
100	do	6 50			

MINING BOARD.

500	Mineral Land Co	1	500	Ulster	150 2
275	do	1	150	North Carolina	6
200	do	1	100	do	1
100	Central Hill	1			

Sales of Stocks at Philadelphia—WEDNESDAY, Sept. 14.

Reported for The N. Y. Tribune by Messrs. FAY & THOMAS.

First Call—U. S. 6 ⅌ cent, '70 109; do. do. '67 117; do. do. '67 122 ⅌ 122½; do. do. '68 122; Philadelphia 6 per cent 102; do. do. R. R. 78 ⅌ 71 101; do. 5 per cent. Loan (new) int. Jan. and July 91¼; Kensington 6 per cent 75; do. do. (new) int. Jan. and July 91¼; Kensington 6 per cent 75; 63¾; do Waterworks 90⅞; Spring Garden 5 per cent. 102⅞ 102½; West Philadelphia 6 per cent. 93 ⅌ 93; West Philadelphia, Water Works 56; Pittsburgh 6 per cent. 94; do. Coupon Bonds 88; Allegheny City 6 per cent. 90; do. Coupon Bonds 88; Allegheny City 5 per cent. 75 ⅌ 75; Tennessee do. 93 93½; Pennsylvania 5 ⅌ cent. 73; North America Bank 136 ⅌ 134; Pennsylvania 125 ⅌ 125; Philadelphia 138 ⅌ 140; Farmers and Mechanics 75; Commercial, 67; Girard, 43 ⅌ 43½; Kensington, 110 ⅌ 110½; Kensington Northern, 11½; Schuylkill Navigation Preferred Shares, 31 ⅌ 31½; do. do. Mort. 68 102, 79 ⅌ 102; do. do. Stock, 23 ⅌ 23½; Lehigh Coal and Navigation Shares, 66 ⅌ 66; do. Loan, 6 ⅌ cent, 90 ⅌ 90½; do. do. Mortgage, 99 ⅌ 100; Morris Canal, 17 ⅌ 17½; Camden and A. R. R. Bonds ⅌ cent 102, 94 ⅌ 94½; Hornellsville Railroad, 84 ⅌ 84½; Harrisburg Railroad 6 ⅌ cent. 66 ⅌ 66; Pennsylvania Railroad, 51 ⅌ 51½; Reading Railroad, Phila. Gern and Norristown Railroad, 57 ⅌ 58½; Reading Railroad, Cam 31½; Reading R. R. Bonds J. J. July, '41 ⅌ 91; do. do. do. J. Ap. & O. '42 ⅌ 87½, 87½; Long Island Railroad, 10 ⅌ 10½; Union Canal, 14 ⅌ 14½; Beaver Meadow Railroad, 60 ⅌ 61; Susquehanna Canal, 14 ⅌ 14½; do. do. Bonds 77 ⅌ 78; Chester Valley Railroad, 14 ⅌ 14.

First Board—$1,000 Penn., 5s, 85 ⅌ Ches. & Del. Canal 5s 97, 91½; $3,000 Penn. Coup. 6s, 105; $300 West. Phil. Coupon, short, 94½; $3,000 Sterling 6s, int. Jan. 1873, 110 Long Island R. R., 6s, 1891, 100 96; do., 100 96; do., 100 96; do., cash, 96; 50 do., cash, 96; 50 do., cash, 96½; 50 Penn. R.R., 49½; 26 do., blown, 49½; 2 do., 49½; 100 Sesq. Canal, 13; 450 Schuyl. Nav. Preferred, 32½; 100 do., cash, 32½; 200 do., cash, 32½; 200 Reading R.R., 55 ⅌ 55½; 50 do., 47; 50 Chester Valley R.R., 13½; 50 Morris Canal, 17½; 50 do., 17½; 50 do., 17½; 6 Mechanics' Bank, 59; 70 Penn Township Bds., 95.

