FINANCIAL AND COMMERCIAL.

MONEY MARKET.

THURSDAY, Feb. 2—6 P. M.

The stock market was more buoyant to-day, and quite a speculative excitement prevailed at the board and in the street. All the leading fancies were in demand, and a pretty general improvement was realized. At the first board New York Central Bonds advanced ¼ per cent; Nicaragua Transit, ¼; Cumberland Coal, ¼; New York Central Railroad, ¼; Erie Railroad, ¼; Reading Railroad, ¾; Hudson River Railroad, ¼; Michigan Central Railroad, 1; Harlem, 1. Illinois Central Bonds declined ¼ per cent; Pennsylvania Coal, 1¼; New Haven Railroad, ¼. The movement is decidedly upward. We would rather see it gradual than more rapid, for it is likely to be more permanent. All the brokers want is an outside response to the [inside movement to get up a very active speculative spirit. The margin is wide enough for an important advance, and purchasers at present prices] must be pretty well convinced that they start at minimum rates.

After the adjournment of the board the following sales were made at auction by Albert H. Nicolay:—

$10,000 New York & Erie R. R. convertibles, 1871..		88¾
5,000 do. do. do. 1862..		93
10,000 Harlem, 1st mortgage, 7's		100
1,000 Buffalo Corning and N. Y. do		74
500 California 7's, 1861		84½
1,180 Astor Mut. Ins. Co., 1851		59⅝
520 do. do. 1852, (both without int.)		50⅝
2,000 Lyons, Iowa Central Railroad, 1st mort		50⅝
2,000 do. do. do.		46
15,000 do. do. do.		45
50 shares Ocean Bank		90½
30 do. East River Bank		95⅝
20 do. do.		96
15 do. Chatham Bank		96⅛
25 do. do.		95
20 do. Island City Bank		89
40 do. do.		88
30 do. Arctic Fire Insurance		98⅝
10 do. People's Fire Insurance		88
10 do. Third Avenue Railroad		68
10 do. do.		68⅛
5 do. Australian Steamship Co		43
50 do. do.		50
15 do. Empire Stone Dressing Co		100⅝
25 do. do.		94
10 do. Grocers' Steam Sugar Refining Co		80
12 do. Union Iron Co		88
8 do. New York and New England Telegraph		50
70 do. Niagara Falls Hydraulic Co		90
800 do. St Lawrence Mining Co., per share		10c
150 do. do. do		10c
200 do. Vanderburg Mining Co. do		$1
800 do. do. do		70c

The receipts at the office of the Assistant Treasurer of this port to day, amounted to $211,043 74; payments, $26,691 99—leaving a balance of $5,089,464 70.

The receipts of the Erie Railroad Company for the month of January, 1854, amounted to $568,544 71, against $364,151 05 for the same month last year, showing an increase of $64,593 66 for the month this year.

The receipts of the Hudson River Railroad Company for the month of January, 1854, amounted to $203,466 63, against $99 085 87 for the same month in 1853, showing an increase $104,380 76 for the month this year—equal to 105 per cent.

The value of merchandise and specie imported into and exported from this port in January 1853 and 1854 was as annexed:—

COMMERCE OF THE PORT OF NEW YORK—IMPORTS AND EXPORTS.

January.	1853.	1854.
Imports	$13 467 922	$20,245,359
Exports	4,046,647	7 609,477
Excess of imports over exports	$9 361 315	$12 534 882

Of the imports in January this year there was $289,365 in specie, $1,895,063 in free goods, $15,651,416 in dutiable goods. Withdrawn from warehouse, $2 889,516.

Of the exports there was $5,304,203 in domestic merchandise, $71,624 in foreign free goods, $469,068 in foreign dutiable goods, and $1,845,682 in specie and bullion.

The earnings of the Hartford and New Haven Railroad Company for the month of December, 1853, amounted to $55,768, against $43,934 for the same month in 1852—showing an increase of $11,834, equal to about twenty-eight per cent.

The last annual report of the Vermont and Massachusetts Railroad Company gives the annexed exhibit of its operations, &c., during the past year and several years previous:—

There has been a constant increase of business on this road ever since it was opened, in 1849, as will be seen by the following table The earnings were, in 1849, $145,117 69; in 1850, $177,694 68; in 1851, $195 923 51; in 1852 $220,906 70; in 1853 $248,854 99. Gain in 1850 over 1849, $32,576 99; 1851 over 1850, $19 228 86; 1852 over 1851, $24,983 16; 1853 over 1852, $27,948 29.

