COMMERCIAL MATTERS.

Sales at the Stock Exchange—Dec. 30.

$5,000 U. S. 6s, '81, Coup.	102½	1,000 Erie Railway	65½
5,000 U. S. 5s, '74, Coup.	97	200 do	65⅝
15,000 Treas. 7 3-10 Notes	101⅛	1500 do	65⅝
1,000 do	101	100 do	65⅝
5,000 U. S. 6s, 1881, Cert.	98	100 do	65⅝
4,000 do	98	500 Erie Railway Pref.	57
1,000 U. S. Dem'd Notes	97½	300 do	60
21,000 do	97½	100 do	60½
10,000 do	97½	100 do	60½
2,000 Tenn. State 6s, '90	54	100 Hudson River RR.	70
1,000 Virginia State 6s	61	100 do	70
8,000 Missouri State 6s	75	100 do	70
8,000 do	75	100 Harlem Railroad	24
1,000 Ill. Coupon Bs, '77	95	100 do	24
1,000 Louisiana State 6s	69	100 do	24
2,000 New-York Cen. 6s	111	400 Harlem RR. Pref.	51
1,000 Hud. Riv. 3d M.	105	100 do	51
1,000 C., P. & Q. 8 P ct	120	100 do	51
2,000 do	121	100 do	51
23,500 Mich. So. 2d M.	86	200 Reading Railroad	58½
2,000 Chester Branch Bs	60	100 Mich. Cen. RR.	80
25,000 Mich. So. S. F.	104	100 do	80
10,000 A. & T.H. 2d M. Pref.	84	20 do	80
15,000 do	87	400 M. So. & N. In. RR.	44
20,000 A. & T. H. 1st M.	73	100 do	44
2,000 Ch. & N.W., 1st M.	89	1200 do	44
25,000 Ch. & N.W. 4th S.	66	200 do	44
10,000 do	66	200 do	44
17,000 Toledo & W. 1st M.	100	100 do	44
25,000 Ch. & N. W. 2d m.	36	1100 do	44
30,000 do	37	500 M. S. & N. I. Gd Sh.	75
5,000 Tol. & Wab. 2d m.	84	100 do	84
7,000 do	84½	100 do	84
20,000 do	85	100 do	84
20,000 do	85	500 Ill. Cen. Con. Bd.	80
5,000 Gal. & Ch. 1st Ex.	115	200 Ill. Cent. RR.	80
5,000 Alt. & T. H. 1st m.	102	50 do	81
3,000 Pitts., Ft. W. & Ch. 1st m.	100½	200 do	81½
5,000 Pitts., Ft. W. & Ch. 2d m.	86	500 do	81½
1,000 Cleve & Pitts 4th m.	71	100 do	81½
15,000 do	71½	100 do	81½
10,000 do	70	800 do	81½
5,000 Cleve & Pitts 3d m.	90	200 do	81½
2,000 Cleve & Tol S F.	106	10 Galena & Chi. RR.	112
10 Manhattan Bank	130	500 do	82
10 American Ex Bank	96	20 do	83
17 Irving Bank	73½	2500 Cleve. & Tol. RR.	77
6 N. & Ether Bs, ex div.	100	100 do	80
10,000 American Gold	132½	100 do	80
2,000 do	132½	300 do	80
22,000 do	133½	200 do	80
20 Pacific Coal Co	125	100 Chicago & Rock I. RR.	93
200 Cam. Coal Pref.	13	100 do	93
50 do	13	50 do	93½
35 Del. & Hud. Canal Co.	119	100 do	93½
5 Pacific M. S. Co.	110	100 do	93½
100 do	13	100 Mil. & P. Du C. RR.	39
50 do	16	100 do	39½
100 do	20	5 do	39½
100 do	20	50 Del., L. & W. RR.	91½
100 do	20	100 Pitts., Ft. W. & C. RR.	86
200 N. Y. Cen. RR.	100	50 do	86½
200 do	100	100 do	86½
50 do	100	153 Alton & T. Haute RR.	30
100 do	100	50 do	30½
50 Chi., Bur. & Quin. RR.	99	100 do	30½
100 do	99	250 do	31

SECOND BOARD.

