FINANCIAL AND COMMERCIAL.

MONEY MARKET.

TUESDAY, Jan. 9—6 P. M.

There was a slight reaction in the stock market this morning. State stocks and railroad bonds were in better demand, at better prices, but the fancies were all lower and not so active. The advance since last week has been too rapid, and its basis has not been substantial. The reaction was anticipated by the bears, who have been free sellers as the market improved. At the first board, to-day, Missouri 6's advanced ¼ per cent; Virginia, ¼; Erie income bonds, ½; Illinois Central bonds, ¼. Canton Company fell off ½ per cent; Cumberland Coal, ½; New York Central Railroad, 1; Harlem Railroad, ¾; Reading Railroad, ¾; Erie Railroad, ¾; Hudson River Railroad, ¼; Michigan Central Railroad, 1. Erie Railroad opened at 41, fell off to 40¾, and closed at 41¼. This shows the weakness of the upward movement and the sensitiveness of speculators. Notwithstanding the expansion already realized in most of the leading railroad fancies, we should not be much surprised to see a further inflation. In Wall street money is easy. Loans on call can be easily negotiated at comfortable rates, and the brokers are pretty well supplied with funds. They know not the day or the hour when they may be called upon to pay up; but when the call is made their visions of profits will disappear. To speculate in fancy stocks on call loans is simply to put your hand in the lion's mouth, or yourself in the hands of a Shylock with the expectation of getting out without being fleeced. As soon as the banks have put out a pretty good line of call loans and the brokers have involved themselves deeply in fancy stock transactions on time, the screws will be suddenly turned, and we shall find a general desire to realize among those who are now so anxious to buy. The banks are now very easy and gracious to stock speculators. Some of them are about the streets soliciting customers for call loans, and are exceedingly accommodating in their terms. A short time hence we shall probably see a different state of things. Some fine morning, messengers will be seen hurrying through Wall street, in and out of brokers' offices, leaving small slips of paper, giving notice that such a bank requires immediate payment of certain loans, and the operations of the brokers' board that day will show a decline ranging from three to five per cent in the leading fancy stocks. This is the operation and result of financial movements of the kind referred to. Call loans have ruined many speculators, and there is hardly a broker in the street who has not suffered more or less from this sort of financiering on the part of bank managers. Notwithstanding this, they place themselves in the same position again, without a thought of the consequences.

It is stated that a combination has been made to fill up the subscription to the Erie loan of four millions, at eighty per cent, and that it has been nearly made out. If any one wishes to come into the combination, we have no doubt they can do so by making early application at the proper place. The probability is that many bids outside of this combination will be made for a portion of the loan, perhaps at rates below that fixed, viz.: eighty per cent. We wish to suggest to the company the propriety of holding some of these bids, if possible, in reservation, as they may be wanted in the event of delinquency on the part of any in the combination. It is estimated that the loan, at eighty per cent, will net the company about three millions of dollars. The discount alone will be $800,000, and commissions, agents and expenses of different kinds, will absorb about $200,000 more—leaving the company just about $3,000,000. It may well be said that a few more financial successes of this kind would completely use up what little there is left of the company.

After the adjournment of the Board, the following sales of bonds and stocks were made at auction:—

$3,000 N.Y. & Harlem RR., 1st mortgage	Int. added		78¼
6,000 Columbus & Piqua RR., do.	do.		74
6,000 Cleveland & Toledo RR. Incomes,	do.	66¼	66¾
100 shares Delaware & Hudson Canal Co.			107¼
200 " Parker Vein Coal Co.			25
80 " Third avenue Railroad Co.			25
50 " Suffolk Bank			12
2800 " Union Gold Co.			115

In addition to the above, there was sold, by order of the assignees, a claim of R. & G. L. Schuyler against the Saratoga and Washington Railroad for $91,653 79, with interest on $88,085 50 from the 1st of July, 1854. It brought $11,000.

At the second board there was not much change in the market. New York Central Railroad advanced 1¼ per cent; Reading Railroad, ¼. A small lot of Stonington sold at 59. Erie Income Bonds fell off ¼ per cent. Galena and Chicago closed firm at prices current at the first board.

The transactions at the Assistant Treasurer's Office to-day were as follows:—

Received	$100,098 88
Payments	161,247 87
Paid for Assay Office	27,072 57
Balance	2,057,991 20

The steamship Baltic is out from Liverpool nearly twelve days, and the steamship North Star is due at this port from Aspinwall, with later intelligence from California. Both are anxiously looked for—one for the importance of her political, financial and commercial advices, and the other for the amount of gold and gold dust on freight.

