COMMERCIAL MATTERS.

Sales at the Stock Exchange....March 6.

$4,000 U. S. 6s '81 Coupon..	91½	800	Reading Railroad.....		40
5,000 U. S. 5s '74 Regist'd..	84½	200	do.....		39
40,000 U. S. 5s '74 Coupon..	85	300	do.....		b30 39½
2,000 Treasury 12½c. Notes.	103	300	Mich. Cent. R. R.....		54
2,000 Ohio State 6s '70.....	102½	100	do.....		b7 54½
2,000 Tenn. State 6s '90....	72½	100	do.....		s30 54
1,000 do.....	72½	100	do.....		54½
2,100 Virginia State 6s.....	75	100	do.....		s10 54½
8,000 do.....	74½	50	Mich. So. & N. I. Gd. St.		33
22,000 do.....	74	50	do.....		s10 33
2,000 Missouri State 6s.....	63½	100	do.....		s10 33½
8,000 do.....	63½	100	Ill. Cen. RR. Scrip.....		b7 76
5,000 do.....	64	350	do.....		76
2,000 Brooklyn City W. L.	100½	200	do.....		s30 76
4,000 Hud. Riv 3d M. Bs..	86	10	do.....		75½
15 Bank of America.....	105	200	do.....		s30 76½
11 Bank of Commerce.....	90½	365	do.....		76½
19 Shoe & Leather Bank..	107	50	do.....		s10 76½
5 Pacific Mail S.S. Co.....	65½	50	Gal. & Chic. RR.....		b3 69
6 do.....	67½	50	do.....		s10 68½
30 do.....	b30 68	250	do.....		69½
50 do.....	s5 68	250	do.....		b30 69
230 do.....	67	100	do.....		69½
1720 N. Y. Central R.R.....	76	42	do.....		s30 32
150 do.....	75½	200	Cleve. & Tol. RR.....		32½
200 do.....	b30 76	100	do.....		s10 32½
100 do.....	s5 76	100	do.....		b10 33
100 do.....	s10 76	50	do.....		s10 33
200 Erie Railroad.....	39½	1,300	do.....		33
850 do.....	39	100	do.....		b60 33½
100 Hudson River R.R.....	43	200	Chic. & R. Isl. RR.....		56
150 do.....	43½	100	do.....		56
200 Harlem R.R. Pref.....	38	250	do.....		56½
200 Chic., Bur. & Q. R.R..	69½	100	do.....		56½

SECOND BOARD.

$6,000 U. S. 6s, '81, coupon.	91	200	Reading R. R.....		41
10,000 U. S. 6s, '81, regis....	93	250	do.....		41½
10,000 do.....	93½	250	do.....		41½
5,000 N. C. State 6s.....	79	100	do.....		b30 41½
1,000 Tenn. St. 6s, '90.....	72½	10	Mich. So. & N. I. G. S.		34
13,000 Missouri St. 6s.....	64	20	Panama R. R.....		115
5,000 do.....	b10 64	155	Mich. Cen. R. R.....		55½
7,000 Cali State 7s.....	88	100	do.....		s30 55½
3,000 Chic. & N. W. 1st M.	39	100	do.....		b10 55½
2,000 Cleve. & T. S. F. B.	75	50	do.....		55½
10 Bank of the St. of N. Y.	91	100	do.....		55½
100 Penn. Coal Co.....	76	25	Ill. Cen. R. R. Scrip.....		78
100 Erie R. R.....	s30 39	200	do.....		s30 78
200 N. Y. Cen. R. R.....	77	250	do.....		78½
100 do.....	s10 77	100	do.....		78½
200 do.....	s30 76½	50	do.....		b30 78½
100 do.....	s30 77	100	Gal. & Chic. R. R.....		s10 70
100 do.....	77½	150	do.....		70
100 do.....	s30 77	150	Cleve. & Tol. R. R.....		33½
100 do.....	77½	200	do.....		33½
100 Hudson Riv. R. R.....	44½	100	do.....		b30 34
50 do.....	s30 44½	150	do.....		33½
100 Har. R. R. Pref.....	s30 39	650	do.....		33
50 do.....	39	350	Chic. & R. Isl'd R. R.....		57

WEDNESDAY, March 6—P. M.

