COMMERCIAL MATTERS.

Sales at the Stock Exchange....MAY 29.

25,000 U. S. 6s '81 Reg	108½	200 Hudson River RR	132
8,000 U. S. 5s '71 Coupon	102½	50 do	132½
1,000 T'ns-ton Oak Apland	107	50 do	s30 131
2,000 do	107	200 Harlem RR. Pref	111
6,000 do	107	500 do	112
1,000 do b60	107	50 Norwich & Wor. RR.	93
24,500 U.S.6s, 1 Cer New	99½	300 Reading Railroad	111
1,000 N. Carolina Ctfs 6s	42	400 do	110½
3,000 Missouri S. 6s	70½	100 do	s30 110½
9,000 do	70½	500 do	b30 110½
13,000 do	71	100 do	110½
2,000 N. Y. Central 6s	109	50 Mich. Cen. RR	115
8,000 Erie 2d M. Bds '82	113	100 do	b30 115½
2,000 Erie 4th Mtge. Bds	110	300 M. S. & N. I. R. R	74½
1,000 Hudson R. 2d Mtg	120	100 do	74½
8,000 do	121	50 do	b15 75
2,000 Harlem RR. 2d Mt.	104	300 do	74½
1,000 Mich. So. Sink. Fd.	109	200 Ill. Cent. R. R. Scrip.	110½
7,000 Alt. & T. Hte 2d M. Pf	82	2000 Ill. C. Canceled B. Scr.	86
2,000 Alt. & T. Hte Inc Bds	37½	500 Cleve. & Pitts. R. R	93
2,000 Miss & Mo Int Cert	62	100 do	88½
2,000 Han & St. J 1st M. Bds	78	500 do	89
1,000 Gal. & Chic. 1st M.	114	100 do	89½
1,000 Clev. & Pitts 4th Mt.	88½	200 do	s30 90½
26 Bank of America	126	300 do	s15 89½
115 Bank of Commerce	100	200 do	b10 89½
10 Bank of the Republic	107	500 do	89½
10 Shoe & Leather Bank	107	600 do	b10 90
42 Importers' & Trad. Bk.	119	1000 do	b30 90
5 Park Bank	137	500 do	b15 90
10,000 American Gold	144½	17 Clev., Col. & Cin. RR.	100
28,000 do	144½	20 Mic. So. & N. I. G. d Sk.	118
200 Canton Co	35	200 do	115
1000 do	b30 35½	150 Cal. & Chic. RR	104½
50 do	35½	100 Clev. & Tol. RR	s30 114
20 Penn. Coal Co	138	100 do	114½
300 Cumberland Coal Pfd.	26½	400 do	s10 114½
400 do	27	200 do	s30 114½
100 do	b15 27	100 do	114½
500 American Coal Co	69½	160 Chic. & R. Isl. RR	100
200 Cen. Am. Trans. Co	52	400 do	100½
100 do	54	50 do	b10 100½
450 do	b30 58	100 do	100½
100 do	59	50 do	b10 101
50 Pac. Mail S'p Co	s30 199	400 do	101
100 do	199½	10 Chic., Burl. & Quy RR.	118
50 do	199½	25 do	118½
50 do	s30 199½	150 do	118½
100 N. Y. Cen. R. R	126	200 Mil. & P. du Chien RR.	47
100 do	s30 126½	50 do	47½
850 do	126½	150 Pitts., Ft. W. & Ch. RR.	74
100 do	s30 126½	150 do	74½
1000 Erie Railway	94½	300 do	74½
500 do	94½	200 Alt. & T. H. Pref	78
250 do	94½	400 do	78
100 do	s30 94	100 do	b10 78
200 do	s10 94½	50 Alt. & T. Haute RR.	48
1000 Harlem R. R.	b30 110	500 Chic. & N. W. RR.	32
400 do	109½	200 do	32½
500 do	109½	200 do	32½
250 do	b30 109½	100 Chic. & Alt. RR.	72½
250 do	s60 109	200 do	72½
100 Erie Railway Pref	104½	200 do	72½
200 do	b10 104½	100 do	72½
350 do	104½	200 Chic. & Alt. Pref	93½
400 do	b10 104½	119 Miss. & Missouri RR.	27
50 Second Avenue RR.	32½		

SECOND BOARD.

