COMMERCIAL AFFAIRS.

MONEY MARKET.

FRIDAY, Feb. 20—6 P. M.

There is nothing new in the stock market to-day. Holders were a little more firm in their prices, and a slight advance was realized. At the first board, Reading Railroad went up ¼ per cent; Erie Railroad, ¼; Harlem, ¼; Long Island, ¼; Morris Canal, ¼; New Jersey Mine, ¼; Delaware and Hudson, ¼. At the second board, Reading Railroad went up ¼ per cent; Erie Railroad, ¼; Norwich and Worcester, ¼. The market closed firm at our quotations.

The receipts at the office of the Assistant Treasurer of this port, to day, amounted to $129,000; payments, $3,162 88—balance, $2,930,707 73.

We learn that Felix Argenti Esq., of San Francisco, leaves the city, to-morrow (Saturday), in the steamship Pacific, for Liverpool, for the purpose of perfecting his arrangements for the establishment of a house in London for the negotiation of bills of exchange on all parts of the world, in connection with a house in this city, one in San Francisco, and another in China. We know of no man more capable of carrying out this plan than Mr. Argenti. He is well known here, having been connected with the house of Brown, Brothers & Co. Such a connection as this has been much wanted, and Mr. Argenti deserves great credit for his effort to give greater facilities for carrying on our trade with the East Indies. San Francisco is favorably situated for monopolizing that trade, and before the lapse of many years most of the China and East India trade will be carried on through that port. This will give New York a greater prominence in the regulation of the exchanges of the world than she has hitherto enjoyed, and tend materially to make this city what London is now—the great centre for the liquidation of all balances created between nations in commercial intercourse with each other.

The receivers of the New York Insurance Company give notice that a dividend of eighty per cent on the capital stock will be paid on the 23d inst.

There has been but a moderate demand for foreign exchange for remittance by the packet to-morrow, (Saturday,) and rates remain without alteration. The Pacific will take out nearly a million and a quarter of dollars in specie, principally American gold.

The bill to allow Virginia six per cent stocks to be included in the list of securities to be received as deposit for the issue of circulating notes in New Jersey, has passed the House of Assembly of that State.

The annexed statement exhibits the quotations in this market for the principal public securities, at the respective periods named:—

QUOTATIONS FOR PUBLIC SECURITIES.