Between Boards—$1,000 Phila. Wilmington R.R. 6s, 93; 100 Morris Canal, cash, 17½; 100 do. Loan, 17½; 50 do. 17½; 200 Reading R.R., 42; 200 L. I. R. R., 10½; 100 do. 10½; 100 do. 10½; 100 do. 10½; 100 Chester Valley R.R., 13½; 72 Penn. R.R., 49.

Second Board—$1,000 Ches. & Anchor R.R. 6s, 75; $2,000 do. 97 95; $3,000 City R.R. 6s '94, 104; $1,000 Tenn. Coupon 6s, 93 ⅌ 93; 100 Lehigh Cn. 7s 15, 50½; $1,000 Penn. 5s, 95½; Reading 31; 5 Mitchell R.R., 65; 100 Reading R.R., 42; 100 Schuyl. Nav. Pref. 32½; 100 do. 32½; 100 Long Island R.R. 10½; 150 Morris Canal, cash, 17½; 100 do., 17½; 10 Mech. Bank, 59; 8 do. 59; 7 Kensington Bank, 55, 11½.

After Board—200 Morris Canal, 17½; 50 do., 17½; 200 do., 15, 17½.

Closing Prices—United States 6s, '67, 122 bid, 122½ asked; do. '68, 122 bid, 122½ asked; Pennsylvania 5s, 94 bid, 94½ asked; Reading Railroad, 42 bid, 42½ asked; do. Bonds, 94 ⅌ 94½ asked; do. 31 bid, 31½ asked; Mortgage 6s, '60, 91 bid, 92 asked; Pennsylvania Railroad, 51 bid, 51½ asked; Morris Canal, 17½ bid, 17½ asked; Schuylkill Navigation 6s, 92, 93 bid, 93 asked; do. Stock, 23 bid, 23½ asked; do Preferred, 31½ bid, 32 asked; Long Island, 10½ bid, 10½ asked; Vicksburg, 14½ bid, 15 asked; Girard Bank, 43½ bid, 43½ asked; United States Bank, 3½ bid, 3½ asked; Union Canal, 14 bid, 14½ asked.

THURSDAY, September 15—P. M.

There was a large business in the Stock Board to-day, generally at prices below those current yesterday, but better than those current at the opening. Before the Board the market was very heavy, and considerable amounts of stock were pressed on the market at low prices. Erie touched 80¼, Cumberland 38, Nicaragua 23¾, &c. There was an improved feeling at the Board, especially at the close, which was continued at the Second Board. The bulk of the transactions continues to be in Erie, Nicaragua and Cumberland. Of the former 5,000 shares were sold, closing at 81¼, a decline ¼ ⅌ cent. only on yesterday's figures. We have authority next to official for stating that the various rumors in regard to the operations in this stock of the Treasurer of the Company are without foundation. In regard to this point *The Express* says:

"We can say with perfect confidence that reports industriously spread by certain newspapers, and currently reported in Wall-st., as to the recent speculative operations of the officers of the Erie Railroad, are destitute of foundation. The officers very properly borrowed money to redeem its floating debt, as it became due, at legal rates of interest, and put an end to the shaving system hitherto pursued in the financial arrangements of the Company, thus placing it in its proper position in the monetary negotiations of the day, to which it was entitled from the amount of capital invested and its immense traffic. This and other reforms and retrenchments are now making by those parties most deeply interested in that property, and the effect will be very soon to place this great work beyond the reach of cavillers or other parties interested in depressing its market value. Already the income of the road reviving under the new arrangement will surprise its most sanguine friends, while in its current expenses lopping off some 5 to 7½ ⅌ cent. evinces what can be done by those whose interests are identified with its entire success. While the stock was descending in price and the credit of the Company impaired by previous control, there was no endeavor made to arrest the fall by representations in Wall-st. or through the columns of the press. When it was conclusively ascertained that great retrenchments could be effected, it was frankly announced, and on that fact an improvement in the price of the stock took place."

