COMMERCIAL MATTERS.

Sales at the Stock Exchange....JULY 2.

25,000 U. S. 6s, '81, Reg...102		5 Market Bank.....	97
55,000 U. S. 6s, '81, Coup...102		100 Pacific M. St. Co...a29	115
10,000 do.....102		170 do.....	115
10,000 Treas. 7 3-10 Notes..104		50 do.....s	115
7,000 do.....103		1050 Erie Railway.....	56
5,000 Ill. Canal Reg. Bs...100		100 do.....b30	56
7,000 Tenn. State 6s, '90.. 57		300 do.....	56
15,000 do.....56		100 do.....b60	56
5,000 N. C. State 6s..... 72		1350 Erie Railway Pref....	65
1,000 Missouri State 6s.... 46		250 Hudson River RR....	40
10,000 do.....b30	50	100 do.....	40
5,000 do.....50		350 do.....sw k	40
5,000 California State 7s.. 90		150 do.....sw k	40
1,000 Erie RR. 3d M. Bs.. 97		250 do.....	40
2,000 do.....98		100 Little Miami RR.....	105
5,000 Erie RR. 6th M. Bs. 99		50 do.....	105
1,000 Hud. Riv. RR. 3d M. 93		200 Harlem RR. Pref.....	41
14,000 Mich. C. 8pc. Bs. old. 103		100 Harlem Railroad.....	16
3,000 Mich. Cent. 8 pc. 1st M. S. F. Con. Bs. 106		100 do.....	15
6,000 Mich. So. 2d Mt..... 83		400 do.....	15
1,000 Mich. So. S. F. Bs.. 100		100 Mich. Cen. R. R.. b60	62
10,000 N. Y. Cent. 6s...s10	103	150 do.....b60	62
3,000 do.....103		50 do.....s10	62
1,000 Goshen Branch Rs..101		200 Mich. S. & N. Ind. RR.	26
6,000 Ill. Cent. RR. Bds.. 92		100 do.....	26
2,000 do.....91		250 do.....	26
1,000 do.....94		300 Mich. S. & N. I. Guar.	55
1,000 Terre H. & A. 1st M. 10		100 do.....b30	55
1,000 Chi. & N. W. 1st M. 60		25 Panama Railroad.....	130
9,000 do., Asst. Bds..... 58		450 Ill. Cen. R. R. scrip...	60
10,000 do., 2d Mtg..... 59		350 do.....sw	60
1,000 Del. L. & W. 1st Rs. 107		200 do.....s7	60
27,000 Tol. & Wa. 2d Mt.. 60		100 do.....s5	59
5,000 Gal. & Chic. 1st M..101		100 do.....sw	59
300 Pitts. Ft. Wayne & Chicago 1st M..... 91		50 do.....sw	59
		400 do.....s7	59
5,000 do.....b5	91	250 Cleve. & Pitts. R. R..	79
4,000 do.....90		200 do.....s30	79
25 Bk. of the S. of N. Y. 93		600 Gal. & Chi. Railroad..	70
20 Bank of Commerce.... 97		100 do.....s10	70
25 do.....98		1200 Clev. & Tol. Railroad	43
25 do.....98		200 do.....	43
40 Chatham Bank..... 95		400 do.....s10	43
11,000 American Gold... 100		400 do.....s10	43
77,027 do.....100		200 do.....	43
72,000 do.....100		50 Chi. & R. I. R. R. Ex Dividend.....o5s	65
10,000 do.....sw.100		100 do.....	65
10,000 do.....b30	100	200 do.....	65
2,000 do.....s60	100	100 do.....sw	65
1,000 do.....s30	100	200 do.....sw	64
500 do.....s10	100	200 do.....	64
500 N. Y. Central RR..... 94		200 do.....	64
100 do.....94		50 Chi., Bur. & Q. R.R..	77
200 do.....s10	94	150 do.....	76
100 do.....s60	94	150 do.....	75
250 do.....b30	92	50 Mil. & P. Du Ch. RR.	33
100 do.....s10	94	100 do.....	33
200 do.....b10	92	150 do.....	32
100 do.....92		200 do.....	32
500 do.....b10	92	50 do.....	32
100 do.....92		100 do.....	33
100 do.....92		50 M. & P. Du C. 2d Pfd.	70