20,000 U. S. 6s '81 Reg'd	108½	200 Harlem Railroad	s30 110
17,000 U. S. 6s '81 Coup	108½	600 do	b10 110
5,000 U. S. 6s 1-yr. Cer	101½	400 do	110
4,000 Tenn. State 6s '90	63½	100 Reading Railroad	112
20,000 Missouri State 6s	71	500 do	112½
10,000 Erie 2d m. bs. '85	113	400 Mich. Central RR.	116
5,000 Hud. Riv. Con. bs	123	600 Mich. So. & N. Ind	76
1,000 P., Ft. W. & Ch. 1st	110	300 do	76½
6,000 P., Ft W. & Ch. 2d	85	300 Mich. S. & N. I. G. Sk.	116
5,000 Mich. So. Sin. Fd	109½	42 Panama R. R.	188
5,000 Chi. & N. W. 2d M.	93	100 Ill. Cent. RR. Scrip	111
50,000 American Gold	145	100 do	110½
10,000 do	145½	3000 Cleve. & Pitts. RR.	92½
15,000 do	144½	500 do	92½
20,000 do	s30 144½	100 do	92½
50 Canton Co	36	300 Galena & Chic. RR	100½
450 Cum. Coal Pref	31	150 do	100½
100 do	b15 31½	1500 Cleve. & Tol. RR	115
100 do	b30 31½	400 do	114½
100 do	30½	600 Chi. & R. I. RR	102½
300 do	30½	100 do	b10 102½
100 do	b10 30½	600 do	102½
100 do	30½	100 do	102½
400 do	28½	200 do	s30 102½
150 Pacific Mail S. S. Co	188	50 Alt. & Terre H. Pref	80
600 Amer. Coal Co	69	300 do	b10 80
300 Cent. Am. Tr. Co	56	100 Chic. & Nor. W. R. R.	32½
100 do	b30 56½	100 do	b15 33
40 Pennsylvania Coal Co	139	500 do	33
400 N. Y. Central RR	122	10 Alt. & Ter. H. R. R	48
100 do	122½	100 do	49
100 do	b10 122½	100 Mil. & Prai. Du Ch'n	48
100 do	122½	150 do	48½
700 do	b10 122	400 Pitts., Ft. W. & Ch	75
200 do	122½	300 do	77
550 Erie Railway	95	400 do	76½
50 do	95½	100 do	76½
900 do	95½	27 do	76½
200 do	95½	150 Chi. & Alton Pref	94
200 Erie Railway Pref	105	150 do	95½
100 Hudson River RR	132½	100 Chi. & Alton RR	75
50 do	133	50 do	75½

SALES AT THE PUBLIC BOARD AT 4 P. M.

100 Cum. Coal	30	100 M. S. & N. I. R. R.	s10 75½
100 Brunz. L. Co	6½	100 do	75½
200 N. Y. Cen. R. R	125	100 do	75½
300 do	125½	700 Clev. & Pitts. R. R.	93½
100 do	s30 125½	200 do	b10 93
100 do	b3 125½	200 do	93
190 do	b10 125½	100 Pitts., Ft. W. & C. RR.	75½
100 Erie R. R. Pref	104½	100 M. & P. du C. R. R.	s30 48
50 Hud. Riv. R. R	133½	50 T. H. & A. R. R. Pref.	78
200 Harlem R. R	110	150 Chi. & R. I. R. R.	102
200 do	b10 109½	50 do	101½
100 M. S. & N. I. R. R.	75	50 do	101½
100 do	s3 75½		

FRIDAY, May 29—P. M.