Earnings in 1853	$248 854 99
Running expenses proper	133,592 45
Leaving a balance in favor of the road of	$115,262 54
Out of this balance the road pays about $68,000 interest on its mortgage bonds and debt	

The extra expenses of the past year for new freight cars, &c, &c, were about $27 000

The total indebtedness of the Vermont and Massachusetts Company is as follows:—

Total amount of bonds issued	$959 800 00
Notes payable	175,792 68
Sundry small accounts	421 47
Total	$1,135 214 15

Besides the above there are claims of the stockholders for back interest, to be paid from the earnings which makes the whole indebtedness amount to about $1,200 000.

The annexed statement exhibits the movement in the leading departments of the banks of Rhode Island on the 18th of September, 1853, compared with that of September, 1849:—

BANKS OF RHODE ISLAND.

	Sept, 1849.	*Sept*, 1853.
Loans and discounts	$4,822,500	$21 248 833
Specie	291,245	459,700
Circulation	2,525 549	4,845,530
Deposits	1,311,110	2,184,238
Capital	11,212,404	15 948,827

Within the past five years there has been an increase of $6,426,033 in the line of discounts; $68,455 in the amount of specie on hand; $2,319,981 in the amount of circulation; $873,173 in deposits, and $4,633,493 in the amount of capital. The increase in these departments in the banking institutions of Rhode Island has been a larger per cent, within the past five years, than in any other of the New England States.

The trustees of the Atlantic Mutual Insurance Company have made the following report, showing its business for the year ending Dec. 31, 1853:—

The whole amount of premiums received during the year was $4,223,478 30, which, with the premiums not marked off on the list of January, 1853, ($1,357,406 90,) make a total of $5,554,885 20. The marked off premiums for the year were $3,891,948 57. The losses paid were $2,152 216 43, and the return premiums and expenses $481,500 55. The assets of the company amount to $4,482,223 10; of which $1,047,484 64 are invested in stocks, and $448,600 in bonds and mortgages. The cash in hand is $59,945 37.

The profits of the year are	$540,484 06
Do. July 1, 1842, to Jan 1, 1853	4,924,640 00
Total 11¼ years	$5 465,124 06
Certificates, 1844 to 1852 inc. redeemed	3,919,060 00
Net earnings with company Jan 1, 1854	$1,546,064 05

The trustees have declared a dividend of sixteen per cent for the net earned premiums for the year 1853, for which certificates will be issued on the 7th inst. Interest on the outstanding certificates, at the rate of six per cent, will be also paid on that day. The trustees, in reserving one million of the net profits, have resolved to redeem fifty four per cent of the outstanding certificates, in cash, on the 1st of July next, on and after which all interest thereon will cease.

The earnings and expenditures of the Indianapolis Bellefontaine Railroad Company for the six months ending Dec 31, 1853, were as annexed:—

INDIANAPOLIS AND BELLEFONTAINE RAILROAD.

From passengers	$73 398 85
Do freight	38 799 00
Do. mails, expresses, and extra baggage	5,828 68
Total	$118,018 43
Expenses	
Running expenses	$39,846 99
Interest on $661,000 foreign bonds, at 7 per cent	23,130 00
Interest on $44 896 domestic bonds, at 10 per cent	4,489 60
	$67,466 59
Net earnings	$50,551 84
Dividends of 4 per cent on $787,975 of stock	31,519 00
Surplus	$19,032 84

During the next year an increase of business is expected from a connection with St Louis, by the completion of the road from Terre Haute to Vincennes, and from Vincennes to St Louis.

In anticipation, by the completion of the Bellefontaine and Indiana road, a connection between Terre Haute and the Eastern cities was formed over this road, and through freight and passenger arrangements were immediately made. The receipts in July were only $9,000, in December they were $22 800. Owing to the break of gauge at Muncie, the freight traffic is made more expensive, and the conduct of the Erie rioters diminished the freight receipts for December. The break of gauge at Muncie still rests under the preliminary injunction granted by Judge McLean, but unless soon relieved will be pressed to a decision at the higher legal tribunal.

The assessment roll of Allegany county, Maryland, shows the amount of county tax paid by the various coal and iron companies of that region. The State tax is fifteen cents on the hundred dollars additional:—

Allegany Mining Company	$370 00
Border Mining Company	155 00
Cumberland Coal and Iron Company	6,105 60
Chesapeake and Ohio Canal Mining Company	55 00
Frostburg Coal Company	740 00
George's Creek Coal and Iron Company	1,383 80
New York Mining Company	277 50
Llangollen Mining Company*	78 00
Phenix Mining and Manufacturing Co *	71 38
Mount Savage Iron Company	1 110 00
Parker Vein Company	370 00

* Includes State tax.