			Nov 22, 1851.		Feb. 20, 1852.	
U. S. Loans	5	per cent, 1853	102	a 102½	102½	a 103
Do.	6	" 1856	105½	a 106	105	a 105½
Do.	6	" 1862	110½	a 110¾	110¾	a 111
Do.	6	" 1867	115	a 116	115	a 116½
Do.	6	" 1868	116½	a 116¾	116½	a 116
New York	6	per cent 1851	—	a —	—	a —
Do.	6	" 1860	108½	a 109	—	a —
Do.	6	" 1861	—	a —	—	a —
Do.	6	" 1862	—	a —	—	a —
Do.	6	" 1867	—	a —	—	a —
Do.	6	" 1868	118	a 120½	—	a —
Do.	5½	" 1871	115	a 116½	—	a —
Do.	5	" 1860-63	—	a —	—	a —
Do.	5	" 1870-80	—	a —	—	a —
Do.	5	" 1875-80	—	a —	—	a —
Do.	5	" 1880-85	—	a —	—	a —
Do.	4½	" 1861	95	a 97	—	a —
Ohio 7	per cent	1851	100	a 101	—	a —
Do.	6	" 1856	105	a 107	—	a —
Do.	6	" 1860	106	a 107	106	a 107½
Do.	6	" 1862	110	a 112	—	a —
Do.	6	" 1863	113	a 115	114	a 114½
Do.	6	" 1866-67	101	a 104	—	a —
Kentucky 6	per cent	1853	103	a 105	105	a 105½
Do.	6	"	—	a —	—	a —
Illinois int. Imp.,	1847		60	a 67	70	a 70½
Do.		int. stock	—	a —	42	a 45
Illinois Fundable Bonds			—	a —	—	a —
Indiana Bonds			—	a —	—	a —
Do.	State Fives		84½	a 85	83	a 83½
Arkansas	6	per cent	—	a —	—	a —
Alabama	5	"	90	a 91	—	a —
Do.	6	"	—	a —	—	a —
Do.		Sterling	—	a —	—	a —
Pennsylvania	5	" 1857	91	a 91½	89	a 89½
Do.	6	"	100	a 104	—	a —
Maryland	6	"	102	a 103	—	a —
Do.	6	Sterling	—	a —	—	a —
Tennessee	5	"	—	a —	—	a —
Do.	6	"	100	a 102	—	a —
Mississippi	6	"	—	a —	—	a —
Virginia	6	" 1880	107	a 107½	103½	a 103½
N. Y. City	7	per cent 1857	110	a 112	—	a —
Do.	7	" 1852	100	a 103	—	a —
Do. Water Loan,		do. 1858	101	a 101½	—	a —
Do.		do. 1870	102	a 105	101	a 101½
Do. Fire Loan,		do. 1860	—	a —	—	a —
Brooklyn, 6	per cent	1850-57-58	102½	a 105	—	a —
Baltimore 6s,		1850-70-80	—	a —	—	a —
Philadelphia 6s			101	a 102	—	a —
New Orleans 6s		1852	—	a —	—	a —
Farmers' Loan and Trust Co.			69	a 70	78	a 79
Mechanics' Loan and Trust Co.			—	a —	101	a 104½
Bank of U. S. in Penn.			3½	a 3	3½	a 3
Camden and Amboy RR.			—	a —	—	a —
Hartford and New Haven RR.			122	a 123	123	a 125
New York and New Haven RR.			105	a 107	107	a 107½
Hudson River RR.			63½	a 64½	62½	a 63
New York and Erie RR.			80½	a 82	77½	a 78
Albany and Schenectady RR.			94	a 97	96½	a 97
Utica and Schenectady RR.			127	a 128	127	a 127½
Syracuse and Utica RR.			—	a —	—	a —
New Jersey RR.			134	a 136	135½	a 135
Manchester and Lawrence RR.			110	a 115	100	a 109
New York and Harlem RR.			9	a 9½	9½	a 9½
Reading Railroad			57½	a 58	60	a 60½
Do.		Bonds	—	a —	—	a —
Do.		Mortgage Bonds	—	a —	76½	a 77
Erie Railroad Bonds, 1st			103	a 104½	102½	a 102
Do.		2d	99	a 100	100½	a 100
Do.		3d	—	a —	—	a —
Erie Income Bonds			87½	a 88	91	a 92½
Erie Convertible Bonds			94½	a 95	88	a 89½
Balt. & Ohio RR. Bonds, 1853-55			—	a —	—	a —
Do.		Div. Bonds	—	a —	—	a —
Baltimore and Ohio RR.			59	a 60	63	a 65
Hudson River RR Bonds			104½	a 104¾	101½	a 102
Western (Mass.) Railroad			103	a 104	—	a —
Dut. & Hudson Canal Co.			107	a 107½	113	a 112¾
Do		Scrip	—	a —	—	a —

During the past two or three months there has not been much activity in government or State stocks. Speculation has, from time to time, taken hold of different fancies, and inflated prices more or less. Two or three of the fancies are now under the influence of a cornering combination, and it is probable that there will be for a time longer, considerable fluctuation in the market value of each. We have not yet had our usual rise for the season. It may be a little too early at the present moment; but we see no decided indications of an upward movement of even the slightest importance. The elements of speculation are abundant enough, money is cheap and plenty, and the leading fancies are concentrated in the hands of a few. Holders are principally in Wall street, and they are disposed, even desirous, to give every encouragement to speculation. They have started a movement several times among themselves—have formed cliques for the purpose of making certain stocks active, to attract the attention of outsiders—but all without success, and we see no immediate probability of any material change in the market. The large and rapid shipments of specie intimidate outsiders, and create a great deal of apprehension in the street. There is certainly foundation for alarm; and those who have kept aloof from all the speculations of the day, will never regret so doing. It is true that the movement of the precious metals is a great bugbear, which frightens timid people and those who do not understand the operations of commerce. The effect is unfavorable, and it is difficult to contend against it. So long as specie goes to Europe at the rate of one million of dollars per week, speculation in fancy stocks is entirely out of the question. Holders may consider themselves fortunate if they manage to sustain prices at present points. It is our impression that they will not be able to do so; that quotations for fancy stocks generally will steadily settle down, unless something occurs to prevent the rapid and steady drain of specie from our banks. We doubt if a moderate contraction of discounts by the Wall street banks would arrest the heavy exportation of the precious metals; and in the event of a contraction to a great extent being resorted to, the effect would not only be disastrous so far as quotations for fancy stocks are concerned, but the commercial community at large would be seriously embarrassed.

It will be recollected by those who had extended their business operations far beyond proper limits, that the last time the banks contracted so suddenly, very serious embarrassments were experienced and numerous failures took place. The extension of business, which at that time caused so much difficulty, was principally among houses engaged either entirely or partly in the California trade; and the great contraction in the money market, the rapid rise in the value of money, and the impossibility at times of obtaining it at any price, compelled many houses which had previously sustained a high credit, to suspend payment. Since that time failures have frequently occurred, and the indirect and direct cause of all the failures during the past twelve or eighteen months is over trading generally, and with California particularly. Very few houses of any magnitude, in any branch of business, have escaped this California mania. Nearly every one has been involved in the movement in some way. Those who have involved themselves deeply have become bankrupt, and their assets show exactly where the losses have been. Some of the oldest and best houses in the city have been completely tied up by dealings with California, and we fear that many more, yet unsuspected, will be unable to go through.