1,000 U. S. 6s, '81, coup.	102	500 Erie Railway	65½
5,000 U. S. Dem. N.	102½	100 do	65⅝
25,000 Treas. 7 3-10 Nts.	101½	100 do	65⅝
500 do	101½	100 do	65
2,000 U. S. 6s, 1881, Cert.	98	100 Reading R. R.	57½
8,000 Tenn. State 6s, '90	54	200 Mich. Cen. R. R.	80
20,000 Mo. State 6s	55½	200 do	80½
22,000 do	56	100 do	80½
4,000 P., Ft. W. & C. 1st m.	110	50 do	80½
10,000 P., Ft W. & C. 2d m.	90½	200 M. S. & N. I. R. R.	45
20,000 do	87	500 do	44½
2,000 do	86½	100 do	45
5,000 P., Ft. W. & C. 3d m.	70	200 do	44½
12,000 Mich. So. s. f.	104	100 M. S. & N. I. G. S.	80
5,000 Chi. & N. W. 2d M.	84	100 do	84½
2,000 Chi. & N.W. 1. S.	90	100 do	84½
2,000 Erie 4th M. Bs	103	200 do	85
10,000 Mich. So. 2d mg.	90½	400 Ill. Cen. RR.	82
5,000 C. & C. 2d M. Bs	110	100 do	80½
23,000 M. C. 7s C. 1st m.	120½	250 do	80½
1,000 Ill. Cen. R. R. Bs	111	100 do	80½
5,000 Cen. & Pitts. 4th M.	77	100 Cleve. & Pitts. RR.	84
20,000 Tol. & Wab. 2d m.	84½	500 do	84½
10,000 do	85	200 do	84½
1,000 C. & N. W. 4 P ct	100	100 do	84½
5,000 American Gold	133	100 do	84½
10,000 do	133½	100 do	84½
12,000 do	133½	200 do	84½
20,000 do	133½	200 do	84½
500 Cumb. Coal Pref.	18	100 do	84½
50 do	18½	100 C. & Chicago RR.	80
100 do	18½	100 Clev. & Toledo RR.	77
100 Pac. M. Steam Co.	130	200 do	78½
15 do	130	100 do	78½
200 Erie Railway Pref.	59	100 Harlem RR. Pref.	51
100 do	59	100 do	51
200 do	60	100 do	51
100 do	60	100 do	51
100 Hud. RR. R. R.	72	100 do	51
100 do	72½	100 do	51
100 Harlem R. R.	23	200 Chi. & R. I. RR.	94
50 do	23½	200 Alton & T. H. RR.	34
200 do	23½	50 do	34
50 N. Y. Cen. R. R.	101½	10 Clev., Col. & Cin. RR.	110
50 do	101½	100 Ill. Cen. RR.	79
50 do	101½	100 do	79
200 do	101½	pref.	84
200 Alton & T. H. 2d pref.	51		

SALES AT THE PUBLIC BOARD, DEC. 30—1 P. M.

20,000 U. S. 6s, 1881, Cert.	98½	100 Hudson River	70
20,000 American Gold	133½	50 Harlem RR. Pref.	51
1,000 do	133½	50 do	50½
70,000 do	133½	100 do	50½
10,000 U. S. Demand Nts.	97	400 do	50½
3,000 do	96½	200 Mich. Cen. RR.	80
20,000 do	96½	100 Mich. So. & N. I. RR.	45
100 Pacific M. S. Co.	130	100 do	45
100 do	130	100 do	45
100 do	130	200 M. S. & N. I. RR. Con.	75
200 N. Y. Central RR.	100	200 Ill. Cen. RR. Scrip	77
100 do	100	200 do	80
200 Erie Railway	65	250 do	82
200 Erie Railway Pref.	59	100 Gal. & Chic. RR.	83
100 do	59	200 Cleve. & Toledo RR.	78
100 do	59	100 do	77½
100 Pitts. & Cleve. RR.	85	100 Chic. & R. I. RR.	94
100 do	85	100 Alton & T. H. RR.	34
100 do	85	50 do	34½

SALES AT THE PUBLIC BOARD—P. M.