The receipts, expenditures, &c, of the Cleveland and Pittsburg Railroad Company, during the past year, were as annexed:—

CLEVELAND AND PITTSBURG RAILROAD.

The amount of expenditure in 1853, was	$316 152 25
Do. do. 1852	2 963,756 04
Total	$3 279 908 29
Amount of stock	$1,979,100 00
Funded debt	1,142 200 00
Floating debt	158,608 29
	$3,279,908 29
The net earnings last year are stated at	$267,277 78
Interest and dividend	258,847 66
Surplus	$8,430 12

More money is wanted to complete the equipment of the road. The resources of the company are expected to be much increased on the completion of the many extension, or branch roads, in the construction of which they are now engaged.

The State directors of the Camden and Amboy Railroad and the Delaware and Raritan Canal Company, in their report to the Legislature of New Jersey, give the annexed particulars of the receipts, expenditures, &c., for the past year:—

CAMDEN AND AMBOY RAILROAD AND DELAWARE AND RARITAN CANAL.

During the year two new lines have been established on the road. The whole of the road (thirty five miles) between Bordentown and South Amboy has been relaid with heavy rails, except four miles; part of the road between Bordentown and Camden has been relaid, and the rest improved. On the road between Bordentown and New Brunswick part of the track has been relaid, and a second track has been laid at Trenton. A brick engine house 260 by 72 feet, has been built at South Amboy—one at Trenton, 105 by 60—a depot at Jamesburg, and other buildings at other places The increase in the value of equipments is $120,000.

The gross receipts of the companies for the year 1853, from the roads, have been $1,744,207 02; expenditures, $1,145,743—excess of earnings, $598 733 88. There has been transported during the year through the Delaware and Raritan canal 976,201 tons 1,925 pounds of coal, being a increase of 22,000 tons from last year, the decrease being accounted for by the late opening of the canal on account of repairs, and because the Pennsylvania canal was not navigable during a month of the season. Also transported. 1 996,792 cubic feet of timber, 11,400,000 feet of lumber, 1,150,074½ bushels of grain and feed, 93,613½ bbls of flour, 34 727 tons and 1,093 lbs of iron, nine men passengers, and upwards of 148,000 tons of general merchandise. On the foregoing there accrued to the State, in transit duties $33 267 88

The gross receipts of the Canal Company for the year were $ 82 248 33; expenditures for same time, $154,754 99—excess of earnings, $ 27,493 34

The whole amount of revenue to the State from the joint companies was $160 34 04⅝ being $63,221 28⅝ from the railroad and $35 083 76 from the canal—the balance being regular and extra dividends on the stock owned by the State, and interest on the bonds of the companies.

The following shows the increase and decrease of way freight on the Camden and Amboy Railroad:—

In 1835	1 451 tons.	In 1840	3,856 tons.
In 1845	7,489 "	In 1843	13,198 "
In 1847	16 892 "	In 1849	15,095 "
In 1849	11 805 "	In 1850	20 566 "
In 1851	21 474 "	In 1852	21,308¾ "
In 1853	47,424¾ "		

The following shows the gross receipts of the Camden and Amboy Railroad from their various lines:—

Morning line on Camden and Amboy Railroad from Philadelphia to New York, embracing Branch Railroad, Philadelphia and Trenton Railroad, United States mail transportation, &c., $912,367 67.

Morning line on Camden and Amboy Railroad, from New York to Philadelphia, embracing receipts of steam towing $245 512 83

Receipts of steamboats Richard Stockton, $7,311 95, and John Stevens, $49 314 88

Market line from Camden toward New York $7,563 55

Camden and Amboy Railroad 2 P. M. line from Philadelphia to New York, $110,091 31.

Camden and Amboy Railroad 2 P. M. line from New York to Philadelphia, $119 668 98.

Emigrant line from Philadelphia to New York, $13,294 44; do. New York to Philadelphia, $45 353 19.

New Jersey way line, Bordentown to Newark, $5,199 53

9 A. M. line Philadelphia to New York via Camden and Jersey City, $132,190 50.

8½ P. M. line Philadelphia to New York via Camden and Jersey City, $105 919 84.

Borden town and South Amboy accommodation line, $8 832 05.