Ten or fifteen years ago, the Southern States of the Union were what California has proved to be, and most of the houses engaged in that trade either made a rapid fortune, or failed, most generally the latter. Since that time things have changed. It is now the best trade we have, and in time California may be the same. Those who have confined themselves to the Southern trade during the past three years, have made fortunes, and if they remain satisfied with that trade they will manage to retain at least what profits have been made. The West has paid up pretty well for several seasons past, but not equal to the South. A moderate trade with California would have paid, but it has been over done, and immense losses have been realized. When commercial facts are distorted for the purpose of strengthening any political question, it is due to the community at large that such a dishonorable course should be exposed, as the credit of all houses engaged more or less in trading with a certain section of the country, would be more or less injured. It is impossible for the organs of any political party or abolition clique, to adhere strictly to the truth, and most of them do not hesitate to make use of the grossest mis-statements to accomplish some particular object.

The Philadelphia papers by way of showing the great importance of the Reading Railroad, state that the company have invested in their works a sum about equal to one-half of the capital of the late Bank of the United States. If the vastness of the amount is any compliment to its management, we will concede the truth of the assertion, and show that the amount invested exceeds one half of the capital of the Bank. The *North American* states the position of the company thus:—

Common stock	$1,149 832
Preferred stock	1,581 800
Sinking fund stock	393,760
Bonds	10,794,180
Total	$16,899,515

The last report of the company, however, states capital, debt, &c., at $10,849,515 43

To which we add from the report various liabilities 1,537,604 54

Total capital and liabilities $18,187 319 97

To meet these last-mentioned liabilities, the company show a number of assets in which figures $143,828 28 in cash. This item everybody understands, and requires no comment; it is good enough. They then show a large item of debt due the company, amounting to $437,310 98. From which is deducted, as probable loss 24,188 67

$413,124 31

To which is added, bills receivable 71,953 40

Total open accounts and bills receivable. $455,075 71

This amount is rather more than one fifth of the gross revenue of the company, and although but $24,000 is put down as probably bad, the stockholders may be left to surmise how much more may be in the same condition. That one-fifth of the gross income of what should be a cash business should be locked up in unavailable assets, shows no great financial skill or judgment in the management of the affairs of this stupendous concern. But the most striking of these assets are the following three items:—

Renewal fund	$18,716 29
Sinking fund, 1836-60	3,903 66
Do do. 1849-70	83 27

Of the first item, page 32 of the report says:—

"The managers believe that as the fund appropriated for renewals is ample for all ordinary purposes, and as these salutary improvements have been made to guard against serious damage by freshets, the balance of $18,716 19 to the debit of this account will be repaid by the annual appropriation of the coming year."

It will be seen by the above extract, that this item is called a debit, and, on referring to the report, we find that the renewal fund consisted of $109 847 28, and on account of this fund $128,563 57 was expended—showing an expenditure, over the amount in hand, of exactly $18,716 19—and yet this expended amount is put among the assets. We naturally inquire—if it is an asset in what is it invested? It is nothing more nor less than a misrepresentation; and likewise, in what is the sinking fund, referred to above, invested? Those three items are evidently placed to force a balance. We will now compare the floating liabilities of the company for two years:—

READING RAILROAD—FLOATING DEBT.	1851.	1850.
Bills payable	$746 006 47	$1 056 09
Debts due by the company	231 770 79	231 920 07
Coupons to Jan 1st 1852	298 473 60	290 311 00
Int due on R. R. bonds	4,224 16	3 010 05
Div. on pref'd stock	58 830 00	58 028 00
State tax	5,106 55	16 052 30
Dividend fund, 1850	11 660 10	1839. 19 737 69
Do. do. 1851	149 607 69	1850. 192 649 20
Div on common stock No. 3	—	216 540 82
	$1 507 804 54	$951 356 82
Increase		$556,507 72

From this it will be seen that the floating debt of the company is all the time on the increase, and the vast capital may one of these days vie with the whole capital of the late Bank of the United States. We have shown a singular statement in the renewal fund account; but one still more, we will now proceed to show, comes from high authority, and from an unimpeachable witness. The Chief Engineer of the James River and Kanawha Company, of Virginia, in a recent report on the affairs of the company, speaks thus of the Reading:—

"I have received the last report of the Reading Railroad, in which I find the cost of transporting coal per ton for the whole length of the road, is put down at 54 6 cents, or 18 cents per ton per mile, and the cost of transporting merchandise is 9 cents per ton for the whole length of the road, 1-65 cents per ton per mile.