$100 U. S. 6s, 1881, Treas.	101½	100 Hudson River	70
1,000 Cert. of indebt.	96½	100 do	70½
10,000 American Gold	133	200 do	70½
10,000 do	133½	100 Harlem	23
10,000 do	133½	200 do	23
10,000 U. S. Dem. Notes	97	100 Michigan Southern	44
20,000 do	96½	200 do	44½
20,000 Cumberland Coal Pref.	18	200 do	44½
10 Pacific M.S.	130	200 Mich. S. & N. I. RR. Con.	75
100 do	130	200 Clev. & Pittsburg	84
100 do	130	100 do	84
100 do	130	100 do	84
100 do	130	100 do	84
100 do	130	100 do	84
100 do	130	100 do	84
100 New-York Central	100	200 do	84
100 Erie	65	100 Clev. & Toledo RR.	78
100 do	65	200 Chi. & R. I. RR.	94
100 do	65	100 do	94
100 do	65	100 do	94
100 Erie Railroad Pref.	59½	100 Pitts., Ft. W. & Chic.	89

TUESDAY, Dec. 30—P. M.

The leaven of yesterday worked with additional power to-day, and with an unusually large amount of transactions the market was very excited and buoyant. The demand for shares was very large, and notwithstanding there was a large amount of selling, the demand from the shorts and from the public, through the Commission houses was sufficient to absorb all the stock offered for sale at advancing prices. The bears did not resist the rise with any energy, being apparently checked by the enormous strength exhibited by the market. In Governments there was rather larger transactions, but the changes were not important. When the call reached the Railroad bonds, the movement exhibited great activity and buoyancy. The business in Toledo & Wabash 2d Mortgage was very large, the quotation advancing to 85½. Alton and Terre Haute 2d sold at 87. Chicago and North-Western 2d advanced 2 ⅌ cent, and the Assented 1 ⅌ cent. Cleveland and Pittsburgh sold as high as 78, &c. In shares, the business was very large at a general advance. Mail sold as high as 130½. Erie common, with large transactions, touched 65½, and the Preferred 97. The movement in Harlem continues, the common stock advancing to 25, and the Preferred to 55½. There are rumors that the operating arrangements between the Central and the Hudson River are not working to the satisfaction of the former, and that they end in a closer connection between the Central and the Harlem, much to the advantage of the latter. The rumors embrace the obtaining the control of the Harlem in the influence of the Central by the purchase of a controlling portion of the Harlem common stock. Pittsburgh was buoyant and active. The Terre Haute issues were also buoyant, the common stock advancing 4 ⅌ cent. The Western shares generally were up ¼ to 1 ⅌ cent. At the 1 o'clock open Board, the transactions were very large, and the market had still an upward tendency. The market at the Second Board was very much excited and the amount of business large. The quotations, as was natural after the advance of the morning, were not in all cases fully sustained, but the list generally was in demand at full prices. Pittsburgh was among the most active and buoyant shares, the clique in that stock putting it up to 56¼ against 52¾ in the morning. Fort Wayne was also very buoyant, with but little stock offered. Governments were neglected at morning quotations. After the Second Board the market dragged somewhat, but recovered strength at the 4 o'clock session, with free bidding for the whole list. The only important change was in Fort Wayne and Chicago, which sold at 59, against 56 in the morning, and closed at 59 bid. The market was strong at the latest moment at: United States 6s, '81, registered, 99¾; United States 6s, '81, coupons, 102¼@102¾; United States 5s, '74, coupons, 92⅝@93; United States Treasury Notes, 7 3-10, 101¼@101½; United States 1-year Certificates, 6s, 99⅞@100; United States Demand Notes (old issue), 126½@127; Tennessee State 6s, 53¼@54; Missouri State 6s, 51@54½; American Gold, 133½@133¾; Pacific Mail Steamship Company, 130¼@130¾; New-York Central Railroad, 105¼@105¾; Erie Railway, 64¾@65; Erie Railway Preferred, 96¼@96¾; Hudson River Railroad, 78¼@78¾; Harlem Railroad, 25¼@25½; Harlem Railroad Preferred, 56¼@56¾; Reading Railroad, 76¼@77; Michigan Central Railroad, 91@91½; Michigan Southern and Northern Indiana Railroad, 44¼@45; Michigan Southern and Northern Indiana Railroad, Guaranteed, 85@85; Illinois Central Railroad, 81½@81¾; Cleveland and Pittsburgh Railroad, 55¼@55¾; Galena and Chicago Railroad, 83¼@83; Cleveland and Toledo Railroad, 76¼@76¾; Chicago and Rock Island Railroad, 93½@93¾; Chicago, Burlington and Quincy Railroad, 89½@90; Milwaukee and Prairie du Chien Railroad, 33¼@34; Fort Wayne Railroad, 59@59½; Alton and Terre Haute Railroad, 31@31; Alton and Terre Haute Railroad Preferred, 50½@51.