Hudson River is in fair demand. There is a good deal of confidence felt in certain quarters in the ultimate value of this stock. The receipts of this month, it is stated, will be $150,000. An advance of 50c. is about to be made in the fare to Albany, which will make an important difference in the receipts. The Railroads generally were a little lower. Canton was active but lower, closing at 29¼. Coal shares were firmer at the close. Of Cumberland 5,000 shares were sold, closing ¼ ⅌ cent. below yesterday's figure. New Creek is steady at 3. In Nicaragua the transactions reached 6,000 shares, the market with considerable fluctuations, showing but little change at the close from yesterday. The managers of the Company believe with the advantages of time they can retain a fair portion of the travel without reduction of fare. Madison improved 1 ⅌ cent., and the Premium Railroads generally were steady, but dull. In Bonds there is not much doing. Government Stocks are steady with small transactions.

The Exchange market is dull, with an ample supply of bills. Sterling, 8 ⅌ 9¼; France, 5 17½ ⅌ 5 15. The movement to produce keeps the bankers well supplied.

The want of vessels and of Breadstuffs, checks the business in Freights, but rates are without change. To Liverpool, 700 bales Cotton, 7-32d. cl.; 1,000 bbls. Rosin, 5s.; Flour, 3/; Grain, 5½d. To London, 200 bbls. Rosin, 3/; Flour, 4/; Grain, 10½d. The Collins steamer has 1,000 bxs. Cheese, 70/; 50 bales Sea Island Cotton, 9-32d.; Shoes, 10½ pkgs. India Rubber goods, 60/. The Cunard people for Cheese at 60/. To Havre, a vessel was taken up to load Wheat and Flour, supposed at 20 ⅌ 75c.

The Sub-Treasury balance is increasing. Receipts, $563,769; payments, $96,396; balance, $9,430,658.

There is rather more ease to-day in money on call, but banks and capitalists are indisposed to make time negotiations. The wants of merchants are large, and although the remittances from the interior are very good, yet the supply of paper in the street is quite equal to the demand. The wants of every one appear to be met, yet higher rates of interest are maintained without difficulty.

Mr. A. W. Greenleaf, for some years past with Mr. John Thompson, was yesterday elected a member of the Board of Brokers on the first ballot.

The Niagara brings advices of a further advance in rates of interest by the Bank of England to 4 ⅌ cent. This is contrary to the expectation of the leading London bankers, and has no doubt been done for the purpose of checking speculation in Breadstuffs and other articles of merchandise, and thus preventing the export of gold. This enhanced rate of interest will have no immediate effect upon our money market but may probably draw home gradually some amounts of foreign capital which are now employed here.

The Ulster Lead Co. received 1,000 pigs lead from their mines yesterday, which were sold at $6 ⅌ cwt. The prospects of this Company are very promising.

The parties interested in the Pacific Railroad project, held two meetings to-day in this City but nothing of importance was done.

At the Novelty Works on Friday afternoon, the experiment of reducing two tuns of gold quartz ore, by Berdan's Crushing and Amalgamating Machine, was made. The time occupied in doing it was two hours, and the product in pure gold was $175—or $87 50 per ton. The ore was taken from the Dorne Mines of South Carolina.

Several gentlemen from Boston and elsewhere, interested in the new Railroad project between this City and Canandaigua, were in session here, to-day, discussing the regular formation of a Company for that purpose.

The annual meeting of the Hartford and New-Haven Railroad Company was held at Hartford yesterday. *The Hartford Times* states that the gross earnings of the year ending the 1st inst. were $639,600, being an increase of $39,200 on the previous year. The expenses and interest on bonds, including a large amount paid for new track and other extraordinary charges, were $348,900, net earnings $290,600, or about thirteen per cent on the capital stock of the Company. The usual semi-annual dividend of 5 per cent. was declared.