Mr. A. H. Nicolay will sell at auction on Thursday, at the Merchants' Exchange, some bonds of the Columbus, Piqua and Indiana Railroad Company. This road commences at the city of Columbus, Ohio, and extends westward to the Indiana State line, at Union, where it connects with the Bellefontaine and Indiana Railroad, placing it in full communication with all the railroads branching from Indianapolis to the Ohio and Mississippi rivers. At Columbus it connects with the Cleveland, Columbus, and Cincinnati, Central Ohio, and Steubenville and Ohio Railroads, which, through Wheeling and Pittsburg, meet with the main railways to Baltimore, Philadelphia and New York; making, altogether, the shortest line of roads that can be constructed from these seaboard points through Ohio to the Great West. Forty-six miles of the road were opened a year since, between Columbus and Urbana, and a connection formed with Mad River and Lake Erie Railroad. In November last, twenty-six miles more were opened, to the city of Piqua. The residue of thirty miles will be opened in spring. The past year's earnings were $240,000. The cost of running the same was 33½ per cent of its earnings.

The Continental Insurance Company has declared a semi-annual dividend of five per cent. The Minehill Railroad Company, a semi-annual dividend of five and a half per cent. East Boston Dry Dock Company, three per cent. The Bank of Kentucky has declared a semi-annual dividend of five per cent. The Farmers' Bank of Kentucky five per cent.

The warrants entered at the Treasury Department, Washington, on the 6th inst. were:—

For the redemption of stock	$11,611 60
For paying other Treasury debts	23,647 02
For the customs	40,581 60
Covering into Treasury from mis. sources	421 81
Covered into the Treasury from customs	1,301 34
For the War Department	72,323 55
For the Interior Department	1,826 50

The receipts of coal at Baltimore, in each of the past ten years, have been as follows:—

COAL TRADE OF BALTIMORE.

	Cumberland. Tons.	Anthracite. Tons.
1845	16,000	90,000
1846	18,393	100,000
1847	50,259	110,000
1848	60,280	125,000
1849	71,699	140,000
1850	146,645	160,000
1851	163,855	200,000
1852	256,000	125,000
1853	406,000	183,000
1854	451,070	238,740

Up to 1852, the receipts of anthracite exceeded those of Cumberland, but since it has been just the reverse. In ten years the receipts of Cumberland have increased from sixteen to four hundred and fifty-one thousand tons. But for the miners' strike last spring, the arrivals in 1854 would have been much larger.

The Philadelphia *Ledger* of the 9th inst., says:—The annual meeting of the stockholders of the Reading Railroad Company was held at the office of the company yesterday; Hugh Campbell, Esq., acting as Chairman, and Mr. Wheelan as Secretary. Mr. Tucker, the President of the company, read the report, which shows increased expenditures, but a much larger per cent increase of revenues. The gross receipts for 1854 were $3,781,639 91. The total expenditures for working, repairs of road, and machinery for the same period were $1,445,530 65. The net profits for the year were $2,140,426 97. A large portion of the profits of the past year, as we stated some weeks ago, have been applied to the extinguishment of the floating debt. The company is represented in a more easy condition than last year, and with a floating debt less than half of what it then was. The business of the coming year is estimated to at least equal that of 1854, and it is believed will not only enable the company to reduce its floating debt to about as low a point as the current liabilities of so large a concern can be reduced, but enable it to make fair cash dividends on the stock, as we have already stated, would probably be the case. The report recommended, and the stockholders approved of the recommendation, to make a ten per cent stock dividend, paying, we presume, fractions of five shares in money, as heretofore, at the rate of eight per cent. The officers of the company were authorized to purchase the Willow Street Railroad, and the works and improvements in progress were ordered to be prosecuted, and a loan for the purpose was directed to be negotiated, if it should be deemed necessary. Subsequently the stockholders proceeded to an election of officers, when the following named persons were chosen:—John Tucker, re elected President. A. D. Cullen was elected Vice-President, a new office in the company. C. S. Boker, Samuel Norris, Geo. W. Richards, John Ashurst, and Isaac R. Davis, were elected managers. The last two named gentlemen are new members of the Board.

The Boston *Railway Times* gives the annexed exhibit of the number of railroads in operation in each State, miles completed, miles in course of construction, and total cost, up to the close of the year 1854:—

RAILROADS OF THE UNITED STATES.