An examination of the report will show that the following items properly chargeable to transportation, are omitted in the above calculation, viz:—

Dumpage	$98,842 06
Freight on missing coal	4,068 23
Errors in freight and toll bills	177 24
Motive power on lateral railroads	8 120 99
Rents and ground rents	14 288 15
State, county and city taxes	6,555 34
Profit and loss, interest, damage and sundry	14,096 18
Total	$155,413 15

By apportioning this sum between the freight and passenger expenses, the following, according to my calculation, will be the results:—

For the transportation of coal, per ton, for the whole length of the road	63 83 cents	
Do	per ton, per mile	07 "
Do	of merchandise, per ton for the whole length of the road	104 08 "
Do	per ton, per mile	1 1 "

Thus it will be seen that the report is again convicted of a false statement. Here is an item of $155,413 15 which has not been charged to the proper accounts, and so mystified in the numerous statements and complicated accounts, that none but the most practised accountants, or skilful engineers could unravel. It may be plainly perceived that the recent dividend was made when the affairs of the company did not warrant it, and was, no doubt, the offspring of one of those gigantic speculations which has frequently marked the course of those who have exercised control over the affairs of this corporation. In conclusion, the business of the Reading Railroad exhibits the following remarkable features: an increased tonnage, an increased debt, and a decreased income.

Stock Exchange.

$3000 U S 6s '73 ..... 101⅛ 50 shares NR 139 78⅛
1678 Indiana 5s per ct ..... 83⅝ 50 do 60 78⅛
1000 Ohio 6s '66 ..... 108⅝ 100 do 78⅛
3000 Harlem 1st Bds ..... 102 50 do 137 78⅛
2000 Erie Conv. '71 ..... 88⅝ 50 do 78⅛
1000 do ..... 88 50 do 150 78
50 shs Del & Hud Can ..... 112¾ 100 do 78⅛
80 Union RR ..... 18⅝ 100 Long Isl RR 1⅞
50 Ocean RR ..... 10⅝ 100 do 10 1⅞
18 Bank N Am ..... 103⅝ 100 Harlem RR 180 60
300 Morris Can ..... 150 17 300 do 150 62⅝
50 do ..... 60 17⅝ 50 do 60
100 do ..... 16⅝ 200 do 150 60⅝
200 N J Zinc Co ..... 11 100 Nor & Wor RR 40⅝
100 do ..... 130 11⅝ 200 do 40⅝
100 do ..... 150 11⅝ 100 do 150 40⅝
10 Fortescue RR ..... 6⅝ 50 do 150 40⅝
10 Rock & Spr RR ..... 109 50 do 150 40⅝
50 Red Riv RR ..... 62 850 Reading RR 68⅝
A do ..... 62⅝ 100 do 810 68⅝
50 Erie RR ..... 160 75⅝ 100 do 68⅝

SECOND BOARD.

$1000 U Sts '67 ..... 101⅛ 50 shs Nor Mine Co. 130 11⅝
50 shs Reading RR ..... 57 100 do 11
100 do ..... 15 57 25 Nor & Wor RR. 160 50
100 do ..... 57 50 Erie RR 7⅝
100 do ..... 57⅝ 25 do 7⅝
100 do ..... 160 57⅝ 25 do 7⅝
5 Rock R Spr RR ..... 109 25 do 110 7⅝
50 Del & Hudson, full 112¾ 50 do 160 7⅝
75 do ..... 160 113 10 do 7⅝

CITY TRADE REPORT.

FRIDAY, Feb. 20—6 P. M.

ASHES.—Some 60 bbls. pots and pearls have been sold at $5 a $5 12½, the previous rates.

BREADSTUFFS.—There were 1,100 lbs. yellow purchased at 2½c., cash; market unchanged.

BREADSTUFFS.—Flour appeared cheaper, the sales reaching 8,000 bbls. ordinary to choice, with common to good Southern, at $4 06¼ a $5 12½; and mixed to fancy Western at $5 a $5 18¾ per bbl. There was nothing done in rye flour, corn meal, or wheat, worth mentioning. Holders of rye were asking 70c., and of barley 80 a 82½c. per bushel, but did not effect any sales. Nothing new occurred in oats. Corn moved to the extent of 17,000 bushels mixed Orleans and Western at 68 a 69c., with yellow and white Southern at 69 a 70c.—the former value.

CANDLES.—Plain and patent sperm were moderately dealt in, at 42c. a 46c. per lb.