The Coal traffic from Georges' Creek Valley (Md.) has shown a large increase, while that from the Frostburg region has rather fallen off, as is shown by the following statement:

	Week ending Aug. 27.	Week ending Sept 3.
Georges' Creek	tons 13,32	tons 6,143
Frostburg	" 10,816	" 8,711

The operations at the Dolly Hide, though not on a large scale yet, are encouraging. The Directors have been more than realized. Their engine will be on the ground early in October, and from that time a large force will be employed, and the yield of Copper cannot fail to be satisfactory to the stockholders. The vein has been proved for eight hundred feet, and besides carrying a rich feeder of ore, yields vast quantities of 12 to 18 ⅌ cent. black dirt. Notwithstanding the disadvantages of working without their engine, their product of Copper for August, with only ten miners, was $5,700, at a total cost of only $860. The Commissioners of the Consolidated Debt of New-Orleans have redeemed the following amounts of that debt since the 1st of April last:

In April	$71,623 71
In May	84,477 17
In June	64,776 33
Making a total of	$237,043 21

In July.....$43,138 14
In August.....21,961 51

The Commissioners had $206,346 on hand on the 1st of the month, with which they are daily redeeming the obligations of the city. Some of the notes which have been redeemed would not have matured until 1856, and thus three years' interest will be saved to the city treasury.

The Newark Daily Advertiser gives an important opinion lately delivered by Cortlandt Parker, Esq., Master in Chancery, sitting for the Chancellor, in the case of John Kean vs. John T. Johnson and others, and the Somerville & Easton Railroad Company, otherwise known as the Central Railroad Company of New-Jersey. The case was one in which John Kean filed a bill for injunction and relief against the defendants, and they demurred against the application. On February 9, 1841 the Elizabethtown & Somerville Railroad Company was chartered, and in 1849-50, being in want of funds, the Company borrowed and mortgaged not only the road but its franchises. These mortgages being foreclosed, the entire road fell into the hands of Stearns & Colket, who divided it into 8,000 shares, 1,500 of which were bought by the complainant.

In 1837 the Somerville and Easton Road was chartered, and in 1839 an act consolidating the two roads under the name of the Central Railroad, was passed, with the provision that the consent of the stockholders of the Elizabethtown and Somerville Railroad should be obtained. A majority of the stockholders consented to this consolidation, but the complainant and two other persons did not. The complainant therefore avers that the transfer of the Elizabethtown and Somerville Railroad to the Central Railroad Company was not valid; and that at the time of the transfer the former road was doing a good business, and had gathered a surplus. He therefore prays for a disclosure of the full amount of the earnings of that road from the issue of stock by Stearns & Colkett to the present time; that the defendants shall account for those earnings; the transfer be invalidated; and the Central Railroad be enjoined against any further mortgage of the property of the Elizabethtown Road.

To this application the defendants by demurrer raised the questions whether the act authorizing the consolidation required the consent of all the stockholders or only a majority, and whether a remedy could be given by this suit.

These and other incidental questions the opinion argues at length, and the Chancellor is advised by the Master to overrule the demurrer, and the Chancellor so decreed on August 5, 1853. The arguments in the case were made by F. T. Frelinghuysen and A. O. Zabriskie for defendants, and J. P. Bradley and Wm. L. Dayton for complainant. The defendants have appealed to the Court of Errors.

The Greenville and Miami Railroad Company have declared a stock dividend of 10 ⅌ cent. leaving a surplus of $5,084.

The Sackets Harbor and Saratoga Railroad Company met at Saratoga on Tuesday and elected the following Directors:

Otis Clapp of Boston, E. G. Merrick of French Creek, Patrick S. Stewart of Carthage, Anson Thomas and O. B. Matteson of Utica, L. E. Lyon of Lyons Falls, Robert Spier of West Milton, James M. Cook of Ballston Spa, Wm. C. H. Waddell, Simeon Draper and S. P. Lyman, New York City; Charles E. Clark, Great Bend, Jefferson County, and James M. Marvin, Saratoga Springs. The first meeting of the Board will be held at their office in New York City, on the 27th inst.