The Stock market, with a fair activity, showed a much stronger tone to-day, with an animated desire to buy, both on the part of the bears to cover short contracts, and the bulls, who consider another rise as impending. The unsatisfactory advices from Vicksburg brought in buyers who look for a long continuation of the war, and, of course, of large Government expenditures. The growing ease in money has also considerable influence upon the movement, although the very large margins demanded by most lenders tend to check speculators of small means in their operations. Governments were not very active, but strong at 108¼ for 6s of 1881, and 107@107¼ for 7.30s. The Share market at the Board opened rather weaker than the early street sales, but the quotations were firmer as the call proceeded. There was no special activity in any stock, excepting Pittsburgh, which sold to the extent of 6,000 or 8,000 shares, running up to 92, an improvement of 4¼ ⅌ cent. Central American Transit was in demand, under the advices by the America of the restoration of the boats, and sold up to 55, an advance of 7 ⅌ cent. Erie showed an advance of ¼ ⅌ cent, Harlem ¾, and Central ¼ ⅌ cent. Hudson River was in demand at 132¼, against 131¼ yesterday. The Western Shares were nearly all better. Southern improved 2@2¼ ⅌ cent, Fort Wayne 2, North-Western 1¼, Terre Haute 2, Galena ¼, Rock Island 1¼, Chicago and Alton 1, &c. At the Second Board there was an excited market, with a further advance in the prominent shares. Central sold at 123, against 120¼ in the morning. Pacific Mail, under purchases of only 150 shares, jumped to 184, an advance of 3 ⅌ cent. Central American Transit further improved 1 ⅌ cent. Cumberland was very active, but left off heavy. Erie again advanced 1 ⅌ cent, Hudson River 1 ⅌ cent, Harlem ¾, Reading 1¼, Alton and Terre Haute Preferred 2¼, North-Western ¾, Prairie du Chien ¼, Pittsburg ¼, &c. In Governments there was not much done, and quotations were a little weaker. At the 4 o'clock call the market was not very active, but prices were steady at: U. S. 6s, 1881, Coupons, 108@108¼; U. S. Treasury Notes, 7 3-10, February and August, 108@108¼; U. S. Treasury Notes, 7 3-10, April and October, 107@107¼; American Gold, 145@145¼; Tennessee State 6s, 63¼@64; Missouri State 6s, 70¼@71; Canton Co., 35¼@36; Cumberland Coal, 30@30¼; Pacific Mail Steamship Company, 184¼@185; New-York Central Railroad, 122¾@123; Erie Railway, 95¼@95¾; Erie Railway Preferred, 105@105¼; Hudson River Railroad, 132¾@133; Harlem Railroad, 110@110¼; Harlem Railroad Preferred, 112@113; Reading Railroad, 112@112¼; Michigan Central Railroad 115¼@116; Michigan Southern and Northern Indiana Railroad, 75¾@76; Michigan Southern and Northern Indiana Guaranteed, 115¼@116; Illinois Central Railroad, 110¼@111; Cleveland and Pittsburgh Railroad, 91¾@92; Galena and Chicago Railroad, 105¼@105¾; Cleveland and Toledo Railroad, 114¼@114¾; Chicago and Rock Island Railroad, 101¼@102; Chicago, Burlington and Quincy Railroad, 114¼@115; Milwaukee and Prairie Du Chien Railroad, 48¼@48¾; Pittsburg, Fort Wayne, and Chicago Railroad, 76¼@76¾; Alton and Terre Haute Railroad, 48@49; Alton and Terre Haute Railroad, Preferred, 79¾@80; Chicago and North-Western Railroad, 33@33¼; Chicago and Alton Railroad, 74¼@75; Chicago and North-Western, first mortgage, 88@89; Chicago and North-Western, second mortgage, 62¼@63.