The stock market opened this morning with a strong downward tendency and a marked anxiety to sell, until Toledo was reached, when, under the free buying of some prominent bulls, the market was considerably strengthened. The downward movement was caused by the apprehensions felt in many quarters that our political troubles must sooner or later culminate in civil war, and that under such circumstances it would not be an agreeable labor to carry a load of stocks. In this condition the market is naturally very sensitive, and is influenced by every genuine or bogus dispatch from Washington. To-day, after falling on a rumor that the President of the Southern Confederacy had directed an immediate attack upon Fort Sumter, it rallied again upon a reported telegram that Mr. Seward was about to visit Richmond, by invitation of the Virginia Convention, to consult in regard to a basis of settlement. In the multiplicity of rumors, operators find it difficult to adopt any course of speculative action and satisfy themselves with making "turns" from day to day. The public at large are still taking very little interest in the movement, notwithstanding the abundance of money. The outsiders, who are in almost every case bulls, cannot see any present prospect of rise while events may happen any day which will precipitate a crisis and produce a heavy fall in prices. Between the Boards the rumor in regard to Mr. Seward obtained currency, and there was a rush to buy, under which the market improved ½ to 1 ⅌ cent on the prominent stocks. At the Second Board the improved feeling was sustained, with a fair amount of activity. Central, which had sold as low as 75¾, touched 77¾. Reading was very buoyant, improving 2¼ ⅌ cent. Erie sold at 31¼, seller thirty, against 30 regular at the Morning Board. Illinois Central improved 1¼ ⅌ cent; Michigan Central, 1½ ⅌ cent; Southern Guaranteed, 1 ⅌ cent, &c. Toledo, after selling at 33¾, dropped to 33. After the regular session, the buoyancy of the market was lost, and the market was off about ¼ ⅌ cent, and without activity. The Western and Southern State Stocks sympathized with the general market. There is a moderate but steady supply of these bonds coming on the market from the Western banking departments, and these find no adequate demand under the doubts in regard to the retention of these States in the Union. Missouri 6s sold at 64, a decline of 1 ⅌ cent. Virginias fell off 1½ ⅌ cent, and Tennessees ½ ⅌ cent. Government Stocks continue to droop. The Coupon 6s of 1861 sold at 91, and the registered at 93. At the close the quotations were: United States 5s, 1874, 85@86; Indiana 5s, 84; Tennessee 6s, 72@72½; Virginia 6s, 75@76; Missouri 6s, 61½@64½; Canton Co., 14@15; Delaware and Hudson Canal Co., 90; Cumberland Coal Co., 6@8; Pacific Mail, 85@83½; New-York Central Railroad, 76¾@77; Erie Railroad, 31½@32; Hudson River Railroad, 44½@45; Harlem Railroad, 15½@15½; Harlem Railroad Preferred, 38½@39; Reading Railroad, 41½@41½; Michigan Central Railroad, 55½@55½; Michigan Southern and Northern Indiana Railroad, 15@15½; Michigan Southern and Northern Indiana Railroad, Guaranteed, 34½@35; Panama, 114½@115; Illinois Central Railroad, 78@78½; Galena and Chicago Railroad, 69½@69¾; Cleveland and Toledo Railroad, 33@33½; Chicago and Rock Island Railroad, 56½@56¾; Milwaukee and Mississippi, ½; Illinois Central, 97@97½.

The market for foreign bills is inactive but firm. Sterling is 104½@106. Francs, 5.40@5.35.

Freights—To Liverpool, 500 bbls. Flour to fill at 3s. 4½d.@3s. 6d.; 7,700 bush. Wheat at 12½d. in bags; 400 boxes Bacon and 200 bbls. Lard at 40s.; 500 boxes Cheese at 45s.; 600 bales compressed Cotton at 11-32d., and 200 do. Sea Islands do. at ¼d. Per steamer, 40 hhds. Tallow at 50s.; 250 boxes Bacon and 350 bbls. Lard at 50s., and 250 firkins Butter at 65s. To London, 8,000 bush. Wheat, in bulk, 13d.; 50 tcs. Beef at 8s. 6d.; 50 tuns Oil Cake, in bags, at 37s. 6d.; 200 bales and 300 boxes Bacon at 40s. To Bristol, 2,000 bbls. Flour at 4s., and the ship Caravan with 50,000 bush. Wheat at 12½d., in bulk, and 13d. in bags.

The business of the Sub-Treasury was: Receipts, $338,694 64—for Customs, $79,000—Payments, $434,264 33; Balance, $8,013,738 18.

The balance has been decreased about $1,100,000 since the week came in. The Sub-Treasurer is receiving advices of large amounts of drafts, and is transferring large sums to the accounts of disbursing officers, who will soon draw them out. Mr. Dix, who retires to-day from the Treasury Department, leaves a balance of two millions of dollars for his successor to work upon.