The annual meeting of the Boston and Maine Railroad was held at Boston yesterday. The report says:

"The gross earnings of the year ending May 31, 1853, exceed those of the previous year, by $36,178 31. Not withstanding that a liberal allowance has been made for depreciation of engines and cars that the depots have been improved, that about 550 tuns of new rails have been laid, and the road and equipment kept in good order, the net earnings for the year ending May 31, 1853, exceed those of the preceding year by $45,597 15, and the Directors have been enabled, after paying two dividends amounting to 7½ per cent. to carry $42,357 87 to the surplus fund, thereby increasing it to the sum of $139,425 52.

The Philadelphia, Wilmington and Baltimore Railroad Company have declared a semi-annual dividend of three ⅌ cent. on the capital stock of the Company, including the increased capital of 23,000 shares, payable on the 1st of October.

It is confidently expected that the Ohio and Mississippi Railroad to the junction with the Illinois Central Road, about sixty miles will be completed by the first of January next and the whole line to Vincennes by the first of July, 1854. The amount of money already expended is $612,604 17. There are 2,700 men at work on the line, and everything is going on prosperously.

The Secretary to the Commissioners of the Sinking Fund of Pennsylvania, under date of September 3d, 1853, says that the aggregate operations of the sinking fund, since the first of January, 1852, to present date, amounts to the sum of $617,750 20, and that this amount will be considerably increased prior to the close of the fiscal year.

The Board of Directors of the Indiana and Illinois Central Railroad concluded a contract on the 10th inst. for the construction and equipment of the entire line from Indianapolis to Decatur, with Messrs. M. C. Story & Co., of New-York. The contractors furnish 70 ⅌ cent. of the entire amount necessary to construct and equip the road, only requiring the company to raise 30 ⅌ cent. $12,000 ⅌ mile includes everything except blasting, and the work is to be completed by the 1st December, 1855. Before the work can be commenced, however, about $400,000 of additional stock must be raised.

The operations of the Branch Mint at New-Orleans show a further material falling off—the total deposits of gold and silver for the year ending July 31, 1853, being $1,485,666, against $6,103,650 last year, and $9,107,997 the year before. Of the gold, there was from California $1,384,377, against $5,937,650 from the same source last year and $8,952,874 the year before. The coinage in the same period has been 501,300 pieces of gold, value $2,515,000, and 6,302,000 pieces of silver, value $1,042,000. Total pieces 6,803,300, total value $3,557,000. Of the silver coinage, 1,530,000 pieces, value $1,530,000, were of the new emission, viz.: 80,000 half dollars, 360,000 quarter dollars, 900,000 dimes, and 240,000 half dimes.

The Ohio and Indiana divisions of the Cincinnati and Indianapolis and Chicago Road have been consolidated, making the entire line one interest and one stock. Mr. E. M. Gregory, a Cincinnati banker, is the President. Large subscriptions to the stock have been made in real estate. The location is finally made, right of way obtained, and the work is to be let shortly.

The Directors of the Lawrenceburgh and Upper Mississippi Railroad, passed over the new track from Aberdeen to Indianapolis with the exception of one mile and a half last week.

Markets....CAREFULLY REPORTED FOR THE N. Y. TRIBUNE.
THURSDAY, Sept. 15.

ASHES—The market is better for both kinds, the demand quite active. Sales of 50 bbls. Montreal Pots at $5 37½, and bbls. domestic do. at $5 50 ⅌ 85 Sqq; and 100 bbls. Pearls at $5 50.

COTTON—The market continues dull and nearly, but prices are unchanged. Sales will be found in the subsequent.

FLOUR AND MEAL—The demand for Western and State flour is for exports and the market is easier. The local and Eastern trade of Brooklyn monopolize the transactions. The local and Eastern demand is fair, but mainly at the inside figures. Canadian flour is quiet and nominal at $4 37½. The sales of Western Canal Flour are quite confined at $4 37½. Ohio continues to provoke buyers at $5 ⅌ $5 25; $5 25 for common to good straight brands; $5 31½ ⅌ $5 43 for mixed to fancy. Michigan and Indiana, and $5 31½ ⅌ $5 43 for common to good straight brands delivered. Sales of 600 bbls. Alexandria and Georgetown, and $5 31½ ⅌ $5 43 for Fancy. Rye Flour is firm at $4 ⅌ $4 12½ for superfine. Corn Meal is quiet and steady at $3 25 ⅌ $3 31 for Jersey, and $3 ⅌ $3 12½ for Brandywine.