SECOND BOARD

3,000 U. S. 6s, '81, Coup.. 101		100 Erie R'y Pref.....	b20 62
20,000 do.....101		200 do.....	62
23,000 U. S. 6s, '81, Reg.. 101		50 do.....	62
16,000 Tennessee 6s..... 55		50 Mich. S. & N. I. R. R.	25
20,000 Missouri 6s..... 46		500 Mich. S. & N. I. Guar.	55
14,000 Mich. So. S. F. Bds. 100		200 do.....	55
20,000 American Gold.b60	100	50 Panama Railroad.....	135
5,000 do.....b30	100	50 do.....	134
10,000 do.....100		100 Ill. Cent. RR. Scrip...	59
40,000 do.....s30	100	50 do.....b10	59
43,000 do.....100		100 do.....b10	59
250 Pacific M. Steamship. 115		100 do.....b30	59
200 do.....b30	114	50 do.....s7	59
150 do.....113		50 do.....	59
50 do.....b5	114	100 do.....b30	59
50 Erie Railway.....	56	250 Gal. & Chicago RR....	69
650 N. Y. Central R. R....	94	50 do.....s10	69
50 do.....b10	94	100 Cleve. & Toledo RR..	47
300 do.....s10	94	200 do.....	47
100 Harlem R. R. Pref....	20	100 do.....s10	47
150 do.....20		300 do.....	47
100 Mich. Cen. R. R.....b10	61	1000 Chic. & Rock Isl. RR ex dividend.....	63
150 do.....60		50 do.....	63
100 do.....60		100 do.....	63
200 do.....60			
100 do.....b30	60		

WEDNESDAY, July 2—P. M.

The continued absence of news from the front of Richmond, and the call for three hundred thousand new levies by the President, produced a very heavy market this morning, which became almost a panic as the call proceeded. Holders of stocks exhibited great anxiety to get out of them, while the bears aided the decline by offering their options freely. The silence of the War Department in regard to the actual condition of affairs on the Peninsula is interpreted unfavorably, and there is an uneasy feeling in the street which can only be removed by favorable news from that quarter. The market is very sensitive, and would react with vigor in response to such advices from Gen. McClellan as was by the rapid advance after the receipt of the dispatch from St. Louis announcing that the Confederates had been driven out of Richmond. Although not generally believed, this dispatch put Central up to 96, after it had sold at 90¾ in the street, and the whole list was favorably affected. Between the Boards a considerable amount of stock was thrown upon the market from weak hands by the disturbance of loans. At the Second Board the market was again lower, with a general decline of ¼ to 1½ ⅌ cent in the fancies. Governments were also heavy and Coupon Sixes sold at 101¾ against 103 yesterday. After the regular session the market recovered rapidly with but few stocks offering, considerable disposition being shown to buy. The sales of Central have been very large during the day, and the decline, as compared with yesterday, is 1½ ⅌ cent. The latest quotations were: U. S. 6s, 1881, Coupon, 101; American Gold, 100¾@100¾; Tennessee 6s, 55¾; Missouri 6s, 49¾@50; Pacific Mail Steamship Company, 114¾; New-York Central Railroad, 91¾@91¾; Erie Railroad, 35¾; Erie Railroad Preferred, 63¾; Hudson River Railroad, 40¾; Illinois Central Railroad, 59¾@59¾; Galena and Chicago R. R., 70¾@70¾; Harlem Railroad Preferred, 39¾; Michigan Central Railroad, 60¾@61; Michigan Southern and Northern Indiana Railroad, 26¾@27; Michigan Southern and Northern Indiana Railroad Guaranteed, 56¾; Cleveland and Pittsburgh Railroad, 223.

The Foreign Bill market is unsettled by the rapid fluctuations in Gold. Leading Sterling is nominally 120¾, with some parties asking 121. Commercial signatures are 119¾@120¾. France, 4.67¾@4.65.

Freights are again firmer, but not so active. To Liverpool the engagements are: 65,000 bush. Wheat, at 11d. in bulk and 11¼@11¾d. in bags; 13,000 bush. Corn, at 11d. ⅌ 60 lb in bulk, and 12,000 do., do., at 10½d. ⅌ 56 lb; 5 000 bbls. Flour, at 3s. @3s. 1½d., mainly at the inside rate; 300 tcs. Lard, at 30s. To London: 12,000 bush. Wheat, at 11¼@11½d. in bags; 2,650 bbls. Flour, at 3s. 6d.; 50 hhds. Tobacco, at 40s.; 100 tuns Oil Cake, at 32s. 6d. To Bristol: 1,250 bbls. Flour, at 3s. 4½d. To Glasgow: 500 bbls., at 3s. 6d. To Antwerp: 5,000 bush. Rye, at 11d.; 50 hhds. Tobacco, at 35s. The charters are: An American vessel, with 16,000 bush. Wheat, direct to Cork, Ireland, at 11¾d., and the Prussian bark now at New-Haven, with 22,000 bush. Wheat, to Cork and a market, at 8s. 6d. ⅌ imperial quarter.