States.	No.	Miles in operation.	Miles in course of construction.	Cost.
Maine	12	477	35	$13,749,021
New Hampshire	16	512	34	15,860,940
Vermont	7	419	59	17,998,835
Massachusetts	39	1,293	36	59,167,781
Rhode Island	1	50	—	2,614,484
Connecticut	12	638	51	25,224,191
New York	32	2,625	801	111,882,593
New Jersey	11	437	—	13,840,039
Pennsylvania	69	1,992	1,106	94,657,675
Delaware	2	16	43	600,000
Maryland	2	512	30	2,654,333
Virginia	23	837	1,095	16,466,259
North Carolina	5	381	243	6,847,213
South Carolina	10	700	374	13,547,093
Georgia	16	930	452	17,034,802
Florida	2	54	—	250,000
Alabama	6	221	659	3,986,298
Mississippi	7	239	755	4,520,000
Louisiana	8	169	243	1,731,000
Texas	1	—	72	—
Tennessee	12	517	944	10,436,610
Kentucky	10	228	572	6,179,072
Ohio	47	2,927	1,681	67,798,202
Indiana	33	1,453	2,608	29,585,933
Illinois	31	2,667	1,556	55,663,656
Michigan	5	601	333	22,370,397
Missouri	6	50	963	1,000,000
Iowa	4	115	1,315	2,300,000
Wisconsin	11	283	746	5,600,000
Total	444	21,310	16,975	$621,316,303

The *Railroad Journal* gives the following comparative statement of miles of railroad in operation in this country on the 1st of January in each of the past seven years:

PROGRESS OF RAILROADS IN THE UNITED STATES.

Year.	No. of Miles.	Increase.
1848	5,265	—
1849	6,197	932
1850	7,350	1,253
1851	8,856	1,506
1852	10,878	2,022
1853	13,315	2,437
1854	15,511	2,196
1855	19,438	3,927

These authorities in railroad matters differ widely in their statements showing the number of miles in operation on the 1st of January, 1855. The difference in distance amounts to nearly two thousand miles—quite an item. It is our impression that the *Railroad Journal* is the nearest right. A great many companies were arrested in their operations early last fall, and since very little has been done in the way of extending lines. There is no doubt but that a greater number of miles of road was put in operation in 1854 than in any previous year, but we do not believe it doubled that of the previous year.

The number of miles of railway in operation upon the surface of the globe is 40,070; of which 16,964 miles are in the Eastern, and 23,106 in the Western hemisphere, and which are distributed as follows: In Great Britain, 7,774 miles; in Germany, 5,340 miles; in France, 2,569 miles; in Belgium, 873 miles; in Russia, 422 miles; in Sweden, 75 miles; in Norway, 42 miles; in Italy, 170 miles; in Spain, 60 miles; in Africa, 25 miles; in India, 100 miles; in the United States, 21,310 miles; in the British Provinces, 1,327 miles; in the Island of Cuba, 359 miles; in Panama, 50 miles; and South America, 60 miles. The longest railway in the world is the Illinois Central, which, with its branches, is 731 miles in length, and constructed at a cost of $15,000,000.

The public debt of Pennsylvania at the close of the last fiscal year, is exhibited in the annexed statement from the Governor's message:—

FINANCES OF PENNSYLVANIA—PUBLIC DEBT, &C.

Total debt Nov. 30, 1851		$40,154,457 48
Add to this the loan of April, 1852, to complete the North Branch Canal		850,000 00
Total		$41,004,457 48
Deduct payments as follows:—		
Interest on outstanding certificates	$50,063 39	
Receipts to the sinking fund up to this time	1,057,856 15	
		1,105,919 54
Total funded debt		$39,900,537 94
The floating debt and unpaid appropriations at the period already indicated	$1,421,690 15	
Deduct the available balance then in the treasury	750,000 00	
		$671,090 15
The floating debt, temporary loans, unpaid appropriations, except for repairs after the 1st December, 1854	$1,630,000 00	
Balance in the treasury, Nov. 30, 1854, after deducting the amount applicable to the old public debt and the relief issues then on hand	865,929 00	
Balance		$765,929 00

The moneys received into the treasury of the Commonwealth during the fiscal year ending November 30, 1854, amount in the aggregate to the sum of $5,953,670 66
Balance in Treasury November 30, 1853 ... 712,241 35
$6,666,912 01
Payments at the Treasury during same time 5,424,985 29
Available balance in Treasury Nov. 30, '54 $1,241,928 72
To the above available balance may be added depreciated funds in the Treasury unavailable ... 41,032 00

The revenue of the Commonwealth for the past fiscal year was derived from forty-one different sources.

The aggregate valuation of real and personal estate, as fixed by the Board of Revenue Commissioners, amounts to the sum of $531,731,304. The State tax on the same amounts to $1,649,667 76. The receipts from coal and railroad tolls for the past year amounted to $1,918,606 30, exceeding the receipts of 1853 $25,339 80.