There has been considerable business in foreign bills at 157@158 for Sterling, and 3.60@3.55 for France, closing at the higher figures.

Freights are more active and rates are firmer. To Liverpool the engagements are: 42,000 bush. Wheat at 7@7¼d. in bags, mainly at the inside rate; 21,000 bush. Corn at 6¼@7d. in bulk and bags; 1,000 bbls. Flour at 1s. 9d.; 1,500 bbls. do. at 2s.; and per neutral flag 400 tcs. Lard at 27s. 6d; 100 bbls. Lard Oil at 30s.; 1,000 boxes Bacon at 27s. 6d.; and per steamer 400 boxes Bacon at 30s.; 1,000 tcs. Lard at 30s.; and by steamer Great Eastern 100,000 bush. Corn and Wheat at 8¼@9d. respectively, and 3,000 boxes Bacon at 30s. To London: 8,000 bush. Wheat at 8d.; and per neutral flag 2,500 bbls. Flour at 2s. 9d., and 1,000 do. do. at 3s. To Bristol: 7,000 bush. Wheat at 9d. in bags. To Glasgow: 3,500 bbls. Flour at 2s. 4½d. @2s. 6d. The charters are: A Norwegian brig, with 16,000 bush. Wheat, to Dublin at 11½d.; a British brig to Galway with Wheat at 11½d.; a British brig of 207 tuns to Porto Rico and back at 50c. for Sugars; a brig of 300 tuns to the north side of Cuba and back at 40c. for Sugar and $3 for Molasses; a vessel of 289 tuns from the north side of Cuba at 40c. for Sugar and $3 for Molasses. We notice the sale of the brig Ocean Spray at $8,500, and the schooner Manhassett at $10,500.

The business of the Sub-Treasury was: Receipts, $5,137,960 29—for Customs, $147,000; Payments, $3,688,164 94; Balance, $27,258,474 21.

The earnings of the Panama Road have been:

March	$159,774 04
April	163,770 14

The aggregate for the four months of the year is $616,136 49, which is larger than was anticipated. Annexed is the quantity:

ASSETS.

Cash on hand, loans and investments	$1,714,916 25
73,037 tuns of coal on hand and in transitu, on which there has been paid	650,816 02
Steamers in service, iron boats, scows, and payments made on steamers now being built	1,374,133 76
Real Estate and machinery	136,310 00
Stock in A. Steamship Co	100,000 00
Outfits and supplies in the hands of agents and in transitu	251,803 52
Balances due from agents and pursers	28,331 36
Total	$4,455,902 91

LIABILITIES.

Capital stock		$4,000,000 00
Sundry unsettled accounts		51,912 17
Profit and loss, surplus Feb., 1863	$180,891 78	
Net earnings for the quarter ending May 1, 1863, after reduction of values for depreciation of steamers and other property	223,099 01	403,990 74
Total		$4,455,902 91

From the above surplus of $403,990 74, the Board of Directors have declared a dividend of 5 ⅌ cent on the Capital Stock, payable May 22, 1863.

The above figures give as unfavorable a view of the situation of the Company as figures can be made to give without making absolutely false statements. The quarter was one of the most prosperous the Company has ever known, and the net earnings, if only a reasonable amount had been deducted for depreciation of steamers, would have shown nearer $600,000, or 15 ⅌ cent, than $223,000. In the assets the steamers, &c., are cut down to $1,374,133, which is but little more than has been expended within 18 months on new boats, and the stock of the North Atlantic Steamship Company (the Atlantic and Baltic) is cut down to $100,000, equal to $225,000 for both boats, although the Company has been offered more than this for its interest in one of the ships.

Thompson Brothers, No. 2 Wall street, United States Revenue Stamp Depot, have issued the following circular:

OFFICE OF THOMPSON BROTHERS, BANKERS, No. 2 Wall street, New-York.