The Philadelphia *Ledger* of the 1st instant, says:—

There are several railroad bills in different stages of progress, through the New Jersey Legislature, which are of interest to the people to the eastern section of that State, as well as to our own State. Foremost is the supplement to the New Jersey, Hudson and Delaware Railroad. This is an old charter for a road from the Hudson to the Delaware through the northern counties; but never having been carried out, it is now proposed by a supplement to it to construct a road to be used chiefly or entirely for the transportation of coal. The road is to be worked by gravity power and stationary engines. This is done by placing a steam engine on the summit of a hill, which draws up the cars on one side, and they descend the other, running to the foot of the next hill by their own gravitation. The road meets with no opposition, its speedy completion is probable, and the benefit to be conferred on the upper portion of the State, especially the large cities of Newark and Paterson, and the furnaces of Sussex and Morris, in cheapening the price of coal, will be immense. Newark will be connected with the road probably by extending the Bloomfield Railroad to Little Falls, there to intersect it. Another coal road, but designed also to afford general facilities, is that from Perth Amboy to Bound Brook, intersecting at the latter place the Central Railroad. Coal transported on the latter from the mines of Pennsylvania will be taken to the excellent harbor at Perth Amboy, and be deposited there for shipment.

The Illinois Central Railroad is one of the most stupendous works of the kind in this or any other country. It will be the longest road in the world belonging to one company, and when finished will add enormously to the value of property in the State of Illinois. It has from the commencement been under the supervision of Col. R. B. Mason, Chief Engineer, and its construction has been more rapid than any other road we know of in any section of the country. The whole length of the road and branches is 704 miles, and on the 1st of January last the graduation, masonry, &c., in readiness for the superstructure, were complete on 580 miles, leaving only 124 miles to be completed.

Division No. 1 commences at the terminus of the road on the banks of the Ohio at the junction with the Mississippi, and includes the great levee (80 feet wide) which is to surround and protect the site of Cairo, and is 60 miles in length to the Big Muddy River. The graduation is completed for 52 miles, leaving only eight to be performed; 20 miles of rails are laid, and the remaining 40 miles in progress with an efficient force, and will be all laid by 1st July next; 1,604 men and 219 teams are now at work. The amount yet to be paid on this division for graduation, inclusive of the levees at Cairo, is estimated at $380,571 38. This division, passing through a country abounding in timber, and reaching the coal beds of the Big Muddy, will receive an immediate traffic of much value.

Division No 2.—From Big Muddy river to Centralia, the junction of the main stem and Chicago branch, 52 miles in length, 45 miles of graduation, &c., completed, seven and a half miles of rails are laid, and the whole roadway so far advanced that no interruption of track laying can occur to postpone completion beyond the 1st of August next; 692 men and 164 teams are now at work. An expenditure of $111,372 70 will complete the graduation, masonry &c.

Division No 3.—From Centralia to the 155th mile post, 43 miles in length, 26 miles of graduation, &c., are completed, and 16 miles in hand There is some heavy work on this division, and during the past season, when labor was less abundant than at present, some difficulty was experienced in inducing men to go so far into the interior, which does not now exist No track is yet laid, but this work will soon be commenced, both at the north and south end of the division, and will unquestionably be completed early in the autumn, as no delay will arise from the graduation, &c. 371 men and 211 teams are now at work. Graduation expenditure yet to be made, $354,019 50.

Division No. 4—From the 155th mile post to Decatur, forty nine miles in length, forty three miles of graduation, &c., are completed, and six miles in hand. No track is laid but that work will be commenced 1st March next and all will be laid through the division by 1st July next. The force employed consists of 271 men and 145 teams, and the graduation expenditure to be made is estimated at $115,107 66

Division No. 5—From Decatur to Bloomington forty-four miles in length, forty miles of graduation &c., are complete—the remaining four miles are principally at a heavy crossing at Salt Creek—sixteen miles of track are laid, and though there may be some little delay in track laying at the point above named, yet there is no reason to fear that the whole division will not be completed by 1st July next The force employed is now 352 men and 111 teams, and the graduation expenditure estimated at $71,901 38.

Division No. 6.—From Bloomington to Lasalle, in length 60 miles, 56 miles of graduation are completed, and 56 miles of track are laid and in daily and regular use by the trains of the company. The remaining 4 miles of this division include the bridge from Lasalle across the river and flats, about 3,000 feet in length and 75 feet above low water and the immense embankment from its southern end to the upland, of more than three miles in length. This is the limit work on the main stem. All the piers, of the best stone masonry, 19 in all, are completed except three, which may easily be finished by 1st May next. Four spans, each of 160 feet length, are in place of the piers, and all may be completed by 1st June. The graduation will be in readiness for the track by the 1st August, and the rails in place a few days thereafter. The force at work consists of 675 men and 200 teams, and the expenditure for graduation, bridge, &c., is estimated at $304,299 50.

These six divisions form the main stem, and in fact embrace the heaviest and most expensive parts of the road, excepting the Chicago terminus. There can be no question that all the main stem will be in actual use months in advance of the period limited for its completion by the charter.