The business of the Sub Treasury was: Receipts, $2,348,728 73—for Customs, $200,000; Payments, $3,068,062 97; Balance, $10,702,922 92.

The Hudson River Road earned in

June, 1862.....	$151,427 24
June, 1861.....	122,682 83
Increase.....	$28,744 41

The Importers' and Traders' Insurance Company has declared a dividend of 4 per cent, payable 7th July. The National Fire Insurance Company has declared a semi-annual dividend of 10 per cent, payable on the 9th of July. The Butchers' and Drover's Bank has declared a semi-annual dividend of 5 per cent, payable on 15th July. The Hanover Fire Insurance Company has declared its usual half-yearly dividend of 6 per cent, payable on demand. The Lamar Fire Insurance Company has declared a dividend of 5 per cent, payable on demand. The Pacific Fire Insurance Company will pay on demand, a dividend of 7 per cent. The Manufacturers' Bank of Brooklyn has declared a dividend of 5 per cent, payable on demand. The Mechanics' and Traders' Bank of Jersey City has declared a dividend of 4 per cent, payable July 5th. The Mariners' Savings Bank announces the usual dividend of depositors of 6 per cent on sums of $500 and under, and 5 per cent on sums over $500. The Citizens' Fire Insurance Company has declared a dividend of 5 per cent, payable on demand. The Gallatin Fire Insurance Company has declared a semi-annual dividend of 5 per cent, payable on demand. The Mercantile Bank, a semi-annual dividend of 4 per cent, payable on the 15th inst. The New-York and New-Haven Railroad, a dividend of $3 per share, payable on the 7th inst.

Gold is firm to-day at 109¾@109¾, with sales of nearly $400,000 at the Board. The supply comes out freely, but the speculative and shipping demand absorbs it all.

Money is a trifle easier among first-class borrowers, but the rate is steady at 5@6 ⅌ cent on good collaterals.

Gold Demand Notes are firm at 4¾@5 ⅌ cent premium. Any important amount cannot be bought at these quotations.

Referees have awarded Mr. Nathaniel Marsh $25,000 per annum as compensation for his services as Receiver of the Erie Railroad.

The China takes only $151,000 in specie to-day. As she goes out with one engine, she was not considered a desirable boat for gold.

COMMERCE OF NEW-YORK FROM JULY 1 TO DATE.

	1859-60.	1860-61.	1861-62.
Imports merch'dise...	$22,674,914	$19,811,302	$20,217,329
Exports produce....	36,037,351	126,424,326	149,700,000
Exports specie.....	57,391,105	2,732,195	27,943,729

The coinage of the Philadelphia Mint last month was as follows:

Gold.....	$532,527	$593,757
Silver.....	450,302	42,424
Copper.....	1,500,000	15,000
Total.....	$2,482,824	$646,186

We have received a copy of the annual report of the Michigan Central Railroad, from which we take the annexed figures:

The gross receipts for the year have been.....	$2,968,533 57
Operating expenses.....	$1,096,315 13
State and other taxes.....	52,957 31—1,149,132 94
Net receipts for the year.....	$1,319,435 63
Amount paid for int. and exchange...	$877,403 09—
Amount paid to sinking funds.....	54,009 00— 931,412 09
Total.....	$388,023 54
Add balance of income account from last year...	38,434 24
Total.....	$426,457 78
Deduct 3 ⅌ cent dividend of Feb. 5, 1862.....	181,713 60
Balance to the credit of income account.....	$244,744 18

The debt of the Company is $7,626,793 74, showing a decrease during the year of $205,502 46. There is no floating debt. The gross earnings show an increase of $303,188 81 with an increased expenditure of only $17,179 63. The general account of the Company on the 1st of June was as follows:

To capital stock.....		$6,057,710 00
Bond account, viz:		
6 per cent sterling bonds, convertible, 1st mortgage.....	$467,483 39	
8 per cent sterling bonds, convertible, 1st mortgage.....	500,000 00	
8 per ct. bonds, convertible, 1st m'g	2,506,000 00	
7 per ct. bonds, convertible, 1st m'g	4,034,000 00—	7,507,483 39
To income account, balance of this account.....		312,193 78
Unpaid dividends.....		1,751 00
Total.....		$14,371,173 67
By construction, No. 1, purchase of road.....		2,040,000 00
By construction, No. 2, expenditures since purchase.....		10,347,236 17
Available cash, viz:		
Cash on hand.....	$59,595 53	
Loaned on call.....	46,500 00	
U. S. Government Certificate of indebtedness at par.....	100,000 00—	206,145 53
Accounts and bills receivable.....		154,967 30
Assets in hands of Oliver Macy, general receiver.....		25,701 99
Assets in hands of R. N. Rice, general superintendent.....		54,735 52
New Albany and Salem R. R. stock.....		690,569 50
Joliet and Northern Ind. R. R. stock.....		162,225 00
Joliet and Northern Ind. R. R. construction...		40,768 19
Steamboats.....		504,007 89
Total.....		$14,371,153 67

The passenger, freight, and miscellaneous earnings and ⅌ cent of earnings used in operating expenses, exclusive of the tax, since 1857, are shown in the following:

Years ending May 31.	Passengers.	Freight.	Miscell's.	Per cent operating expenses.
1857.....	$1,019,415 75	$1,413,492 47	$80,624 47	60 6-10
1858.....	1,291,639 86	1,003,748 32	73,959 64	59 8-10
1859.....	930,989 20	891,435 46	68,084 82	55 4-10
1860.....	909,597 97	969,621 70	66,815 19	55 7-17
1861.....	771,320 53	1,219,108 29	64,037 79	51
1862.....	724,215 48	1,559,060 98	77,264 96	45 1-10

The floating debt, which a year since was $195,000, has been liquidated. The Company is now entirely free from unfunded debt. There has been paid during the year $250,000 of unconvertible plain bonds, which matured on the 15th day of May last, and the same amount of Sinking Fund bonds has been sold at prices ranging very nearly to par.

The bonded debt has been increased during the year to the extent of $31,000, which increase has been caused by the sale of bonds heretofore held by the Company. The bonded debt now stands at the limit of the mortgage, and all of the bonds are secured by the first and only mortgage upon the road for $8,000,000, while the principal part of those maturing in 1862 are also secured by the sinking funds.

Total amount of bonded debt.....		$7,909,483 39
Maturing in the year 1860.....	$3,071,000 00	
Maturing in the year 1862.....	467,483 39	
Maturing in the year 1863.....	4,401,000 00—	7,909,483 39

The income account stands as follows:

Dr.

June 1, 1861—To balance of this account, per Treasurer's report of June 1, 1861.....	$38,434 24
Receipts of road from June 1, 1861, to June 1, 1862, per statement C.....	2,368,586 57
Total.....	$2,407,022 81
June 1, 1862—To balance of income account this day.....	$312,193 78
June 1, 1862—By dividend of 3 ⅌ cent. payable Feb. 5, 1862.....	$181,713 60
Operating account from June 1, 1861, to June 1, 1862, including taxes.....	1,149,152 94
Annual payments toward Sinking Funds.....	54,000 00
Interest and Exchange account, from June 1, 1861, to June 1, 1862.....	678,462 09
Balance to new account.....	312,193 78
Total.....	$2,407,022 81

The annual report of the Cleveland and Toledo Road has also been published. The business of the year has been:

Passenger earnings.....	$127,265 25
Freight earnings.....	376,252 07
Total.....	$1,077,037 32
Running expenses.....	499,149 22
Net earnings.....	$512,488 10
Applied as follows:	
Interest on Bonded Debt.....	$209,077 53
Interest and Exchange.....	24,051 99
Profit and Loss.....	578 39
C. C. & C. Rent..... $60,000	
Middle Ground Rent at Toledo. 700	
Total..... $72,000	
Less Rent r'd from Dayton and Mich. Road, and other sources 6,193—	66,805 01—138,606 77
Net Income for the past year.....	$182,297 33
Which has been applied as follows:	
Floating Debt reduced, as compared with last year.	$47,753 19
Contributed to Sinking Fund.....	16,106 75
Dividend paid of 2 ⅌ cent on Stock.....	109,511 03
31 New Freight Cars added to the Equipment.....	18,921 56
Total.....	$192,297 33

Which is equal to a net of 5½ ⅌ cent on the capital stock of the Company.

The assets of the Company on hand and being collected and converted, are sufficient to pay the remaining floating debt.