It becomes a necessity that some person in every town and village should keep stamps for sale, and we have now established a new and more paying scale of our discount on our wholesale business, as follows:

All orders under $50 worth	Par
All orders from $50 to $500	¼ per ct. dis.
All orders for $500 and over	½ per ct. dis.

With an ample stock of Stamps to fill orders on the day the money is received, we feel confident that these rates will induce some one in every Post-Office District to keep stamps for the public accommodation.

THOMPSON BROTHERS, Bankers, No. 2 Wall street, N. Y., United States Revenue Stamp Depot.

The receipts at the Sub-Treasury for five twenties have been:

Subscriptions	$776,550
Agents	1,360,000
Total	$2,136,550
Also from Customs	$147,000
Internal Revenue	72,266
Total	$219,266

Gold has not been very excited to-day, but has been firm under the accounts from the West at 144¼@145¼.

The reorganization of the western end of the La Crosse road, under the name of the Milwaukee and St. Paul Railroad, is proceeding rapidly. The new company owns the Watertown road, and expects soon to have the 28 miles to Portage ready for use. This makes them independent of the eastern end by giving a second route to Milwaukee from the west.

Mr. Cisco, U. S. Assistant Treasurer, gives official notice that he will continue to receive subscriptions to the twenty-five year Sixes until the 30th of June, inclusive, after which day the right of conversion of the legal-tender notes into them will cease, according to the provisions of the act of Congress.

A meeting of importers of Worsted and Cotton Goods for dresses is to be held at Delmonico's on Monday next at 3 p. m., to consider the late decision of the Secretary of the Treasury in regard to the duties on such goods.

A meeting of the Directors of the Alton and Terre Haute Road will be held in this city on the 25th of June, when the dividend question will be considered.

A company has been organized under the title of the McGregor Western Railroad Company, to construct a line of railroad from McGregor, on the Mississippi, opposite Prairie du Chien, the Western terminus of the Milwaukee and Prairie du Chien Railroad, to the State line of Iowa, there to connect with the Minnesota Central Railroad, designed to run from the latter point to St. Paul and Minneopolis. The McGregor Western line pursues a northwesterly route, and will be about 120 miles in length, or with the Minnesota Central about 230 miles. It travels the best wheat-producing region of Iowa, capable of affording immediately a very large business, and insuring handsome returns to the projectors of the enterprise. A very large force of men has been for some time employed on the line preparing it for the iron; the rails for the first division of 40 miles have been purchased, which will be in operation by October 1, of the present year, and 60 miles in all will be completed the present season. The McGregor Western Road will run in immediate connection with the Prairie du Chien and North Western Roads, and thus greatly enlarge the volume of business over these lines to Milwaukee and Chicago.

Money continues to rule easy on call at 6@7 ⅌ cent, but lenders require large margins on everything but the choicest collaterals.

The prices and sales of stocks at the Mining Stock Board, May 29, were as follows.

	Offer'd.	Ask'd.		Offer'd.	Ask'd
Acton	4½	5½	Knowlton	—	6½
Bucks County	1½	2	Manhattan	6	6½
Bohemian	—	9½	Missouri	—	13½
Carp Lake	6	8	Minnesota	—	110
Canada	1½	1½	National	—	32
Central	—	55½	Norwich	—	4
Columbian	5½	5½	Ogima	2½	3½
Copper Falls	9	10½	Pewabic	—	6½
Doylestown	1	1½	Pittsburgh	—	90
Evergreen Bluff	7½	8	Pontiac	6½	7½
Flint Steel River	2½	3½	Providence	—	2½
Franklin	—	57½	Quincey	63	91½
Grand Portage	25	—	Rockland	—	23½
Hancock	—	12½	Superior	—	19½
Hamilton	1½	2	Tonteo	—	3½
Huron	—	16½	Windsor	½	1
Isle Royale	—	25	Vermont	2½	—
Placentia Bay	1½	1½	Ontonagon	2½	3½

On Monday next the successful house of A. W. Jerome & Co. will be dissolved. Mr. Jerome retires from active business, leaving $100,000 as special capital in the new house, which will have an active capital of about $300,000.