The weekly statement of earnings of the St. Louis, Alton and Chicago Railroad for the fourth week of February was:

	Present Week.	Total this Month to 28th inst.
Passengers.....	$3,581 47	$22,193 67
Freights.....	6,618 28	43,326 70
Mails and Express.....	749 29	3,223 37
Total.....	$12,349 04	$73,743 84
Corresp'g period, 1860..	9,764 40	56,123 15
Increase in 1861..	$2,582 34	$16,620 31

The details of the earnings of the Galena and Chicago Union Railroad, for the week ending Feb. 28, are:

	1860.	1861.	
Freight.....	$9,257 76	$14,194 01	Inc.. $4,756 25
Passengers..	5,909 56	4,992 43	Dec.. 917 93
Mails, &c....	1,060 92	950 09	Dec.. 110 83
Total.....	$16,219 04	$20,036 44	Inc.. $3,707 40
Corrected earnings for previous month.....			$97,253 20
Whole month of February, 1861.....			77,679 15
Whole month of February, 1860.....			62,636 19
Increase.....			$14,980 96

The amount of coal transported by the Delaware, Lackawanna and Western Railroad for the last week was as follows:

	Week. Tons. Cwt.	Year. Tons. Cwt.
Shipped North.....	4,120.11	28,323.16
Shipped South.....	14,574.09	103,300.11
Total.....	18,695.00	131,634.07

For corresponding time last year:

	Week. Tons Cwt.	Year. Tons. Cwt.
Shipped North.....	2,574.17	20,915.12
Shipped South.....	11,633.16	101,136.18
Total.....	14,208.15	122,046.10

The business of the Clearing-House to-day was $18,371,738. The new Government loan and Treasury notes are very quiet at private bargains. There is no pressure to sell, but the investment demand appears, for the present, to be satisfied. Lower rates are accepted, and notes cannot be sold to any extent better than to pay the buyer 9 ⅌ cent interest. Some 5 and 6 ⅌ cent notes are selling for the payment of duties at ⅛@¼ ⅌ cent discount. Gold continues to go to Philadelphia and Boston, in settlement of balances, but the amount is not very large. The supply of money seeking employment on call is increasing, and large amounts have been offered to-day at 6 ⅌ cent on choice collaterals. Paper remains as noticed yesterday, in small supply of good character, and passing freely at 6@8 ⅌ cent for short, and 8@10 ⅌ cent for long dates. The bank loans and specie continue to show expansion.

Mr. Cisco, the Assistant Treasurer at this port, has tendered his resignation to the President. This has been his intention for a long time, and we believe he only held office for his last term under strong personal solicitation of Mr. Buchanan. Government will lose a faithful and efficient officer when Mr. Cisco retires, and it will be difficult to fill the place as acceptably as it has been filled for the last eight years. Every one who has come in contact with Mr. Cisco will bear willing testimony to the prompt, obliging, and thorough manner in which he has performed his duties.

A complimentary banquet was given to N. P. Banks, the resident managing Director of the Illinois Central Railroad, at Chicago, on Thursday evening last, at the Briggs House, by the managers of the roads centering in that city. W. B. Ogden presided, and a large number of invited guests were present.

The following are Messrs. Thompson Brothers' quotations for Currency and Exchange for to-day:

New-York.....	3-10@—	Tennessee.....	4 @—
East Jersey.....	2-10@—	Illinois, Wisconsin and Missouri.....	⅛ @—
New-England.....	2-10@—	Ohio, Kentucky, Indiana	¼ @—
Philadelphia.....	2-10@—	Michigan.....	1½ @—
Baltimore.....	¼ @—	Canada.....	⅜ @—
Interior of Pennsylvania	⅜ @—	Drafts on Philadelphia..	⅛ @—
Interior of Maryland.....	½ @—	Drafts on Baltimore.....	⅛ @—
Virginia.....	⅜ @—	Drafts on Richmond.....	⅜ @—
North Carolina.....	1 @—	Drafts on Cincinnati.....	⅛ @—
South Carolina.....	10 @—	Drafts on Chicago.....	⅛ @—
Georgia.....	⅜ @—	Drafts on St. Louis.....	1 @—
Mobile.....	⅜ @—		

During the coming season the Boston lines by the Sound will be in first-class order. The Stonington line will be formed of the Commonwealth and the Plymouth Rock, and the Newport line of the Bay State and Empire State. The Norwich and Worcester line will in a short time remove from their present quarters to the foot of Vestry street where they have a pier 600 feet long and 55 feet wide, on a portion of which will be erected commodious houses and sheds for the reception of freight. The Connecticut and Commodore will continue on this line until the completion of the two new steamers, which are now receiving their machinery. They were built by Sneeden & Rowland, and are 500 feet long, 37 feet beam, 12½ feet deep, and measure 1,500 tuns each. Each will have one beam engine, with 80-inch cylinder and 12-feet stroke. They will have 103 state-rooms, afford sleeping accommodation for 600 passengers, and will be heated throughout by steam. These boats, when completed, will cost about $180,000 each. They are to be commanded by Capt. Wilcox and Capt. Comstock.