The aggregate receipts into the sinking fund during the past year amounted to ... $522,620 98
Relief notes were redeemed and cancelled to the amount of ... $144,990 00
Balance due State Treasury, Nov. 30, 1853 ... 1,308 06
Expenses, clerk hire, &c. ... 466 66
$152,764 72
Balance sinking fund on hand ... $169,856 26

The State Treasurer says:—

The proceeds of the sinking fund are appropriated to the cancellation of relief issues. these notes have not accumulated in the treasury as rapidly as the sinking fund, hence the large balance on hand. But in view of the fact that the whole of this circulating medium will be thrown upon the treasury for redemption and cancellation after the first day of June next, it becomes very important to have a fund sufficient to meet such a demand. The whole amount of these issues can be redeemed during the present fiscal year. By a judicious disposal of all over resources we shall be able within the same period to redeem the whole amount of outstanding temporary loans. With these obstacles out of the way we shall then have a bright prospect before us. The sinking fund can then be devoted to its original purpose, the redemption of the permanent debt of the Commonwealth. In order to make this fund more rapidly "a constantly accumulating fund," I would recommend that the interest on the extinguished debt be permanently applied to it. This plan will not add to the burthen of the people, but will so augment the amount of this fund as in a very few years to greatly promote its efficiency. Our revenue is now in a flourishing condition; our financial system generally works well; yet, I think the enactment into law of the few suggestions here made will be of the most essential service.

The cotton circular of T. J. Stewart & Co., of this date, made up for the steamship Atlantic, says:—

We issued our last circular for the Pacific on 27th ult. The market the following week receded in the early part ⅛c. further from the range of prices then current, occasioned by the pressing disposition evinced by all receivers to sell as early as samples could be obtained, and as our spinners are pursuing by necessity at this period, the hand to mouth system, and there was no disposition on the part of any to speculate for higher prices, the buying was left entirely to exporters. On the 4th inst. we received by telegraph the Asia's advices, and as the tables were then less occupied by pressing lots, an immediate improvement was perceptible, so that by the close of business on 6th inst. an advance of ⅛c. to ¼c. was apparent in sales making. The letters by this arrival were to hand on that day, and although they did not fully authorize the tone of the markets in Great Britain as reported by telegraph, still they were sufficient to encourage holders to look for a further improvement on our reduced stock the present week, and the firm manner in which it has since been presented for sale, authorizes us to raise our quotations ⅛c. to ¼c. over our last. The sales to the 4th instant, excluding the 1st, which was kept as a close holiday, averaged 1,400 bales daily, and since, 6,000 in the three days. The last two days we estimate the business at 2,000 bales.

The crop topic attracts less attention. Low water still continues in every direction, and the receipts are now 44,000 bales behind last year; but at present there are symptoms of a rise on the Chattahoochie, and also on the Mississippi. The better qualities of cotton from the main river will be all in before those from its branches can be got out, which will aid in keeping up the proper distinctions in value. Our money markets, also, all show evidences of improvement; and as our Eastern buyers, who are all bare of stock, will be in with the rise for heavy purchases, it would not be advisable to mark your limits to very low points, as 1848 and 1854 are widely different; and once started with the probability of peace in Europe, before the reality can be seen, the ascent will be too rapid for discretionary margins, as an impression that present prices are not dear is extending itself.

Stock Exchange.

TUESDAY, Jan. 9, 1855.