The imports of Dry Goods for the week have been $862,651.

ENTERED FOR CONSUMPTION.

Manuf. of	Pkgs.	Value.	Manuf. of	Pkgs.	Value.
Wool	225	$89,552	Flax	274	$ 48,602
Cotton	120	24,439	Miscella'ous	83	41,218
Silk	195	183,966			
Total				907	$338,847

WITHDRAWALS.

Manuf. of	Pkgs.	Value.	Manuf. of	Pkgs.	Value.
Wool	288	$100,661	Flax	152	$32,652
Cotton	95	28,496	Miscella'ous	1,602	14,148
Silk	55	56,074			
Total				2,192	$231,971

WAREHOUSED.

Manuf. of	Pkgs.	Value.	Manuf. of	Pkgs.	Value.
Wool	534	$192,730	Flax	368	$75,521
Cotton	327	94,169	Miscella'ous	49	20,255
Silk	109	91,189			
Total				1,387	$473,864

The statements of the banks of the three principal cities of the Union for the last week compare with the previous one, and the corresponding time of 1862, as follows:

	Loans.	Deposits.	Specie.	Circul'n.
N. Y., May 23.	$181,319,351	$107,635,658	$39,544,865	$6,799,678
Boston, May 25.	72,874,350	33,007,646	7,776,922	7,017,890
Phila's, May 25.	37,116,093	22,455,158	4,857,169	2,808,109
Total	$291,310,294	233,117,857	50,678,955	16,609,477
Last week	290,668,971	232,864,158	50,707,937	16,935,131
Last year	234,755,427	172,810,998	44,860,467	18,282,487

The Central American Transit Line is in successful operation again, all the boats and property seized by the revolutionary party having been restored. There are now three boats running on the San Juan River. The Company's steamer San Juan was seized on the 7th of April last by an American named Jas. Thomas, who ran her to a point 26 miles below Fort San Carlos, near the two Rapids, where she was taken possession of by Col. Arguello, of the revolutionary party, Fort San Carlos being at that time held by Gen. Chomorro, together with Fort Costello. The Representative of the Central American Transit Company then obtained from the Resident Minister of the United States, the Hon. Thomas B. Clay, an order on Thos. M. Thomas, to deliver the boat over to him.

A paragraph in the said order reads as follows:

But in case of her delivery to the above representative of the Central American Transit Company, I guarantee the protection of the United States, and a trial of the tribunals of our country. The boat was then delivered over to the representative of the Central American Transit Company, Capt. Slocum, by Gen. Chomorro, the latter stipulating that she should not pass out of the river into the lake. Minister Dickinson, upon arriving at the seat of government, represented matters in their true light to President Martinez, who withdrew all obstacles to the success of the Central American Transit Company, and the matter between the Government and the Company was satisfactorily arranged. At Greytown the Company have excellent shops, and some of the best mechanics.

Before the departure last week for the West of Mr. McCullock, the Controller of the Currency, the arrangements for the new currency issues, as well as for the details of organization under the General Law, were all completed. In response to the call of the Secretary of the Treasury, a large number of designs were evoked from the artistic talent of the country, the leading competitors being the American, National, and Continental Bank Note Companies of New-York and Messrs. Butler & Carpenter of Philadelphia. Of the fourteen designs required, nine were accepted from the Continental Company, two from the American, two from the National, and one from Butler & Carpenter. These are for either end of the notes. The backs will consist of engravings from the great pictures in the Rotunda of the Capitol. The only work thus far awarded is for the smaller denominations, the 5s and 10s, these being the first which will be called for by the new banks. The contract for these is understood to be given to the Continental Company, a new organization in this city.