The bonded debt is $3,673,020, of which $221,000 are due in November next, and $918,000 in 1863.

The Income Account shows a balance of $211,317 71 as the undivided net earning since the closing of Construction Account to May 1, 1862, $100,314 having been divided April 25, 1862, as a 3 ⅌ cent dividend upon $3,343,800 of capital stock.

The earnings for the past year have been.....	$1,000,627 32
Running expenses for the past year have been...	499,149 22
Balance.....	$542,478 10
Expended in part as follows:	
Interest on bonds.....	$209,078 53
Interest on exchange.....	24,051 99
Rents paid..... $73,000	
Less rents received..... 6,145—	66,855 00
Profit and loss.....	578 39— 300,563 77
Net earnings.....	$242,006 33
Dividend No. 6, 3 ⅌ cent on $3,343,800 capital stock.....	100,314 00
Contribution to sinking fund.....	16,106 75
Expended in new cars.....	21,260 00
Invested in bonds of Toledo, Logansport and Burlington Railroad Company, as per contract.....	6,000 00
Applied to liquidation of floating debt.....	47,753 19

Using a small portion of the earnings of the previous year in the expenditure equipment.

During the year, $372,000 of Sinking Fund Bonds have been exchanged for bonds of other issues, as follows:

Junction R. R. Income Bonds, due June 1, 1862.....	$21,500
Junction R. R. 2d Mortgage Bonds, due Nov. 1, 1862..	41,000
C. & T. R. R. Income Bonds, due Sept. 1, 1863.....	22,200
C. & T. R. R. Income Bonds, due July 1, 1866.....	166,000
C. & T. R. R. Dividend Bonds, due April 1, 1865.....	10,725
C. & T. R. R. Dividend Certificates, due April 1, 1865.	500
Junction R. R. 1st Mortgage, 1st Division Bonds, due April 1, 1867.....	60,000
C. & T. Income Bonds, due Sept. 1, 1870.....	3,000
Junction R. R. 1st Mortgage, 2d Division Bonds, due Feb. 1, 1872.....	44,000
Toledo, Norwalk & Cleveland R. R. 2d Mortgage Bonds, due Aug. 1, 1863.....	100
Total.....	$371,025
We exchanged the previous year.....	207,850
Total amt. of Bonded Debt converted in two years...	$579,125

The leading article of the circular of Messrs. J. Hallett & Co., is as follows:

There is no longer a doubt but that the present rebellion is to result in a wide spreading revolution; so far as our foreign relations are concerned, and in the domestic policy and views of our people. Financial necessities will effect, in the form of high duties, a formidable barrier to commerce with the Old World—or rather to importations from it, excepting of course, articles that are not appropriate to our climate and soil. For a long time to come the distinction between protection and free trade parties will cease. All will accept high rates of duties as inevitable, while most will agree in their expediency.

We cannot no longer have large foreign balances against us, to disturb or threaten disturbances to the even tenor of affairs at home. Our people are more readily reconciled to the new order of things from the hostility displayed by foreigners with whom our relations have been the most intimate. It is seen that commercial intercourse, intimate as this has been, has not had the effect to create any sympathy or good will between the Old World and the New, as we had only to fall into trouble to find our offer downtrod to be most earnestly desired. The evidence of such a state of feeling leads our people, of all classes, to accept high and in many cases prohibitory duties not only without murmur or complaint but as our true policy under the present emergency.

It is fortunate for us that we can isolate ourselves, in part at least, from other countries, and still have full scope for activity upon our own continent, the development of whose resources is to absorb us hereafter. For years the antagonism between the North and South brought the Federal Government to a dead lock upon everything that related to the development of these resources. It was seen by the South that any step in this direction tended to the benefit of the North, consequently any one that would add to our wealth, population, and power, were held to be expressly forbidden by our organic laws. Such has been the construction of the Constitution for a generation.

Get with all the restriction to the free articulations of its people, the North grew out of all proportion to the South, leaving the subversion of the Government the only attempt-free left to check and destroy its already overwhelming power. This conception made United Northern Ideas and Northern policy seized the reins of Government, and one of the first steps taken in the exercise of this new-by acquired freedom, is the incorporation of a company, with ample grants of money and land, for the construction of a railroad from the valley of the Mississippi to the Pacific.