COAL.—Orrel was quoted at $7 25 per chaldron, and anthracite at $6 50 per ton, with a fair amount of transactions.

COFFEE ruled buoyant. 500 bags Java bringing 10¾c. a 11c.; 4 250 bls (by auction) 7¾c. a 9¾c.—average, 8 67; and 350 Rl. Domingo, 7¾c.

COTTON.—Old and new cleaning was actively inquired for at 10½c. a 10c. and 20½c. per lb.

FLAXSEED.—The market continues steady, with sales of 1,600 bales at the quotations announced:—

	Uplands.	Florida, Mobile & Texas.	New Orleans.
Inferior	— a —	— a —	— a —
Ordinary	7¾ a 7¾	7¾ a 7¾	7¾ a 7¾
Middling	7⅞ a 7⅞	7¾ a 8	7¾ a 8
Middling Fair	8¼ a 8¼	8¼ a 8½	8¼ a 8½
Good Middling	8⅝ a 8⅝	8⅝ a 8¾	8⅝ a 8¾
Middling Fine	8⅞ a 8⅞	8⅞ a 9	8⅞ a 9
Fair	9¼ a 9¼	— a 9¼	— a 9¼
Full Fair	— a 9¾	— a 9¾	— a 9¾
Good Fair	— a —	— a —	— a —
Fine	— a —	— a —	— a —

Stock in city, in all kinds, estimated at 70,000 bales.

FREIGHTS.—Rates to Liverpool continued 6-32d. at ¼d. for cotton, at which 300 to 500 bls. were taken. 300 tons flaxseed were engaged at 4s. To London, 2,000 to 3,000 bbls. flour were taken, at 2s; and 3,000 do, do, at 1s. 9d. To Antwerp, 30 to 40 hhds. tobacco were engaged at 27s. 6d; and 70 tierces rice, at 27s. 6d. To Havre, the packet of the 24th was full at ¼c. for cotton; $6 a $7 for ashes; and $8 for rice. There was no alteration of moment to notice in rates for California.

FISH.—We heard of no actual operations to day, the 1,000 quintals cod, noticed as received yesterday, continued unsold, and were held at $3 12½.

FRUIT.—Excepting the disposal of 500 whole, 250 half, and 700 quarter boxes Malaga raisins, at $1 65 a $1 70, 50c. a 57½c., and 47½c. a 50c., nothing was done.

HAY.—About 500 bales Eastern and North river found buyers, at 75c. a 80c., cash.

HEMP.—Undressed American was in good demand, at $117 50 a $120, and some operations were rumored which we could not trace.

HOPS varied no further, the business embracing 25 bales new Eastern and Western, at 26c. a 32c. per lb.

IRON.—Scotch pig seemed firm at $21, and English bar at $25 per ton.

LATHS.—Eastern were slowly bought at $1 31½ a $2 37½ per thousand, cash.

LEAD.—There have been 5,000 pigs Galena disposed of at $4 62½, an advance.

MOLASSES.—Sales were made of 50 hhds. Cardenas, at 19c.; and 400 bbls. Louisiana, at 29 a 30c., a further improvement.

NAVAL STORES.—500 bbls. crude turpentine fetched $3 00½; 150 spirits do., 40c. a 42c.; 400 common rosin, $1 32½ a $1 50; and 200 superior do., $1 75 a $1 85.

OILS.—We heard of 1,500 gallons linseed being taken at 62c. a 63c., cash; and 100 baskets olive at $4 87½ a $5, four months.

PROVISIONS moved to the extent of 500 bbls prime and mess pork, at $14 62½ a $14 12½; and $15 50 a $15 75; 100 pkgs extra shoulders and hams, at 7c. a 9c.; 200 bbls prime lard at 8c. a 8½c. per lb.; 400 bbls prime and mess pork at $4 75 a $6, and $9 a $11 50 per bbl., respectively. Ohio and State butter quietly realized 13c. a 20c.; and fair to choice cheese 6½c. a 7½c. per lb.

REAL ESTATE.—Sales by auction:—House and lot 53 Twenty-fourth street, 18x93, $6,000; do 61 do., 18x93, $6,000; do 45 do., 20x93, $6,750; do 47 do., 20x98, $6,800; do. 45 do., 20x98, $6,800; do. 43 do., 20x98, $6,800; house and lot 243 Seventh street, 21x97, $2,900; do 245 do., 20x97, $2,900; 3 houses and lots on Thirty-third a reach, 20x98 $6,100 ea., $11,700; house and lot on Carmine and Varick streets, $7,000; do corner Varick and Clarkson streets, 2x100, $5,800; do. 23 West Twenty-third street, 20x110, $5,350; do 95 Mercer street, 25x100, $8,000; do. 68 Carmine street, 25x93, $6,600; do. 276 Bleecker street, 25x75, $4,800; do. 275 do., 25x75, $4,600; 1 lot on Thirteenth street, near Fifth avenue, 25x98, $4,800; 2 do., Thirteenth street, near Madison avenue, each 25x98, $2,800 each, $5,600; house and lease of lot 29 Pike street, $4,400. Brooklyn—House and lot on Pacific street, near Bond street, 22x60 $6,300.