Messrs. L. S. L'Hommedieu, W. H. Clements, and D. McLaran, have filed with the Secretary of State of Ohio, as prescribed in the general railroad law, articles of incorporation of the Western Division of the Atlantic and Great Western Railway, and the books for receiving subscriptions to the capital stock of said Company will be opened on the 23d of June, at the office of the Cincinnati, Hamilton and Dayton Railroad in Cincinnati. *The Cincinnati Gazette* gives the following as the plan agreed upon for the building of this Western Division:

The Atlantic and Great Western Road is now completed from the intersection of the New-York and Erie to Akron, Ohio. A third rail will be laid on the Cleveland and Zanesville and Cincinnati, to the intersection of the Pittsburgh and Fort Wayne Road, then on the Pittsburgh and Fort Wayne Road to Crestline, then on the Cleveland, Columbus and Cincinnati Railroad to Delaware, then on the Delaware branch of the C. C. C. to Springfield. The Little Miami will either lay a third rail on the Sandusky, Dayton and Cincinnati Railroad from Springfield to Hagaston, or will complete the track of the A. & G. W., which is already graded on that section, and the Cincinnati, Hamilton and Dayton to Cincinnati, which will lay a third rail from Dayton to Cincinnati, which will complete the broad gauge line to its connection with the Ohio and Mississippi Railroad.

This is the plan proposed, but it may be somewhat changed or modified before being finally adopted.

THE DEBT OF THE CITY OF PITTSBURG.

To the Editor of The N. Y. Tribune.

SIR: From publications which have been made apparently with the sanction of the authorities of Pittsburg, it appears that the holders of the six per cent Bonds of that city, which were issued in subscriptions to various railroads, and on which, for nearly six years, the City has refused to pay the interest, are now asked to surrender, under what is by courtesy termed "a compromise," these securities, and accept in lieu of them, obligations for eighty-six per cent of the debt to run for fifty years, and to bear only five per cent interest. There is no reason assigned for this material reduction of principal and interest, nor for the postponement for half-a-century of the payment of the former, legally due in about twenty years. The City of Pittsburg is a very rich community for its population, every branch of its business is in a condition flourishing beyond precedent, and the burden of taxation to meet all its debt fully and honestly, would be less than in many other municipalities. Such, as I have reason to believe, being the fact, I would like to know with what grace Pittsburg asks of her creditors a large deduction from their rightful claims, and what obligation of courtesy or business there exists on their part to assent to any such whatever? Is it not enough that since 1857 they have waited for their interest, and have been put to vexatious and unmeasurable lawsuits to make good their claim, as they have done, in the State and Federal Courts? Why shall not Pittsburg pay her debts, as well as any other city, in full?

A BONDHOLDER.

MARKETS—CAREFULLY REPORTED FOR THE N. Y. TRIBUNE. FRIDAY, May 29, 1863.

ASHES—The market is steady and the demand fair; sales of 40 bbls., at $6@$6 12½ for Pots, and $9@$9 25 for Pearls.

COTTON—The market remains rather quiet, but there is quite a steady feeling and we quote Middlings at 57@58c. Sales of some 500 bales.

COFFEE remains in the same dull and quiet state noted for the last month, and prices are nominal. We have only to notice 25 bags Java at 37 loss 2 per cent for cash.

CHEMICALS—The demand is moderate: Sales of 100 tuns Sal Soda at 2½c; 10 tuns Caustic Soda at 6½@7c; 50 tuns Soda Ash at 3½@3¾c, and 1,000 kegs Bi-Carbonate Soda at 5½ 26c.

FLOUR AND MEAL—The market for Western and State Flour is fairly active for the Eastern trade and for shipment, and prices of the low grades are 5c. higher. Trade brands are steady and no fair request. The sales are 15,600 bbls., at $5 20@$5 50 for Superfine State; $5 55@$6 05 for Extra State; $6 10@$6 25 for Fancy State; $5 30@$5 25 for the low grades of Western Extra