The market is strong for foreign Exchange, with but little doing. The rates (first-class bankers), as quoted by Ward & Brandt, brokers, No. 39 Exchange place, are as follows: London, 60 days' sight, 144½; do., 3 do., 146½; Paris, 60 days' sight, 5f. 86¼; do., 3 do., 5f. 83½; Amsterdam, 60 days' sight, 56; Hamburg, do., 40; Frankfort, do., 50; Bremen, do., 80.

Freights are dull, and rates without particular change. To Liverpool, the engagements are: 9,000 bush. Wheat at 6½d. in bags; 4,300 bbls. Flour at 1s. 7½d. @ 1s. 11d., the inside rate to fill up; 150 tcs. Lard at 20s.; 100 boxes Bacon at 29s.; and per neutral flag, 100 tons Provisions at 32s. 6d.; 200 bags Cloverseed at 33s. 6d. To London: 19,000 bush. Wheat at 8¼d. in bulk and bags; 1,000 bbls. Flour on private terms; and per neutral flag, 200 tcs. Beef (in Ca. 7d.); 100 tons Provisions at 35s.; 500 bales Hops at ¾d. To Glasgow: 1,000 Cars at . To Antwerp: 1,500 galls. Oil at 5s. In Charters, we only learn of a British vessel of 163 tons to go to West Indies and back at $2,300.

The business of the Sub-Treasury was: Receipts, $2,966,659 14—for Customs, $179,543 29; Payments, $[illegible] 16; Balance, $8,604,155 53.

The earnings of the Chicago and North-Western Railway for the week ending Dec. 21, 1862, were:

Passengers	$6,625 26
Freight	13,935 12
Mails and Express	645 82
Total	$20,606 20
Same week in 1861	12,676 01
Increase in 1862	$8,030 19

The Mercantile Bank has declared a semi-annual dividend of four per cent, free of Government tax, payable on the 31st inst.

Gold is without important change from yesterday, and has sold during the day at 133¼@133. The Custom-House Notes were depressed in the morning by a report in a morning paper that the Committee of Ways and Means had decided to recommend that legal-tender notes be received hereafter for Customs. The Demand Notes fell off to 126½, but the report being contradicted by telegraph by Mr. Spaulding, of the Committee, the market recovered to 126¾. A later report that a Committee of New-York merchants had satisfied a majority of the Committee and Mr. Chase of the policy of such a course was received too late to have any influence upon the market, and moreover was not generally believed. It is very much doubted if Mr. Chase can be made to see the propriety of any action which will bring him into the market as a buyer of sixty millions of gold annuity, however forcible some of the arguments in favor of receiving the legal money of the country for debts due the country may be.

Mr. Chase has not yet announced publicly his decision in regard to the payment of the Sixes of 1862, but as they sold to-day at 120 we presume some fortunate individuals have the information.

The following gentlemen have been elected Standing Committee of the Public Board: A. G. Jerome, T. C. Durant, E. A. Cory, J. B. Wheelock, L. W. Jerome, Henry Keep, C. Durant, J. M. Tobin, G. A. Osgood, Richard Schell, A. E. Lang, Henry Clews, William Taylor, A. C. Bush, James S. Hartshorn, George Remiquet.

The exports, it will be seen, largely exceed those of the same week last year.

We annex a comparative statement of the Exports, exclusive of specie, from New-York for the week ending Dec. 30:

	1860.	1861.	1862.
Total for the week	$2,[illegible]	$2,[illegible]	$2,[illegible]
Previously reported	[illegible]	[illegible]	[illegible]
Since Jan. 1	$[illegible]	$127,921,848	$129,[illegible]

Money continues in abundant supply on call at 5@6 ⅌ cent.