No measure could better inaugurate the new Era. No work is so well expressive the progress of man in the physical sciences as the rail-road, and no enterprise of one-tenth its magnitude was ever proposed to human effort. Its construction will constitute the great Epic in our national career. Its undertaking is a declaration to the world that this country is, is taking it, is to be our theme. We need not stop off it to find hereafter, to be our theme. We need not stop off it to find absorbing subjects for our industry and capital. We have secured the foothold upon the great slope facing the two oceans. Not the vast interior is not a desert, which when cultivated, is to yield an overflowing return in the precious metals of all kinds.

We all know what California has done both for the United States and the world. But, as far as minerals are concerned, there were many Californias between our settlements on the two shores of the continent. The whole range of the Rocky Mountains is known to be as rich in gold, silver, and copper, as the most fertile sections of the Mississippi Valley are in soil. By cultivating this wealth, labor can be made much more productive than in raising the staples that have hitherto constituted the greater portion of our foreign commerce, while its product will enable us at all times and under all circumstances to command whatever other nations may possess, and of which we may stand in need.

It is unquestionably our wisest policy, in every point of view in which our interests can be regarded, to make this continent, for the future the theatre not only of our efforts, but our policy. A people who have millions of unoccupied territory before them, need have no fear of being unemployed, while the division of labor which will necessarily result from our diversified resources, will always secure a market for the production of each class. A domestic policy, too, will be the first step toward a real and distinctive nationality. The relations we have sustained heretofore to other nations, have been a decided obstacle to such development. We have felt ourselves to be in a state of vassalage, and have cherished to the Old World all that respect and reverence that youth naturally feels for age.

We fully appreciated the great excellence in the institutions and social condition of the free states, and mainly supposed that these were necessarily the admiration and imitation of the world; that ours was the work of humanity. We have been rudely awakened from this dream to a consciousness that our fancied admirers regard our civilization with disgust, and our efforts to preserve it with contempt. We have fortunately sense enough to take the proper course, which is the cultivation and development of our own domain, and the consolidation of our political structure as the surest road not only to domestic comfort and order, but to power, should we ever be called upon to exert it. The continent is our future field, and our policy henceforth a domestic one.

In our new independence we start under the most favorable auspices. We have an abundant population for defense, vast accumulated wealth, with resources tenfold greater. A quarter of a century more will give us a population of 65,000,000. We can produce, economically, upon our own soil nearly every article we may wish to consume. We could not sever, to a degree, our commercial relations with the Old World, at a more propitious moment. Those for the future must be reduced to amounts nominal compared with the enormous commerce of the past, with what benefit or injury to either party time will not be long in disclosing.

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

WEDNESDAY, July 2, 1862.

ASHES are in light supply, and the market is a shade better for Pots; sales at $5 12½@5 25. Pearls are quiet and nominal at $6.

COTTON—There has been rather a quiet market to-day, but prices still retain their firmness, and we quote at 32½@32½c. for Middling Uplands and 30c. New Orleans and Texas. The demand for the past few days has been mainly speculative, based upon the very limited stock on hand. Whether present rates can be sustained or not is altogether uncertain, the market being controlled entirely by the prospect of supplies. The rapid success of the National arms would probably give us considerable Cotton, but it will require the entire settlement of our present difficulties before the supplies will be of such magnitude to seriously affect prices. At present rates the sales must be confined entirely to manufacturers and speculators, as it would require a decline of fully 12c. ⅌ lb before exporters could operate to advantage. There is now on the way from Europe about 5,000 bales American and 15,000 short staple or Surat.

COFFEE—Holders still remain very firm in their views, and as buyers are not disposed to pay the prices asked, transactions continue very limited, and are to supply the pressing demands of the trade; about 500 bags Rio were disposed of at 27c., prime quality. We quote:

Rio.....	19@22	Barclay.....	—@—
Maracaibo.....	21@22½	Laguayra.....	21@22
Java.....	25@26	Costa Rica.....	—@—
Jamaica.....	20@21	St. Domingo.....	19@19½

COAL—The market is unsettled and rather quiet for Domestic, the receipts are not large, and are likely to continue limited for some weeks; we quote from yard $4 50@$5 50 ⅌ ton, cash. In Foreign very little has been done, and prices are somewhat nominal.