In the Supreme Court, to-day, the Jury decided, in the case of the Summit County Bank agt. The Phenix Bank of this city, in favor of the defendant. This was a case where the Ohio Life and Trust Company deposited as collateral, with the Phenix Bank, a bill of exchange left with the Trust Company for collection by the Summit County Bank. The Judge charged that, if the Jury found that the Trust Company had control of the bill of exchange after its transmission, and the defendants had advanced money upon it in good faith, the security could not be reclaimed unless the advance was first paid.

The Chicago Tribune, speaking of the Spring business on the roads leading to that city, says:

To show our readers how extensive are the preparations going on, we furnish below the number of loaded cars of goods received in this city during the past six days by the Michigan Central, Michigan Southern and Pittsburg, Fort Wayne and Chicago Railroads, compared with the number received during the corresponding period of 1860:

	1861.	1860.
Number of cars of goods received from Feb. 23 to Feb. 28, inclusive.....	786	506

Estimating the weight of goods at nine tuns ⅌ car, here is an aggregate of 7,074 tuns of merchandise received in six days—an increase of 2,562 tuns over the business of the corresponding period of 1860.

The Philadelphia Ledger of this morning says:

A bill is pending in the Legislature of Pennsylvania, and will probably be up for discussion on its reassembling next week in relating to the New-York and Erie Railroad, repealing the fifth section of a "supplement to an act authorizing the New-York and Erie Railroad Company to construct a road through a portion of Susquehanna County," making the road liable to be taxed for county purposes. The fifth section before named makes it obligatory on that corporation to pay $10,000 per annum to the Commonwealth for right of way.

At Philadelphia *The North American* says:

The Money market was very quiet, but without any variation to note in quotations and prime paper scarce, the offerings being mostly of names not well known.

A bill has passed the Legislature of Missouri, and has received the approval of the Governor, to authorize, at the option of the holders, the conversion or exchange of dollar for dollar of the 7 ⅌ centindorsements of the State on the bonds of the South-West Pacific Company for the direct 6 ⅌ cent obligation of the State.

At Boston, the money market continues easy at previous rates. At St. Louis, there is no change to notice. Exchange on New-York was 5¼ ⅌ cent. At Chicago, the rate on New-York is 7 ⅌ cent, but will probably advance. Money very abundant. The canal is open, and immense amounts of corn are reported from the Illinois River.

At Cincinnati, says *The Gazette*:

There was a pretty full demand for money on Saturday, but the supply was equal thereto, and the market continued easy for first-class paper, while for names that were not up to No. 1 standard it was close as heretofore. We quote 10@12 ⅌ cent for prime paper, and 4@10 for call loans. There was a good demand for Eastern exchange, but the receipts were fair and the market, with most of the houses, was easy at quotations.

The N. O. Picayune of Wednesday last thus notices the Money and Exchange market of that city:

The Money market showed increasing signs of activity, and some round negotiations of paper were made at 12 ⅌ cent, letting down occasionally to 10@11 on a very choice piece, and going up to 15 for signatures equally good but less generally known. The offerings of really desirable names are quite small, and should the impression of an early settlement of political differences become general, there will be a great scarcity of the right kind of investments. In other words, the surplus of unemployed means is far more than ample to take off all the good stuff that can be had. One grain of confidence will bring out one hundred grains of capital.

The Stock market continues to be favorably affected by the return of a better feeling.

Foreign Exchange was again firmer, but the offerings being light, transactions were limited. Sterling was done at 104@104¾, and drafts, with bills of lading, at 109@109¾ francs, 5f.42½@5f.40, and the whole range from 5f.50@5f.40. Sixty-day bills on the North are dull, but there are scarcely any prime names offering. Sight was in good request at 12½ discount. Bankers checked freely at ½, and the banks ask ¼ at the counter.

The Chicago Democrat has the following appreciative and sensible article upon the Illinois Central Road and its value to Illinois:

We briefly noticed a short time since the report of the Illinois Central Company, which presents a very favorable condition of affairs; considering the financial and political state of the country, a much more prosperous one than was generally expected.

Thus this great concern has worked through, in spite of many drawbacks.

The fact is, the people of this State were but too happy in 1852 to give the charter for the Company to any set of men who would build the road. Although our people were as hopeful as to the result as any other Western men, we very much doubt if one man in a thousand really believed that the Grand Prairie of Central Illinois would settle up in ten or twenty years.