Division No. 7.—From Lasalle to Freeport, in length seventy-nine miles; fifty-one miles of graduation are complete, and twenty-eight miles, partly of heavy work, under a strong force. Fourteen miles of permanent and two miles of temporary track, forming a connection with the Aurora Branch Railroad are now laid and used by the trains of that road from Chicago. The graduation will be in readiness for track laying as early as rails can be forwarded from New York and will be in advance until the division is complete. Seven hundred and ninety men and 258 teams are now at work, and the graduation expenditure is estimated at $311,758 31.

Division No. 8.—From Freeport to Dubuque, in length sixty seven miles, fifty-two miles of graduation are complete; the remaining fifteen miles, some few points of very difficult and heavy work, are under a heavy force, which will soon be enlarged; but they will not be completed until late in the season, though the division will be in operation during this year. Twenty five miles of rails from Freeport west are laid and in use by the trains of the Chicago and Galena road. Track laying from Galena eastward may be commenced, the rails being now at Galena, as early as the season will permit, so as to connect with the rails now laid immediately on the completion of the graduation, &c., at Seale's Mound. The present force is 800 men and 140 teams, and the graduation expenditure estimated at $124,954 50.

The seventh and eighth divisions form the Galena Branch, and will be in operation some years in advance of the requirements of the Legislature.

Division No. 9.—From Chicago south to Bourbonia, in length 56 miles, all complete and in operation since July last. The work on the lake shore is completed so far as to afford full protection to the track, and the trains now run to the harbor.

Division No. 10.—From Bourbonia to Urbana, in length 72 miles. 64 miles of graduation, &c., are complete, and 8 miles in hand under an adequate force to complete the graduation in time for the rails to be forwarded in the spring; 40 miles of track are laid and in actual use by the company's trains to and from Chicago. The present force is 484 men and 95 teams, and the estimated graduation expenditure is $88 887 56.

Division No 11.—From Urbana to Wabash Point, in length 48 miles. 42 miles of graduation are complete, and the remaining six in hand, with a force of 146 men and 23 teams, requiring a graduation expenditure of $47,231 25

Division No 12.—From Wabash Point to Centralia, the junction with the main stem, in length 74 miles, 51 miles of graduation are complete, and the remaining 23 in hand, under a force of 499 men and 238 teams, requiring a graduation expenditure of $352,200

Divisions Nos 9, 10, 11 and 12 form the Chicago branch, and will all be in actual use more than two years in advance of the period limited by the charter.

From the preceding statements, condensed, we find the whole length of the road and branches to be 704 miles in length; 580 miles of graduation &c., already completed; the remaining 124 miles of it in hand, under a force of 6,614 men and 1,776 teams; and that 235 miles of track are laid, and 181 miles in actual use; and finally, that by an expenditure for graduation &c., of $2 367,294, all the natural impediments will be removed, and the whole work will be in actual operation in 1855. It should be remarked that of this sum of $2,367 294, $600 000 is for permanent masonry, to be constructed after the completion of the road, at points where, in consequence of the difficulty of procuring suitable stone, temporary structures will be erected, to be replaced hereafter by those of a permanent character, when materials can be brought to the proper places by means of the road. The present expenditure for the graduation, &c., will therefore, be only $1 767 294

The financial questions alone remain to be considered, and the answers to these may be briefly given:—

The total expenditures for the graduation, rails &c., equipment, interest, expenses, lands and all bills payable, from first February, 1851, to first August next, are estimated at $3 780 261 01.

And the ways and means, available in ample season for these expenditures, from negotiations already completed, amount to $4 022,175.

The value of importations into this port in January, 1854, compared with that for January, 1853, shows an increase of $6 817,437. The value of exports in the same month was $3,643,870—showing an excess of imports over exports this year of $3,173,567 greater than in the same time last year.

Stock Exchange.

THURSDAY, Dec. 2, 1854.