$5500 Ind State 5's	79	100 shs NY Cen R	s60	82	
1000 N Y 6's, '50, s7	107	300 Harlem RR	s30	30¼	
1000 Missouri 6's	88½	100 do	b60	30½	
3000 do	88¼	108 do		30¾	
5000 Virginia 6's, b7	93½	200 do	b60	30¾	
2000 do	93½	200 Reading RR	s30	74½	
1000 do	93½	600 do	b60	75	
1000 N Carolina 6's	94	400 do	s60	74	
2000 Cal 7's, '70	82	400 do	opg	74½	
5000 Ohio 6's, '60	99	500 do	s60	75	
3000 Erie In Buds	101	500 do	opg	74½	
1000 NY & N H Bs	66 75	50 New Jersey RR		116	
5000 Pan Bds, 2d is.	84	200 Erie Railroad	s3	41	
10000 do	b3	83	300 do	c	40½
35000 Ill Cen RR Bds	68	100 do		40½	
9000 do	68½	400 do	b30	41	
6500 N Y Cen RR Bs	83¾	100 do	b30	40¾	
5000 Chic & R I R Bs	88½	200 do		40¾	
10 shs Bk State N Y	94	100 do	s30	40½	
56 Mechanics' Bk	105	400 do	b3	40¾	
100 Nic Tran Co	s3	16½	100 do		40¾
650 do	s3	16¾	100 do	s30	40¾
100 do	b30	16¾	100 do	b3	40¾
100 do	b60	16¾	200 do	s3	40¾
5 Bk of Commerce	100	50 do	s3	41	
67 Del & Hud Cl Co	108	60 do	s10	41	
10 Continental Bk	96	50 do		41	
150 Canton Co	s3	21¼	237 do	c	41½
200 do	s3	21½	50 do	s10	41½
50 do	b60	22	100 do	b30	41½
100 Cum Coal Co	s3	29½	100 do		41½
200 do	b60	29¾	5 Hudson R. RR		36
100 do	b60	29¾	250 do	b30	36
100 do	b60	29¾	200 do		35¾
200 do	b30	29¼	100 do	b60	36¼
100 do	twk	29¼	15 do	b3	35¾
500 do		29¼	10 Mich Cen RR		79
15 do		29¾	50 do	b3	79
100 do	c	29¾	50 Mich S RR ex div		76
100 do	c	29½	50 Panama RR		81
100 do	s30	29¾	5 do		81½
100 N Y Cen RR	opg	82	10 North Ind RR		75
250 do	p&c	82¼	5 Cleve C & Cin RR		93
150 do	b30	82¾	127 Gale & Chica RR		88

SECOND BOARD.

$13000 Virginia 6's	93½	200 shs Read RR	s10	75¼	
3000 do	93¼	200 do	s10 aft opg	75	
1000 Har 1st Mg Bs	80	250 do	s90	74½	
2000 Erie Inc Bds	100¾	100 do	p&c	75¼	
100 shs Cantn Co	b60	22	200 do	s60	75
100 do		21½	50 Stonington RR		59
50 do	s30	21½	100 Erie RR	s8ds	41¾
50 do	b30	21¾	200 do		41¼
500 Pen & Le Zinc Co	2	100 do	b60	41¾	
100 N Y Cen RR	b30	83	100 do	b10	41¼
100 do	b30	83¼	200 do	b3	41¼
100 do	b60	84	200 do	b30	41½
100 do	opg	83¼	200 do	b40	41½
100 Nic Tran Co		16½	250 do		41½
400 do	b60	16¾	100 do	b30	41½
50 do		16¾	100 Harlem RR		30¼
25 Cum Coal Co		29½	100 do	b60	30¼
100 do	b2	29¾	5 N India Constrcn		72
100 do	b60	30¼	15 Galena & Chic RR		88
100 do		29½	30 Mich So Con	b10	72
50 do		29¾			

CITY TRADE REPORT.

TUESDAY, Jan. 9—6 P. M.

ASHES.—The sales were 50 bbls., at $6 62 a $6 75 for pots, and $7 25 for pearls, per 100 lbs.

BREADSTUFFS.—Flour—The market closed about 6½c. a 12½c. per bbl. for common State brands. The sales for the day footed up about 5,000 a 6,000 bbls., included in which were common State at $8 75 a $8 81¼, $9 a $9 12 for good straight brands, and $9 a $9 62½ for common, good and choice Michigan, Ohio, Indiana and Wisconsin; $9 75 a $10 25 for extra Michigan; $9 75, for extra Ohio; and $11 a $12 for extra Genesee; Canadian sold at $9 a $9 12 in bond, and $10 duty paid. Included in the above were 1,200 bbls. Southern, at $9 12 a $10 75. Rye Flour—Sales of 50 bbls. were made at $7 62; and 200 bbls. New Jersey meal at $4 50. Wheat was quiet, being held above the views of buyers. Corn—The sales footed up about 30,000 bushels white and yellow, at 105c. a 106c. There was little Western mixed on the market. Rye—Moderate sales of New Jersey were made at $1 38, and of North river at $1 40. Oats were unchanged.

COFFEE.—Sales of a cargo of St. Domingo, 1,300 bags, were made at 9c., for export; 1,600 do. Rio, at 9¾c. a 10c.; 1,000 mats Java, at 13½c., four months; and 250 bags government do., at p. n. t.

CANDLES.—Patent sperm were selling at 40c., and plain do. at 30c.

COAL.—Sales of 50 chaldrons house cannel were made at $12 50, four months; and 135 tons Liverpool orrel were sold at $7 50.