The following table will compare the present condition of the banks with that at the close of the corresponding week last year:

	Dec. 29, 1861.	Dec. 27, 1862.	
Discounts	[illegible]	[illegible]	Inc. $10,[illegible]
Specie	[illegible]	[illegible]	Inc. [illegible]
Circulation	[illegible]	[illegible]	Dec. [illegible]
Gross deposits	[illegible]	[illegible]	Inc. [illegible]
Net deposits	[illegible]	[illegible]	Inc. [illegible]
Capital	60,[illegible]	69,[illegible]	Dec. [illegible]

The report of the Vermont and Massachusetts Railroad for the year ending Nov. 30, 1862, as compared with 1861, shows the following result:

1861.	
Total income	$206,648 59
Total expenses	$[illegible]
Interest	50,367 49—161,257 39
Surplus	$39,391 60
1862.	
Income	$216,004 26
Expenses	$[illegible]
Interest	52,196 43—122,610 35
Surplus	$93,654 51
Surplus, 1861	39,391 60
Surplus for two years	$132,409 59

The debt stands thus:

Bonds on standing	$390,525 00
Amount of bonds in sinking fund	$[illegible]
Amount of bonds bought and on hand	117,900—216,600 00
Bonds	$[illegible]
Cash, notes receivable, due from other roads, &c.	87,279 42
Debt	$[illegible]

In Breadstuffs there has been a good business to-day, with an upward tendency.

The Southport Bank (Conn.), on and after Jan. 1, 1863, will discontinue the redemption of its bills in Boston, and redeem at par at Park Bank, in New-York City.

We have received from the office of *Thompson's Bank Note and Commercial Reporter*, the Tax Law, abbreviated, and alphabetically arranged. Also, the official decisions made by the Commissioner of Internal Revenue; to which is affixed a stamp compendium, and other stamp information. This publication has been compiled by Thompson Brothers, bankers, No. 2 Wall street, principal stamp depot for the Northern, Eastern, and Western States.

The annexed breadstuff statistics are from the circular of Mr. Edward Bill, prepared for the steamer:

EXPORT *of Breadstuffs to Great Britain and Ireland, from Sept. 1, 1862.*

From	To date.	Flour, bbls.	C. Meal, bbls.	Wheat, bush.	Corn, bush.
New-York	Dec. 26, 1862	323,149	....	11,097,122	3,270,825
N. Orleans	Dec. 1, 1862	....	....	....	....
Philadelphia	Dec. 18, 1862	19,451	....	478,914	45,798
Baltimore	Dec. 13, 1862	7,425	....	255,253	42,641
Boston	Dec. 19, 1862	11,097	50	.....	15,028
Other Ports	Dec. 12, 1862	1,325	....	488,674	.....
Total		362,451	50	12,299,963	3,374,412
To about same period, 1861		675,418	700	9,697,692	4,372,039
To about same period, 1860		960,681	2,474	11,242,029	2,179,410
To about same period, 1859		165,900	....	347,877	.....

TO THE CONTINENT.

	Flour, bbls.	Wheat, bush.	Corn, bush.	Rye, bush.
From New-York to Dec. 16, 1862	46,960	708,033	1,062	21,512
From other ports to latest dates	2,629	.....	1,067	.....

COMPARATIVE STOCK OF FLOUR AND GRAIN IN NEW-YORK CITY, JAN. 1.

	1859.	1860.	1861.	1862.	1863.
Flour, bbls.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Wheat, bush.	1,211,[illegible]	1,916,[illegible]	3,522,[illegible]	2,046,[illegible]	4,[illegible]
Corn, bush.	669,000	39,000	231,200	5,573,911	1,520,[illegible]
Rye, bush.	48,500	80,000	20,400	28,500	30,[illegible]

The Export Clearances from this port for the fortnight ending to Great Britain and Ireland, 31,[illegible] bbls. Flour, 647,[illegible] bush. Wheat, [illegible] bush. Corn. To Portugal, 4,[illegible] bbls. Flour, 41,[illegible] bush. Wheat. To Brazil, 3,000 bbls. Flour. To the Continent: 250 bbls. Flour, 2,[illegible] bush. Wheat, 8,[illegible] bush. Rye.

The leading article of the circular of Messrs. S. Hallett & Co. is upon the national finances:

Whatever may have been the opinion originally entertained in reference to the issue of Treasury Notes to serve as money, there can be no doubt that they have been the most efficient means that could have been devised to supply the wants of Government, while they have so far performed a very useful office as currency. Through their instrumentality large amounts of bonds have been sold, and large loans negotiated. But for them, it is not probable one dollar would have been placed where there are now nearly $100,000,000 at low rates of interest, in the Sub-Treasury to the credit of the Government.