RICE.—We heard of 100 tierces being purchased, at $3 25 a $3 50 per 100 lbs. Market unsettled.

SUGARS.—There were 200 hhds Havana bought at $20 a $7 50—usual time.

SOAP.—100 boxes Castile were obtained at 9¼ cents per lb.

SPIRITS.—Sales have been made of 600 bbls Ohio and prison whiskey, at 23½c. a 24c. per gallon, cash, indicating a further advance.

STOCK.—The operations were confined to 100 hhds. Louisiana, at 4½c. a 5½c. Market firm.

TALLOW.—Some 6,000 lbs. prime were disposed of at 7¾c. a 7⅞c. per lb.

TEA.—Varied little; the auction this afternoon passing off quite languidly, as shown in the following detailed report:—Imported per ship Stag Hound and brig Prince Dorus 6 chests Hyson—10 hf. ch. at 44½; 30 do 44, 70 do. 45, 16 do. 44½ 73 do 47. Young Hyson—84 hf. ch. at 36½; 16 do 60, 77 do. 43, 90 do. 38½; 60 do. 37; 45 do. 36½; 10 do 36, 240 do 33½; 190 do 31½; 100 do. 24; 224 do. 33; 250 do. 31½. Hyson Skuankay—180 hf. ch. at 25c. Gunpowder—19 hf. ch. at 55c; 29 do. 54; 26 do. 44; 6 cases catties do 53; 25 do. 49, 50 do. 33; 25 do. 38. Hyson Skin—To one case at 30c.; 120 do. 29; 66 half chests do 28; 10 do. 17½. Twankay—47 hf. ch. at 31; 94 do 30½; 67 do 29½. Imperial—15 half chests at 35c.; 16 do. 31½; 43 do. 30½; 82 do. 30; 29 do 42; 10 do 47; 6 do. 44½; 54 do 41; 17 do. 35½; 21 cases catties do. 34. Oolong—10 half chests at 34c.; 30 do. 31½; 40 do. 30; 65 do. 31½; 182 do. 30½; 140 do. 30; 70 do. 29½; 150 do 18½; 433 do 28; 56 do. 28; 348 do. 23½; 121 box do 28½. Oolong Pouchong—10 half chests at 28½c. Pouchong—10 hf. ch. at 29½. Orange Pekoe—25 boxes at 28c. Souchong—30 ch. at 19c.

TOBACCO.—Among the transactions of the past three days we notice 50 bales Kentucky at 4a 8c.; 134 cases new Connecticut at 6c a 8c; 9 old do. at 9a; 26 Pennsylvania at 10c; 15 Florida at 10c a 22c.; 6 hhds. Maryland at 6c; 122 bales St. Domingo at private bargain, and 50 Cuba, at 22c. a 24c. Bonaud brisk.

WOOL.—There is no animation about the market for this article. Sales amount to only 20,000 lbs. Bence, at 35c. a 45c. cash; 50 bales washed Cordova at 30c., six months, and 100 bales washed Mediterranean on terms not transpired.

RECEIPTS OF PRODUCE THIS DAY.

By Erie Railroad.—1,434 bbls. flour; 127 do. whiskey; 17 do. ashes; 194 pkgs butter; 501 bags oats; 50 hogs; 22 cattle; 22 calves; 3,217 sides leather; and 190 bags barley.

By New Haven Railroad.—917 pkgs cheese; 555 bbls. flour; 27 do. ashes; 18 pkgs beef; 1,087 sides leather; 44 pkgs butter; 14 bales wool; and 375 bush. oats.

By Hudson River Railroad.—40 pkgs beef; 13 do butter; 18 do. cheese; 280 bush. corn; 277 do. oats; 165 do. wheat; 60 do barley; 900 sides leather; 356 sheep; 160 hogs; 127 bbls liquor; 425 bales hay; and 43 bales wool.

EXPORTATIONS OF THE WEEK ENDING FRIDAY, FEB 20.