When the scheme of the Company came out, and it was boldly announced that the lands, which had been twenty years in market at $1 25 per acre, would sell for $8 per acre, and thus pay for the road, the wisest of us were silent and wished the Company might get it.

Then, the road was to be built for $20,000 a mile. And there were capitalists who believed this.

Finally the owners of the Charter got up such an ingenious plan that all the money to build the road was to be borrowed. Bonds for $17,000,000 would build it. Thus the stock would be a nice thing to have in one's pocket, costing nothing and yielding everything.

But the truth is, the stock yielded many a heartache. Those gentlemen who got up this—the chief of American enterprises—soon found they wanted ten millions more money. We heard "the last call" on the shares frequently announced. The shareholders have had six years of a steady pull, and have added sixteen millions of hard dollars to the paid up capital, until in this year (1861) they have over $30,000,000 invested in the stock and bonds of the Company. And we may add this $30,000,000 has been brought into our State and appropriated for ever for its benefit.

In the meantime, some of the original founders and active friends of the road have passed away; many of them have sold out at terrible sacrifices while to-day the stock is held by a thousand shareholders, here and abroad.

The effect has been to cause Illinois and her publics to become "household words" on the London Stock Exchange; while on the Liverpool Stock Exchange the Illinois Central is the only American Company whose shares are permanently quoted. When *The London Times* wishes to denounce American securities, it takes Illinois Central for its key, and on this note the "Thunderer" is accordingly sarcastic and strikingly eloquent.

We well remember the time that the bill donating the lands to the Company was passed through Congress. It was but a short period previously that our Governor had stated in his annual message that the State was too poor to pay for candles for the Legislature's night sessions. The State Bonds were offensively low. They were quoted, we believe, at 20 per cent. There was not enough specie in the State to pay for postage on letters to and from the East. In fact, our State was at a discount, both at home and abroad, until this great project promised to do as much for it as the Erie Canal did for the State of New-York.

Indeed, we are proud to admit that the State has got all it bargained for. And we are confident that our old citizen of Illinois will confirm our statement—that the completion of this great work has proved the very key-stone of our present prosperity. People and capital have poured into Illinois, and are coming every day. We are now the fourth State in population, while Chicago, in ten years, has advanced to the position of ninth city in the United States. We look for 3,000,000 of people within our borders at the end of this decade. We have gained 861,000 persons in the past ten years, and shall gain 100,000 every year until our Illinois lands advance so much in value that the farmer will move from this to States south of us for cheaper.

As to other Western States, Iowa will keep pace relatively with Illinois. But we entertain no fears whatever of Kansas or Nebraska. People will not go at anybody's bidding, even upon land at Government price, when *Nature has condemned the property!* They cannot live upon the parched, dried-up soil, west of the Missouri River. It is too much under the shadow of that desert lying between the river and the Rocky Mountains—in that region of country, while in some seasons they are favored with twenty inches of rain, in others they get but fifteen. It is the forty-five inches of rain, with which Providence blesses our favored State yearly, that refreshes the soil, and renews, by the production and decay of vegetable matter, the bountiful resources of nature upon our inexhaustible prairies.

Since the settlement of the United States—following a law governing emigration in Europe and Asia, as well as on this continent—farmers have moved down from the more Northern to the middle States, where the climate is milder and Indian corn a more certain crop. Every Spring brings to us those who are frost-bitten and chilled out of Northern Michigan, Wisconsin and Minnesota. In the same manner we have seen Ohio and Pennsylvania fill up with the best farmers from New-York and the New-England States. And so the farming lands of those two States are worth to-day from $50 to $100 per acre.

We have in Illinois better lands and more acres of tillable soil than both Ohio and Pennsylvania united. We ask, then, where will the great majority of the surplus population of the Eastern States settle in ten years? They will not go to the Slave States south of the Ohio River. Such States are under a ban to them. They are not going to the cold climate north of the 44th parallel. They will not risk starvation by going into Kansas and Nebraska, or beyond—to the region of drouth. They must come to Illinois and Iowa, and fill up these States.

We firmly believe—until land becomes valuable on account of the universal fact that every man wishes the lot adjoining him, and does not mind whether he pays $50 or $100 an acre for the forty or eighty he wants—that Illinois will go on adding to her population, as it has done the past few years, with greater rapidity than any State in the Union.

Moreover, we do not believe that any white man is going to stay in the South and pay taxes to support Slavery. Not one quarter of the white population at the South own slaves. This class may like the institution or dislike it; but when it comes to paying to support it, there will be an exodus of the best blood in the Southern country toward free institutions. Illinois has an open door and broad prairies which will hold them all.