$5 000 U S 6s '67	121¾	110 shs Erie RR	78⅝
600 Ice 2½ per ct	59⅝	100 do	78⅞
4,000 Virginia 6s	105⅞	100 do	78⅞
2,000 Ky 5 pay N Y	92	200 do	78⅞
1,000 Calif'or 7s, '70	84	300 do	78⅞
1,000 Erie 2d M. bds	105	275 do	78⅞
6 000 B Rivers 1st M bs	105⅞	200 do	78⅞
5 000 Pa Sta RR bs	99⅞	100 do	78⅞
5,000 Ill Cent R bds	84	100 do	79⅛
1 000 do	83⅞	100 do	79⅛
3 000 do	83⅞	100 do	79⅛
11,000 NY Cen RR bds	93⅞	100 do	78⅞
500 do	93⅞	100 do	75⅞
1 000 do	93⅞	20 Cleve & Pitts RR	81
25 shs Phenix Bank	143⅞	140 Har RR Pref'd	99½
5 Bank of Comm	108	10 do	99⅝
15 do	104⅞	20 do	99⅞
10 Bank of America	112	100 Reading RR	72⅞
100 Morris Canal	16⅞	200 do	72⅞
100 do	16⅞	100 do	73
10 Home Ins Co	100	300 do	73
100 Canton Co	26	100 do	73
100 Portsm'h D. Dk	2⅞	300 do	73⅞
300 Gold Hill Mine	3	25 Hudson R RR	68
25 Phenix Min'g Co	10	75 do	68
100 Flor & K'st'n	4⅞	50 do	68⅞
500 do	4⅞	100 do	68
250 Nica Tran Co	26⅞	150 do	68⅞
240 do	28⅞	50 do	68
300 do	26⅞	50 do	68⅞
200 do	26⅞	10 N Y & N H RR	93⅞
400 do	26⅞	10 do	93⅞
50 do	27⅞	10 do	99⅞
100 do	26⅞	10 do	99⅞
550 do	26⅞	6 Mich Cen RR	104
200 do	26⅞	100 do	102⅞
200 do	26⅞	50 do	103⅞
100 do	26⅞	50 do	103
50 do	26⅞	100 do	104
50 Penn Coal Co	103	36 Mich South'rn RR	116
30 do	102	25 Mich S Cons'n	100
100 Cumb Coal Co	31⅞	10 N Hav & N Lon	37⅞
100 do	31⅞	10 North'n Ind RR	100
100 do	31⅞	5 Sixth Ave RR	90
150 Par Vn Coal Co	6⅞	26 Clev & Toledo RR	99
50 do	6⅞	25 do	99
105 N Y Cen RR	109⅞	100 Harlem RR	53
125 do	110	100 do	53
200 do	109⅞	200 Flor. & Keyport	7⅞

SECOND BOARD.

$5000 Ill. Cen. RR bds	84	300 shs Nic Trans	27⅞
2000 do	83⅞	50 do	25⅞
8500 N Y Cen RR bds	92⅞	100 Panama RR	133
1000 do	92⅞	15 N York Cen RR	109⅞
2000 do	92⅞	50 do	109⅞
17000 NY Cen sch. bds	92	20 do	109⅞
1000 Chic & R'd RR bds	94	5 do	109⅞
50 shs Phenix Bank	101⅞	200 Erie Railroad	79⅞
100 Morris Canal	16⅞	100 do	79
500 N. Creek Coal Co	2⅞	200 do	79⅞
750 Penn & Lehigh Zinc	3	20 do	79
200 Park Vein Coal	6⅞	100 do	79⅞
100 do	6⅞	250 do	80
10 Park Vein S S Co	100	400 do	79⅞
200 Flor. & Kpt J't Stk	4	250 do	79⅞
200 Cars Improv. Co	9	100 do	79
10 Caledonia Mg Co	4⅞	100 do	79⅞
100 do	4⅞	100 do	79⅞
300 Nth Carl's Copper	3⅞	50 do	79⅞
100 N. Jer. Zinc Co	9⅞	50 do	79⅞
100 do	9⅞	200 Reading Railroad	73⅞
100 Nic Trans Co	27⅞	100 Nor & Wor RR	57⅞
100 do	27	125 Mich Cen RR	103
250 do	26⅞	25 N Jer Construct	10
200 do	27⅞	185 Harlem RR pref'd	99⅞
100 do	26⅞	50 Hudson River RR	68⅞
200 do	27		

Mines and Mining.

THURSDAY, Feb. 2—6 P. M

There was a slight improvement at the mining board this morning. The sales were not very large, however, with the exception of Lehigh Zinc, which sold freely, closing at about 3⅞ for cash. North Carolina fluctuates between 2⅞ and 3⅞. Conrad Hill is stationary at 70c. Ohio Land and Marble has fallen to 1⅞; the last sale was at 2⅞. Ripley sells at 4⅞, as it did on Monday. At the stock exchange this morning 300 Gold Hill sold at 3; 25 Phœnix Coal, at 10; 300 Cumberland Coal, closing at 31⅞; 200 Parker Vein, at 6⅞. At the auction sale this day 950 St. Lawrence were sold at 10c., and 1,000 Vanderburg at 70c. and $1. St. Lawrence is daily offered at the mining board at 5 cents, and Vanderburg has been offered at 50 cents, 45 cents, and finally 25 cents, without eliciting a single bid. For New Creek, at the mining board, 2⅞ were bid; for Ulster, 1⅞; for Potomac, (with div) 2⅞; for Potomac, (ex div) 1⅞; for Boston and Pittsburg, 140; for Copper Falls, 55; for North American, 68; for Norwich, 9; for Dana, 1⅞; for Tolnac, 11⅞; for Douglass Houghton, 4⅞; for Winthrop, 2⅞; for National, 25; for Eagle Harbor, 11; for Webster, 1⅞; for Rockland, 11⅞; for Algomah, 3⅞; for Gold Hill, 3.