But for their issue it is difficult to see how Government could have met the immense demands upon it, while it is equally clear that it must, for some time to come, make use of the same means. Mr. Chase's report is conclusive upon this point. There is no authority for Government to accept of the circulation of the banks. Loans, consequently, can be paid only in Government paper. This paper, remarkable as it may seem, cannot be had in sufficient abundance to pay loans to any considerable amount, if made. The result of the negotiation of the 7 3-10s is fully in point. It is with the greatest difficulty that the banks in this city can provide themselves, in the ordinary course of business, with an amount of demand notes sufficient for the wants of the trade.

These notes have become the favorite currency, are universally sought with avidity, and are to a great measure absorbed by the public, so that but few of them find their way into the Banks. The credit attached to them will continue so long as the bonds of the Government in which they may be made convertible are at a premium. The thing of chief concern, consequently, is the maintenance of this credit. So long as this is preserved, Treasury Notes will continue to maintain their present place in the public estimation.

With the system of finance which we trust Congress will adopt, we see no difficulty in supplying Government with all the money it wants, even upon the enormous scale estimated. Already has it raised nearly $700,000,000 without any tax of importance or extraction on the part of the country. Capital was never more abundant, nor was there ever a period in our history when the great staples of food were cheaper or more plentiful, notwithstanding the vast amounts raised. Even with the continuance of the war for another season, we do not expect to see any great falling off in the product of food, from the rapid improvements in labor-saving machines, by means of which crops are not only planted but harvested, and which have already so far abridged manual labor, as to have increased tenfold the product due to a given number of hands.

In no country have these improvements been carried to such an extent as our own. In addition to such increased income, the excess of males over the female population in the United States, in 1860, was 736,000, while in Great Britain, at the last census, the excess of females, in a population of about 20,000,000, was 877,000. These figures demonstrate that either drafting the males now in the army a much larger number will remain for the prosecution of our industries than are found in the ranks of the Old World. So long as these industries remain undisturbed, the people can readily sustain much larger burdens than are now imposed upon them.

NEW-YORK CATTLE MARKET.

REPORT

FOR THE WEEK ENDING TUESDAY, Dec. 30, 1862.

TOTAL RECEIPTS OF CATTLE OF ALL KINDS FOR THE WEEK.

According to the reports from the several market places in the city, there have been received this week:

	Sheep and Beeves.	Cows.	Veals.	Lambs.	Swine.	Total.
At Allerton's, 44th st.	4,114	25	262	367	....	....
At Brown's, 3d st.	222	42	70	1,743	....	....
At O'Brien's, Bowery	37	33	27	737	....	....
At Chambellin's, 8 st.	61	15	33	2,259	....	....
Sent from reg. to Brighton	..	..	..	....	....	....
Sent to butchers at Bergen	55	..	..	....	....	....
Total	4,489	120	292	4,907	61,165	71,473
Total previous week	5,017	93	473	7,924	55,194	68,700
Av. No. of w'k last yr.	4,250	110	422	9,650	10,758	25,631

RECEIPTS FOR DIFFERENT STATES.

A. M. Allerton & Co., proprietors of the Washington Drove Yards, Fortydeenth street, report the Cattle in market from the following States:

New-York	1,643	Illinois	1,557
Pennsylvania	30	Kentucky	126
Ohio	300	Connecticut	32
Indiana	200	Michigan	312

STOCK BY RAILROADS, ETC.

They also report Beeves and other stock received by railroads, etc., as follows:

	Beeves.	Cows.	Veals.	Lambs.	Swine.
By the Erie Railroad	1,428	....	....	....	16,[illegible]
Harlem River Railroad	1,716	....	....	....	31,[illegible]
Hudson River Railroad	1,601	25	252	367	....
Cam. & Amb. Railroad	..	....	....	....	2,[illegible]
By Hudson River Boats	..	....	....	....	....
On foot	161	....	....	....	....
New-Jersey Central RR.	..	....	....	....	7,000

BEEF CATTLE.

Number reported for this market at Forty-fourth street, 4,114.

The prices to-day are quoted as follows:

Fine quality	[illegible]	Ordinary	5@6
Medium	[illegible]		

Some extra prime Beeves may be quoted at 6¾@7c., and Cattle as low as 4½ ⅌ lb.