COTTON.—The market continued firm, and stock on sale light. The transactions amounted to about 1,500 bales, at 8½c. for middling uplands, 8¾c. for Florida, and 8½c. a 8¾c. for Mobile, and 8½c. a 8¾c. for New Orleans and Texas do.

FISH.—The market was dull, and sales limited. We quote large No. 1 mackerel at $18 50 a $19, and No. 2 shore do. at $7 50 a $8. Barks dry cod were at $5 12 a $5 31. No Georges were on the market; scaled box herring were dull at 37c. a 40c.

FREIGHTS.—Rates were quite steady, with considerable lots of produce offering for Liverpool; 10,000 a 15,000 bushels of corn, in bulk and bags, were engaged at 4c. a 4½c.; 300 a 400 bales of cotton at 7 32d.; 300 boxes and 150 bales of bacon at 17s. 6d.; 150 do. pork at 2s. 6d.; and 1,500 boxes cheese at 22s. 6d. To London, 10,000 tierces whalefoots at 20s. per ton, and 750 barrels flour at 2s. 6d., and 150 barrels pork at 3s. 6d. To Glasgow, 50 tons fustic were engaged at 22s. 6d. per ton. To Havre, cotton and bone were at ¼c., lard and hops at ⅝c., ashes at $6 a $7, and rice at $7. To Bremen, 400 bales of cotton were engaged at ⅝c., 200 barrels beef at 2s. 6d., 150 barrels ashes at 17s. 6d. To California rates ranged from 25c. a 40c.; and for Australia at 35c. for measurement goods, and $55 per M. for lumber. Two vessels were taken up for Cadiz at round sums.

FRUIT.—The market was heavy and sales moderate.

HAY.—300 a 400 bales sold at $1, for shipping.

HOPS.—The market was steady at 34c. a 37c.

IRON.—Sales of Scotch pig were made at $30, six months.

MOLASSES.—The market was active, with sales of 600 a 800 bbls. New Orleans, new crop, at 27c.; and 500 hhds. Cuba were sold for export at 20c., cash. Distillers were offering an advance. The market was bare, and lots have been sold to arrive from Eastern ports.

NAVAL STORES.—Sales of 100 bbls. spirits were made at 43c., and 350 do. at 42c., in shipping order; and 1,500 bbls. rosin at $1 80 per 310 lbs., delivered. Tar was unchanged; 500 bbls. Wilmington turpentine were sold at $3 87.

OIL.—Linseed continued firm, with sales at about 81c. a 82c. Winter and sperm were held above buyers, and transactions were light.

PROVISIONS.—About 400 a 500 bbls. mess pork were sold at $12 12 a $12 25; prime was at $12 25. Beef was in good demand. Sales of 550 bbls. beef hams, Chicago, were made at $16; 500 bbls. State prime and mess beef sold at $5 50 a $8 50, and 60 tierces prime mess beef at $22. Lard—Sales of about 500 bbls. were made at 10¼c. a 10¾c. Cut meats were unchanged. Some sales of bacon were reported at 8¾c. Cheese and butter were unchanged.

RICE.—The market was dull, at $3 75 a $4 37 per 100 lbs.

SUGAR.—The sales included 250 hhds. New Orleans, at 4¾c. a 5c., and about 200 do. Cuba, on terms not mentioned.

TOBACCO continues firm and in fair demand. The sales embrace 75 hhds. Kentucky and Maysville, at 9½c. a 11c.; 35 do. Havana, at 28c.; 204 do. Cuba and Sagua, at 17c. a 19c. 182 cases seed leaf, 6¼c. a 13c.; 23 do. Florida, at 16c. a 20.

TALLOW.—Some sales, of no great amount, were reported, at 12¾c.

WHISKEY.—The sales included 400 to 500 bbls. prison, at 37½c. a 38c., with a small sale at 39c., and 200 hhds. drudge, at 40c., time.

ADVERTISEMENTS RENEWED EVERY DAY.

NEW PUBLICATIONS.

EXTRAORDINARY PUBLICATION.
On Saturday next, Jan. 13, will be published,
MY COURTSHIP, AND ITS CONSEQUENCES,
by
HENRY WIKOFF;
A true account of the author's adventures in England, Switzerland and Italy, with
MISS J. C. GAMBLE, THE AMERICAN HEIRESS.
One neat 12mo. volume; price $1 in paper, $1 25 in cloth. For sale by all booksellers.
J. C. DERBY, Publisher,
New marble buildings, 119 Nassau street.
N. B.—Further particulars in a future advertisement.