We understand that Mr. Stagg was yesterday elected a director of the Phœnix Gold Company, and is about to go to the mine. The following extract from the Boston *Post* will be read with interest by holders of Lake Superior stocks:—

"The present average yield of pure metal to the ton of metalliferous product in the Boston mines is but six per cent. The average yield of the Cliff Mine last year was 45 per cent. The average of the seventy tons sent to market by the Copper Falls was 70 per cent of pure metal, while the yield of the National Mine shipment of last season was 75 per cent. The yield of the Isle Royale, with a vein from twenty to thirty feet deep, of barrel work and small masses, is 15 to 20 per cent of all the rock and copper extracted—the Isle Royale having so large masses involving a heavy expense in cutting up, and no stamp work yielding a small per centage.

MINING BOARD.

100 shares Fulton	1⅞	100 shs N Carolina	3⅞
500 Lehigh	3	50 do	3⅞
500 do	3⅞	50 Ohio L'd & Marble	1⅞
200 do	3⅞	50 Conrad Hill	70c
50 Algomah	4⅞	200 Ripley	4⅞

Weekly Review of the Dry Goods Trade.

NEW YORK Feb 1—6 P. M.

The past week's traffic in dry goods has been rather brisker, but without any essential alteration. The inquiry for domestic fabrics has displayed greater life, and these have generally realized full rates—woollen productions alone form an exception. Such appear dull and heavy, evincing a downward tendency, though the deterioration to which we previously referred is as much as owners are at present inclined to recognise. The decreasing value of the raw material, and the comparative lack of buyers of manufactured articles, bear hard upon holders of the latter, whose supplies are still, to some extent, unbroken, and, in a few instances, constantly augmenting. It is gratifying, however, to perceive the improvement in the character of the goods now upon the market, especially as it is apt to tend to shield factors from serious losses, by rendering it unnecessary for them to force their stocks upon purchasers at very considerable reductions in prices; for if they cannot be regularly sold during this quarter—an advantageous term—they may be retained till another season arrives without extreme risk. Still, it is to be hoped that what is at present here will be disposed of during the spring, and in a satisfactory manner—a conclusion which will probably be reached in most cases, if the wants of the country should prove within the next two months near as large or urgent as is even now pretty generally anticipated. Domestic cottons and all foreign productions are more saleable, and tolerably firm.

Brown sheetings and shirtings are in good request at steady rates. The supply is not excessive, and it embraces a very small proportion of the leading makers. Bleached sheetings and shirtings seem in moderate demand at generally unaltered figures. We have no change of importance to notice in denims, which sell slowly at old quotations. A lively inquiry exists for drills, at buoyant prices. Ginghams find ready buyers at 11c a 11½c for Manchester, and 11½c for Glasgow and Lancaster. Lawns are without variation. The auction sale of the Portsmouth and Hadley goods was held to day. It was well attended, and we are informed passed off with spirit, on satisfactory conditions. Osnaburgs are as quickly bought as produced, which leaves the market nearly bare and sustains prices. Printing cloths continue in pretty active request at uniform rates. Prints are a abundant and generally in fair demand, but not dearer. Stripes and ticks are moderately dealt in, and rule about the same

We annex a comparative statement of the shipments hence of cotton goods during January:—

	1849.	1850.	1851.	1852.	1853.	1854
Packages	374	645	1,716	322	1,825	260

Woollen fabrics, as before remarked, are apparently inactive and depressed, though, in small quantities, a fair amount of several articles have been disposed of during the week, at about previous quotations. Blankets have not varied much Cassimeres remain very dull and heavy, though some owners are willing to make a slight concession in price in order to get rid of a portion of their stock. There were over 2,000 pieces sold by auction last week, including Hamilton styles, at 65c a 85c, chiefly at 70c a 78c and various other qualities, at 35c a 65½c; fair rates, considering the character of the goods, which were not the best of the several manufacturers. Cloths are in pretty ample stock but not active request Quotations, however, are unchanged Doeskins and flannels remain as previously represented. Jeans are in moderate supply and demand at old prices. Linseys exhibit no novel features There is rather more inquiry for moleskins at former rates Satinets are dull and depressing Desirable makes of tweeds are more sought after and rule very firm. Other kinds are partially neglected.