The soil of this State will sustain ten millions of people with bread. Then we have a vast supply of coal for fuel. These conditions are favorable to emigration. But the great point which will always determine farmers where to go is the price of land. To-day, lands adjoining the line of the Illinois Central Railway can be purchased at ten to fifteen dollars per acre. Nowhere else in the Middle States can land be bought so cheap. There is none better; none more productive, and none which will advance more rapidly in value in the hands of the cultivator.

We have been led to consider this land question more particularly since reading the report of the Illinois Central Company. And we confess ourselves converts to the belief that the natural laws which have brought about such a remarkable increase in the population of the Middle States during the past ten years, will go on with irresistible force, and with a special bearing on the surface of our State. The last census returns give the six Middle States a population of ten millions.

During the past Winter the sales of Illinois Central lands have been larger than for several years. If the tide of emigration which has poured beyond us is arrested at the confines of the Missouri River, there can be no doubt of an immediate and unparalleled material progress in the settlement of our prairies.

The London Times is pleased to say, in its last virulent article, that the figures given by the Illinois Central Company are as unsound as a fraudulent budget. We never expect to reach the ear of the journalist who penned this. But, in our humble opinion, the 30,000,000 of bushels of grain sent out of Chicago last year, and the 50,000,000 of bushels ready to go forward at the opening of navigation, have something to do with the mitigation of the distress in England arising from the worst harvest for the past twenty years. We have given our surplus to England in the hour of her greatest need, at such low prices, too, as have saved her from famine and its dreadful results to her manufacturing population.

The Illinois Central line singly delivered nearly 10,000,000 bushels of Grain last year. In the two months of January and February, it has sent about 3,000,000 bushels of Grain to the Southern markets. If England is a purchaser through this season, some better informed journalist than the writer in *The London Times* may discover that the Grain produced upon the line of the Illinois Central alone, and which is almost solely due to the building of this road, has a most important bearing upon the price of breadstuffs in Liverpool. The quantity of Grain this road is able to throw into the market, comparatively small as it may be compared with the entire bulk imported into England, is, nevertheless, potent to keep prices down, in years of scarcity, below the famine point. In its revilings of this great enterprise, let *The Times* give it credit for at least this one service to the people of Great Britain.

Markets—CAREFULLY REPORTED FOR THE N. Y. TRIBUNE.

WEDNESDAY, March 6, 1861.

ASHES—The inquiry for Pots is good, and the market is better; sales of 50 bbls. at $5 25; Pearls are firm but quiet at $5 25.

BEESWAX—Yellow is in fair demand, and the market is firm; sales of 7,000 ⅌. Western and Southern at 22@24c., cash.

CANDLES—The market for Adamantine is unchanged; sales 500 boxes Staten Island, 17½@18c.; also, sales 3,600 ⅌. Eastern, 17c., 6 mos. Sperm and Patent are steady at former quotations.

COAL—The inquiry for Domestic has abated, the very mild weather checking the consumption, and prices are lower; sales from yard at $4 25@$5 ⅌ tun. In Foreign very little has been done, and prices are nominal; we hear of a sale of New castle Gas to arrive, at $6, 4 mos. Liverpool is scarce.

COFFEE—The market is still quiet but prices are steady. We hear of sales to-day of 50 bags Rio at 11½c.; 200 bags Maracaibo at 14@14½c., and 75 bags Jamaica at 12½c., cash. We quote:

Java, ⅌ ⅌.....	16@17c	Maracaibo.....	13½@14
Rio, fair to prime.....	11½@13	Jamaica.....	13 @—
Rio, ordinary.....	10½@11	St. Domingo, cash.....	11½@11½
Laguayra.....	14 @14½		

COPPER—Manufactured is quiet, but prices rule quite steady. Refined ingot has been selling moderately at about former rates; the sales include about 30,000 ⅌ Lake at 19½c., cash, and 50,000 ⅌ Bergen Port at 20c., 6 months.

COTTON—The demand to-day has been moderate but the market is firmer; the sales include about 600@800 bales on a basis of 11½@11½c. for Middling Uplands and Gulfs. Holders as a general thing, however, refuse to sell at these rates, and are holding back in anticipation of a falling off of the receipts. The prices asked are from ⅛@⅛ better.

DYEWOODS—The market for most descriptions is very dull, though a moderate inquiry is still prevalent for Logwood, of which we notice sales of 250 tuns Jamaica at 12; 250 tuns St. Domingo at $13, and a small lot of Sisal at $18. Also, 15 tuns Sapan Wood on private terms.