The general average of the market at 7c.

The most of the sales range from 6c. to 8c.

Dress two-year and two pound, of different weights, will net, on an average, of sixty to eighty dollars.

The number of Beeves received in the city this week, 2,789.

This is 223 head less than last week, and 504 head more than the average of last year. The average number of each Wednesday market last year was 3,066 head, while the number for this year, being 4,114, shows 548 head more than the average, and 1,[illegible] less than the day week.

The following droves are in market this week:

W. Bryant, Ind.	91	Shepard & Vail, N. Y.	31
W. Scullins & Co., O.	32	Thos. Price, O.	36
W. Scullins & Co., Illinois	70	R. Ewart, O.	22
A. L. Mesz, N. Y.	26	David Allerton, N. Y.	13
Thos. Giles, Ind.	34	Page & Tucker, Ill.	91
H. Westheimer & Co., Ind.	70	H. Pope, Ill.	16
H. Westheimer & Co., Mich.	40	R. Kirkwood, Ind.	70
H. Westheimer & Co., O.	72	Sigel & Lauterbach, Ill.	71
H. Westheimer & Co., Ill.	120	W. H. Harris, Ill.	57
T. C. Eastman, Ky.	41	Seeley Rowe, N. Y.	16
David Nelson, O.	29	J. Yatell, O.	126
from Sonester & Co., Ky.	17	L. Colgrove, N. Y.	34
Geo. Bright, N. Y.	16	Thos. Hume, Ill.	91
A. Scott, Pa.	14	Gillett & Toffey, O.	34
W. Resick, O.	26	Van Wert, N. Y.	13
Phil. McCully, Mich.	17	Van Dozen, N. Y.	16
J. Berry, O.	54	Jacob Bates, N. Y.	34
W. H. Brockard, Ill.	20	P. M. Barlow, N. Y.	17
Wm. F. McIntyre, Ky.	17	R. Kennedy, N. Y.	17
Pickering & Dudley, N. Y.	32	W. H. Williams, N. Y.	18
Pickering & Dudley, Ill.	100	B. M. Gibson, O.	25
Haring & Miller, Ill.	64	J. A. McDonald, O.	35
Haring & Miller, Pa.	16	Jas. Malcom, O.	64
Smith & Shoulder, Mich.	34	W. Marks, O.	16
John Healy, N. Y.	23	S. Foster, O.	17
F. Samuels, Mich.	16	D. L. Tuttle, O.	17
S. Spencer, Ill.	23	Foote & Son, O.	35
J. Rodning, Mich.	47	Barney Bertram, Conn.	22
John T. Alexander, Ill.	45	Geo. Seaton, Conn.	19
Booth & Gray, N. Y.	34	Cuthell & Marks, O.	34
Lazen & Gray, O.	50	S. R. Smith, O.	17
O. H. Foster, N. Y.	33	A. Fatney, O.	12
Butterfield & Bennett, Mich.	140	R. Kerwinon, O.	16
Searles & Daily, Mich.	32	C. G. Teed, O.	13
Jacob drawn, N. Y.	36	T. Bateman, O.	19
J. B. Lanpmann, N. Y.	20	R. Bartram, O.	19
S. C. Sutton & Co.	73	John Hogg, O.	17
E. Meachmen, Mich.	30	W. Sherman, O.	27
John A. Merritt, N. Y.	20	W. H. Beldi g, O.	19
Shaw & Mettee, Ill.	100	S. Sherman, O.	16
S. G. Woodruff & Bros., Ill.	36	W. S. Barton, O.	12
P. Pelton & Co., O.	114	Dan. McMillen, O.	19
Alexander & Spencer, Ill.	179		

OPENING DAY OF THE MARKET.