THE BOSTON OLIVE BRANCH FOR THIS WEEK IS excellent, we like the manner in which the editor dissects Fanny Fern's "Card," in fact he literally demolishes it; John Walter too comes in for his share, and the manner in which he figures is direful indeed. But we will not anticipate, let our readers see for themselves. For sale at all the booksellers and news depots.

BILLIARDS.

BILLIARD TABLES.—WE HAVE A FINE STOCK OF marble, slate, and wood beds, with the patent rubber cushions and our late improvements, suitable for private or public use. Call at our factory and examine.
GRIFFITH & DECKER.

RESTAURANTS.

DROP IN AT THE ARCADE, 663 BROADWAY, OPPOSITE Bond street, and see Blakely.

MISCELLANEOUS.

GOLD, GOLD, GOLD.—THE UNDERSIGNED OFFERS for sale gold leaf at the following reduced prices, for cash:—Deep gold, warranted to burnish, from $6 50 to $6 75 per pack; usual gold, $6, pale $5 50. One trial will prove the fact. H. GRAY, 60 Prince street, corner of Marion.

LUXURIANT WHISKERS AND MOUSTACHES FORCED to grow strong and thick in six weeks by my unguent, which will not stain or injure the skin. $1 a bottle, sent to any part of the country. R. G. GRAHAM, 107 Nassau st.; Hayes, 175 Fulton st., Brooklyn; Zeiber, 44 South Third st., Philadelphia; Barringer, 103 Warren st., Hudson.

NOTICE TO NON-RESIDENT LAND OWNERS, OR those wishing to locate land in the West.—The subscriber begs leave to inform such that he will attend personally to the locating of land, and paying the taxes on the same, and will act as agent for those wishing to sell or buy land in any part of the West. The subscriber being a resident of the State of Wisconsin for the last five years, and seeing the necessity of non-resident land owners having some one to attend to their interest, offers his services to such, believing it will be to their advantage. Good city reference given. All communications sent to P. H. CORLIE, care of Mr. N. Miller, 260 Seventh street, New York, or to Charles N. Peld, 77 Fulton Street, Brooklyn, will be punctually attended to.

WANTED—TWENTY-FIVE THOUSAND BUSHELS OF shells, delivered at Port Richmond, Staten Island, for cash on delivery, for the whole, or part, not less than 1,000 bushels. Address proposals to Secretary of Port Richmond and Fresh Kill Plank Road Company, Richmond, N. Y.

WAREHOUSE OF WINDSOR PAPER MILLS, NOS. 65 and 67 Nassau street, New York.—The subscribers have commenced manufacturing news and book paper at their new paper works, at Windsor Locks, containing fourteen largest size rug engines and two 84 inch Fourdinier machines (one more to be added), are now ready to receive orders from persons in want of a superior quality of news or book printing paper. These works have been built with great care, embracing all the modern improvements, with a full supply of spring and artesian water, together with never failing power, ensuring a uniform good color to the paper, and a regular supply in quantity and quality. The capacity of the two mills to manufacture fifteen thousand pounds of taper per day. PERSSE & BROOKS.

LOST AND FOUND.

FOUND—IN THE OFFICE OF THE CAMDEN AND Amboy Railroad Company, at Burlington, N. J., a sum of money, of which information can be had by the owner, on application to J. KINGDON, Agent.
Burlington, N. J., Jan. 6, 1855.

LOST—ON SATURDAY AFTERNOON LAST, EITHER in or near Wall street, or in Broadway, between Wall street and the St. Nicholas Hotel, or in one of the Madison avenue stages, a bunch of keys, three brass and three iron, attached to a steel ring. The finder, leaving them at 51 New street, will be suitably rewarded.

LOST—A BOWERY SAVINGS BANK BOOK. ANY person having found the same, will please leave it at the above bank. Number of bank book, 69,676.

LOST—A PAIR OF GOLD SPECTACLES, THE OWNER'S name and residence marked on the rim. The finder will confer a favor and receive a suitable reward by returning them as marked, or to the Tradesmen's Bank.

LOST—ON THE 30TH DAY OF DECEMBER LAST, two promissory notes; one made by Dennis McCarthy, and endorsed by Edward Gallagher, for eight hundred dollars, dated September 28, 1854, and payable three months after date; another, made by Edwin Van Ranst, endorsed by Lydia Van Ranst, for three hundred and fifty dollars, dated September 28, 1854, and payable ninety days after date. All persons are forbid negotiating the above notes, as they are of no value to any one but the advertiser. The finder of them will be reasonably rewarded by returning them to R. M. HARRINGTON, 42 John street.

LOST—ON SATURDAY, 6TH INSTANT, IN THE CARS, between New York and Philadelphia, or at one of the stations, two portemonnaies. If the finder will return the one fitted up as a sewing-case, to 96 St. Mark's place, New York, he will receive $2 reward.