COAL—140 tons.
COTTON—2,085 bags.
DRUGS—1,000 canters brimstone, 7 casks manna, 45 bbls rottenstone, 5½ boxes elixir, 95 casks soda ash, 225 bales sponge, 2 tons bitterwood.
DYE GOODS—2,704 pkgs.
HEMP—100 bales sunnas, 1,151 coshineel.
INDIA GOODS—236,616 lbs logwood, 125 tons do., 80 tons fustic, 2,700 quintals do., 2,100 pieces Brazilwood, 3,850 quintals do.
FRUIT—761 boxes 64 bbls 4 crates oranges, 72,000 lemons do., 600 boxes lemons, 144 bags almonds, 55 boxes fruit.
FISH—220 bbls salmon, 281 bbls mackerel, 39 half bbls do.
GUANO—610 tons.
HORSES—5 800.
HATS—2 cases 3 bales 1 box.
HEMP—800 bales.
HONEY—10 demijohns.
HAIR—6 bales.
HIDES—10,662 hides, 112 bales deer skins, 368 bales goat skins.
INDIA RUBBER—86 bundles.
IVORY—154 elephant teeth.
IRON—13,345 bars 580 tons railroad iron, 113,639 bars 4,210 bdls. 611 tons pig, 261 bdls. sheet, 310 do. hoop.
LEAD—510 pigs.
MATS—161 dunnage mats.
MOLASSES—1,914 hhds. 113 tierces 2 bbls.
METALS—58 cases sheathing copper.
PAINT—167 bbls. 140 boxes 20 kegs painters' colors.
PALM LEAF—617 bundles.
TOBACCO—39 bales.
RAGS—40 bales.
SPIRITS—299 bbl bbls, 511 qr. 650 bbls brandy; 8 pipes, 119 half do., 295 qrs, 245 bbls. do, for Boston.
SUGAR—324 hhds, 1,576 boxes.
SEGARS—100 qr. boxes, 9,367 boxes, 182 cases, 3 bbls.
SALT—4,415 sacks salt.
STEEL—447 bdls, 202 cases.
SEED—552 bags Canary seed.
SPICES—6,000 mats Cassia.
SARDINES—20 cases.
TEA—14,223 pkgs.
TIN—3,680 boxes.
TOBACCO—49 boxes, 12 half boxes, 550 bales.
WINE—5 casks 151 pipes Marseilles wine.
WOOL—201 bales.
WOOD—1,104 crotches, 247 logs mahogany; 648 pcs, 23 tons ignumvitae; 77 logs cedar; 11¾ granadilla wood; 212 bdls. willow.

MARKETS ELSEWHERE.

STOCK SALES.

PHILADELPHIA, February 20—First Board—$1000 Allegheny county 6's, 80½; 200 City Railroad 6's, 101½; 8 shares Mechill Railroad, 71½; 9 Commercial Bank, 6½; $1400 Pennsylvania 5's, 83¾; 1000 Reading Bonds, 76½; 350 shares United States Bank, 3; $15,000 City Stock 6's, 100¾; 200 Long Island Railroad, 5½; 400 Reading Railroad, 57½; 50 do. 57⅝; 200 do. 57½; 50 Camden and Amboy 6's, 13. 10 N W Mining Company, 2½; 50 Lehigh Navigation, 53½; 50 North American Coal Company, 10. $3000 Reading Railroad Bonds 79½; 15,000 United States 6's, '68, 110½; 32 shares Pennsylvania Railroad, 41½; 16 Girard Bank, 22½; 300 Reading Railroad, 57½; 50 do. 57½; 5 do. 57½; 50 North American Coal Company, 10. After Sales—$1000 Reading Railroad Bonds, 79½; 6,000 United States 6's, '68, 110½; 100 Reading Railroad 6's, 76 75½; 400 Lehigh Navigation, Interest 53; 100 do. 6's, 15, 75; 2 shares Pennsylvania Bank, 11½; 3 Lehigh Navigation, 53½; 45 Union Canal, 18½; 30 Pennsylvania Railroad, 4 ¾; 3 Mechill Railroad, 71. After Sales—100 shares Reading Railroad, 58½; 350 do, 58½; 100 Morris Canal, 16½.

Markets.

NEW ORLEANS, Feb 18, 1852.

The total sales of cotton to day have been 6,000 bales at very full prices.

NEW ORLEANS, Feb. 17, 1852.

Cotton has been in brisk demand; sales 11,000 bales. The outside price for strict middlings is 7⅞c. Prime molasses sells at 24c. Whiskey 16c. Cotton freights to Liverpool, ⅜d. Exchange on New York, sight, ⅜ a 1 per cent discount. Rio Office—Sales have been made at 9c.

NEW ORLEANS, Feb. 18, 1852.

Cotton still active. 10,000 bales sold to-day at very full prices; strict middling, 7¾c.; good middling, 8 a 8½c. The Canada's news was received this evening after business hours.

CHARLESTON, Feb. 18, 1852.

Cotton to-day was in good demand, and upwards of 2,000 bales were sold at 6½ to 8½c.