FLOUR AND MEAL—The market for Western and State Flour is again a shade better, but is less active and closes quiet; the inquiry is chiefly confined to shippers, as the trade buy sparingly at this moment; trade brands however are steady; the sales are 16,000 bbls., at $4 40@$4 45 for superfine State and Western; $4 50@$5 for Extra State; $5 05@$5 15 for fancy do.; $4 90@$5 10 for the low grades of Western Extra; $5 10@$5 25 for shipping brands of round-hoop Extra Ohio, and $5 30@$6 10 for trade brands do. Canadian Flour is less freely offered, and is better, and in fair request; sales of 1,200 bbls. at $4 90@$5 10 for the low grades of Extra, and $5 15@$6 10 for trade brands. Southern Flour is quiet but firm; sales of 300 bbls. at $5 15@$5 30 for mixed to good superfine Baltimore, &c., and $5 35@$6 50 for the better grades. Rye Flour is in fair request, and is steady; sales of 400 bbls. at $3 75@$4 for Western and State. Corn Meal is dull, yet prices are sustained; sales of 100 bbls. at $2 50 for Jersey, and $2 50@$3 for Brandywine. We quote:

Graham.....	$2 50@$2 56	St. Louis sm'k..	$5 00@$5 10
State, superfine.....	4 40@4 50	St. Louis, extra...	5 25@7 25
State, good.....	4 35@4 40	Brandy, extra....	4 90@5 10
State, extra.....	4 90@5 00	Rich. Ales.....	5 15@5 30
Ohio, round-hoop..	5 00@5 15	Richmond City....	None.
Ohio, extra.....	5 20@5 40	Baltimore.....	5 40@6 75
Ohio, choice extra.	5 20@6 10	Rye Flour.....	3 75@4 00
Mich. & Ind. extra.	4 95@5 10	Corn Meal, Jersey	2 50@—
Genesee, fancy....	5 10@5 15	Do. Brandywine..	2 50@3 00
Genesee, extra....	5 20@5 75	Do. Puncheons...	15 00@15 50

FRUIT—Raisins are moderately active and steady; we quote at $3 12½ for Bunch and $3 37½@$3 50 for Layers. Currants have been active and are firmer; sales of 650 bbls., mostly at 19½c., but a few sold to be at a higher rate. Other kinds are dull. Domestic Dried continue in fair request, but are rather heavy; sales of about 175,000 lbs. Apples, Western and State, at 3¾@4½c. for old and 5@6½c. cash, for new.

GRAIN—The Wheat market is less active, but is again ⅌ bushel firmer, particularly for prime qualities, which are scarce and wanted, notwithstanding the advance in ocean freights; the receipts are fair, but the supply is by no means adequate to the demand; the sales include 150,000 bushels, and consist of 12,700 bush. Chicago Spring at $1 01@$1 10, 6,500 do. Inferior Racine Spring, in store, at $1 03, 32,000 do. Milwaukee Club at $1 10@$1 12½, 34,000 do. Amber Iowa and Wisconsin at $1 12½@$1 15, 6,200 do. good White Canadian at $1 27, 12,300 do. Amber Michigan and Indiana, part to arrive soon, at $1 24@$1 26, 500 do. choice White Kentucky at $1 38, 6,500 do. inferior White Western at $1 21, 7,500 do. good to choice White Michigan at $1 30@$1 40, 12,400 do. Canada Club at $1 30@$1 33, and 12,300 do. Red Ohio and Michigan at $1 18@$1 25. Barley and Barley Malt are inactive, and prices nominally the same. Oats arrive sparingly, and are firm and in good demand; sales of Western and Canadian at 43@43½c. and State at 43c. Rye is in active request, and is firm; sales of 15,000 bushels ordinary Western at 70c., and small lots of State at 76c. Corn is less active, but with moderate arrivals prices are firm, notwithstanding the advance in ocean freights; sales of 41,000 bush. at 45@46c. for Heated, 49@52½c. for inferior Old and good New mixed Western, 54@55c. for good to prime Old do., and 57c. for Western Yellow, in store. We quote:

Wheat, R'd'Wn	$1 17@$1 23	Oats, Canadian....	42½@ 44
Wheat, Wte No..	1 30@1 40	Oats, New-Jersey.	44 @ 45
Wheat, Red No..	1 24@1 26	Oats, Penn.....	44 @ 45
Wheat, Wte Can.	1 32@1 40	Oats, Southern....	43 @ 44
Wheat, Can. Club	1 03@1 14	Oats, Ohio.....	43 @ 44
Wheat, White O.	1 24@1 26	Oats, Chicago.....	43 @ 44½
Wheat, Red Ohio.	1 18@1 23	Corn, White So...	65 @ 70
Wheat, Wte Mich.	1 27@1 40	Corn, Yellow So..	57 @ 58
Wheat, White Ill.	1 24@1 28	Corn, Yel. Jer....	57 @ 58
Wheat, Red Wis.	1 16@1 25	Corn, Yel. West'n	57 @ 58
Wheat, White So.	— @—	Corn, Mixed West	50 @ 55
Wheat, Red So...	— @—	Corn, Mixed So...	— @—
Wheat, A., S.&W.	1 24@1 27	Corn, Round Nor.	57 @ 58
Wheat, Wte. Mix.	1 15@1 22	Corn, Unsound....	45 @ 48
Wheat, Mil. Club	1 08@1 15	Peas, Blacke'd, ⅌ bag of 2 bush...	— @—
Wheat, Chk.Spng.	1 02@1 10	Peas, Canadian....	78 @ 80
Rye, Northern....	75 @ 76	Peas, Marrowfat..	— @—
Rye, So. & Jersey.	70 @ 75	Beans, White Nor.	2 15@2 90
Barley.....	60 @ 70	Beans, White So..	— @—
Barley Malt.....	1 00@1 10		
Oats, State.....	44½@ 45		

HIDES—A moderate business is doing and the market generally is steady at our last quotations. The stock on hand is about 200,000, against 476,000 same time last year.

HONEY—The inquiry is very limited and no sales of any importance have come under our notice. We quote Cuba, in bond at 32@37c., and duty paid at 37@37c.

HAY—The demand is fair for shipping and the market steady; sales of 200 bales at 60c., small lots to the city trade 70@75c., and loose at 65@70c. ⅌ 100 lb. Straw is selling in bundles at $3 50@$4 ⅌ 100 lb., and in bales at 50@65c. ⅌ 100 lb., the latter for choice.

LEATHER—Hemlock Sole is in good demand, and with a reduced stock, prices are very firm, though without quotable change since our last report. Oak Sole sells well at full former rates.

MOLASSES—Owing to the rather small stocks on hand, prices are steady; the business, however, is moderate, and we have only to notice sales of 25 hhds. Muscovado at 30c., and 40 do. Barbadoes at 32c. By auction, sales of 126 hhds. Porto Rico at 26c., and 19 bbls. do. at 34½c., 4 months, and 100 bbls. New-Orleans at 29½c., cash.

NAVAL STORES generally are devoid of activity, yet extreme rates are still being paid for small lots from store, but whole parcels are different of sale, unless at a concession in rates; sales of 75 bbls. Spirits Turpentine at $1 32½ ⅌ gallon, cash.

OILS—The market for most descriptions is very quiet, but prices generally are firm.

OIL CAKE—The market is poorly supplied, and prices are unsettled; last sales of city at $29@$29 50. Western is out of market.

OIL MEAL continues in fair demand for the season, and is firm; sales of 40 tons State, at $1 30@$1 32½ ⅌ 100 lb.

PROVISIONS—The Pork market is well supplied and opened heavy, and closes with more inquiry and greater transactions; sales of 500 bbls. at $10 87½@$11 for Mess, cash and regular way; and $8 25@$8 37 for Prime. Beef is still dull and prices merely nominal; sales of 70 bbls. at $11@$12 for Plain Mess, and $13@$14 for Extras. Beef Hams are inactive at $13@$15. Cut Meats are less active but are steady; sales of 160 tcs. and bbls. at 2¾@4c. for Shoulders, and 4½@5½c. for Hams. Bacon is still dull and nominal. Lard is firm and in fair demand; sales of 200 bbls. at 7½@8c., as to quality, and 8c. for keg's. Butter and Cheese are in fair demand and prices rule steadily. We quote:

Pork, Ms Cy, bl.	$6 00@$7 25	Pork, Prim Wn...	$8 75@$8 87
Beef, Plne City..	4 25@5 00	Prk, Ts Ms Wn	10 00@10 25
Beef, Mess City, nominal.		Beef Hams, ⅌ bbl.	13 00@15 00
Beef, Mess West	11 00@12 50	Lard, bbls., ⅌ lb...	7½@ 8
Beef, Mess Ext.	13 00@14 00	Hams, Pickled.....	4½@ 5
Beef, Plne Mess	10 00@10 00	Hams, Dry Salted...	3½@ 4
Pork, Plne Mess	11 00@11 25	Shoulders, Pickled..	2½@ 4
Pork, City Mess..	12 00@13 00	Shoulders, Dry Salted.	2½@ 4
Pork, Mess Wn...	10 37½@11 00		

RICE—Carolina is selling moderately at $6 87½@$7 25 ⅌