Monday, Dec. 29.—The warm state of the weather since our last weekly market day for bullocks has operated hard upon the wholesale butchers, and the sales of all retailers of meat have been affected by the immense supply of poultry, which holders have been obliged to crowd off at any price that could be obtained. Very fair quality beef sides have been sold during the week at 6¼ cent. a pound; and even at that, all the cattle purchased last week were not used, so that it is no wonder that we have to report the cattle market to-day as a very hard one upon drovers, particularly for coarse and inferior beasts, such as make up more than half the number on sale to-day. Indeed, the quality, on the whole, is uncommonly hard, and, in some cases, scandalously bad—many of the beasts being unfit to kill, and too mean to keep. They might do for "many beef" at Washington, but they cannot be palmed off here upon those who are buying on Government account. The market opens this morning with a reported supply of hardly 3,500 head, and I for a while the salesmen hold for higher rates than a week ago, but as the number gradually increased to about 4,000, and buyers did not increase, the trade grew dull, and by noon was very low, and sellers were moving anxiously after buyers, and offering bullocks several dollars a head below asking price in the early morning. The only thing that tended to keep up hopes was the sight of Messrs. Starr & Reed, who kept and to be very busy, and it was known that they were buying for Government, but no one could find out how many they wanted, and as they took all their purchases in small lots it did not raise the market. Beside the sort selling at the 1 cent rate, which is most plenty and will nearly all sell below cost, there is a fair supply of the medium class of good fair steers and oxen, and a pretty good stock of really first-class bullocks, and a few really extra good—fully equal to any of the fine Christmas beef noticed last week and week before. These and really first class bullocks are estimated as selling at about half a cent below prices last week.

THE CLOSE OF THE MARKET.

Tuesday, Dec. 30.—The market closed last night generally, leaving several hundred on hand and more expected. Fortunately for those here but few fresh cattle arrived during the night, so that the market will close without any further decline, and all the stock will be sold, though at prices that bring losses to nearly all the owners of the lower grades, and to some of the owners of good stock. There are Western Steers here that cost for freight and other charges an average of $15, which have sold at $20@$30 each, leaving $10@$15 as the value at home. Some of this class were bought by present owners at 3c. ⅌ lb. live weight. We have reduced the general average of the market half a cent a pound owing to the very large portion of the stock of grade below medium. As a general thing we think butchers have bought all their stock this week upon easier terms than last, though the average reduction upon any but the lowest class is not quite equal to half a cent. Although the first class cattle have sold mightly below last week, we are still in the faith that they will continue to bring fair prices through the Winter. But do not mistake and call those that are only medium first rate, and suppose that the veriest scallawags are next to first class in quality. The market finally closes very hard as it did last Tuesday, although not as many cattle on sale. There are not as many country buyers, though many cattle that should go to the country—they are not fit to kill.

TRANSPORTATION.

The following is the cost of transportation and other expenses upon a drove of cattle estimated at 72 cwt. net, average in the market this week: From Monmouth, Ill., near Burlington to Chicago, $2 50 ⅌ head. From Chicago, via Michigan Central and Canada, to Suspension Bridge, $[illegible] a car. From the Bridge to Albany, 34 cents ⅌ cwt., and every pound weighed. From Albany to New-York, 15 cents ⅌ cwt.; Hay $1 ⅌ cwt. all the way, and cattle detained for want of cars two days at the Albany yards, which detained them from market a week, and made $1 ⅌ head expense. Yardage here 25 cents, commission $2 50—making a total for feeding, driving, feeding, yardage, and commission, $[illegible] ⅌ head.

Notwithstanding the warm weather, the rivers are not open for boats between Albany and New-York, and some difficulty has occurred from floating ice in forcing at Albany.

The roads are still crowded with Hogs, but time is now some prospect of the stock coming low. We are told that the railroad across suspension Bridge, Buffalo, and Dunkirk have been sidetracking the week to empty pens faster than they were refilled. But they still crowd hard upon other stock. The Sheep drovers complain that they can not fairly dealt with at Albany—that owners of Cattle and Hogs can get them forward on Sunday, but not a Sheep can be got forward, so that drovers from beyond Albany have no chance in the market on Monday, and those interested here complain that they are compelled to pay higher prices on Monday for stock by other roads. In short, none of the Sheep men are able to see why sheep should not come forward as well as Cattle and Hogs.

BROKERS' SALES OF BULLOCKS.

We furnish these weekly reports of various sales to corroborate our quotations, and assure Western drovers are constantly charging that we report prices too high. If we do, we are not alone. Here are numerous witnesses to confirm our statements.

SALES OF SHOW BEEF FOR NEW-YEAR'S.

We have given sales of Christmas beef two weeks past, and have this week a few of the same sort for New-Year's.

A. M. Allerton sold the following extra good bullocks, which he bought at Buffalo of James Wright last Spring, being part of a lot of extra Kentucky Durhams fed by