NORFOLK, Feb. 19, 1852.

Cotton has advanced to 7½ a 7¾c. Corn is active; but prices are unchanged.

MEMPHIS, Feb. 20, 1852.

Cotton advanced ⅛c. here after the reception of the advices per Canada.

MARITIME INTELLIGENCE.

Movements of the Ocean Steamers.

Name.	Leave.	Date.	For.
City of Glasgow	Liverpool	Jan 4	Philadelphia.
Cleopatra	Liverpool	Feb 7	Havre, Cuba.
Cambria	Liverpool	Feb 7	Boston.
Asia	Liverpool	Feb 11	New York.
Africa	Liverpool	Feb 14	New York.
Washington	Bremen	Feb 20	New York.
Pacific	New York	Feb 21	Liverpool.
Georgia	New York	Feb 24	Havana, &c.
Benjamin Franklin	New York	Feb 26	Chagres.
Canada	New York	Feb 28	Liverpool.
Hermann	New York	Feb 28	Bremen.
Pioneer	New York	Mar 3	Chagres.
City of New York	New York	Feb 26	Havana & Chag's.
Berlin	New York	Mar 6	Bremen & Southam.
United States	New York	March 20	Aspinwall & Chagres.

ALMANAC—FEBRUARY 21.

SUN RISES ..... 6 47 | SUN SETS ..... eve 07 17
SUN SETS ..... 6 40 | HIGH WATER ..... eve 09 30

PORT OF NEW YORK, FEB. 20, 1852.

Cleared.

Steamship Pacific, Nye, Liverpool, E K Collins.
Steamship Daniel Webster, Baldwin, San Juan, D S Allen.
Steamship El Dorado, Hartstein, Charres, M O Roberts.
Ship N Bowes, Patten, Portland, O. Foster & Nickerson.
Ship Tornado (new clipper), Mumford, San Francisco, B Monford.
Ship Australia, Clouth, Hobart Town, &c, J H Williams.
Ship Sevin, Little, Rio Janeiro, Suffin & Ironsides.
Brig J W Fanning, Norris, Galveston, J H Brower & Co.
Shipbuilders, Burnett, New Orleans, Prest & Hicks.
Ship Camden, Sherwood, Charleston, Dunham & Dimon.
Bark Madonna, Woodside, Charleston, Nesmith & Sons.
Brig Richmond, Higgins, Hadaire, J E Sandy.
Brig Elon Mazza, Frost, Cardenas, E P Buck & Co.
Brig Adonis, Stevens, Curacoa, Voss, Persons & Co.
Brig Harriet, spanking, Frauldine, Sagua, S W Trundy.
Brig Carondelet, Barnestead, St Thomas, Russell & Norton.
Brig Times, Hinckly, Ponce, P R, M M Freeman & Co.
Brig Nora, Jordan, Ponce P R, M M Freeman & Co.
Brig Pilgrim, Sawyer, Mobile, E D Huntington & Co.
Schr Mary Wise, Crockett, St Johns, PR, R W Trundy.
Schr Elizabeth, Savoye, St Marks, &c, E D Harthus & Co.
Schr Warrington, Abbott, Jacksonville, Thompson & Hunter.
Schr Advance, Rea, Jacksonville, Brett, Voss & Co.
Schr Pluto, Beaumont, Baltimore, Mariner & Lord.
Schr Reuben, Hathorn, Philadelphia, J Hand.
Schr Lizzie & William Penn, Norwich, J E Havens.
Schr J Dudley & Co, Yeaw, Boston.
Schr R S Pond, Edwards, Portland, Me, master.
Schr Tecumseh, Bennett, Saco.
Steamer Delaware, Sanford, Philadelphia, M Sanford.
Propeller Chenango, Wilson, South Amboy, J & N Briggs.
Sloop sea Witch, Wells, Providence.
Sloop Thomas Hull, Miller, Providence.

Arrived.

Ship Iowa (of New Orleans) Blake, Glasgow, 52 days, with more and good cargo, to A A Baxter & Co. Has experienced heavy gales from the westward, split sails, started outwarks, &c. Jan 8, 3 A M, the ship under close reefed topsails, John White, seaman, fell overboard and was drowned; 8th, lat 43 12, lon 30 30, saw a large ship steering E, showing a signal with a black cross in a white ground, she had her main topsail blown away, the rags hanging to the yard; Feb 3, lat 41 40, lon 44 40 sprung our foremast and main mast, and our top sail yard, which time the crew had no main topsail mast left. From Jan 16 to 28th made but one degree of lon.

Bark Warner (new, of Portland, 500 tons), Craig, Portland, 5 days in ballast, to the master.

Schr Hibernia, Mulverling,