FISH—The market has been fairly active, though business cannot yet be reported as brisk. Dry Cod have met with moderate inquiry, and prices are steady; we notice sales of a cargo of St. George's, at $3 75@$4, and about 3,000 qtls. Bank, at $2 50@$3. A cargo of Cod has arrived, but remains unsold. The demand for Mackerel has somewhat improved, and prices are very stiff, and tending upward; the sales include about 300 bbls. at $14 75@$15 for No. 1; $6@$6 25 for small No. 2, and $5 for medium No. 3. Box Herring have been in better demand, and prices are higher; sales of about 5,000 boxes, at 25@28c. for Scaled, and 18@20c. for No. 1. Pickled Herring are in rather large stock, and dull.

FLOUR AND MEAL—There is less doing in Western Canal Flour, but prices are without important variation. The inquiry is confined chiefly to the local and Eastern dealers; shippers holding off for later news from Europe. The sales are 500 bbls. at $5 05@$5 12½ for superfine State and Western; $5 15@$5 25 for ordinary to good extra State; $5 30@$5 40 for choice do.; $5 15@$5 45 for the low grades of Western extra; $5 45@$5 60 for shipping brands of round-hoop extra Ohio; and $5 70@$7 10 for the better grades. Canadian Flour is in fair request and is steady; the sales are 500 bbls., mainly low grades—these in good supply—we quote $5 10 for good superfine, and $5 15@$5 30 for extras. Southern Flour is lower, particularly mixed brands and the medium grades are irregular; the sales are 300 bbls. at $5 25@$5 60 for mixed to good Superfine Alexandria, Baltimore, &c., and $5 75@$7 25 for the better grades. Rye Flour is in limited request and is unchanged; sales of 217 bbls. at $3 37½@$4 10. Corn Meal is heavy; the demand is limited; sales of 200 bbls. at $2 55 for Jersey and $3 25 for Brandywine. Buckwheat Flour is in moderate request and is steady; sales at $1 50@$1 75 ⅌ 100 ⅌. We quote:

Unsound.....	$— @$—	St. Louis, com'n.....	— @—
State, superfine.....	5 05@ 5 12	St. Louis, extra.....	— @—
State, good.....	5 15@—	Canada, extra.....	5 15@ 7 25
State, extra.....	5 15@ 5 30	Balt., Alex. & G'wn.	5 25@ 6 75
Ohio, round-hoop.....	5 45@ 5 60	Richmond City.....	6 80@ 7 25
Ohio, extra.....	5 70@ 7 10	Baltimore.....	5 25@ 6 25
Ohio, choice extra..	7 30@ 7 40	Rye Flour.....	3 30@ 4 10
Mich. & Ind. extra..	5 15@ 6 00	Corn Meal, Jersey..	2 55@—
Genesee fancy.....	5 60@ 6 20	Do. Brandywine....	3 25@—
Genesee, extra.....	6 50@ 7 25	Do. Puncheons.....	17 25@—

FRUIT—Sales to-day by auction at 3,840 boxes Palermo Oranges at $1 12½@$1 75, and 500 boxes Lemons at $1 75@$2.

GRAIN—There is a fair demand for Wheat, but at rather lower rates. The offerings of Winter are liberal; sales of 23,000 bush. Milwaukee Club at $1 22@$1 24½; 2,000 bush. Amber Wisconsin, on store, at $1 23; 1,100 bush. Red State at $1 27; 12,600 bush. Red Western at $1 30@$1 31; 5,800 bush. White Canadian (inferior to prime) at $1 35@$1 50; 7,000 bush. inferior Canadian Club at $1 16; 6,000 bush Chicago Spring at $1 17; 7,100 bush. White Michigan at $1 40@$1 52; 1,500 bush. White Indiana at $1 40@$1 41, and 6,000 bush. choice Canada Club, in store, at $1 20. We notice considerable shipments from first hands of both Spring and Winter. Barley is firmly held and is in fair request; sales of 2,000 bush. Canada West at 80c. Barley Malt is firm but quiet at 58@62c. Oats are in good supply and inactive at 34@34½c. for Western and Canadian, and 35c. for State. Rye is selling in small lots at 70c. Canadian Peas are dull and heavy at about 77@80c. Corn is in good demand. New is less plenty and is firmer. The inquiry is mainly for Mixed in store, chiefly for shipment; the sales are 85,000 bush. at 57@58c. for new Western Mixed at the railroad depot and delivered; 60@62c. for new Southern Yellow; 57@58c. for new Northern do.; 60c. for old Western Mixed in store; 67c. for do. delivered; 68c. for old Western Yellow, delivered, and 69@70c. for new White Southern. White Beans are dull and nominal. We quote:

Wheat, Red W'n.	$1 30@$1 31	Oats, Canadian.....	34 @ 34½
Wheat, White Mo.	1 48@1 55	Oats, New-Jersey..	33 @ 34
Wheat, Red Mo....	1 37@1 38	Oats, Penn.....	33 @ 34½
Wheat, White Can.	1 45@1 52	Oats, Southern.....	33 @ 35
Wheat, Can. Club..	1 16@1 23	Oats, Ohio.....	34 @ 34½
Wheat, White O....	1 38@1 46	Oats, Chicago.....	34 @ 34½
Wheat, Red Ohio...	1 30@1 34	Corn, White So....	69 @ 74
Wheat, White Mic.	1 44@1 55	Corn, White Jersey	68 @ 69
Wheat, White Ill...	1 38@1 40	Corn, Yellow So....	60 @ 62
Wheat, R. Ill. Wn.	1 30@1 31	Corn, Yel. Jer.....	60 @ 65
Wheat, White So...	1 50@1 60	Corn, Yel. West'n..	65 @—
Wheat, Red So.....	1 38@1 39	Corn, Mixed West.	66 @ 67
Wheat, Am. S.C.W.	1 40@1 41	Corn, Mixed So....	66 @—
Wheat, West. Mix.	1 30@1 35	Corn, Round Yellow	69 @ 70
Wheat, Mil. Club..	1 22@1 23	Corn, Unsound.....	60 @ 61
Wheat, Chi. Spring.	1 15@1 17	Peas, Blackeyed, ⅌ bag of 2 bush.....	3 00@3 25
Rye, Northern.....	—@ 79	Peas, Canadian.....	77 @ 80
Rye, So. & Jersey..	67 @—	Peas, Marrowfat.....	—@—
Barley.....	75 @ 80	Beans, White Nor..	1 25@1 50
Barley Malt.....	58 @ 62	Beans, White So....	—@—
Oats, State.....	34½@ 35		

HAY—The market is heavy, inactive, and the supply is large; sales of 600 bales at 75@80c. ⅌ 100 ⅌.

HEMP—The market generally is dull, the only activity manifested being a moderate inquiry for Manilla, of which we hear of sales of some 2,500 bales, at 5½c., 8 mos.

HIDES—The market is dull and inactive, and we have only to notice sales of 300 wet Salted Mexican on terms not made public, and 300 Buenos Ayres at 21c., less ⅌ cent, cash.

HONEY—The business has been moderate; the only sale we are aware of is 6 Havana Cuba at 18c., cash.

HOPS—The market is steady, and the demand moderate; sales of 100 bales at 20@23c. Old are inactive, and nominal. We quote:

1859.....	25@28	1857.....	2@3
1858.....	10@18	1856.....	2@3

IRON—The passage of the Tariff, although it has made holders rather firmer in their views, has not produced any degree of activity in the market, and the transactions are very limited. In Scotch Pig Iron we hear of sales of only about 250 tuns, mainly at $21@$22, six months, from vessel. American Bars and Rolls are at $21@$22, according to number. English Bars and Bolts are quiet but steady. We quote:

Pig, Scotch ⅌ tun.....	$20 00@$23 00
Bar, Swedish, ordinary size.....	77 50@ 80 00
Bar, English refined.....	50 00@ 52 00
Bar, English common.....	41 00@ 42 50
Sheet, Russia, first quality, ⅌ ⅌.....	16 @ 17
Sheet, single, double, and treble.....	34 @ 36

LEATHER—French Calf Skins are quiet and steady. The demand for both Oak and Hemlock Sole is moderate, but prices rule steady.

LUMBER—The only sale we have to report is 62,000 feet Eastern Spruce and Pine at $19 ⅌ M., cash terms.

MOLASSES—The market has been very dull, and we have no sales to record; prices are steady.

NAILS—Cut are in good demand at $2 85@$3 00 ⅌ 100 ⅌ cash, and $3 6 mos. Clinch are steady at previous prices.

NAVAL STORES—Spirits Turpentine has been in rather better request at about previous rates; though were sales pressed, low prices would have to be accepted; the transactions are about 350 bbls., including 140 New-Orleans at 37c., and 36 New-York at 37½c., cash, 10 days. Crude is quiet at $2 75@$3 00 ⅌. Fine Rosins have been in limited demand, and we have only to notice sales of 300 bbls. No. 2 at $1 50, and 500 Strained at $1 50@$1 60 ⅌. Common Rosin is still quiet, but steady, at $1 30@$1 35 ⅌ 310 ⅌, afloat and delivered. Tar is unchanged.

OILS—Linseed is firm at 60@61c. Crude Fish Oils are quiet but steady. Owing to the reduction of ⅛