CITY TRADE REPORT.

THURSDAY, Feb 2—6 P. M

ASHES.—Only 20 bbls. changed hands, at yesterday's prices

BREADSTUFFS.—Flour was pretty freely dealt in, but at reduced figures The day's business included 14,700 bbls. Ordinary to choice State, on the spot, at $8 75 a $9; do. to arrive during the month of March, at $9; mixed to fancy Western, at $8 87½ a $9 12½ and other kinds at proportionate prices. There have been 2,000 bbls. Southern disposed of, at $9 a $9 12½ for mixed to straight $9 12½ a $9 31½ for favorite; and $9 31½ a $10 25 for fancy, per bbl Sales were likewise made of 120 bbls. fine rye flour, at $6 12½; and 160 bbls. Jersey corn meal, at $4 50 Wheat was plentier and cheaper. The day's operations embraced 2,500 bushels fair Genesee white at $2 41, 9 260 do. Southern do at $2 25, and 8,510 Jersey and Long Island red at $2 10. We heard that 7,700 bushels rye were procured from the railroad depot at $1 12½ a $1 15 State and Western oats were obtainable at 54c a 57c per bushel. Corn slightly favored purchasers—the day's movements consisted of 34,000 bushels at 98c a $1 for new Southern white and yellow, with old mixed Western a $1 at $1 02 for old yellow, per ousel.

COFFEE.—Some 500 bags Rio realized 11c. per lb.

COTTON.—The day's sales amounted to 2 479 bales as follows:—For export, 1 269; home use, 595; on speculation 294; and to arrive, 379. Market steady.

HAY.—Shippers were buying river freely at 87½c a 90c per 100 lbs.

FREIGHTS.—Rates were without material change. About 20 000 bushels of corn were engaged for Liverpool at 12½. a 12½d. in bulk and bags 500 to 600 bbls. flour at 40c. per ton. About 2 000 bbls. rosin at 4s, with small lots compressed cotton at 5 16d. To London, 1,000 barrels were engaged at 4s; 200 tierces beef at about 6s 6d, and 9 000 bushels wheat by the clipper ship Woodcock at 14d To California, rates varied from 60c. to 65c, and 3 000 feet, measurement, were engaged at the latter figure. A vessel was engaged to load at New Orleans for Friesoe and Leghorn, then return to New York, at 2½c. per lb. To Havre flour was engaged to a moderate extent at 95c.; wheat was at 24c, and rice at $12

IRON.—Scotch pig was quiet, yet stiffly held, at $40 a $41 per ton six months

MOLASSES.—There were 300 bbls. New Orleans disposed of at 29c per gallon.

OILS.—Whale, sperm and olive were unchanged; some 6,500 gallons linseed have been taken at 75c. per gallon.

PROVISIONS.—Pork did not vary much The day's sales comprised 700 bbls., at $17 for clear mess; $16 a $16 25 for new do.; $15 25 for old do.; $13 50 for new prime, and $12 50 for old do., per bbl. Dressed hogs and cut meats were more inquired for at former figures There were 600 boxes Western middles disposed of on private terms Sales of 340 bbls. prime and were effected at 10½c a 10¾c per lb Beef was in good request at steady rates To-day's transactions reached 420 bbls at full prices. Butter and cheese remain as last noticed

REAL ESTATE.—Sales at Auction:—By A J Bleecker—1 lot corner First avenue and Eighty sixth street, $1,525; 1 do. adjoining, $1,125; 1 do, $1,100; 4 do, each, $1,050; 1 do, $1,060; 1 do, $1,090; 2 do., $1,150; 13 do. on Eighty sixth and Eighty seventh street, with buildings, each, $1,075; 2 do $1,125 and $1,150; 1 gore lot $1,750. 6 lots on Eighty seventh street, each, $620; 1 do., $675 2 do. on Eighty seventh street, corner First avenue, each, $1,150; 3 do., $810; 3 do. on First avenue, each, $710; 1 do. corner of Eighty eighth street, $960; 1 do. on First avenue, $700; 1 do $740, 1 do on Eighty seventh street, $625. 3 do. adjoining, each, $605; 1 do, $610; 1 do, $555, 3 gores, each, $445; 1 angular lot, $775; 6 do on Eighty third street near Third avenue, $890; also the lot and buildings on No 85 Liberty street, $20,500 By W H. Franklin &