GRAIN—There is a fair demand for prime Wheat for contracting purposes, and the market is firm and lightly supplied, and with less arrivals to freight. Sales of 12,000 bushels Michigan and Ohio Red at $1 ⅌ $1 02; 1,000 bush. Ohio and Indiana at $1 03; 1,000 bush. Indiana and Ohio Red at $1 05; 1,000 bush. Indiana and Ohio White at $1 07; 1,000 bush. Ohio and Indiana at $1 08; 1,000 bush. Indiana and Ohio Red at $1 10; 1,000 bush. Indiana and Ohio White at $1 12; 1,000 bush. Indiana and Ohio Red at $1 15; 1,000 bush. Indiana and Ohio White at $1 17; 1,000 bush. Indiana and Ohio Red at $1 20; 1,000 bush. Indiana and Ohio White at $1 22; 1,000 bush. Indiana and Ohio Red at $1 25; 1,000 bush. Indiana and Ohio White at $1 27; 1,000 bush. Indiana and Ohio Red at $1 30; 1,000 bush. Indiana and Ohio White at $1 32; 1,000 bush. Indiana and Ohio Red at $1 35; 1,000 bush. Indiana and Ohio White at $1 37; 1,000 bush. Indiana and Ohio Red at $1 40; 1,000 bush. Indiana and Ohio White at $1 42; 1,000 bush. Indiana and Ohio Red at $1 45; 1,000 bush. Indiana and Ohio White at $1 47; 1,000 bush. Indiana and Ohio Red at $1 50; 1,000 bush. Indiana and Ohio White at $1 52; 1,000 bush. Indiana and Ohio Red at $1 55; 1,000 bush. Indiana and Ohio White at $1 57; 1,000 bush. Indiana and Ohio Red at $1 60; 1,000 bush. Indiana and Ohio White at $1 62; 1,000 bush. Indiana and Ohio Red at $1 65; 1,000 bush. Indiana and Ohio White at $1 67; 1,000 bush. Indiana and Ohio Red at $1 70; 1,000 bush. Indiana and Ohio White at $1 72; 1,000 bush. Indiana and Ohio Red at $1 75; 1,000 bush. Indiana and Ohio White at $1 77; 1,000 bush. Indiana and Ohio Red at $1 80; 1,000 bush. Indiana and Ohio White at $1 82; 1,000 bush. Indiana and Ohio Red at $1 85; 1,000 bush. Indiana and Ohio White at $1 87; 1,000 bush. Indiana and Ohio Red at $1 90; 1,000 bush. Indiana and Ohio White at $1 92; 1,000 bush. Indiana and Ohio Red at $1 95; 1,000 bush. Indiana and Ohio White at $1 97; 1,000 bush. Indiana and Ohio Red at $2 00; 1,000 bush. Indiana and Ohio White at $2 02; 1,000 bush. Indiana and Ohio Red at $2 05; 1,000 bush. Indiana and Ohio White at $2 07; 1,000 bush. Indiana and Ohio Red at $2 10; 1,000 bush. Indiana and Ohio White at $2 12; 1,000 bush. Indiana and Ohio Red at $2 15; 1,000 bush. Indiana and Ohio White at $2 17; 1,000 bush. Indiana and Ohio Red at $2 20; 1,000 bush. Indiana and Ohio White at $2 22; 1,000 bush. Indiana and Ohio Red at $2 25; 1,000 bush. Indiana and Ohio White at $2 27; 1,000 bush. Indiana and Ohio Red at $2 30; 1,000 bush. Indiana and Ohio White at $2 32; 1,000 bush. Indiana and Ohio Red at $2 35; 1,000 bush. Indiana and Ohio White at $2 37; 1,000 bush. Indiana and Ohio Red at $2 40; 1,000 bush. Indiana and Ohio White at $2 42; 1,000 bush. Indiana and Ohio Red at $2 45; 1,000 bush. Indiana and Ohio