LOST OR STOLEN—A DARK SORREL MARE ABOUT 15 hands high, hind feet white as high as the fetlocks, and a white star in the forehead. The above mare was taken (with the wagon, in which was a chest of tea and some tobacco) on yesterday, from the corner of Washington and Murray streets. Any intelligence of the above mare or wagon will be rewarded with $10, and the thanks of the owner, at 130 West Sixteenth street.

STRAY COW—A RED COW, WITH A WHITE STRIPE along her belly, white face, and with rod stripe on the left side of the nose, and a ring round the left eye, came to the premises of the subscriber, at Fort Washington, High Bridge. The owner can have her by proving property and paying expenses. JAMES O'CONNELL.

REWARDS.

$50 REWARD.—LOST OR STOLEN, YESTERDAY morning, between the hours of 10 and 12, in crossing the ferry from Brooklyn to 113 Fulton street, New York, or in going from Fulton street, through William and Broad streets, to 16 Water street, a black leather pocket book, containing four hundred and sixty dollars, mostly in city and State bills, of small denomination. The pocket book is stamped in two places, in gilt letters, with the owner's name, C. H. Shobs. Whoever will return the above to 29 Myrtle avenue, Brooklyn, shall receive the above reward, and more if they demand it. C. H. SHOBS.

$25 REWARD—WHEREAS, SOME PERSON OR persons having entered the house of Engine Company No. 24, between the date of January 1 and 8th inst. and stealing from said house, the following articles, viz., 2 brass globe torches, 4 brass hub band caps, 1 copper pipe, 2 leather pipes, 1 brass pipe nose, 1 screw wrench; also, having cut off one hose butt. Said company offer the above reward for the detection, or any information leading to the detection of the thief or thieves. Information to be left with any of the members of the company, or with the Captain of the Sixteenth district police.
TIMOTHY L. WEST, Foreman,
EVAN DAVIS, Secretary.

$25 REWARD.—STOLEN, ON THURSDAY NIGHT, Jan. 4, 1855, from the premises of Jacob K. Nelson, Cold Spring, Putnam county, N. Y., $250 worth of cloths, cassimeres and clothing. Two colored men are suspected of having committed the theft. The above reward will be paid for the detection of the thieves.

$10 REWARD.—STOLEN FROM A SMALL BOX, at a boarding house in Seventeenth street, on of about October last, two gold chains—one small fine link and one large cord do.—and one old fashioned silver watch, with plated gold case. The above being family relics, every effort will be made by the owner for the recovery of the same. If the pawnbrokers in New York or vicinity can give any information relative to the same, they will receive the above reward by calling at 260 West Twenty-fourth street.

$5 REWARD.—LOST, ON MONDAY, 8TH INST., IN the upper part of the city, a gold bracelet, with locket attached. The bracelet is composed of alternate plain and chased links; the locket is oval and ribbed. The above reward will be paid for their recovery by Myers & Knisely, 149 Broadway.

$5 REWARD.—LOST, AN OLD LIVER AND WHITE pointer dog; had on a chain collar, marked M. Augustus Field, 44 East Twenty-fifth street. Being of no use to any person, and only valued by his owner on account of former services, $5 will be paid to anybody who will return him to No. 44 East Twenty-fifth street, or No. 34 Beekman street.

DRY GOODS, &C.

IMPORTANT TO LADIES—DRESSMAKERS AND MILliners. Urgent necessity compels me to dispose of my remaining stock of choice and fashionable dress trimming ribbon galloons, feathers, flowers, bonnet and sash ribbons, silks, satins, velvets, &c., &c., at half the price we sold them at before the holidays.
M. H. LUHTENSTEIN, 90 Bowery.

EXPRESS AGENCIES.

KENNEDY, FIELD & CO.'S EXPRESS, 58 WILLIAM street, for Spotswood, Jamesburg and Freehold, Hightstown, Bordentown, Burlington and Philadelphia, daily by special messenger; errands, packages, money, &c., delivered promptly, and collections made. Freight taken and forwarded to the above places.

STEAMSHIP EXPRESS TO CHARLESTON, S. C., AND thence by railroad to the interior of South Carolina, Georgia, Alabama and Tennessee—Office No. 59 Broadway.—The Adams Express Company, having effected contracts with the several railroad companies south and west of Charleston, viz.:—The "South Carolina," "Georgia," "Atlanta and Lagrange," "Montgomery and West Point," "Western and Atlantic," "Chattanooga and Nashville,"