White at $2 47; 1,000 bush. Indiana and Ohio Red at $2 50; 1,000 bush. Indiana and Ohio White at $2 52; 1,000 bush. Indiana and Ohio Red at $2 55; 1,000 bush. Indiana and Ohio White at $2 57; 1,000 bush. Indiana and Ohio Red at $2 60; 1,000 bush. Indiana and Ohio White at $2 62; 1,000 bush. Indiana and Ohio Red at $2 65; 1,000 bush. Indiana and Ohio White at $2 67; 1,000 bush. Indiana and Ohio Red at $2 70; 1,000 bush. Indiana and Ohio White at $2 72; 1,000 bush. Indiana and Ohio Red at $2 75; 1,000 bush. Indiana and Ohio White at $2 77; 1,000 bush. Indiana and Ohio Red at $2 80; 1,000 bush. Indiana and Ohio White at $2 82; 1,000 bush. Indiana and Ohio Red at $2 85; 1,000 bush. Indiana and Ohio White at $2 87; 1,000 bush. Indiana and Ohio Red at $2 90; 1,000 bush. Indiana and Ohio White at $2 92; 1,000 bush. Indiana and Ohio Red at $2 95; 1,000 bush. Indiana and Ohio White at $2 97; 1,000 bush. Indiana and Ohio Red at $3 00; 1,000 bush. Indiana and Ohio White at $3 02; 1,000 bush. Indiana and Ohio Red at $3 05; 1,000 bush. Indiana and Ohio White at $3 07; 1,000 bush. Indiana and Ohio Red at $3 10; 1,000 bush. Indiana and Ohio White at $3 12; 1,000 bush. Indiana and Ohio Red at $3 15; 1,000 bush. Indiana and Ohio White at $3 17; 1,000 bush. Indiana and Ohio Red at $3 20; 1,000 bush. Indiana and Ohio White at $3 22; 1,000 bush. Indiana and Ohio Red at $3 25; 1,000 bush. Indiana and Ohio White at $3 27; 1,000 bush. Indiana and Ohio Red at $3 30; 1,000 bush. Indiana and Ohio White at $3 32; 1,000 bush. Indiana and Ohio Red at $3 35; 1,000 bush. Indiana and Ohio White at $3 37; 1,000 bush. Indiana and Ohio Red at $3 40; 1,000 bush. Indiana and Ohio White at $3 42; 1,000 bush. Indiana and Ohio Red at $3 45; 1,000 bush. Indiana and Ohio White at $3 47; 1,000 bush. Indiana and Ohio Red at $3 50; 1,000 bush. Indiana and Ohio White at $3 52; 1,000 bush. Indiana and Ohio Red at $3 55; 1,000 bush. Indiana and Ohio White at $3 57; 1,000 bush. Indiana and Ohio Red at $3 60; 1,000 bush. Indiana and Ohio White at $3 62; 1,000 bush. Indiana and Ohio Red at $3 65; 1,000 bush. Indiana and Ohio White at $3 67; 1,000 bush. Indiana and Ohio Red at $3 70; 1,000 bush. Indiana and Ohio White at $3 72; 1,000 bush. Indiana and Ohio Red at $3 75; 1,000 bush. Indiana and Ohio White at $3 77; 1,000 bush. Indiana and Ohio Red at $3 80; 1,000 bush. Indiana and Ohio White at $3 82; 1,000 bush. Indiana and Ohio Red at $3 85; 1,000 bush. Indiana and Ohio White at $3 87; 1,000 bush. Indiana and Ohio Red at $3 90; 1,000 bush. Indiana and Ohio White at $3 92; 1,000 bush. Indiana and Ohio Red at $3 95; 1,000 bush. Indiana and Ohio White at $3 97; 1,000 bush. Indiana and Ohio Red at $4 00; 1,000 bush. Indiana and Ohio White at $4 02; 1,000 bush. Indiana and Ohio Red at $4 05; 1,000 bush. Indiana and Ohio White at $4 07; 1,000 bush. Indiana and Ohio Red at $4 10; 1,000 bush. Indiana and Ohio White at $4 12; 1,000 bush. Indiana and Ohio Red at $4 15; 1,000 bush. Indiana and Ohio White at $4 17; 1,000 bush. Indiana and Ohio Red at $4 20; 1,000 bush. Indiana and Ohio White at $4 22; 1,000 bush. Indiana and Ohio Red at $4 25; 1,000 bush. Indiana and Ohio White at $4 27; 1,000 bush. Indiana and Ohio Red at $4 30; 1,000 bush. Indiana and Ohio White at $4 32; 1,000 bush. Indiana and Ohio Red at $4 35; 1,000 bush. Indiana and Ohio White at $4 37; 1,000 bush. Indiana and Ohio Red at $4 40; 1,000 bush. Indiana and Ohio White at $4 42; 1,000 bush. Indiana and Ohio Red at $4 45; 1,000 bush. Indiana and Ohio White at $4 47; 1,000 bush. Indiana and Ohio Red at $4 50; 1,000 bush. Indiana and Ohio White at $4 52; 1,000 bush. Indiana and Ohio Red at $4 55; 1,000 bush. Indiana and Ohio White at $4 57; 1,000 bush. Indiana and Ohio Red at $4 60; 1,000 bush. Indiana and Ohio White at $4 62; 1,000 bush. Indiana and Ohio Red at $4 65; 1,000 bush. Indiana and Ohio White at $4 67; 1,000 bush. Indiana and Ohio Red at $4 70; 1,000 bush. Indiana and Ohio White at $4 72; 1,000 bush. Indiana and Ohio Red at $4 75; 1,000 bush. Indiana and Ohio White at $4 77; 1,000 bush. Indiana and Ohio Red at $4 80; 1,000 bush. Indiana and Ohio White at $4 82; 1,000 bush. Indiana and Ohio Red at $4 85; 1,000 bush. Indiana and Ohio White at $4 87; 1,000 bush. Indiana and Ohio Red at $4 90; 1,000 bush. Indiana and Ohio White at $4 92; 1,000 bush. Indiana and Ohio Red at $4 95; 1,000 bush. Indiana and Ohio White at $4 97; 1,000 bush. Indiana and Ohio Red at $5 00; 1,000 bush. Indiana and Ohio White at $5 02; 1,000 bush. Indiana and Ohio Red at $5 05; 1,000 bush. Indiana and Ohio White at $5 07; 1,000 bush. Indiana and Ohio Red at $5 10; 1,000 bush. Indiana and Ohio White at $5 12; 1,000 bush. Indiana and Ohio Red at $5 15; 1,000 bush. Indiana and Ohio White at $5 17; 1,000 bush. Indiana and Ohio Red at $5 20; 1,000 bush. Indiana and Ohio White at $5 22; 1,000 bush. Indiana and Ohio Red at $5 25; 1,000 bush. Indiana and Ohio White at $5 27; 1,000 bush. Indiana and Ohio Red at $5 30; 1,000 bush. Indiana and Ohio White at $5 32; 1,000 bush. Indiana and Ohio Red at $5 35; 1,000 bush. Indiana and Ohio White at $5 37; 1,000 bush. Indiana and Ohio Red at $5 40; 1,000 bush. Indiana and Ohio White at $5 42; 1,000 bush. Indiana and Ohio Red at $5 45; 1,000 bush. Indiana and Ohio White at $5 47; 1,000 bush. Indiana and Ohio Red at $5 50; 1,000 bush. Indiana and Ohio White at $5 52; 1,000 bush. Indiana and Ohio Red at $5 55; 1,000 bush. Indiana and Ohio White at $5 57; 1,000 bush. Indiana and Ohio Red at $5 60; 1,000 bush. Indiana and Ohio White at $5 62; 1,000 bush. Indiana and Ohio Red at $5 65; 1,000 bush. Indiana and Ohio White at $5 67; 1,